NOTICE OF COUNCIL MEETING

(Open to the Public)
Monday, June 22, 2026
6:00 PM

Members of the Aurora City Council will participate in the June 22, 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 22, 2026

STUDY SESSION

(Open to the Public via live stream in the Paul Tauer Aurora City Council Chamber)
AURORA ROOM
4:25 PM

EXECUTIVE SESSION

(Closed to the Public)
AURORA ROOM
5:40 PM

REGULAR MEETING OF THE AURORA CITY COUNCIL

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

AGENDA

Regular Meeting of the Aurora City Council

Monday, June 22, 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 June 8, 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 One (1) Member to the Commission for Older Adults** 34

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

10.c.2 **Consideration to Appoint One (1) Member to the Human Relations Commission** 46

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

10.c.3 **Consideration to Appoint Two (2) Members to the Parks, Recreation, and Open Space Advisory Board** 57

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 **Consideration to Appoint One (1) Member to the Fletcher Regional Improvement Authority (FRIA) Board of Directors** 76

R2026-67 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE BOARD REPRESENTATIVE FOR THE FLETCHER REGIONAL IMPROVEMENT AUTHORITY (FRIA)

Waiver of reconsideration requested to attend the Fletcher Regional Improvement Authority (FRIA) Board meetings and take appropriate action under the approved establishing agreement.

Michael Kerrigan, Special District Administrator, Development Services / Brian Rulla, Senior Assistant City Attorney

11.a.2 **Rocky Mountain Rail Park Metropolitan District Financial Obligation Intergovernmental Agreement (IGA)** 145

R2026-68 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND ROCKY MOUNTAIN RAIL PARK METROPOLITAN DISTRICT

Haley Johansen, City Engineer, Development Services / Brian Rulla, Senior Assistant City Attorney

11.a.3 **Intergovernmental Agreement (IGA) with Adams County to Add a Ballot Drop Box Location at Moorhead Recreation Center** 196

R2026-69 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT FOR THE USE OF PROPERTY OWNED OR CONTROLLED BY THE CITY OF AURORA FOR PLACEMENT OF A BALLOT DROP BOX BY THE ADAMS COUNTY CLERK AND RECORDER

Waiver of reconsideration is requested due to the requirement for all parties to approve the Intergovernmental Agreement (IGA) by July 3, 2026.

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

11.a.4 **Cherry Creek Reach 1 Drainage and Flood Control Improvements Intergovernmental Agreement (IGA)** 205

R2026-70 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 ENTEPRISE, URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT, AND CHERRY CREEK BASIN WATER QUALITY AUTHORITY REGARDING DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK REACH 1 AT CHERRY CREEK STATE PARK

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

11.a.5 **Edward Byrne Memorial Justice Assistance Grant (JAG) Program Memorandum of Understanding (MOU)** 225

R2026-71 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF THE AGREEMENT BETWEEN ARAPAHOE COUNTY AND THE CITY OF AURORA REGARDING THE 2025 EDWARD BYRNE JUSTICE ASSISTANCE GRANT AWARD

Todd Chamberlain, Chief, Police / Mandy MacDonald, Assistant City Attorney

11.a.6 **Federal Bureau of Investigation (FBI) Denver Child Exploitation and Human Trafficking Task Force Memorandum of Understanding (MOU)** 234

R2026-72 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF THE MEMORANDUM OF UNDERSTANDING BETWEEN THE AURORA POLICE DEPARTMENT AND THE FEDERAL BUREAU OF INVESTIGATION RELATED TO THE DENVER CHILD EXPLOITATION AND HUMAN TRAFFICKING TASK FORCE

Mark Hildebrand, Deputy Chief, Police / Mandy MacDonald, Assistant City Attorney

11.a.7 **Rental Registration Program** 253

R2026-73 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE CITY OF AURORA'S SUPPORT FOR TENANTS WITHIN THE CITY, AND OTHER RELATED MATTERS

Sponsors: Alison Coombs, Mayor Pro Tem / Mike Coffman, Mayor

Josh King, Manager of Neighborhood Support, Housing and Community Services / Hanosky Hernandez, Senior Assistant City Attorney

11.a.8 **Relocation of the "Under the Swimming Pool" Public Artwork from Beck Recreation Center to Tallyn's Reach Library** 263

R2026-74 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE RELOCATION OF THE "UNDER THE SWIMMING POOL" ARTWORK FROM THE BECK RECREATION CENTER TO TALLYN'S REACH LIBRARY

Ian Guerra, Public Art Assistant, Library and Cultural Services / Britt Wirth, Assistant City Attorney

11.a.9 **Rose King Brown House Local Landmark Nomination** 397

R2026-75 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL DESIGNATING THE ROSE KING BROWN HOUSE AS A LOCAL LANDMARK

Chris Geddes, Historic Preservation Specialist, Library and Cultural Services / Britt Wirth, Assistant City Attorney

Outside Speakers: Maisha Fields, Co-owner 1390 Dayton Street / Reid Hettich, Co-owner 1390 Dayton Street

11.a.10 **First Amendment to Economic Development Incentive Agreement Between the City of Aurora and Dillon Companies, LLC** 419

R2026-76 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FIRST AMENDMENT TO THE ECONOMIC DEVELOPMENT INCENTIVE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, AND DILLON COMPANIES, LLC

Thomas Oldenburg, Project Manager, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney

11.a.11 **Family Plan Initiative** 427

R2026-77 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ESTABLISHING THE AURORA FAMILY PLAN INITIATIVE

Sponsor: Alli Jackson, Council Member

Jason Batchelor, City Manager / Andrea Wood, Assistant City Attorney

11.b Finalizing of Ordinances

Ordinances approved unanimously at first reading.

11.b.1 Connecting Aurora – Aurora Citywide Multimodal Transportation Master Plan 434

2026-18 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

11.b.2 Tributary – Zoning Map Amendment from R-2 to MU-A 1768

2026-20 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

11.b.3 Tributary – Zoning Map Amendment from R-2 to MU-R 1797

2026-21 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

11.b.4 **Tributary – Zoning Map Amendment from MU-R to R-2** 1818

2026-22 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

11.b.5 **Repeal of Aurora Housing Authority Changes** 1846

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

11.b.6 **Establish the Office of Public Safety Accountability** 1851

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

11.b.7 **Build Up Aurora - Community Facilities Ballot Language** 1859

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

11.b.8 **Build Up Aurora - Public Safety Ballot Language** 1887

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

11.b.9 **Build Up Aurora - Transportation Ballot Language** 1916

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

11.b.10 **Aurora Multimodal Access Improvements Project – Property Acquisitions** 1944

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

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.

14.a Periodic Health, Safety, and Habitability Inspections 2313

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

14.b Detention Center Reportable Disease Notification Requirements 2320

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

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

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

14.c 2026 Spring Supplemental Budget 2328

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

15. ANNEXATIONS

16. RECONSIDERATIONS AND CALL UPS

17. GENERAL BUSINESS

17.a **Consideration to Appoint Nine (9) Members to the Aurora Downtown Development Authority Board** 2385

Sponsors: Mike Coffman, Mayor / Alison Coombs, Mayor Pro Tem

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

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, June 8, 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	

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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 June 8, 2026 meeting.

4. PLEDGE OF ALLEGIANCE

(All Standing)

5. EXECUTIVE SESSION UPDATE

Mayor Coffman provided an update on the Executive Session, stating labor negotiations and contract negotiations were discussed.

6. APPROVAL OF MINUTES

6.a May 18, 2026 Meeting Minutes

Moved by: Gianina Horton

Second by: Amy Wiles

Does Council wish to approve the minutes of the May 18, 2026 meeting?

Voting Aye: (11): Mayor Coffman, Robert Andrews, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Gianina Horton, Alli Jackson, Angela Lawson, Ruben Medina, and Amy Wiles

Mayor Coffman read a land acknowledgement.

7. PROCLAMATIONS OR CEREMONIES

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

Moved by: Alison Coombs

Second by: Alli Jackson

Does Council wish to adopt the agenda as presented?

Voting Aye: (11): Mayor Coffman, Robert Andrews, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Gianina Horton, Alli Jackson, Angela Lawson, Ruben Medina, and Amy Wiles

9. PUBLIC INVITED TO BE HEARD

CM Wiles shared her comments regarding the overturned convictions in the murder of Elijah McClain.

(non-agenda related issues only)

Moved by: Alison Coombs

Second by: Ruben Medina

Does council wish to suspend the Council Rules in order to change the Public Invited to be Heard time limit?

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

Voting Nay: (3): Mayor Coffman, Françoise Bergan, and Stephanie Hancock

[Recess]

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: Ruben Medina

Second by: Alli Jackson

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

Voting Aye: (11): Mayor Coffman, Robert Andrews, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Gianina Horton, Alli Jackson, Angela Lawson, Ruben Medina, and Amy Wiles

10.a Motions

10.b 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.

10.c Appointments to Boards and Commissions

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

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

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

10.c.3 Consideration to Reappoint One (1) Member to the Civic Engagement 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: Françoise Bergan

Does Council wish to approve the Resolutions and Ordinances Consent Calendar with item 11.a.1 removed?

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

11.a Resolutions

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

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

Staff gave a brief presentation on the item.

CM Bergan expressed she did not understand why they needed City Council's approval on these specific contracts and agreements, as she had full confidence in the city manager to make good decisions.

P. Schulte responded generally there are many contracts the city manager can approve without coming to Council but this is a policy decision to make sure any contracts with the Geo Facility or ICE come to Council so they are aware of them, which is in the Council's purview to do.

CM Bergan asked if they are saying they do not trust the city manager with this policy.

P. Schulte voiced Council wants contracts like this to come to Council and he and J. Batchelor have talked about it and are willing to do that.

Council heard public testimony on the agenda related item.

Mayor Coffman asked J. Batchelor how many contracts he or any of his predecessors signed with Geo in his years with the City of Aurora.

J. Batchelor answered none.

Mayor Coffman commented he could not imagine they would have a contract with them.

Mayor Pro Tem voiced these corporations do quite a bit more than just immigration enforcement, and if they are entering into those types of contracts with these specific facilities, Council wants to know that, as Geo is an entity they would not want to contract with.

Moved by: Alison Coombs

Second by: Ruben Medina

Does Council wish to support the approval of the City Council Approval for Certain Types of Contracts and Agreements resolution?

Voting Aye: (7): Robert Andrews, Alison Coombs, Curtis Gardner, Gianina Horton, Alli Jackson, Ruben Medina, and Amy Wiles

Voting Nay: (3): Françoise Bergan, Stephanie Hancock, and Angela Lawson

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

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

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)

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)

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)

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

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

Council heard public testimony on the agenda related item.

12. PUBLIC HEARINGS

Public hearings with or without related ordinances.

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

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

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

Mayor Coffman closed the public hearing.

MPT Cooms shared she was very excited and thankful for staff and their outreach efforts on this, as it was helpful to understand this was wanted across the entire city and to recognize safety is the number one priority for Aurora.

CM Horton thanked staff for their work on this and gave a shoutout to past chairs of TAPS and the council members who made sure this happened.

Mayor Coffman thanked staff and said their many outreach meetings paid off.

Moved by: Alison Coombs

Second by: Gianina Horton

Does the Council support the approval of the ordinance for the proposed comprehensive plan amendment?

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

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

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

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

Mayor Coffman closed the public hearing.

Moved by: Amy Wiles

Second by: Ruben Medina

Does the City Council wish to support the approval of the ordinance to amend the City of Aurora Zoning Map to MU-A?

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

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

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

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

Mayor Coffman closed the public hearing.

Moved by: Amy Wiles

Second by: Gianina Horton

Does the City Council wish to support the approval of the ordinance to amend the City of Aurora Zoning Map to MU-R?

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

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

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

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

Mayor Coffman closed the public hearing.

Moved by: Amy Wiles

Second by: Alison Coombs

Does the City Council wish to support the approval of the ordinance to amend the City of Aurora Zoning Map to R-2?

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

13. INTRODUCTION OF ORDINANCES

13.a Periodic Health, Safety, and Habitability Inspections

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

CM Horton explained this is one of two ordinances regarding detention facilities. She stated it was brought to their attention multiple times that the Geo Detention Center continues to violate the conditions for those detained in the facility, and this is part of the limitations they can do as a municipality. She noted one of the facility's core values is to maintain a quality facility, and this would help them out with that.

P. Schulte noted this ordinance applies to all detention facilities in the city and they want to make sure it is evenly applied and that all would have to meet the same standards, as well as any built in the future.

Council heard public testimony on the agenda related item.

Moved by: Alison Coombs

Second by: Amy Wiles

Does the Council wish to support the approval of the Periodic Health, Safety, and Habitability Inspections ordinance?

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

13.b Detention Center Reportable Disease Notification Requirements

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

CM Horton expressed she primarily discussed the Geo Detention Center, as that is the most problematic one currently, but they want to make sure all facilities are up to par regarding code enforcement and reportable diseases. She shared they used the definition of reportable diseases provided by the Colorado Department of Public Health and Environment. She voiced the second piece of the ordinance is ensuring the community and those within the facility have the care deserved and they are being as responsive as possible to anything cotangent that has tremendous impact on one's health.

Council heard public testimony on the agenda related item.

CM Bergan stated she was told the County Health Department receives notifications on infectious diseases from hospitals, schools, and jails, and the County Health Department notifies the Emergency Management Office, which is under AFR, and the Emergency Management Office notifies Fire, so they get that information currently. She said they do not have authority over federal agencies.

CM Horton thanked those that came to the meeting to speak and state the experiences of those currently detained at the Geo Detention Center, as well as those who have been forced in self-deportation or are getting released and getting due process. She hoped her colleagues on the dais really listened to those stories. She read a piece she wrote on why these two ordinances are important for their city to consider from a public health lens, what they do, and how they respond as a local government.

Moved by: Gianina Horton

Second by: Alli Jackson

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.

Does the Council wish to support the approval of the Detention Center Reportable Disease Notification Requirements ordinance?

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

13.c 2026 Spring Supplemental Budget

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

Staff gave a brief presentation on the item.

CM Bergan noted the Public Defender has requested three additional FTEs. She expressed that in light of the fact that they are facing a deficit and have decreased caseload in terms of domestic violence, she made a motion to delay moving that to the Public Defender's Office until they do the Budget Workshop in September so they have a better idea of their budget.

MPT Coombs pointed out the FTEs have been there since 2023, when Doug asked for them originally because of their workload study.

Staff responded yes, they asked for two FTE for the workload study and one for weekend court, and Council decided to put them in nondepartmental to look more at the study and see how things went. However, the Public Defender has been able to access that money using variable hour staff or contract staff.

MPT Coombs noted those were based on workload study and did not have anything to do with the DV cases. She said since then, a court-wide workload study was presented and the writer of that study said they could not use it to make projections about DVs. She stated these positions are currently left in nondepartmental and the Public Defender has to ask permission to use them. She asked P. Schulte if there were any concerns about their independence to not have control over three FTEs worth of funds in their budget.

P. Schulte voiced his understanding was the work study found that 80% of their workload was spent on DV cases, and he did not know why the public defender is now asking for three additional positions when he has to cut positions in his budget by this time next year.

MPT Coombs stated her questions were not about operations, but about legal issues and if there is an independence issue with the public defender asking permission of management to use a budget with funding that is allocated to their office.

P. Schulte explained everything that comes from the city has to be appropriated by City Council, including funds and positions. He noted they have delegated the Public Defender Commission to do things like set salaries, but when it comes to FTEs, the way the Charter reads and the way the ordinance as set up, they have to take in account the rest of the other operations of the city and the budget. He added they are under a mandate from last year's Council and city management that they have to cut $1 million from the budget among the three departments in the Municipal Court System.

J. Batchelor added he has had court administration for a number of months, and he is still not sure he has a good handle on the differences between caseload and workload, as it very difficult to get the parties in the court system to agree on those things. He expressed the public defender has been accessing the funds and using them to pay for a contract attorney to address weekend court, to pay for another position for an attorney, and one for a clinician/social worker to help with client workload. He said her request is to move them over so she can continue that same use.

CM Bergan reiterated her motion is just to delay this until the Budget Workshop, where they could have some of these questions answered. She added that was the responsible thing to do for their taxpayers. She stated the fact that 80% of the caseload was DV cases signifies there should be a reduction in FTEs, not moving them from nondepartmental to three full time positions.

MPT Coombs voiced it took them over a year to get the previous workload study conducted and the author specifically said they could not say once DVs are gone that is the workload. However, if they are asking for another workload study, that is a different conversation, but it would not be done by September.

CM Hancock asked how weekend court was impacted by this.

P. Schulte responded his office has spoken with the Public Defender's Office and judiciary about eliminating weekend court and having everyone who comes in on a municipal charge in their jail released on a PR bond, but they will know more information on that in a couple months.

CM Hancock inquired if the weekend cases are primarily traffic related.

P. Schulte answered no, they are people arrested on municipal code violations that are not statewide. He added that his office is paying somebody hourly to

be there for 7 or 8 hours on a Saturday and sometimes they do not have anything to do because of the automatic PR bond.

CM Horton asked what would the funding mean if CM Bergan's motion passes.

J. Batchelor responded status quo would remain in nondepartmental and they would continue accessing the funds and the positions would stay in place.

CM Horton inquired if the $1 million budget cut was for P. Schulte's department.

J. Batchelor answered that was part of the budget Council laid out. He explained Court Administration did a budget reduction of $250,000 in the 2026 Budget, so there is a remaining $750,000 that has to be allocated out between Prosecution, Public Defender, and Judicial, with the idea there will be a reduction in workload associated with DV cases being moved out. He mentioned there will be a meeting later in the month with the other appointees and principals in the court system on these questions, and they will be updating their code with the Camp Simons Decision to make petty offenses under the state fine only and no jail time, which would eliminate the need to be assigned a public defender.

CM Horton asked how the remaining funds from the reduction stemmed from the DV is broken down.

J. Batchelor responded they left it as a broad number and did not allocate it out, and that is one of the reasons for the upcoming meeting, to talk with his colleagues to see what they can do to help balance it.

CM Wiles shared it personally did not feel good to her to release the money and say go ahead and hire and then potentially lay people off in a few months, whereas a contract person knows their role is temporary or hourly.

J. Batchelor responded the City Attorney's Office and Court Administrator have held positions vacant sometimes and gone with contract laborers instead of hiring someone as a regular employee because of the potential future reductions.

CM Andrews asked what the urgency was for doing this right now.

J. Batchelor answered it was included in the supplemental.

Moved by: Françoise Bergan

Second by: Stephanie Hancock

Does the Council wish to support the approval of the 2026 Spring Supplemental Budget ordinance?

Voting Aye: (8): Robert Andrews, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Gianina Horton, Angela Lawson, Ruben Medina, and Amy Wiles

Voting Nay: (2): Alison Coombs, and Alli Jackson

Amendment:

Moved by: Françoise Bergan

Second by: Stephanie Hancock

Does Council wish to approve this ordinance with CM Bergan's amendment?

Voting Aye: (8): Mayor Coffman, Robert Andrews, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Gianina Horton, Angela Lawson, and Amy Wiles

Voting Nay: (3): Alison Coombs, Alli Jackson, and Ruben Medina

13.d Repeal of Aurora Housing Authority Changes

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

J. Batchelor explained that previously Council passed an ordinance to address the Board appointment process and terms for the Aurora Housing Authority, and the Aurora Housing Authority filed an injunction against that and the Court ruled in their favor. He said this is an ordinance to repeal those changes and go back to the status quo.

P. Schulte added they lost at the District Court level, and they appealed that loss, but the Court of Appeals ruled and affirmed the decision of the District Court, saying the ordinance brought forward was illegal. He stated this ordinance completely repeals that ordinance and reverts it back to the original code section.

Moved by: Stephanie Hancock

Second by: Robert Andrews

Does council wish to support the approval of an Ordinance to repeal the Aurora Housing Authority changes?

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

13.e Establish the Office of Public Safety Accountability

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

J. Batchelor explained the definition and key components of the ordinance.

Council heard public testimony on the agenda related item.

CM Horton acknowledged what was shared in public testimony, that across the U.S., when an Independent Oversight Office is developed it is usually as a result of loss of life from police or within a jail, and Aurora is no exception to that. She said they are in line with finding reform to get justice for people, particularly young black men and boys, who were killed by Aurora police. She stated she and CM Wiles hosted three different community engagement opportunities, a presentation on what oversight is, a roundtable discussion from a variety of community members who talked about what they wanted to see in an oversight agency, and presentations from Denver's Oversight Agency and one from Fort Worth, who has a similar city government model and population to Aurora's. She thanked staff for attending those, listening to the community, and being encouraging about the need for that community engagement and imbedding that throughout the document. She said they still have a long way to go and there is no end goal beyond having a police department effective in their job without the loss of life. She also thanked the community members who showed up to engage in this conversation.

Moved by: Gianina Horton

Second by: Amy Wiles

Does Council wish to support the approval of the ordinance to establish the Office of Public Safety Accountability (PSA)?

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

13.f Build Up Aurora - Community Facilities Ballot Language

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

Staff gave a brief presentation on the item.

Mayor Coffman thanked CM Gardner and CM Bergan on their leadership on this, as well as L. Perry and her staff for all their work on this.

Moved by: Curtis Gardner

Second by: Françoise Bergan

Does City Council support the approval of referring the Community Facilities ballot question to the November 3, 2026 ballot?

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

13.g Build Up Aurora - Public Safety Ballot Language

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

Staff gave a brief presentation on the item.

Moved by: Stephanie Hancock

Second by: Françoise Bergan

Does City Council support the approval of referring the Public Safety infrastructure and facilities ballot question to the November 3, 2026 ballot?

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

13.h Build Up Aurora - Transportation Ballot Language

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

Staff gave a brief presentation on the item.

Moved by: Curtis Gardner

Second by: Françoise Bergan

Does City Council support the approval of referring the Transportation Infrastructure ballot question to the November 3, 2026 ballot?

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

13.i Aurora Multimodal Access Improvements Project – Property Acquisitions

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

Staff gave a brief presentation on the item.

Moved by: Gianina Horton

Second by: Alison Coombs

Does Council support the approval of 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?

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

14. FINALIZING OF ORDINANCES

Ordinances not approved unanimously at first reading.

15. ANNEXATIONS

15.a 222 Gun Club Road Annexation Substantial Compliance

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

Staff gave a brief presentation on the item.

Moved by: Stephanie Hancock

Second by: Alison Coombs

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

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

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

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

Staff gave a brief presentation on the item.

Moved by: Stephanie Hancock

Second by: Angela Lawson

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

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

15.c Valley Head Annexation Substantial Compliance

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

Staff gave a brief presentation on the item.

Moved by: Stephanie Hancock

Second by: Angela Lawson

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

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

16. RECONSIDERATIONS AND CALL UPS

MPT Coombs called up the All-In-One Harmony Development Application.

J. Batchelor explained there were some residents concerned over the All-In-One Harmony presentation, and they attempted to file an appeal but none of them had standing.

MPT Coombs expressed she received an email from some of the community members stating that none of the individuals in this community are adjacent property owners, as it is across the street from their community park and in a

space that does not have immediately adjacent residential. She said it is going to be a liquor store, drive-through gas station, and the community members do not want it across the street from their community park. She noted none of them had standing because they do not live adjacent. She stated since they do not have standing and their ward council member cannot call it up because she signed the petition at the time, she wanted Council to be able to hear them out.

CM Bergan asked if the individuals would be able to actually comment on this.

P. Schulte responded they could come to the public hearing and speak, and Council could consider what they have to say, but under the code, they do not have standing due to where the property is located.

CM Bergan empathized with the neighbors who do not have standing, but asked if they would still end up with the same result if it meets zoning and code.

P. Schulte answered it would depend on the facts and evidence presented during the public hearing.

CM Bergan did not see the need in putting it on the agenda, having a public hearing, and having staff prepare for it if it is going to end in the same result.

CM Hancock expressed this is reminiscent of her and QuikTrip. She said as much as she did not want it, they did everything they were supposed to do and met all the benchmarks. She agreed this would be a lot of time and expense to end in the same result.

MPT Coombs voiced that as a Council they can overturn a Planning decision.

Moved by: Alison Coombs

Second by: Alli Jackson

Does council wish to call up the All-In-One Harmony Planning and Zoning Matter?

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

Voting Nay: (1): Robert Andrews

17. GENERAL BUSINESS

18. REPORTS

18.a Mayor

Mayor Coffman announced his quarterly Town Hall Meeting is on July 18th, at 2 p.m. to 3:30 p.m. at the Aurora Central Library. He added people can follow him on Facebook for updates as well.

18.b Council

CM Andrews attended a press conference in regard to Elijah McClain last week, and he read something that came from one of the constituents there. He shared a quote his dad told him, "Never heal a wound with a Band-Aid, because somebody could rip it off."

CM Jackson reported the Rules Committee convened and continued talking about decorum and reviewed their rules and procedures from Council to Council and community to Council. She gave a shoutout to the members of the community who are great collaborative thought partners, who are speaking and holding elected officials accountability for values of justice, fairness, accessibility, transparency, and freedom of speech. She expressed that they see and hear them and are happy they could create an intentional space of deeper listening on the topic. She shared she recently went to Minnesota and learned the federal administration did target the city and surrounding communities with immigrants, and she heard from the Minneapolis Police Chief, county sheriff, and assistant police chief, and was struck by the diversity in the people in leadership and their compassion. She said the police relationship with the community was harmed by the 4,000 federal ICE agents and border patrol agents who came there, as police authority was overlooked by those agents. She said she witnessed a police officer approach a panhandler at an intersection, which initially made her nervous, but he handed the man a water bottle, they exchanged a few words, and then he drove off. She gained a lot of ideas from Minneapolis and the way their police are handling their community relationships. She talked about Amare Garlington, whose life was ended when Aurora police responded to a mental health crisis he was having. She noted there has been a response and support for the police officer, but there was no support for Mr. Garlington and his family, which shows a clear double standard. She discussed that a modern-day lynching is no longer just public executions, but systematic extrajudicial killings by civilians and law enforcement, and having the police chief claim he is using data and statistics to support a statement that black people commit more crimes than any other group in Aurora is a problem.

CM Horton attended Be Well's Move Your Block event, Shape your Community event, a meet and greet with the Black Parents United Foundation with CM Medina and MPT Coombs, Aurora Animal Shetler Groundbreaking Ceremony, and went to see the Korean War Memorial at General's Park. She also had a few meetings with Ward 1 residents and other Aurora residents, some who wanted clarity on the resolution around APD's communication, so she was able to provide that. She gave a reminder that the Ward 1 Town Hall Meeting will be June 25th, at 6 p.m., at the Hoffman Heights Library, with a presentation around zoning. She noted she would not

be in attendance for that. She shared they are in the planning stages of utilizing a rec center to bring in city agencies that do youth violence prevention and youth-based work, as well as a youth serving organization on July 22nd.

MPT Coombs stated her time on Council has been significantly defined by Elijah McClain's murder, as it happened right before she got on Council, and most of the community learned about that murder through community members calling for justice during invited to be heard. She thanked the community for that push. She said their ongoing work for accountability and real change remains urgent and she looked forward to seeing what Council could do to bring about the justice of no more deaths of unarmed black people and disproportionately men and boys in their community by police. She added fighting the human rights violations at the Geo Facility have also significantly defined her time on Council and she is grateful for the steps they took tonight to stand against those violations. She expressed Happy Pride and voiced she sat with a group of public health employees last week to address cuts to Medicaid, other public health funds, and other polices at the state and federal level that are harming HIV prevention efforts. She said it is important they recognize political choices have consequences often measured in lives.

CM Wiles attended ICSE with a lot of staff to try to attract new retail and food options for the city, which will hopefully help the food desert in Ward 2, where there at 70,000 residents but no grocery stores. She also attended the Aurora Animal Shelter Groundbreaking, the Prairie Thunder Pow Wow, and the Colorado Remembers Memorial. She announced the Ward 2 Meeting on June 11th, at Food Bank of the Rockies, 6 p.m. to 8 p.m., and they will be having a Data Center Town Hall on June 29th. She wished everyone a Happy Pride Month.

CM Medina voiced his Town Hall is on June 9th, at the Active Adult Center, where G. Hays will talk about the budget.

CM Hancock expressed her town hall was very bright, and she thanked Minsoo Song for presenting on the Immigrant Affairs Department. She shared Aurora Fest will be on the 13th, from 3 p.m. to 10 p.m., which will include a drone show, and she recommended everyone to subscribe to the Aurora Newsletter. She attended the Colorado Freedom Memorial, and she gave a shout to Rick, who has spearheaded that memorial since its inception. She said it is a great place for reflection, gratitude, and remembrance. She and Mayor Coffman attended the groundbreaking celebration for Colorado Uplift. She announced her next town hall will be in July. She also stated the contractor for the 9 Mile Bridge Project submitted the preliminary construction schedule showing it should be starting in September. She thanked those who participated in the town halls because their support means a lot and their voices are not heard if they do not speak up.

CM Lawson gave the legislative update. She said Governor Polis utilized his veto power on a number of bills that passed the Legislative Session and has until June 12th to sign or veto those bills. She noted they could also become law without his signature. She said the Senate Armed Services Committee is set to mark up the version of the FY2027 National Defense Authorization Act this week. She expressed her heart goes out to the McClain family and loved ones. She stated regardless of her or other people's views on the case, it is deeply tragic that a young man lost his life, and she hopes his memory continues to inspire compassion for one another.

CM Gardner and CM Bergan had no report.

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

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: Consideration to Appoint One (1) Member to the Commission for Older Adults
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: 6/8/2026

Regular Meeting: 6/22/2026

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 Commission for Older Adults advises the City Council and the director of Parks, Recreation and Open Space Department on such matters as shall pertain to the lives, standard of living and condition of improving the quality of life for older adults living in Aurora.

The Commission for Older Adults is made up of nine (9) members who are residents of Aurora and registered electors. Members serve a 3-year term and may serve up to two (2) 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 Commission for Older Adults currently has three (3) vacancies. The Commission received two (2) applications and an interview was conducted on April 15, 2026.

Among the applicants were:
Ivy Gibson-VanDuvall
James Vennen

Upon conducting an interview, the Commission for Older Adults respectfully recommends the appointment of the following candidate:

Ivy Gibson-VanDuvall – 1st 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 appoint Ivy Gibson-VanDuvall to the Commission for Older Adults?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter 3-11 and 9-1) The Aurora Commission for Older Adults shall consist of no less than seven and no more than nine members. All Commissioners shall be registered electors of the City. The Commission shall consist of adult citizens, the majority of whom shall be 55 years of age or older and concerned with the needs of older adults with considerations given to their contribution and interest in older adults. No Commissioner may serve more than three consecutive three year terms. (City. Code 2-812(e)) City employees holding the offices of the City Manager, Director of Community Development and Director of Parks, Recreation and Open Space or their designees shall be ex officio nonvoting members of the Commission. (City Code 2-812) (Wood)

MEMORANDUM

City of Aurora

AuroraGov.org

To: Mayor Coffman and Members of City Council

From: Karen Jorgensen, Chair

Through: Brian Green, Director, Parks, Recreation and Open Space and Marcus Bond, City Clerk Analyst

Date: May 11, 2026

Subject: Consideration to Appoint Member(s) to the Aurora Commission for Older Adults

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Number of Vacancies: 3

Interview Information

Date of Interviews: April 15, 2026

Applicant Names: Ivy Gibson-VanDuvall, James Vennen

Applicants Interviewed: Ivy D. Gibson-VanDuvall

Summary of suggested appointment(s):

A 40 year resident of Aurora who is a strong advocate for working with older adults as a community liaison at various senior communities and volunteers at numerous food banks.

Recommendation

The Aurora Commission for Older Adults strongly supports the appointment of Ivy D. Gibson-VanDuvall as a member(s) on the Aurora Commission for Older Adults.

Commission For Older Adults

Applicant Package - Ward I

Commission For Older Adults - Ward I

Term 01 Feb 2024 - 31 Jan 2027
Positions Available 3

Number of applicants in this package 1

- Gibson-VanDuvall, Ivy

Received: 3/2/2026
Ward I Resident and Registered Voter
Adams County
Vetted: 3/3/2026
Marcus Bond

Name: Gibson-VanDuvall, Ivy

Address: [redacted]

Email: [redacted]

Board Name: Commission for Older Adults

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
40

Are you registered to vote?:

Yes

Years of Education Completed:
14

Degree(s) Received:
N/a

College(s) Attended:
University of Colorado at Denver, Regis University

Employer Name:
Retired

Employer Address:
Retired

Current Position:
Retired

Years with Current Employer:
Retired

Work Experience:
40

Certification(s):
ACE (Advocates for Conserved Elders) Lay Counseling, First Responders training.

How are you involved in your community?:
Yes, I volunteer as a Community liaison at three different seniors communities. Volunteer at food banks and serving the elderly and underserved.

List your interests and activities.:
I enjoy reading. I enjoy traveling and cooking.

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

Yes

If yes, enter the board name and position:

Nicodemus Homecoming Emancipation Celebration. Kids Corner Chairperson,

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

No

Why do you desire this appointment?:
I have been working with seniors and those who are aging into for over fifteen years. I feel this community is underserved and neglected. I have a desire to educate, protect and inform them in what's going on around them. One day I'll be a senior and I want and if needed an advocate and someone to represent my best interest.

How much time do you anticipate being able to spend on this appointment each month?:
6-10 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:
James Del Mar [redacted]

Reference 2: Full Name, Phone Number and Address:
Rochelle DeMills [redacted]

Reference 3: Full Name, Phone Number and Address:
Phyllis Hoskins [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:
Ivy D. Gibson

Time of Submission: 03/02/26 9:07:43 PM

Attachments

- Ivy D Gibson Resume Rev Mar 2026.pdf

Ivy D. Gibson- VanDuvall

[redacted]

HIGHLIGHTS OF QUALIFICATIONS

- Recipient of several Employee Recognizing You Awards
- Demonstrates success in maximizing team performance and productivity
- More than 15years experience in Management, Customer Service and Marketing Sales
- Strong leadership qualities and self-motivated
- Enthusiastic and flexible with strong organizations skills; imaginative problem solver
- Ability to plan, initiate, and think creatively in the development of ideas and programs
- Ability to prioritize multiple projects and meet established timelines.
- Strong oral and written communications skills.
- Demonstrated ability as public speaker, presenter, interviewer, and facilitator. Extroverted, enthusiastic, energetic and highly creative.

PROFESSIONAL EXPERIENCE

Management/Supervision Customer service

Badge Technician

UC Health Hospital

May 2016-Jan. 2021

- *Issuing badges for University Hospital, CU Medicine, Children's Hospital and Veteran's Hospital and their contractors*
- *Answering employee questions concerning the badging process*
- *Collaborating with the team to address security concerns*
- *Organization of students at clinical sites, scrub access, parking, etc.*
- *Clerical support to the Security Operations Center Director and department liaisons.*
- *Identifies problems develops solutions for problems and presents the problems and solutions to the Director*
- *Active coordination with other Badging liaisons and coordinators with the University of Colorado School of Medicine*

Supervisor

City & County of Denver/DPAC

September2010-May 2016

Supervised team to ensure staff provided pleasant, professional and cheerful customer service. Manage customer complaints and any escalations.

EDUCATION

University of Colorado at Denver

Regis University

CAREER RELATED & COMPUTER SKILLS

- Team Building I&II, Conflict Management, Service Excellence, Facilitator/Training for Total Communication Consciousness, Facilitator for Applied Problem Solving, Dealing with Difficult Customers, Effective Listening and Telephone Etiquette, Communication Through Negotiation, Public Speaking, Customer Service Training
- Possess excellent interpersonal, organizational and communication skills, as well as outstanding written, verbal, listening and conflict-resolution abilities, organized, follow-up, business operations, customer interactions
- Microsoft Office, Excel, PowerPoint, AI

References available upon request

Commission For Older Adults

Applicant Package - Ward IV

Commission For Older Adults - Ward IV

Term 01 Feb 2024 - 31 Jan 2027
Positions Available 2

Number of applicants in this package 1

- Vennen, James

Received: 9/5/2025
Ward IV Resident & Registered Voter
Arapahoe County
Vetted: 9/8/2025
Marcus Bond

Name: Vennen, James

Address: [redacted]

Email: [redacted]

Board Name: Commission for Older Adults

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
34 years

Are you registered to vote?:

Yes

Years of Education Completed:
16

Degree(s) Received:
BA

College(s) Attended:
University of Maryland

Employer Name:
ArchWell Health

Employer Address:
797 Peoria St Ste E Aurora, CO 80011

Current Position:
Member Consultant

Years with Current Employer:
1

Work Experience:
Retired Air Force Medical Officer Recruiter, Business Owner, 30 years as an Insurance Broker and now working with ArchWell Health Clinics for age 60+ Seniors

Certification(s):
Certified Franchise Broker, Insurance Broker.

How are you involved in your community?:
Member of the Disabled American Veterans (DAV), American Legion Post 1, Tower Community Fellowship Church.

List your interests and activities.:
Family, Photography and Church

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?:
My desire to have a purpose every day to make a positive difference in the lives of people that I come in contact daily.

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

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:
Ed Belzer, [redacted]

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

Reference 3: Full Name, Phone Number and Address:
Don Jelniker [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:
James Vennen

Time of Submission: 09/05/25 11:23:54 AM

Attachments

- AWHEGW Events.pdf

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Appoint One (1) Member to the Human Relations 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: 6/8/2026

Regular Meeting: 6/22/2026

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 Human Relations Commission is to promote a mutual understanding and respect among all people, disseminate information and educational materials to eliminate prejudice, promote human relations and investigate complaints of this nature.

The Human Relations Commission consists of a total of fifteen (15) members:
- Twelve (12) voting members, including one (1) youth member, appointed by City Council
- One (1) alternate non-voting member appointed by City Council
- One (1) alternate non-voting youth member appointed by City Council
- One (1) non-voting member appointed by the City Manager

The term length is three (3) years and members may serve up to three (3) terms. The expiration date for each term is December 31st. 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 Human Relations Commission currently has twelve (12) vacancies. The Commission received two (2) applications and an interview was conducted on April 13, 2026.

Among the applicants were:
Christy McPherson
Sarah Henning

Upon conducting an interview, the Human Relations Commission respectfully recommends the appointment of the following candidate as voting member:

Christy McPherson – To complete the partial term beginning on 1/1/2024 and ending on 12/31/2026 and be appointed to 1st full term beginning 1/1/2027 and ending on 12/31/2029

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 City Council wish to appoint Christy McPherson to the Human Relations Commission?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter 3-11 and 9-1) The Human Relations Commission consists of twelve voting members, including a youth member, one nonvoting member, one alternate member who shall not be entitled to vote, and one youth alternate who shall not be entitled to vote. The twelve voting members and the alternate members shall be of voting age, registered electors, and shall be appointed and serve pursuant to City Charter, article IX, section 9-1 and City Code section 2-772. The nonvoting member shall be appointed by the City Manager. The members shall be broadly representative of all citizens, and shall reflect, as far as possible, the religious, racial, ethnic, and age groups of the community. (City Code 82-27) The term length for each member is three years and 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: Saman Mehdi, Chair, Human Relations Commission

Through: Ryan Lantz, Human Resources and Marcus Bond, City Clerk Analyst

Date: May 14, 2026

Subject: Consideration to Appoint a Member to the Human Relations Commission

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Board or Commission Name: Human Relations Commission

Number of Vacancies: 12

Interview Information

Date of Interviews: April 13, 2026

Applicant Names: Christy Joy McPherson, Sarah Henning

Applicants Interviewed: Christy Joy McPherson

Summary

Summary of suggested appointment(s):

Christy McPherson submitted an application to the Human Relations Commission on April 4, 2026. Christy is a 14 year resident to Aurora. Christy is currently working at a church in Denver, and would like to be more involved in her community. Christy feels very passionately about the importance of representing the underserved in our community and is very eager to the join the Human Relations Commission, believing his community connections and passion for community service will aid the Commission in their mission.

The Commission respectfully recommends that Christy McPherson be appointed to the Human Relations Commission to complete the Partial term beginning on 1/1/2024 and ending on 12/31/2026 and be appointed to First full term beginning on 1/1/2027 ending on 12/31/2029.

Recommendation

The Human Relations Commission strongly supports the appointment of Christy McPherson as a member on the Human Reltions Commission.

Human Relations Commission

Applicant Package - Ward III

Human Relations Commission - Ward III

Term 01 Jan 2026 - 31 Dec 2028
Positions Available 12

Number of applicants in this package 1

- McPherson, Christy

Received: 4/3/2026
Ward III Resident and Registered Voter
Araphoe County
Vetted: 4/3/2026
Marcus Bond

Name: McPherson, Christy

Address: [redacted]

Email: [redacted]

Board Name: Human Relations Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
14 years

Are you registered to vote?:

Yes

Years of Education Completed:
15

Degree(s) Received:
None

College(s) Attended:
Pellissippi State Community College in Knoxville, Tn.

Employer Name:
BridgeWay Church

Employer Address:
5201 E Warren Ave. Denver, CO 80222

Current Position:
Associate Pastor

Years with Current Employer:
8.5

Work Experience:
Optician 1989-1998 Executive Assistant 2004-2020 Southside Church of the Nazarene / Colorado Community Church Associate Pastor BridgeWay Church- 2017- Current Dream Coach with Dream Together - 2025- Current

Certification(s):
Certificate of Ordination Coaching Certificate

How are you involved in your community?:

Currently, I work with the food bank at our church. I work from time to time with Safe Places for Women (anti- trafficking). I throw large events for our church and am very involved with Confluence Music Group- spreading fun and joyful music around our city at different events I would like to serve within the Aurora community more than I currently do and am interested in leadership within our community I currently lead a Marketplace group and throw events that bring in people together to network and learn from each other. I get different city leaders to teach and train on different topics to help companies grow. I am currently involved in forming a local ministry school to raise up leaders who are mature and secure in their identity who will be involved in creating new companies and become leaders in our government in Colorado

List your interests and activities.:
Singing, Floral arranging, leader training, dream coaching

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 to begin to use my leadership skills to make a positive impact on Aurora where I live.

How much time do you anticipate being able to spend on this appointment each month?:
Whatever is 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:
Rebekah Schaapveld [redacted]

Reference 2: Full Name, Phone Number and Address:
Jill Cullis [redacted]

Reference 3: Full Name, Phone Number and Address:
John Fitch [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:
Christy McPherson

Time of Submission: 04/03/26 12:19:31 AM

Human Relations Commission

Applicant Package - Ward IV

Human Relations Commission - Ward IV

Term 01 Jan 2026 - 31 Dec 2028
Positions Available 14

Number of applicants in this package 1

- Henning, Sarah

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

Name: Henning, Sarah

Address: [redacted]

Email: [redacted]

Board Name: Human Relations Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
2 years

Are you registered to vote?:

Yes

Years of Education Completed:
14

Degree(s) Received:
REC 33 Real Estate

College(s) Attended:
Colorado Real Estate College, University of Northern Texas

Employer Name:
Self employed

Employer Address:
11295 E. Baltic Place Aurora, CO 80014

Current Position:
Promotions and Self Care Awareness

Years with Current Employer:
4

Work Experience:
Full cycle accounting, accounts payable, accounts receivable, reception, lunch lady for Jeffco Public Schools

Certification(s):
REC 33 Real Estate, Associates in Accounting

How are you involved in your community?:
I volunteer with my local church and help serve the homeless as well. I volunteer for different organizations across the Metro area, including fun runs, school activities, and other charity events.

List your interests and activities.:
All Colorado sports, the outdoors and nature, car enthusiast and love going to conventions of all kinds.

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?:
I would love to get more involved in the city. I am a former member of the Economic Development Commission in the city of Golden and would love to continue my civil service here in Aurora!

How much time do you anticipate being able to spend on this appointment each month?:
As mush as needed. I have a pretty open schedule and this will take president over other things that may come my way.

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:
Nicholas Garner [redacted]

Reference 2: Full Name, Phone Number and Address:
Lauren Gardella[redacted]

Reference 3: Full Name, Phone Number and Address:
Marci Garlock [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:
Sarah Kathleen Henning

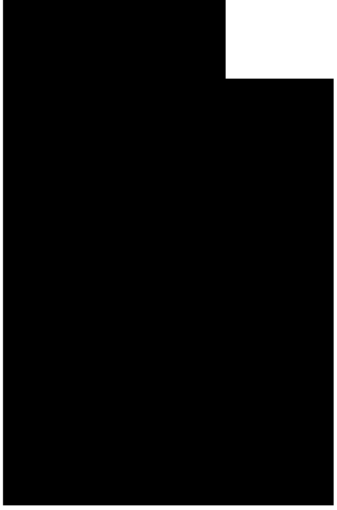
Time of Submission: 02/26/26 7:27:06 PM

Attachments

- Sarah Henning Resume 01.09.26.pdf

Sarah Henning

Detail-oriented financial professional with over 4 years of dedicated experience in Accounts Payable and Receivable, complemented by recent leadership as a Kitchen Manager. I am an expert in invoice processing, three-way matching, and account reconciliation. My skills are backed by my proven ability to manage high-volume data entry with extreme accuracy while overseeing complex inventory and vendor ordering systems



Jefferson County Public Schools — *Kitchen Manager* 2022 - 2024

Oversaw daily cafeteria operations, managing staff, food prep (cooking, baking), inventory, ordering, and ensuring compliance with health/safety standards (like ServSafe), all while promoting positive school community relations and supporting student nutrition goals, with responsibilities including staff training

- **Inventory & Procurement**: Managed weekly food and supply procurement, maintaining precise inventory levels to minimize waste and ensure 100% stock availability.
- **Invoice Verification**: Performed regular audits of vendor deliveries, matching physical shipments to digital invoices to ensure billing accuracy.
- **Budget Compliance**: Monitored food costs and labor hours to meet strict district business requirements and fiscal targets.
- **Data Integrity**: Maintained accurate digital records for daily meal counts, production sheets, and inventory logs in accordance with state and federal regulations

Colorado & Denver Bar Associations — *AR / AP Clerk* 2016 - 2018

Managed the company's money flow by handling incoming customer payments (Accounts Receivable - AR) and outgoing vendor bills (Accounts Payable - AP), involving invoice processing, data entry, payment runs, account reconciliation, resolving discrepancies, and maintaining financial records, all while ensuring accuracy and compliance with financial policies, requiring strong attention to detail and organizational skills

- **Invoice Processing**: Processed high volumes of vendor invoices (AP) and customer payments (AR).
- **Discrepancy Resolution**: Expertly resolved billing issues by reconciling vendor statements against the General Ledger, safeguarding data accuracy.
- **Compliance**: Maintained rigorous financial records and documentation, ensuring audit readiness and adherence to internal control policies.
- **Data Entry**: Utilized 10-key numeric skills for rapid and accurate data entry, supporting timely financial reporting

Clinica Family Medicine — *AP Data Entry Specialist* 2013 - 2015

Accurately processed financial transactions, mainly vendor invoices, by entering data into accounting systems, verifying details against purchase orders, resolving discrepancies, and ensuring proper approvals.

- **Three-Way Matching**: Verified invoice details against purchase orders (POs) and receiving documents to ensure **100% accuracy** and proper approvals.
- **Month-End Support**: Supported month-end close activities by ensuring all entries were processed and records organized for **audit readiness**.
- **Discrepancy Resolution**: Proactively resolved vendor discrepancies.

High Volume Data Entry

General Ledger

Reconciliation

Bank & IRS Audits

Tax Filings

AR & AP

Month End Close

Cash Receipts

Vendor Profile Maintenance

Inventory Management

Records Management

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Appoint Two (2) Members to the Parks, Recreation, and Open Space Advisory Board
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: 6/8/2026

Regular Meeting: 6/22/2026

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 Parks, Recreation, Open Space Advisory Board shall include, but is not limited to:

- Advise the City Council on such matters as shall pertain to the planning, regulation, maintenance, repair, and operation of City-owned and controlled golf courses and the play thereon.

- Serve as advocates for open space within the City; advise the City Council on matters pertaining to open space; recommend criteria for lands appropriate for open space consideration and recommend appropriate properties; build awareness in the community for the open space concept.

- Advise the Council upon such matters as shall pertain to the planning or regulation of City-owned and controlled parks, open space, golf courses, recreational areas, and facilities and recreational programs, both within and without the corporate bounds of the City.

The Parks, Recreation, and Open Space Advisory Board consists of fifteen (15) members appointed by City Council. The term length is three (3) years and members may serve up to three (3) consecutive 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 Parks, Recreation, and Open Space Advisory Board currently has two (2) vacancies on the board. The Board received three (3) applications and interviews were conducted on May 11, 2026.

Among the applicants were:
Jacki Smith
Victoria Samuel
Sarah Henning

After conducting interviews, the Parks, Recreation, and Open Space Advisory Board respectfully recommends the appointment of the following candidates:

Victoria Samuel: 1st term beginning 1/1/2026 and ending on 12/31/2027.
Jacki Smith: 1st term beginning 1/1/2026 and ending on 12/31/2028.

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 appoint Jacki Smith and Victoria Samuel to the Parks, Recreation, and Open Space Advisory Board?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter, art III, sec. 3-11 and art. IX, sec. 9-1) The Parks, Recreation, and Open Space Advisory Board shall consist of no more than fifteen (15) members. (City Code § 98-3) Board members must not have any financial interest in any operation of the PROS department. (City Code § 98-4) The term length for each member is three years and 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: Dennis Roy, Chair, Parks, Recreation & Open Space Advisory Board

Through: Brian Green, Director of Parks, Recreation & Open Space Department
Marcus Bond, City Clerk Analyst

Date: May 21, 2026

Subject: New Appointments to the Parks Recreation & Open Space Advisory Board

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Board or Commission Name: Parks, Recreation & Open Space Advisory Board

Number of Vacancies: 2

Interview Information

Date of Interview(s): May 11, 2026

Applicant Name(s): Jacki Smith, Victoria Samuel, Sarah Henning

Applicants Interviewed: Jacki Smith, Victoria Samuel, Sarah Henning

Recommendation

Suggested Appointment(s):

Summary:

Victoria Samuel – Ward II**-** Victoria Samuel is a long-time Aurora resident and Clinical Analyst at HCA HealthONE. She has deep community involvement, including eight years of prior service on the Aurora Open Space Advisory Board, including serving as chair, where she contributed to land conservation, acquisition, and community-focused planning efforts. She has a commitment to environmental stewardship, community engagement, and leveraging her local knowledge to support Aurora's Parks, Recreation, and Open Spaces.

Jacki Smith - Ward I - Jacki Smith is small business owner and experienced executive assistant. She has a background in project management and large-scale event coordination across corporate and global environments. Her community interests include outdoor activities, cleanups, arts, and cultural events, along with prior involvement on the Fox Aurora Arts Center board. She has a desire to shape Aurora's Parks, Recreation, and Open Spaces by improving equitable access to parks and open spaces while leveraging her organizational and planning expertise.

The Parks, Recreation and Open Space Advisory Board respectfully recommends that Victoria Samuel be appointed to the Parks Recreation & Open Space Advisory Board to complete the partial term ending on 12/31/2027 and Jacki Smith be appointed to fill the term ending on 12/31/2028.

Parks, Recreation, And Open Space Advisory Board

Applicant Package - Ward I

Parks, Recreation, And Open Space Advisory Board - Ward I

Term 01 Jan 2026 - 31 Dec 2028

Positions Available 2

Number of applicants in this package 1

- Smith, jacki

Received: 4/21/2026
Ward I Resident and Registered Voter
Adams County
Vetted: 4/21/2026
Marcus Bond

Name: Smith, jacki

Address: [redacted]

Email: [redacted]

Board Name: Parks, Recreation, and Open Space Advisory Board

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
4 years. Former member of now dissolved Fox Aurora Arts Center board

Are you registered to vote?:

Yes

Years of Education Completed:
15

Degree(s) Received:
Bs

College(s) Attended:
Lee University

Employer Name:
Self employed

Employer Address:
2633 Billings st

Current Position:
Proprietor

Years with Current Employer:
4.5

Work Experience:
Executive assistant. Business owner

Certification(s):
Na

How are you involved in your community?:
Fairly.

List your interests and activities.:
Outdoors, cleanups, large scale events, travel, arts and culture

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?:
To help shape the future of my city and ensure access to our parks and open space for all

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

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:
Amy Zajac. [redacted]

Reference 2: Full Name, Phone Number and Address:
Dr Jarred Hicks [redacted]

Reference 3: Full Name, Phone Number and Address:
Becky Reese [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:
Jacki smith

Time of Submission: 04/21/26 1:43:26 PM

Attachments

- Jacq_smithRsm.pdf.pdf

Jacki Smith

[redacted]

SUMMARY

Experienced Executive Administrative Assistant with a background supporting 1-5 C-Suite Global Executives in a variety of time zones. Works well (and prefers) autonomously within a high traffic fast-paced format. Works as COS for executives to ensure dynamic leadership team succession planning. Excels with complex and hectic calendars, national and international travel, expense, and meeting management among multiple executives. Extensively utilizes previous luxury hospitality management career to manage people, time, and the office to be the most efficient while exceeding all goals. Focus on roles which are a true spartner to leadership with heavy project management. Prioritizes creative problem solving and establishing cross-functional relationships in multinational companies.

PROFESSIONAL EXPERIENCE

June 2022- Current

Executive Assistant to President Technology- Confidential

- National and international major event project management for organization; including logistics, planning, communication, invitations.
- Extensive calendar management for 3 executives in multiple locations, national and international. Expenses management
- Extensive leadership team and org SOP development, implementation, and review.
- Global town hall planning and execution.

June 2022- 2024

Self-Employed Executive Assistant and scheduler.

- Complex scheduling of calendar appointments and daily action items across time zones for 3 individuals.
- Accounts receivable and payable for small private business.
- Customer communication and management of all promotions and service reminders.

- Project management for 2 large scale projects involving 30 person team with daily check-ins, status reports to the CEO, and funds request.

September 2021- May 2022

Executive Assistant to Global Vice President Supply Chain & External Operations

Ortho Clinical Diagnostics. Medical technology manufacturing and distribution

- Position eliminated due to acquisition.
- Complex international and domestic travel (20+ days per month), remote site support, global expenses.
- Large international organization and team development and accountability.
- Lead adoption of communication tools including weekly summary report to GVP and adoption of Teams among leadership staff. Implemented standards for meetings, communication to org, org highlights to be cascaded to larger teams.
- Temporary on-site point of contact at distribution center/warehouse during supply chain crisis on-site in another state. Oversaw influx of warehouse volunteers from all areas of organization, assisted with travel of those individuals, trained, and lead on-site volunteer effort.
- Concur reporting and analysis. Maintain travel systems database and analytics.
- Project Management- Group accountability and standards.

January 2020- February 2021

Executive Assistant to Global VP & Leadership Team

Autodesk Inc.

- Extensive calendar, expense, and travel coordination for Global Vice President, and team placed around the world in 7 time zones.
- Lead and host meetings for global organization audience of 400+.
- Review of practices, procedures, and SOPs for develop of management org.
- AR/AP, shipping and receiving and general ‘office’ management including management of invoices, SOWs, and RFPs.
- Organization on-boarding liaison and new hire SME
- Global event management for large scale company wide events as well as quarterly international leadership team deep dives.
- Representative of organization information for internal media channels, ie management of global organization Slack, Teams, Sharepoint channels.

June 2015 – December 2019 (Part-time)

Executive Assistant to Principals, BusyBee Productions, part-time virtual office-weekends

- Successfully helps to grow the business by maintaining client contact.
- Acts as a liaison for 1099 contract force, including on-boarding, training, coaching, and termination.

- Serves as accounting POC for Concur expenses, client meeting event planning and execution.
- Manages vendor contracts, including point person for IT.
- Payroll, AR/AP, shipping and receiving and general 'office' management including management of invoices, SOWs, and RFPs.

October 2015- March 2019 *CONTRACT Roles*

Executive Assistant to COO

Contract Roles

- Executive support of 2-5 C-Suite Leaders (director to COO)
- Extensive complex international and domestic travel for executive and large groups.
- Meeting/event planning and execution with large scale needs (speakers, catering, logistics)
- Recruitment; scheduling, training, onboarding, HR assistance, company culture and ERG
- Departmental ar/ap invoice management
- Managed professional social media accounts of directors as well as using Workplace by Facebook for dissemination of information across teams and the corporation.
- Creation of board decks and execution of board meetings (COO RTD)
- Extensive expense management (National and International) for multiple leaders, including currency conversion.
- Lease and build-out negotiation
- Leader in organizational work force planning logistics.

June 2013 – July 2015

Household Manager and Assistant

Professional Athlete, Beaver Creek, Colorado

- Maintenance of 3 homes, including rental management and income. Organization of home/offices. Tenant/HOA liaison.
- Travel management for client and associates, including heavy international travel.
- Scheduling of childcare and activities, including high-end enrichment courses.
- Information management of personal accounts as well as professional. Fielding and fulfilling donation requests.
- Audio visual and IT management for properties.
- Client expense invoice management via excel submissions.

September 2005- June 2013

Operations Supervisor

Ritz Carlton, Bachelor's Gulch, Colorado Various Resorts

- Customer service, sales, inventory management for 5 star resort, spa, restaurant. Organized office training over customer service, PBX, reservations, travel, and group reservations. Condo management, multi-line office phones for condo and resort
- Expense reporting via CONCUR, accounts receivable/payable, office and breakroom supply management. IT Network troubleshooting. Shipping and receiving for the entire property. Office equipment service, taskforce experience.

- HR: hiring, counseling, retention, J-1 visa candidate trainer and mentor. International visitor ambassador.

SKILLS

Expert Microsoft office user. PowerPoint, SAP, Outlook, Windows, Mac, Calendaring, Travel Management, Spanish, Concur, CRM Systems, OSIPi, ATS, Amex Travel, Peoplesoft, **Workday** Systems, Visio, Webex, Go To Meeting, **Zoom**, IT troubleshooting, Polycom, Expensify, Zoom, general Salesforce reporting, One Note, **Slack**, contract review, proof-reading, accounting. Extensive personal and professional travel both nationally and internationally. Team Building and events. Planning and execution board meeting and quarterly business reviews. Board Meetings. Service Now, International Visas, Event Management, Procurement.

Lee University 2001-2005

Parks, Recreation, And Open Space Advisory Board

Applicant Package - Ward II

Parks, Recreation, And Open Space Advisory Board - Ward II

Term 01 Jan 2026 - 31 Dec 2028

Positions Available 2

Number of applicants in this package 1

- Samuel, Victoria

Received: 2/14/2026
Ward II Resident and Registered Voter
Arapahoe County
Vetted: 2/17/2026
Marcus Bond

Name: Samuel, Victoria

Address: [redacted]

Email: [redacted]

Board Name: Parks, Recreation, and Open Space Advisory Board

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
61 years

Are you registered to vote?:

Yes

Years of Education Completed:
12

Degree(s) Received:
n/a

College(s) Attended:
n/a

Employer Name:
HCA HealthONE

Employer Address:
4900 South Monaco, Denver Colorado 80203

Current Position:
Clinical Analyst IT

Years with Current Employer:
32

Work Experience:
see attached

Certification(s):
none

How are you involved in your community?:
Volunteer for City of Aurora PROS

List your interests and activities.:
Nature & Wildlife Photography

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?:
8 hours

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

No

If yes, please explain:
I do not have any conflicts of interest

Reference 1: Full Name, Phone Number and Address:
see attached

Reference 2: Full Name, Phone Number and Address:
see attached

Reference 3: Full Name, Phone Number and Address:
see attached

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:
Victoria Samuel

Time of Submission: 02/14/26 2:32:51 PM

Attachments

- 2026 Victoria Samuel Resume.pdf

Victoria Samuel



Objective

Community-focused citizen seeking to continue service on a public board or commission by contributing collaborative decision-making, conservation advocacy, and deep local knowledge to support sustainable open space stewardship and community well-being.

Career

1994–2026
• Clinical Analyst • EHR Analyst • HCA HealthONE • Medical Center of Aurora
1991-1994
• Unit Secretary • Veterans Administration Medical Center • Aurora, Colorado
Support healthcare teams through coordination, communication, and direct patient care

About me

- Born at Fitzimmons Army Hospital, lived in Aurora all my life
- Two grown daughters, Danielle 34 and Jessica 37
- Two dogs and one cat
- Coal Creek Arena/Sand Creek Riparian Preserve is my favorite open space

Experience

- Previously spent 8 years teaming up with board peers to identify opportunities for land acquisition, Conservation Easement monitoring, and meeting all around mission and vision goals for City of Aurora Open Spaces.
- Published Nature and Wildlife photographer with a strong focus on conservation, environmental storytelling, and public engagement.
- Publications include Colorado Outdoors Magazine 2023, 2024, 2025 and Shoutout Colorado 2025.
- Guest Speaker for the BEA Wildlife Symposium at Colorado State University 2022
- Exhibition for Aurora History Museum – Great Outdoors in Aurora 2024

Leadership

- Honored to be the Chair of the City of Aurora Open Space Advisory Board in 2021

References

- Peggy Newman •
- Susan Soderstrom •
- Brad Stratton •

Parks, Recreation, And Open Space Advisory Board

Applicant Package - Ward IV

Parks, Recreation, And Open Space Advisory Board - Ward IV

Term 01 Jan 2026 - 31 Dec 2028

Positions Available 1

Number of applicants in this package 1

- Henning, Sarah

Received: 2/26/2026
Ward IV Resident and Not a Registered Voter
Arapahoe County
Vetted: 2/27/2026

Marcus Bond

Name: Henning, Sarah

Address: [redacted]

Email: [redacted]

Board Name: Parks, Recreation, and Open Space Advisory Board

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
2 years

Are you registered to vote?:

Yes

Years of Education Completed:
14

Degree(s) Received:
REC 33 Real Estate, Associates in Accounting

College(s) Attended:
Colorado Real Estate College, University of Northern Texas

Employer Name:
Self employed

Employer Address:
11295 E. Baltic Place, Aurora, CO 80014

Current Position:
Promotions and Self Care Awareness

Years with Current Employer:
4

Work Experience:
Accounting- Accounts Payable and Receivable, Full Cycle Accounting, Legal Aide

Certification(s):
REC 33, Accounting Certificate

How are you involved in your community?:
I volunteer with the homeless and low-income families, I also participate in my local church and help where needed there as well.

List your interests and activities.:
Sports, outdoors and anything Colorado! Born and raised, I love my state and have lived in many different cities and areas within Colorado.

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?:
I formerly served on the Economic Development Commission in the the city of Golden and absolutely loved representing where I grew up and lived. I am now a proud citizen of Aurora and would love the opportunity to serve the city the same way I did in Golden.

How much time do you anticipate being able to spend on this appointment each month?:
As mush as needed. I have a pretty open schedule and this will take president over other things that may come my way.

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:
Nicholas Garner [redacted]

Reference 2: Full Name, Phone Number and Address:
Lauren Gardella [redacted]

Reference 3: Full Name, Phone Number and Address:
Marci Garlock [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:
Sarah Kathleen Henning

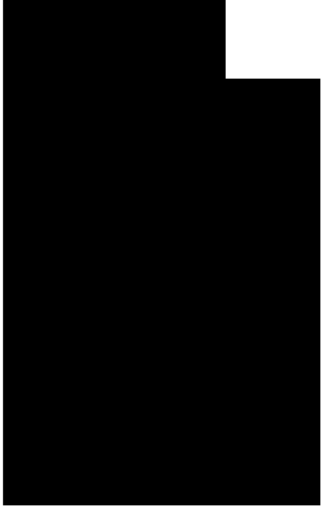
Time of Submission: 02/26/26 6:45:15 PM

Attachments

- Sarah Henning Resume 01.09.26.pdf

Sarah Henning

Detail-oriented financial professional with over 4 years of dedicated experience in Accounts Payable and Receivable, complemented by recent leadership as a Kitchen Manager. I am an expert in invoice processing, three-way matching, and account reconciliation. My skills are backed by my proven ability to manage high-volume data entry with extreme accuracy while overseeing complex inventory and vendor ordering systems



Jefferson County Public Schools — *Kitchen Manager* 2022 - 2024

Oversaw daily cafeteria operations, managing staff, food prep (cooking, baking), inventory, ordering, and ensuring compliance with health/safety standards (like ServSafe), all while promoting positive school community relations and supporting student nutrition goals, with responsibilities including staff training

- **Inventory & Procurement**: Managed weekly food and supply procurement, maintaining precise inventory levels to minimize waste and ensure 100% stock availability.
- **Invoice Verification**: Performed regular audits of vendor deliveries, matching physical shipments to digital invoices to ensure billing accuracy.
- **Budget Compliance**: Monitored food costs and labor hours to meet strict district business requirements and fiscal targets.
- **Data Integrity**: Maintained accurate digital records for daily meal counts, production sheets, and inventory logs in accordance with state and federal regulations

Colorado & Denver Bar Associations — *AR / AP Clerk* 2016 - 2018

Managed the company's money flow by handling incoming customer payments (Accounts Receivable - AR) and outgoing vendor bills (Accounts Payable - AP), involving invoice processing, data entry, payment runs, account reconciliation, resolving discrepancies, and maintaining financial records, all while ensuring accuracy and compliance with financial policies, requiring strong attention to detail and organizational skills

- **Invoice Processing**: Processed high volumes of vendor invoices (AP) and customer payments (AR).
- **Discrepancy Resolution**: Expertly resolved billing issues by reconciling vendor statements against the General Ledger, safeguarding data accuracy.
- **Compliance**: Maintained rigorous financial records and documentation, ensuring audit readiness and adherence to internal control policies.
- **Data Entry**: Utilized 10-key numeric skills for rapid and accurate data entry, supporting timely financial reporting

Clinica Family Medicine — *AP Data Entry Specialist* 2013 - 2015

Accurately processed financial transactions, mainly vendor invoices, by entering data into accounting systems, verifying details against purchase orders, resolving discrepancies, and ensuring proper approvals.

- **Three-Way Matching**: Verified invoice details against purchase orders (POs) and receiving documents to ensure **100% accuracy** and proper approvals.
- **Month-End Support**: Supported month-end close activities by ensuring all entries were processed and records organized for **audit readiness**.
- **Discrepancy Resolution**: Proactively resolved vendor discrepancies.

High Volume Data Entry

General Ledger

Reconciliation

Bank & IRS Audits

Tax Filings

AR & AP

Month End Close

Cash Receipts

Vendor Profile Maintenance

Inventory Management

Records Management

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Appoint the Board Member to the Fletcher Regional Improvement Authority Board of Directors (Resolution)
Item Initiator: Michael Kerrigan, Special District Administrator, Development Services Department
Staff Source/Legal Source: Michael Kerrigan, Special District Administrator, Development Services Department/ Brian Rulla, Assistant City Attorney, City Attorney's Office
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: 6/8/2026

Regular Meeting: 6/22/2026

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 requests a waiver of reconsideration in order to attend the Fletcher Regional Improvement Authority (FRIA) Board meetings and take appropriate action under the approved establishing agreement.
Michael Kerrigan, Special District Administrator, 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 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.)*

The Fletcher Regional Improvement Authority ("FRIA") Establishment Agreement was approved by City Council in the spring of 2026 via resolution R2026-37. FRIA was established to acquire, finance, construct, and install infrastructure improvements in the areas along E. 56th Ave. FRIA also allows its member metropolitan districts to pledge certain of their Aurora Regional Infrastructure (ARI) mills to FRIA in order to repay FRIA issued bonds to finance the construction of infrastructure improvements. As per section 3.03 of the FRIA Establishment Agreement, each member metro district and the City shall be entitled to appoint one representative to the board of directors of FRIA.

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

This resolution is a request to approve the appointment the City's Board member who will have authority to select one alternate member in their absence to the FRIA Board of Directors, pursuant to the approved Establishing Agreement. The Director of Development Services, or their designee, shall be appointed as the City's representative on the Board of Directors for FRIA, and may select an alternate in their absence.

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 move forward the Resolution appointing the City's board representative for the Fletcher Regional Improvement Authority (FRIA) to the June 22nd Regular Meeting with the requested waiver of reconsideration?

LEGAL COMMENTS

Council shall have 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. It shall have the power to... delegate to boards and commissions, within limitations of the Constitution and this Charter, such functions, powers and authority of the City as it deems proper and advisable. (City Charter Section 3-9). Council shall act only by ordinance, resolution or motion. (City Charter Section 5-1). (M. Gardner)

*Motion to approve shall include a waiver of reconsideration.

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE BOARD REPRESENTATIVE FOR THE FLETCHER REGIONAL IMPROVEMENT AUTHORITY (FRIA)

WHEREAS, the City of Aurora, Colorado (the "City") is a home-rule municipal corporation and political subdivision of the State of Colorado created pursuant to Article XX of the Constitution of the State of Colorado; and

WHEREAS, the Fletcher Regional Improvement Authority, pursuant to the Establishment Agreement (the "Agreement"), was created as a separate legal entity in conformity with and subject to Section 29-1-203.5, C.R.S., and approved by Aurora City Council on April 6, 2026 by Resolution No. R2026-37; and

WHEREAS, Section 3.03 of the Agreement provides that each Party shall be entitled to appoint one Director to the FRIA Board; and

WHEREAS, pursuant to the Agreement, the Parties shall appoint their respective Director and establish their terms of office by motion or resolution, which term may not exceed four (4) years, documented in writing, a copy of which shall be provided to the Authority, however, upon expiration of a term, a Director shall continue to serve until a successor has been appointed and there shall be no limit on the number of terms a Director may serve; and

WHEREAS, each Director shall take an oath or affirmation in accordance with Section 24-12-101(1), C.R.S., as amended, and said oath or affirmation of each Director shall be administered consistent with the provisions of Section 24-12-103, C.R.S., as amended, and a copy shall be provided to the respective Party who appointed the Director and the Authority; and

WHEREAS, each Director shall serve at the will and pleasure of the Party that appoints such Director; and

WHEREAS, it is in the best interest of the City and for the public health, safety, convenience, and welfare of the residents for Council to appoint the Director of Development Services, or their designee, to undertake the functions and services necessary to acquire, construct, finance, and/or install the FRIA regional improvements and related improvements and appurtenances that may be identified and agreed upon by the FRIA Board from time to time.

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

Section 1. The Director of Development Services, or their designee, is hereby appointed as the City's representative on the Board of Directors for FRIA and may select an alternate representative in their absence.

Section 2. The Mayor, City Clerk, and City Manager are hereby authorized to execute documents to carry out the necessary approvals, 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.

Section 4. This Resolution shall take effect immediately without reconsideration.

RESOLVED AND PASSED 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

RESOLUTION NO. R2026-37

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FLETCHER REGIONAL IMPROVEMENT AUTHORITY ESTABLISHING AGREEMENT

WHEREAS, the City of Aurora, Colorado (the "City") is a home-rule municipal corporation and political subdivision of the State of Colorado created pursuant to Article XX of the Constitution of the State of Colorado; and

WHEREAS, the Green Valley Ranch East Metropolitan District No. 10, Green Valley Ranch East Metropolitan District No. 11, Green Valley Ranch East Metropolitan District No. 14, HM Metropolitan District No. 3, HM Metropolitan District No. 4, Painted Prairie Metropolitan District No. 2, Painted Prairie Metropolitan District No. 3, Painted Prairie Metropolitan District No. 4, Painted Prairie Metropolitan District No. 5, Painted Prairie Metropolitan District No. 6, Painted Prairie Metropolitan District No. 7, Painted Prairie Metropolitan District No. 8, Painted Prairie Metropolitan District No. 9, Painted Prairie Metropolitan District No. 10, Sky Dance Metropolitan District No. 1, and Sky Dance Metropolitan District No. 2 (the "Districts") are quasi-municipal corporations and political subdivisions of the State of Colorado, organized for the purpose, among others, of assisting in the financing and construction of public improvements within certain areas located within the City; and

WHEREAS, the acquisition, financing, construction, installation, maintenance and management of certain Regional Improvements are contemplated to benefit the City, the Districts, their constituents and the public; and

WHEREAS, the City and Districts have a compelling mutual interest in developing and coordinating plans, present and future, for the regional improvements to promote the public welfare; and

WHEREAS, Section 29-1-203, C.R.S., authorizes governments to contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units through the establishment of a separate legal entity; and

WHEREAS, each District operates under a Service Plan approved by the City which requires the imposition of taxes by such District for regional improvements in an amount or amounts designated therein as the "ARI Mill Levy" and allows the Districts to enter into an "ARI Authority Establishment Agreement" in the manner provided by the Code or a "Regional Intergovernmental Improvements Agreement" which establishes an ARI Authority as provided in the relevant Service Plan; and

WHEREAS, the City and Districts desire to enter into the Fletcher Regional Improvement Authority Establishment Agreement (the "Agreement") to establish a separate legal entity in conformity with and subject to Section 29-1-203.5, C.R.S., to provide for the acquisition, financing, construction, and installation of the Regional Improvements, and for the provision of any of the functions, services, or facilities permitted by the Constitution and laws of Colorado and in accordance with the provisions of this Agreement and each Districts' Service Plans; and

WHEREAS, Section 10-12 of the City Charter authorizes City Council, by resolution, to enter into contracts or agreements with other governmental units or special districts for the joint use of buildings, equipment, or facilities, and for the furnishing or receiving of services.

WHEREAS, it is in the best interest of the City and Districts and for the public health, safety, convenience, and welfare of the residents of the City and the Districts that the City and Districts enter into the Agreement for the purpose of forming the Fletcher Regional Improvement Authority to provide and undertake the functions and services necessary to acquire, construct, finance, and/or install the Regional Improvements and related improvements and appurtenances that may be identified and agreed upon by the City and Districts from time to time.

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

Section 1. The Fletcher Regional Improvement Authority Establishment Agreement between the City and the Districts is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute and deliver the Agreement 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 6th day of April, 2026.

MIKE COFFMAN, Mayor

ATTEST:

KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: RLA
BRIAN J. RULLA, Sr. Assistant City Attorney

FLETCHER REGIONAL IMPROVEMENT AUTHORITY ESTABLISHMENT AGREEMENT

by and among

GREEN VALLEY RANCH EAST METROPOLITAN DISTRICT NO. 10
GREEN VALLEY RANCH EAST METROPOLITAN DISTRICT NO. 11
GREEN VALLEY RANCH EAST METROPOLITAN DISTRICT NO. 14
HM METROPOLITAN DISTRICT NO. 3
HM METROPOLITAN DISTRICT NO. 4
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 2
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 3
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 4
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 5
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 6
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 7
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 8
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 9
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 10
SKY DANCE METROPOLITAN DISTRICT NO. 1
SKY DANCE METROPOLITAN DISTRICT NO. 2

and

THE CITY OF AURORA, COLORADO,

Dated as of May 25, 2026

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FLETCHER REGIONAL IMPROVEMENT AUTHORITY
ESTABLISHMENT AGREEMENT

THIS FLETCHER REGIONAL IMPROVEMENT AUTHORITY ESTABLISHMENT AGREEMENT, is entered into to be effective as of the 25th day of May, 2026, by and among:

GREEN VALLEY RANCH EAST METROPOLITAN DISTRICT NO. 10
GREEN VALLEY RANCH EAST METROPOLITAN DISTRICT NO. 11
GREEN VALLEY RANCH EAST METROPOLITAN DISTRICT NO. 14
HM METROPLITAN DISTRICT NO. 3
HM METROPLITAN DISTRICT NO. 4
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 2
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 3
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 4
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 5
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 6
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 7
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 8
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 9
PAINTED PRAIRIE METROPOLITAN DISTRICT NO. 10
SKY DANCE METROPOLITAN DISTRICT NO. 1
SKY DANCE METROPOLITAN DISTRICT NO. 2

all of which are quasi-municipal corporations and political subdivisions of the State of Colorado,

AND

the CITY OF AURORA, COLORADO, a home rule city and political subdivision of the State of Colorado.

WITNESSETH:

WHEREAS, the City is a home-rule municipal corporation and political subdivision of the State of Colorado created pursuant to Article XX of the Constitution of the State of Colorado; and

WHEREAS, the Districts are quasi-municipal corporations and political subdivisions of the State of Colorado, organized for the purpose, among others, of assisting in the financing and construction of public improvements within certain areas located within the City; and

WHEREAS, the acquisition, financing, construction, installation, maintenance and management of certain Regional Improvements are contemplated to benefit the City, the Districts, their constituents and the public; and

WHEREAS, the Parties have a compelling mutual interest in developing and coordinating

plans, present and future, for the Regional Improvements to promote the public welfare; and

WHEREAS, the Constitution of Colorado, Article XIV, Section 18(2)(a), provides that the Constitution shall not be interpreted to prohibit the state or any of its political subdivisions from making the most efficient and effective use of their powers by cooperating and contracting with each other; and

WHEREAS, the Constitution of Colorado, Article XIV, Section 18(2)(b), provides that the Constitution shall not be interpreted to prohibit the enactment of a statute authorizing political subdivisions to establish a separate governmental entity to provide any function, service, or facility lawfully authorized to each of the contracting political subdivisions; and

WHEREAS, Section 29-1-201, C.R.S., permits and encourages governments to make the most efficient and effective use of their powers by cooperating and contracting with other governments; and

WHEREAS, Section 29-1-203, C.R.S., authorizes governments to contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units through the establishment of a separate legal entity; and

WHEREAS, each District operates under a Service Plan approved by the City which requires the imposition of taxes by such District for regional improvements in an amount or amounts designated therein as the "ARI Mill Levy" and allows the Districts to enter into an "ARI Authority Establishment Agreement" in the manner provided by the Code or a "Regional Intergovernmental Improvements Agreement" which establishes an ARI Authority as provided in the relevant Service Plan; and

WHEREAS, each District has further found and determined that, to the extent that its obligations hereunder constitute multiple fiscal year financial obligations, the District has received electoral authorization therefor prior to the date hereof; and

WHEREAS, the Parties desire to enter into this Agreement to establish a separate legal entity in conformity with and subject to Section 29-1-203.5, C.R.S., to provide for the acquisition, financing, construction, and installation of the Regional Improvements, and for the provision of any of the functions, services, or facilities permitted by the Constitution and laws of Colorado and in accordance with the provisions of this Agreement and each Districts' Service Plans; and

WHEREAS, the Parties intend, by entering into this Agreement, that the Authority hereby created be a "public entity" as defined in Part 1 of Article 10, Title 24, C.R.S., as amended; and

WHEREAS, it is in the best interest of the Parties and for the public health, safety, convenience, and welfare of the residents of the City and the Districts that the Parties enter into this Agreement for the purpose of forming the Fletcher Regional Improvement Authority (the "**Authority**") to provide and undertake the functions and services necessary to acquire, construct, finance, and/or install the Regional Improvements and related improvements and appurtenances that may be identified and agreed upon by the Parties from time to time.

NOW, THEREFORE, in consideration of the mutual covenants, obligations, and conditions expressed in this Agreement, it is agreed by and between the Parties, as follows:

ARTICLE I

DEFINITIONS AND RULES OF INTERPRETATION

Section 1.01. Definitions. The following terms have the meanings specified in this section unless the context clearly requires a different meaning.

"Agreement" means this Fletcher Regional Improvement Authority Establishment Agreement dated as of the date set forth above, as it may be amended from time to time.

"ARI Master Plan" means a master plan for the Regional Improvements approved by the Board for the acquisition, financing, construction, and/or installation of Regional Improvements.

"ARI Mill Levy" means the mill levy of a District designated as the "ARI Mill Levy" imposed and collected pursuant to its Service Plan.

"*ARI Mill Levy Revenue*" means, for each District, the following net of the collection costs of the County and any tax refunds or abatements authorized by or on behalf of the County: (a) all moneys derived from imposition by such District of its ARI Mill Levy; and (b) the specific ownership taxes remitted to such District pursuant to Section 42-3-107, C.R.S., or any successor statute, as a result of its imposition of the ARI Mill Levy.

"*Authority*" means the Fletcher Regional Improvement Authority.

"Board" means the Board of Directors of the Authority.

"*Bond Trustee*" means the entity designated by the Authority as the "trustee," "custodian" or similar role, if any, in connection with the issuance of any Revenue Bonds by the Authority, as reflected in the resolution, agreement or indenture of trust pursuant to which such Revenue Bonds are issued.

"*CGIA*" means the Colorado Governmental Immunity Act, Sections 24-10-101, *et seq*., C.R.S., as amended.

"City" means the City of Aurora, a home rule city and political subdivision of the State of Colorado.

"Code" means the City Code of the City.

"County" means Adams County, Colorado.

"C.R.S." means the Colorado Revised Statutes.

"Director" or *"Directors"* means the members of the Board, as appointed pursuant to Article III hereof.

"District" or *"Districts"* means a Special District or the Special Districts collectively that are Parties to this Agreement, as the context requires.

"Event of Default" means those events described in Section 8.01 hereof.

"Minimum ARI Mill Levy" means, for each District, the number of mills required to be imposed by such District as the District's ARI Mill Levy in the applicable levy year as set forth in such District's Service Plan as such Service Plan exists on the date of execution of this Agreement (and notwithstanding any future amendment or restatement of the District's Service Plan); provided, however, that, for any District which has amended its Service Plan to provide for an ARI Mill Levy in accordance with Section 5.11 hereof, the "Minimum ARI Mill Levy" shall mean the ARI Mill Levy as set forth in the Service Plan amended in accordance with Section 5.11 hereof (and notwithstanding any future amendment or restatement of the District's Service Plan).

"Party" means, individually, the City or any District that has executed this Agreement.

"Parties" means, collectively, the City and the Districts that have executed this Agreement.

"*Pledge Agreement*" means an agreement entered into between the Authority and one or more Districts and/or the City in connection with the issuance by the Authority of Revenue Bonds, pursuant to which agreement the Districts party thereto (if any) are required to impose the ARI Mill Levy and remit the ARI Mill Levy Revenues to or on behalf of the Authority as more particularly provided therein, and the City (if a party thereto) is required to remit the revenue pledged thereunder to or on behalf of the Authority as provided therein.

"Public Utilities Commission" means the Public Utilities Commission of the State of Colorado, established pursuant to Colo. Const. Art. XXV.

"*Operations Costs*" means the costs of ongoing operations and administrative costs, including without limitation, legal, surveying, management, accounting, auditing, insurance and other costs necessary for good standing under applicable law.

"Quorum" means, with reference to the Board, a majority of the Board members by Voting Power.

"Regional Improvements" means the projects identified in Exhibit A, attached hereto, and as may be more specifically identified in one or more ARI Master Plans.

"Revenue Bonds" shall have the meaning assigned it in Section 5.06 hereof.

"Service Plan" means, with respect to any District, the service plan for such District approved by the City pursuant to the Code and the Special District Act, as the same may be amended from time to time.

"Special District Act" means Article 1, Title 32, Colorado Revised Statutes, as amended.

"Special District" or "Special Districts" means a special district or special districts, as the

context requires, organized pursuant to Parts 2 and 3 of Article 1, Title 32, C.R.S.

"Supermajority" means at least 67% of the votes cast by a Quorum at a duly held meeting of the Board.

"*Transportation Impact Fees*" means the City's imposed transportation capital impact fees on development within the City pursuant to City charter, municipal code, and relevant ordinance, as the same may be amended from time to time.

"Voting Power" means, in the case of Board members appointed by the Parties, one vote for each Board member; provided that for purposes of establishing a Quorum, or in the case of any vote on the adoption or modification of an ARI Master Plan or the prioritization of Regional Improvements, the Board member representing the City shall have 45% of the total Voting Power of the Board expressed in number of votes, which number shall be adjusted from time to time to account for the addition of new Parties, so as to preserve City's 45% Voting Power.

Section 1.02. Rules of Interpretation.

(a) Any reference herein to any officer or member of the governing body of a Party shall include those succeeding in their functions, duties or responsibilities pursuant to or by operation of law or who are lawfully performing their functions.

(b) Unless the context otherwise indicates, words importing the singular shall include the plural and vice versa, and the use of the neuter, masculine or feminine gender is for convenience only and shall be deemed to mean and include the neuter, masculine or feminine gender.

(c) Heading of Articles and Sections herein and in the table of contents hereof are solely for convenience of reference, do not constitute a part hereof and shall not affect the meaning, construction or effect hereof.

ARTICLE II

CREATION OF THE AUTHORITY

Section 2.01. Creation. Upon the execution of this Agreement by the Districts, regardless of the City's execution and standing as a party to this Agreement, there is hereby established by this Agreement a separate legal entity and public corporation and political subdivision of the State of Colorado to be known as the Fletcher Regional Improvement Authority (the "**Authority**"). The Authority shall be an independent legal entity and public corporation and political subdivision of the State of Colorado, separate and distinct from the Parties.

Section 2.02. Purpose. The Authority is organized for the purpose of acquiring, financing, constructing, and/or installing the Regional Improvements as set forth in this Agreement and as more particularly set forth in one or more ARI Master Plan(s), as such ARI Master Plans are approved, adopted, or modified by the Authority from time to time.

Section 2.03. Boundaries. The initial area comprising the boundaries of the Authority shall

consist of, and be coterminous with, the combined territory of the Districts, as of the date hereof, and in the future the boundaries of the Authority shall continue to be coterminous with the boundaries of the Districts, as such Districts process inclusions and exclusions, pursuant to the Special District Act, or as additional Districts become Parties to the Agreement or Districts withdraw from the Agreement pursuant to the terms hereof. The Authority's boundaries shall automatically adjust without the need for action by the Board to be coterminous with the boundaries of the Districts consistent with any such inclusions, exclusions, or additions or withdrawals of Parties. A map and legal description of the Authority's boundaries are attached as Exhibit B. On or before January 31 of each year, the Authority shall file a current, accurate map and legal description of its boundaries with the City.

Section 2.04. Immunity. The Authority shall be a "public entity" as defined by the CGIA, and the Authority and its officers, directors, and agents shall be afforded all rights, limitations and protections as applicable under the CGIA. The Authority shall be immune from liability in all claims for injury which lie in tort or could lie in tort regardless of whether that may be the type of action or the form of relief chosen by the claimant except as provided in the CGIA. Nothing herein shall be construed as a waiver of the rights and privileges of the Parties or the Authority pursuant to the CGIA.

Section 2.05. Indemnification. To the extent permitted by law, the Authority shall indemnify, defend, and save harmless the Parties, their officers, agents, consultants and employees from and against any and all claims and losses whatsoever occurring or resulting to persons, firms, or corporations furnishing or supplying work, services, materials, or supplies to the Authority in connection with the Authority's performance of its obligations under this Agreement and the Authority's acquisition, financing, construction, installation, management or maintenance of the Regional Improvements, and, except as expressly provided by law, from any and all claims and losses accruing or resulting to any persons, firm, or corporation, for damage, injury or death arising out of or connected with the Authority's performance of its obligations under this Agreement. Notwithstanding the foregoing, none of the Parties nor the Authority are required by this Agreement to indemnify each other to the extent that any claims, losses, damage, injury or death arises out of or results from the other's intentional acts, negligence, willful misconduct or fraud.

ARTICLE III

MEMBERSHIP/ORGANIZATIONAL STRUCTURE

Section 3.01. Initial Parties. The initial Parties of the Authority shall be those Parties executing this Agreement as of the date first mentioned above.

Section 3.02. Board of Directors. The Authority shall be governed by the Board, in which all of the power of the Authority is vested and which shall exercise and perform all the powers, rights and duties vested in and imposed on the Authority by this Agreement and applicable law. Each Director shall serve at the will and pleasure of the Party that appointed the Director. Directors may receive compensation for their services in the maximum amount allowed for the directors of Special Districts by Section 32-1-902(3), C.R.S., as amended, and reasonable expenses related to the exercise of Board functions may be reimbursed by the Authority from funds available for such purpose.

Section 3.03. Composition of Board. Each Party shall be entitled to appoint one Director to the Board. Directors do not have to be an elected or appointed director of any Party and an individual may serve as a Director for more than one Party. The Parties shall appoint their respective Director and establish their terms of office by motion or resolution, which term may not exceed four (4) years, documented in writing, a copy of which shall be provided to the Authority. However, upon expiration of a term, a Director shall continue to serve until a successor has been appointed. There shall be no limit on the number of terms a Director may serve. Each Director shall take an oath or affirmation in accordance with Section 24-12-101(1), C.R.S., as amended. The oath or affirmation of each Director shall be administered consistent with the provisions of Section 24-12-103, C.R.S., as amended, and a copy shall be provided to the respective Party who appointed the Director and the Authority. Each Director shall serve at the will and pleasure of the Party that appoints such Director. A Director may be removed by the appointing Party, with or without cause, upon written notification of the removal to the respective Director and the Authority. Each Party may in its discretion appoint one alternate director, such appointment and other particulars to be consistent with that of a primary Director, who may serve on the Board in the absence of and in the place of the relevant primary Director from time to time.

Section 3.04. Vacancies. A vacancy may arise on the Board through resignation, death, or removal by the Party for which such Director is appointed to represent. Vacancies on the Board shall be filled by the Party as to which the vacancy occurs, as set forth in Section 3.03 above.

Section 3.05. Addition of New Parties. Additional Parties shall be Special Districts having territory within the City. Additional Special Districts may be included into the Authority upon (1) the filing with the Authority of a written request to join, authorized by resolution of the board of directors of the Special District, (2) a Supermajority vote of the Board, and (3) execution of this Agreement by the Special District. The Board may establish criteria for the admission of new Parties, including, but not limited to, fees for joining the Authority. New Parties shall be allowed to appoint a Director to the Board in accordance with Section 3.03. Following the addition of a new Party, the new Party shall have all of the privileges and obligations of a Party. By signing this Agreement, any new Party shall be deemed to have consented to and approved any and all ARI Master Plan(s) previously approved by the Board.

Section 3.06. Voting and Quorum. The Board shall act only upon a duly taken vote of the Directors present at a meeting at which a Quorum is present. Each Director appointed by a Party shall have one vote on behalf of that Party, unless otherwise set forth in this Agreement. No official action may be taken by the Board on any matter unless it occurs at a meeting of the Board, held in accordance with Section 3.07 herein, where a Quorum is in attendance either in person, telephonically or electronically. Voting by proxy is prohibited.

No debt or multiple fiscal year obligations for or on behalf of the Authority may be created without a Supermajority vote. Termination of this Agreement or dissolution of the Authority shall also require a Supermajority vote. Any other action taken by the Board, including but not limited to the approval of any ARI Master Plan, shall require a simple majority of the votes cast by a Quorum of the Board in attendance.

Section 3.07. Meetings. The Board may hold regular meetings at a time and place fixed

by the Board and may conduct special meetings at such times and places as the Board may determine to be necessary. Regular or special meetings may be held in person, telephonically, electronically, or by any combination of the foregoing, and upon notice to each Director. Notices of all meetings shall be provided in the same manner as meetings for Special Districts under the Special District Act.

Section 3.08 Officers. The officers of the Authority shall consist of, at a minimum, a president, secretary, and treasurer, and may include a vice president and as many assistant treasurers and assistant secretaries as the Board sees fit. The secretary and treasurer may be one person. All officers shall be elected from time to time by simple majority of the votes cast by a Quorum of the Board in attendance at a meeting. Officers must be Directors, provided the Board may appoint an individual who does not serve as a Director to serve as the Secretary or as an assistant Secretary. The duties of all officers shall include such duties as are required by law and as may be directed by the Board from time to time.

Section 3.09. Bylaws, Rules, and Regulations. The Board shall have the power to adopt such bylaws, rules, and regulations as are necessary or convenient for the conduct of the Authority so long as such bylaws, rules, and regulations are not in conflict with the provisions of this Agreement or applicable law.

Section 3.10. Withdrawal. Prior to execution of a Pledge Agreement by a Party, such Party may withdraw from the Authority and be released from this Agreement upon written notice to the other Parties. Upon execution of a Pledge Agreement by a Party, such Party may not withdraw from the Authority or be released from this Agreement until all Revenue Bonds secured by such Pledge Agreement have been fully repaid and discharged. Any withdrawal by a Party under this Section 3.10 shall be effective on the date that is 30 days after such notice was given pursuant to Section 9.01. Upon withdrawal, a withdrawing Party shall have no further interest, right or title in or to any assets or equity of the Authority, unless the Board approves a specific agreement to the contrary. Withdrawal by any Party or consolidation of Parties shall not cause termination of this Agreement as between the Parties not withdrawing or consolidating except as otherwise provided in this Agreement.

Section 3.11. Conflict Disclosures. All Directors shall disclose conflicts of interest as required of directors of Special Districts under applicable law, including Section 32-1-902, C.R.S., Section 24-18-110, C.R.S., Section 18-8-308, C.R.S., and Rule 1.1 of the Colorado Secretary of State's Rules Concerning Conflicts of Interest, as the same may be amended from time to time.

Section 3.12. No Restriction on Powers of Parties. Except as expressly provided herein, nothing in this Agreement shall be deemed or construed to restrict, prohibit or otherwise limit the power of any Party, and no action of the Authority shall be attributable to the Parties.

Section 3.13. Dissolution of Party. If a Party is dissolved or otherwise ceases to exist then either (a) the plan for dissolution shall contain adequate provisions acceptable to the Authority for the performance of all such Party's obligations to the Authority, or (b) all such obligations shall be fully paid and performed prior to the effective date of dissolution.

Section 3.14. Advisory Committees. The Board may establish one (1) or more advisory committees, and the advisory committee members may be any person or persons so designated by

vote of the Board. Any committee established by the Board shall serve solely in an advisory capacity to the Board. The members of any advisory committee shall serve at the pleasure of the Board and may be removed by the Board, with or without cause, upon written notification of the removal to the respective committee member.

ARTICLE IV

POWERS OF THE AUTHORITY

Section 4.01. Plenary Powers. Except as otherwise limited by this Agreement, the Authority, in its own name and as provided in this Agreement, may exercise all powers lawfully authorized in Section 29-1-203 and 29-1-203.5, C.R.S., as amended, including all incidental, implied, expressed or such other powers as necessary to execute the purposes of this Agreement. The Authority shall act through its Board, and its officers and agents as authorized by the Board pursuant to any motion, resolution, bylaws, rules, regulations or other direction. The Authority shall not have the power to represent itself as, or act as agent for, or on behalf of, the individual Parties without their written consent.

Section 4.02. Enumerated Powers. In general, the Authority shall have the power to exercise all powers conferred by law upon a separate legal entity organized pursuant to Sections 29-1-203 and 29-1-203.5, C.R.S., as amended, or necessary to the provision of its functions, services, and facilities, and subject to such limitations as are or may be prescribed by law, the Service Plan(s), or in this Agreement. In accordance with Section 29-1-203.5(2)(a), C.R.S., the Authority is expressly authorized to exercise any general power of a Special District specified in Part 10 of Article 1 of Title 32, C.R.S., so long as each of the Districts may lawfully exercise the power; provided, however, that pursuant to Section 29-1-203.5(2)(b), C.R.S., the Authority may not levy a tax or exercise the power of eminent domain. To the extent permitted by law and subject to the limitations set forth in the Service Plan(s) and this Agreement, the Authority's powers shall include, without limitation, the following:

(a) to acquire, operate, manage, lease (as lessee or lessor), sell, construct, reconstruct or repair, or dispose of real and personal property, buildings, works, improvements, or other facilities necessary to carry out the purposes of this Agreement in the name of the Authority;

(b) to make and enter into contracts, including, without limitation, contracts with local governmental entities, including the Parties, and other Special Districts, authorities, corporations, and state or federal agencies;

(c) to make and enter into contracts, subject to payment provided by federal, state or other governmental funding, from revenues generated by the Parties and from funding, including loans, provided by the Parties, as deemed appropriate, for goods and services;

(d) to accept gifts, grants, and revenue from any lawful source;

(e) to accept and receive the ARI Mill Levy Revenue;

(f) to sue and be sued in the Authority's own name;

(g) to hire and terminate agents, employees, consultants and professionals;

(h) to approve and modify ARI Master Plans, provide for the furnishing of Regional Improvement services, works or facilities as authorized in the Districts' Service Plans; to dedicate property acquired or held by it for public works, improvements, facilities, utilities, and purposes; and to agree, in connection with any of its contracts, to any conditions that it deems reasonable and appropriate including, but not limited to, conditions attached to federal financial assistance, and to include in any contract made or let in connection with any project of the Authority provisions to fulfill such of said conditions as it may deem reasonable and appropriate;

(i) to prepare and approve an annual budget and any necessary amended or supplemental budgets, as set forth in Article V;

(j) to approve, set, impose, collect, pledge, spend, reserve, and use rates, fees, tolls, charges and penalties for facilities, services, or programs furnished or to be furnished by the Authority;

(k) to adopt, modify, and amend bylaws, rules, and regulations pursuant to Section 3.08, above;

(l) to enter into agreements for the purpose of securing any necessary professional, administrative, or support services;

(i) to keep and maintain financial books and records in compliance with Section 5.05 hereof to account for all expenditures of funds, and to obtain an independent audit (or audit exemption), by certified public accountants selected by the Board, of such records annually with the audited financial statements and auditor's report thereon submitted to the Parties;

(j) to accept contributions, grants, or loans from any public or private agency, individual, or the United States or the State of Colorado or any department, instrumentality, or agency thereof, for the purpose of financing its activities

(1) to adopt financial and investment policies and invest monies remaining in any fund which are available for investment in accordance with the laws of the State of Colorado including Articles 10.5 and 47 of Title 11, C.R.S., as amended, for the investment of public funds or by public entities;

(m) to contract for real estate, financing, goods or services;

(n) to borrow money and enter into or issue revenue bonds, notes or other financial obligations subject to the provisions of Section 29-1-203.5(3)(a) C.R.S., and to finance Regional Improvements in accordance with the ARI Master Plan or Plans, as amended from time to time;

(o) to enter into lease-purchase agreements which may be offered either as whole leases or with certificates of participation;

(p) to take all actions necessary or appropriate to carry out and implement the provisions of this Agreement;

(q) to have and use a corporate seal;

(r) to control and accept public rights of way; and

(s) to exercise any general power of a Special District specified in part 10 of Article 1 of Title 32, C.R.S., as long as each of the Parties to this Agreement may lawfully exercise the power.

Section 4.03. Limitation on Express and Implied Powers. In determining the express and implied powers that the Authority has under this Agreement, the Authority shall not have the following powers:

(a) taxation;

(b) imposition of special assessments pursuant to Article 25 of Title 31, and Article 1 of Title 32, C.R.S., as amended;

(c) zoning or other governmental powers over land;

(d) imposition of building, fire code, public health and safety regulations;

(e) imposition or assessment against the Parties to this Agreement of any fees, rates, or charges;

(f) eminent domain, or

(g) any powers not vested in the Districts pursuant to their respective Service Plans and state law.

Section 4.04. Spending Authority. The Authority is limited in its spending powers to the annual total budget approved by a simple majority of the votes cast by a Quorum of the Board in attendance at a meeting, as such budget may be amended. Annual expenditures shall not exceed revenues for the year plus beginning unreserved cash balances.

Section 4.05. No Private Inurement. No part of the assets or net earnings of the Authority shall inure to the benefit of or be distributable to its directors, officers, or other private persons, except that the Authority shall be authorized and empowered to pay reasonable compensation for services actually rendered and to make reimbursement in reasonable amounts for expenses actually incurred in exercising the powers or carrying out the purposes of the Authority.

Section 4.06. Authority Not a Public Utility. The Parties agree that the Authority is not and shall not be considered or deemed in the future a service company, or a public utility as defined

in Section 40-1-103(1)(a), C.R.S., or as such terms are defined in any constitutional provision, statute, or law of the State of Colorado. The Parties further agree that in the event that the Authority is ever determined by a third party to be a public utility under Section 40-1-103(1)(a), C.R.S., the Authority shall be exempt from any regulation by the Public Utilities Commission or any other special commission, pursuant to Colorado Constitution Article XXV and Article V, Section 35. The Parties agree not to undertake any effort to request supervision, control, or regulation of this Authority, of any of the Parties, or of the property of the Authority or any Party, by the Public Utilities Commission of the State of Colorado, or any other regulatory authority claiming jurisdiction of the subject.

ARTICLE V

REMITTANCE OF ARI MILL LEVY REVENUE/BUDGETS/ DEBT

Section 5.01. Remittance of ARI Mill Levy Revenue to Authority. Upon the execution of this Agreement by a District, such District shall transfer all ARI Mill Levy Revenues received by it to the Authority within 20 days of receipt by such District, provided, however, that in the event that the total amount of ARI Mill Levy Revenue received by such District in a calendar month is less than $1,000, the ARI Mill Levy Revenue received in such calendar month may instead be remitted to the Authority no later than the 15th day of the calendar month immediately succeeding the calendar quarter in which such revenue is received by such District (i.e., no later than April 15th for ARI Mill Levy Revenue received in January, February or March, no later than July 15th for ARI Mil Levy Revenue received in April, May or June, no later than October 15th for ARI Mill Levy Revenue received in July, August or September, and no later than January 15th for ARI Mill Levy Revenue received in October, November or December). Notwithstanding the foregoing, upon the execution of a Pledge Agreement by a District, and so long as the Revenue Bonds secured thereby remain outstanding, such District shall remit its ARI Mill Levy Revenue in accordance with the provisions of such Pledge Agreement, notwithstanding any other provision hereof.

Section 5.02. Initial Contribution, Funding of Operating Costs of the Authority. The Parties acknowledge that the Authority does not currently have financial resources to pay its Operations Costs. The Districts agree that upon execution of this Agreement, each District shall contribute, as a one-time, non-reimbursable contribution to the Authority, the amount set forth in Exhibit C of this Agreement to fund the Operations Costs. The Districts further agree that the Authority may fund its Operations Costs with up to 20% of the ARI Mill Levy Revenues transferred to the Authority on an annual basis. The amount of money necessary to fund the Operations Costs of the Authority shall be determined each year as a part of the budget process. In the event that the ARI Mill Levy Revenues are insufficient to cover the Operations Costs at any time, each District agrees to fund, as non-reimbursable contributions, its pro-rata share of the Operations Costs, determined as among the Districts only, and the City shall have no obligation to contribute to such Operations Costs. Notwithstanding the foregoing, until such time as a District executes a Pledge Agreement, such District may, but shall not be obligated to, direct the Authority to utilize all of its ARI Mill Levy Revenues to fund Operations Costs, which increased funding by a particular District shall be subtracted from its pro-rata share contribution. By signing this Agreement, each District affirms it has properly authorized and is committing its ARI Mill Levy Revenues for purpose of this Agreement, without the need for further or reoccurring approval by

it. This commitment is non-discretionary and non-revocable so long as a District is a member of the Authority. The Authority shall submit requests for funding of any shortfalls related to the Operations Costs to each District. Each District shall have thirty (30) days from the receipt of the request for funding of any shortfalls related to the Operations Costs to submit its pro-rata share to the Authority.

The Parties do not intend for any shortfall amounts to be remitted to the Authority pursuant to this Section 5.02 to create a multiple-fiscal year direct or indirect debt or other financial obligation whatsoever. The performance of the obligations of the Districts pursuant to this Section 5.02 requiring budgeting and appropriation of funds to pay for budget shortfalls are subject to annual budgeting and appropriations.

Section 5.03. Accounting of ARI Mill Levy Revenue. The ARI Mill Levy Revenue attributable to each District shall be accounted for by the Authority so that the funds remitted by each District are tracked separately. The Authority shall apply ARI Mill Levy Revenues received by it to: (i) Operating Costs as set forth in Section 5.02, (ii) costs associated with Revenue Bonds, and/or (iii) costs of Regional Improvements, all subject to the provisions hereof and any Pledge Agreement, if and to the extent applicable. Notwithstanding the foregoing, the Authority shall not apply any ARI Mill Levy Revenue attributable to a District to costs associated with Revenue Bonds unless and until such District has executed a Pledge Agreement as set forth in Section 5.06.

Section 5.04 Annual Budget. On or before September 15 annually, each District shall provide the Authority with its respective Preliminary Assessed Valuation for the coming year. No later than October 15 of each year, the Board shall cause a proposed annual budget for the next fiscal year to be prepared and shall submit a copy of the proposed annual budget to the Parties. The budget adopted by the Board shall conform to the requirements of Sections 29-1-101, *et seq*., C.R.S., as amended, and the additional requirements set forth in this Agreement. The Board may amend the budget in accordance with Sections 29-1-101, *et seq*., C.R.S. The Authority shall make available to each of the Districts an unaudited financial statement for the prior fiscal year as soon as possible after the close of each fiscal year, but no later than September 1 of the following year.

The Parties intend that the Authority shall not be considered a "district" subject to Article X, Section 20 of the Colorado Constitution ("**TABOR**") and therefore will not maintain a three percent (3%) emergency reserve as required by paragraph (5) of TABOR (the "**TABOR Reserves**"). The reserves of each District, including the Districts' TABOR Reserves, shall not be transferred to the Authority but shall remain with the respective individual Districts. However, should it be determined that the Authority is a "district" for purposes of TABOR, the TABOR Reserves of the individual Districts shall be available to the Authority should it become necessary to draw on a TABOR Reserve fund and thus the Authority's TABOR Reserve requirement under TABOR would be satisfied.

Section 5.05. Books and Records. The Authority shall provide for the keeping of accurate and correct books of account in accordance with the Local Government Uniform Accounting Law, Part 5 of Article 1, Title 29, C.R.S., as amended. Unless eligible for an exemption from audit, the Board shall provide for the auditing of all books and accounts and other financial records of the Authority on an annual basis in accordance with the Colorado Local Government Audit Law, Part 6

of Article 1, Title 29, C.R.S., as amended. The audit shall be completed and filed annually in a timely manner, as described in Section 29-1-606, C.R.S. All funds received by the Authority shall be invested in accordance with state statutory requirements.

Section 5.06. Revenue Bonds; Pledge Agreements. The Authority may fund one or more ARI Master Plans from any lawful source authorized by this Agreement and applicable law. The Authority shall be authorized to fund one or more ARI Master Plans from the proceeds of revenue bonds, notes or other financial obligations to be issued by the Authority in accordance with and subject to the terms of this Agreement (collectively referred to herein as "**Revenue Bonds**"). It is anticipated that such Revenue Bonds will be secured by ARI Mill Levy Revenues and/or other revenues pledged by one or more of the Parties as evidenced by one or more Pledge Agreements entered into between the Authority and one or more of the Parties. Any Pledge Agreement entered into by a District shall include a pledge of such District's ARI Mill Levy Revenue to secure payment of one or more series of Revenue Bonds, including the payment of principal of and interest thereon and the funding or replenishment of any reserve funds or surplus funds securing such Revenue Bonds; provided, however, that, without the consent of any other Party to this Agreement, any such Pledge Agreement with a District may: (i) provide for a portion of such ARI Mill Levy Revenues in an amount set forth therein to be remitted to the Authority for the purpose of funding Operating Costs; and (ii) limit the pledge of ARI Mill Levy Revenue to secure only a particular series of Revenue Bonds. Upon the execution of a Pledge Agreement by a Party, and so long as the Revenue Bonds secured thereby remain outstanding, such Party shall remit the revenue pledged thereunder (including, in the case of a District, its ARI Mill Levy Revenue) in accordance with the provisions of such Pledge Agreement, notwithstanding any other provision hereof. In the event of a conflict between the terms of this Agreement and a Pledge Agreement, the terms of the Pledge Agreement shall control; provided that in no event shall any Pledge Agreement reduce the Minimum ARI Mill Levy or time period during which a District is required to impose the ARI Mill Levy as provided herein.. No debt of the Authority shall constitute the debt or financial obligation or become the responsibility of the Parties except as set forth in the applicable pledge agreement.

The purpose of this Section is to ensure that the Authority receives all payments of ARI Mill Levy due under this Agreement in a timely manner so that the Authority may pay its Revenue Bonds. Each District agrees that during the pendency of any litigation which may arise hereunder, all payments required hereunder shall be made by such District for the purpose of enabling the Authority to make payments on the Authority's Revenue Bonds, notes or other financial obligations issued pursuant to Section 5.07 hereof. If a District believes it has valid defenses, setoffs, counterclaims, or other claims, it shall nevertheless make all payments to the Authority as described in this Agreement under protest, stating the reasons therefor, and seek to recover such payments by separate actions at law or in equity for damages or specific performance

Section 5.07. Pledge of ARI Mill Levy; Termination of Obligations Upon Withdrawal. Each District hereby covenants to impose the ARI Mill Levy each levy year in an amount not less than the applicable Minimum ARI Mill Levy and to remit the ARI Mill Levy Revenue to or on behalf of the Authority in accordance with the provisions hereof and any Pledge Agreement, as applicable. The financial obligation of each District to remit the ARI Mill Levy to the Authority hereunder constitutes a multiple fiscal year financial obligation of such District, payable from the ARI Mill Levy Revenue received by such District , which ARI Mill Levy Revenue is pledged to the Authority

for the purposes set forth in this Agreement, subject to each District's right to termination as provided herein. It is the understanding and intent of the Parties that the execution of this Agreement shall fully and irrevocably commence the multiple fiscal year financial obligation and pledge of each District for all purposes of this agreement, subject to each District's right to termination as provided herein. For the avoidance of doubt, following approval of this Agreement, no District may withhold any portion of its ARI Mill Levy for any reason regardless of whether and how such District and its respective Director votes on any ARI Master Plan, the Regional Improvements or prioritization thereof, or any other matter related to this Agreement, subject to each District's right to termination as provided herein.

Notwithstanding any other provision contained herein, in the event that a District withdraws from the Authority in accordance with Section 3.10 hereof, all obligations of the District hereunder with respect to the imposition of the ARI Mill Levy and remittance of ARI Mill Levy Revenues, and the pledge of such revenues as provided herein, shall terminate and be of no further force and effect as of the effective date of such withdrawal; provided, however, that the foregoing shall not operate to modify any provisions of the applicable District's Service Plan with respect to the ARI Mill Levy; and further provided that any such District that has withdrawn from the Authority shall remain obligated to remit the proceeds of any ARI Mill Levy Revenues resulting from any ARI Mill Levy imposed prior to the effective date of such withdrawal..

Notwithstanding anything to the contrary set forth in this Agreement, no District shall be obligated to impose a mill levy in excess of what is allowable under its Service Plan or electoral authorization.

Section 5.08. Effectuation of Pledge; Appropriation. Except as limited hereby, the amounts to be paid hereunder are hereby appropriated for that purpose, and such amounts shall be included in the annual budgets and the appropriation resolutions or measures to be adopted or passed by the board of directors of each District in each year this Agreement remains in effect.

No provision of any constitution, statute, resolution or other measure enacted after the execution of this Agreement shall in any manner be construed as limiting or impairing the obligation of a District to levy, administer, enforce and collect the ARI Mill Levy required for the payment of its obligations hereunder.

It shall be the duty of the board of directors of each District annually, at the time and in the manner provided by law for the levying of such District's taxes, to ratify and carry out the provisions hereof regarding the levy and collection of the ARI Mill Levy.

Section 5.09. Authority Reliance; Funding Obligations Pending Dispute Resolution. Each District agrees that its funding obligations set forth in this Agreement are absolute, irrevocable, unconditional and irrepealable within the meaning of Article XI, Section 6 of the Colorado Constitution, subject to each District's right to terminate as provided in Section 5.07 hereof. The Districts agree that their authority to modify this Agreement is limited so as to prohibit a repeal of the funding obligations in this Agreement, except as specifically set forth in this Agreement (including as provided in Section 5.07 hereof). The Districts each agree, notwithstanding any fact, circumstance, dispute, or any other matter, that they will not take or fail to take any action which would delay a payment to the Authority or impair the Authority's ability

to receive payments due hereunder.

Each District acknowledges that the Authority may issue or enter into Revenue Bonds and the Authority may obtain financial commitments and security for its Revenue Bonds from third parties, all of whom shall be relying on performance of a District's obligations as set forth in a Pledge Agreement.

Section 5.10. Documentation. The Parties understand and acknowledge that they may be required to provide certain documentation, representations, disclosures, certifications, opinions and other information to facilitate the issuance of any revenue bonds, notes or other financial obligations of the Authority (the "**Supporting Documentation**"). The Parties agree they will cooperate in good faith and will provide such Supporting Documentation within a reasonable time after requested by the Authority.

Section 5.11. Service Plan Amendment; Revised ARI Mill Levy. The Districts agree they will in good faith exercise commercial best efforts to submit to the City and pursue through approval one or more amendments as are necessary to amend their Service Plan to revise the ARI Mill Levy to be equal to five (5) mills, plus Gallagher Adjustment or Assessment Rate Adjustment (as applicable and defined in the Service Plan) for imposition beginning no later than the tax year during which a ARI Authority Establishment Agreement or Regional Intergovernmental Improvements Agreement (as applicable and defined in the Service Plan) becomes effective for collection in the following year, and continuing until such time as all Revenue Bonds issued by the Authority have been fully paid and discharged and all ARI Master Plan projects have been completed; provided however, that if the ARI Authority Establishment Agreement or Regional Intergovernmental Improvements Agreement becomes effective after December 1st of the tax year in which it is effective, the obligation to impose the revised ARI Mill Levy shall commence with the immediately following tax year.

Section 5.12. City Impact Fees. Subject to City Council approval, the City may contribute to the Authority a portion of its collected Transportation Impact Fees for property within the Authority boundary subject to a future intergovernmental agreement.

ARTICLE VI

ASSETS OF THE AUTHORITY

Section 6.01. Asset Inventory Schedule. The Authority shall maintain an asset inventory list for any and all real or personal property acquired by the Authority by lease, purchase, donation or governmental conveyance and either held by it or transferred to others. This list shall designate how the asset was acquired, the date of acquisition, and the date of any sale or other disposition of any asset transferred by the Authority, together with the amount of consideration received or paid by the Authority.

Section 6.02. Insurance. The Authority shall maintain the following insurance coverages or equivalent thereof:

(a) General liability coverage protecting the Authority and its officers,

directors, and employees against loss, liability, or expense whatsoever from personal injury, death, property damage, or otherwise, arising from or in any way connected with management, administration, or operations in amounts not less than $1,000,000 per occurrence and $2,000,000 general aggregate.

(b) Directors and officers liability coverage (errors and omissions) protecting the Authority and its directors and officers against any loss, liability, or expense whatsoever arising from the actions and/or inactions of the Authority and its directors, officers, agents or employees in the performance of their duties.

ARTICLE VII

TERMINATION

Section 7.01. Termination by Notice. This Agreement will terminate, subject to the Districts' compliance with the provisions of their respective Service Plans, after notice has been provided to each Party, and provision has been made for the discharge of any Revenue Bond of the Authority, by a vote of the Board in accordance with Section 3.06.

Section 7.02. Wind-Up and Liquidation. In the event of termination of this Agreement, the Board, or a person or persons appointed by the Board, shall wind-up and liquidate the assets of the Authority, if any. Upon dissolution of the Authority all of its property will be transferred to the City or other governmental entities approved by it. If the Districts cannot agree on the disposition of certain assets or property of the Authority, said assets or property shall be subject to an independent appraisal and shall be sold at public auction with the proceeds allocated, to the greatest equitable extent possible, to the Districts in the same proportion as the respective contribution of funds by the Districts for acquisition of the assets or property. Upon termination of this Agreement, the Districts will work in good-faith to determine how best to allocate Authority assets and liabilities between the Districts, such that a fair and equitable arrangement can be achieved while continuing to maintain the best possible services for each District. The Districts may memorialize the terms of their accord in a written agreement.

ARTICLE VIII

DEFAULT

Section 8.01. Events of Default. The occurrence of any one or more of the following events, and/or the existence of any one or more of the following conditions shall constitute an "**Event of Default**" under this Agreement:

(a) The failure of any Party to make any payment when the same becomes due and payable as provided in this Agreement and cure such failure within thirty (30) days of receipt of notice from one of the other Parties or the Authority of such failure; or

(b) The failure to perform or observe any other covenants, agreements, or conditions in this Agreement on the part of any Party and to cure such failure within 30 days

of receipt of notice from one of the other Parties or the Authority of such failure unless such default cannot be cured within such 30-day period, in which event the defaulting Party shall have an extended period of time to complete the cure, provided that action to cure such default is commenced within said 30-day period and the defaulting Party is diligently pursuing the cure to completion.

Section 8.02. Remedies on Occurrence of Events of Default. Upon the occurrence of an Event of Default, the Parties, the Authority and the Bond Trustee (as a third-party beneficiary hereunder) shall have the following rights and remedies:

(a) The non-defaulting Parties, the Authority or the Bond Trustee, or any combination of the foregoing, may request a court of competent jurisdiction to issue a writ of mandamus or order any similar or equivalent relief, to compel the board of directors of the defaulting Party to perform its duties under this Agreement, and/or to issue temporary and/or permanent restraining orders, or orders of specific performance, to compel the defaulting Party to perform in accordance with this Agreement.

(b) The non-defaulting Parties, the Authority or the Bond Trustee may protect and enforce their rights under this Agreement by such suits, actions, or special proceedings as they shall deem appropriate, including, without limitation, any proceedings for the specific performance of any covenant or agreement contained in this Agreement, for the enforcement of any other appropriate legal or equitable remedy, or for the recovery of damages, including attorneys' fees and all other costs and expenses incurred in enforcing this Agreement.

(c) The non-defaulting Parties shall have the right to budget, advance and expend funds as necessary to enforce the terms of this Agreement.

Section 8.03. General.

(a) **Delay or Omission No Waiver.** No delay or omission of any Party to exercise any right or power accruing upon any Event of Default shall exhaust or impair any such right or power or be construed as a waiver of any such Event of Default.

(b) **No Waiver of One Default to Affect Another: All Remedies Cumulative.** No waiver of any Event of Default by any Party or the Authority shall extend to or affect any subsequent or other Event of Default. All rights and remedies of the Parties and Authority provided in this Agreement may be exercised with or without notice, shall be cumulative, may be exercised separately, concurrently, or repeatedly, and the exercise of any such right or remedy shall not affect or impair the exercise of any other right or remedy.

ARTICLE IX

MISCELLANEOUS PROVISIONS

Section 9.01. Notices. Any notice required hereunder shall be given in writing, delivered personally, or sent by registered mail, postage prepaid, and addressed to the Parties at the addresses set forth below or at such other address as either Party may hereafter or from time to time designate

by written notice to the other Party given in accordance herewith. Notice shall be considered given when personally delivered or mailed, and shall be considered received in the earlier of the day on which such notice is actually received by the Party to whom it is addressed, or the third day after such notice is mailed.

to City of Aurora:
City of Aurora
Suite 5300
15151 East Alameda Parkway
Aurora, Colorado 80012
Attention: City Attorney
Telephone: (303) 739-7030
E-Mail:_____
Facsimile:

to the Districts: At the address specified on the signature page.

to the Authority:

_____

_____
Attention:
Telephone:
E-Mail:
Facsimile:

Section 9.02. Consent. Whenever any provision of this Agreement requires consent or approval of the Parties hereto, the same shall not be unreasonably withheld.

Section 9.03. Amendments. No alterations, amendments or modifications hereof shall be valid unless approved by the unanimous consent of the Parties and executed by an instrument with the same formality as this Agreement; provided, however, that the Parties may not alter, amend or modify this Agreement unless such alteration, amendment or modification is permitted by, and in full compliance with, the terms of any bond resolutions, indentures, loan agreements or other documents pursuant to which the Authority has issued revenue bonds, notes or other financial obligations. Neither this Agreement, nor any term hereof, can be changed, modified, or abandoned, in whole or in part, except by the instrument in writing, and no prior, contemporary, or subsequent oral agreement shall have any validity whatsoever.

Section 9.04. Severability. If any clause or provision in this Agreement 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 this Agreement as a whole and all other clauses or provisions shall be given full force and effect.

Section 9.05. Binding Effect. The provisions of this Agreement shall be binding upon and shall inure to the benefit of the Parties hereto and to their respective successors and permitted

assigns.

Section 9.06. Assignment and Delegation. No Party shall assign any of the rights granted or delegate any of the duties imposed by this Agreement without the consent of the Authority. Any attempted assignment or delegation not in conformity with this provision shall be void. Notwithstanding the foregoing, the Authority is expressly permitted to assign to the Bond Trustee all right, title and interest of the Authority in ARI Mill Levy Revenues payable to it hereunder, and all rights of the Authority to enforce payment of the same in accordance with the terms hereof.

Section 9.07. Applicable Laws. This Agreement shall be governed by and construed in accordance with the Constitution and laws of the State of Colorado. The Parties agree not to institute any legal action or proceeding against the Authority or any of its directors, officers, employees, agents or property concerning any matter arising out of or related to this Agreement in any court other than the Adams County District Court.

Section 9.08. Paragraph Headings. The paragraph headings are inserted in this Agreement only as a matter of convenience and reference and in no way are intended to be a part of this Agreement or to define, limit or describe the scope or intent of this Agreement or the particular paragraphs hereof to which they refer.

Section 9.09. Singular and Plural. Whenever the context shall so require, the singular shall include the plural and the plural shall include the singular.

Section 9.10. Negotiated Provisions. This Agreement shall not be construed more strictly against one Party than against the other merely by virtue of the fact that it may have been prepared by counsel for one of the Parties, it being acknowledged that each Party has contributed substantially and materially to the preparation of this Agreement.

Section 9.11. No Third-Party Beneficiaries. Except as provided below in this Section, 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 the Parties and nothing contained in this Agreement shall give or allow any such claim or right of action by any other third party on such Agreement. It is the express intention of the Parties that any person other than Parties receiving services or benefits under this Agreement shall be deemed to be an incidental beneficiary only. Notwithstanding the foregoing, the Bond Trustee is expressly made a third-party beneficiary hereunder.

Section 9.12. Counterparts. This Agreement may be executed in several counterparts, each of which may be deemed an original, but all of which together shall constitute one and the same instrument. Executed copies hereof may be delivered by facsimile or email of a PDF document, and, upon receipt, shall be deemed originals and binding upon the signatories hereto, and shall have the full force and effect of the original for all purposes, including the rules of evidence applicable to court proceedings.

Section 9.13. Electronic Signatures. The Parties consent to the use of electronic signatures pursuant to the Uniform Electronic Transactions Act, Sections 24-71.3-101, et seq., Colorado Revised Statutes, as may be amended from time to time. This Agreement, and any other

documents requiring a signature hereunder, may be signed electronically by the parties in a manner acceptable to the Parties. The Parties agree not to deny the legal effect or enforceability of this Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original

Section 9.14. No Personal Liability. No elected official, director, officer, agent or employee of the Parties shall be charged personally or held contractually liable by or under any term or provision of this Agreement or because of any breach thereof or because of its or their execution, approval or attempted execution of this Agreement.

[Remainder of this page left blank intentionally]

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the day and year first hereinabove written.

CITY OF AURORA, COLORADO

_____, Mayor

ATTEST:

_____, City Clerk Deputy

APPROVED AS TO FORM:

_____, City Attorney

District Signatures and Notice Addresses

District	Notice Address
Green Valley Ranch East Metropolitan District No. 10 Signed: _____ By: Paige Langley Title: President Signed: _____ Attest: Mark J. Witkiewicz Title: Secretary/Treasurer	c/o Icenogle Seaver Pogue 4725 South Monaco Street, Suite 360 Denver, CO 80237 Attention: Jennifer L. Ivey Telephone: (303) 292-9100 E-Mail: Jivey@ISP-Law.com
Green Valley Ranch East Metropolitan District No. 11 Signed: _____ By: Paige Langley Title: President Signed: _____ Attest: Mark J. Witkiewicz Title: Secretary/Treasurer	c/o Icenogle Seaver Pogue 4725 South Monaco Street, Suite 360 Denver, CO 80237 Attention: Jennifer L. Ivey Telephone: (303) 292-9100 E-Mail: Jivey@ISP-Law.com
Green Valley Ranch East Metropolitan District No. 14 Signed: _____ By: Jeffrey E. Powles Title: President Signed: _____ Attest: David Carro Title: Secretary/Treasurer	c/o Icenogle Seaver Pogue 4725 South Monaco Street, Suite 360 Denver, CO 80237 Attention: Jennifer L. Ivey Telephone: (303) 292-9100 E-Mail: Jivey@ISP-Law.com

District Signatures and Notice Addresses

District	Notice Address
Green Valley Ranch East Metropolitan District No. 10 Signed: _____ By: Paige Langley Title: President Signed: _____ Attest: Mark J. Witkiewicz Title: Secretary/Treasurer	c/o Icenogle Seaver Pogue 4725 South Monaco Street, Suite 360 Denver, CO 80237 Attention: Jennifer L. Ivey Telephone: (303) 292-9100 E-Mail: Jivey@ISP-Law.com
Green Valley Ranch East Metropolitan District No. 11 Signed: _____ By: Paige Langley Title: President Signed: _____ Attest: Mark J. Witkiewicz Title: Secretary/Treasurer	c/o Icenogle Seaver Pogue 4725 South Monaco Street, Suite 360 Denver, CO 80237 Attention: Jennifer L. Ivey Telephone: (303) 292-9100 E-Mail: Jivey@ISP-Law.com
Green Valley Ranch East Metropolitan District No. 14 Signed: _____ By: Jeffrey E. Powles Title: President Signed: _____ Attest: Brandon Wyszynski Title: Assistant Secretary	c/o Icenogle Seaver Pogue 4725 South Monaco Street, Suite 360 Denver, CO 80237 Attention: Jennifer L. Ivey Telephone: (303) 292-9100 E-Mail: Jivey@ISP-Law.com

Docusign Envelope ID: 9B16AC9A-D01D-8027-8304-B002036EE542

HM Metropolitan District No. 3 Signed: DocuSigned by: Rick Wells 58FA86061D304E6... By: Rick Wells Title: President Signed: Signed by: Jennifer Piwonski 0E6350E0E2F947D... Attest: Jennifer Piwonski Title: Secretary	c/o Cockrel Ela Glesne Greher & Ruhland 44 Cook Street, Suite 620 Denver, CO 80206 Attention: Matthew P. Ruhland Telephone: (303) 218-7200 E-Mail:mruhland@cegrlaw.com
HM Metropolitan District No. 4 Signed: DocuSigned by: Rick Wells 58FA86061D304E6... By: Rick Wells Title: President Signed: Signed by: Gregg Johnson D660E55B90E544D... Attest: Gregg Johnson Title: Secretary	c/o McGeady Becher Cortese Williams 450 E. 17th Avenue, Suite 400 Denver, CO 80203 Attention: Paula J. Williams Telephone: (303) 592-4380 E-Mail:pwilliams@specialdistrictlaw.com
Painted Prairie Metropolitan District No. 2 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o White Bear Ankele Tanaka & Waldron 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 3 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o White Bear Ankele Tanaka & Waldron 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com

HM Metropolitan District No. 3 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o Cockrel Ela Glesne Greher & Ruhland 44 Cook Street, Suite 620 Denver, CO 80206 Attention: Matthew P. Ruhland Telephone: (303) 218-7200 E-Mail:mruhland@cegrlaw.com
HM Metropolitan District No. 4 Signed: H. Rickey Wells By: Henry "Rick" Wells Title: President Signed: Gregg E. Johnson Attest: Gregg Johnson Title: Secretary	c/o McGeady Becher Cortese Williams 450 E. 17th Avenue, Suite 400 Denver, CO 80203 Attention: Paula J. Williams Telephone: (303) 592-4380 E-Mail:pwilliams@specialdistrictlaw.com
Painted Prairie Metropolitan District No. 2 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o White Bear Ankele Tanaka & Waldron 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 3 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o White Bear Ankele Tanaka & Waldron 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com

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Painted Prairie Metropolitan District No. 2 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 3 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 4 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 5 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com

Painted Prairie Metropolitan District No. 6 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 7 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 8 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 9 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com

Painted Prairie Metropolitan District No. 10 Signed: Christopher H. Fellows Christopher H. Fellows (Apr 21, 2026 08:50:03 MDT) By: Christopher H. Fellows Title: President Signed: Timothy OConnor Timothy OConnor (Apr 21, 2026 08:59:59 MDT) Attest: Timothy O'Connor Title: Secretary	c/o WBA, PC 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com

Painted Prairie Metropolitan District No. 8 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o White Bear Ankele Tanaka & Waldron 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 9 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o White Bear Ankele Tanaka & Waldron 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Painted Prairie Metropolitan District No. 10 Signed: _____ By: _____ Title: _____ Signed: _____ Attest: _____ Title: _____	c/o White Bear Ankele Tanaka & Waldron 2154 East Commons Avenue, Suite 2000 Centennial, CO 80122 Attention: Clint C. Waldron Telephone: (303) 858-1800 E-Mail:cwaldron@wbapc.com
Sky Dance Metropolitan District No. 1 Signed: Paige Langley By: Paige Langley Title: President Signed: _____ Attest: David Solin Title: Secretary	c/o McGeady Becher Cortese Williams 450 E. 17th Avenue, Suite 400 Denver, CO 80203 Attention: Megan M. Becher Telephone: (303) 592-4380 E-Mail: mbecher@specialdistrictlaw.com

Doc ID: 96c9bde6404d4d2719f49478d5a4775544807dcb

Sky Dance Metropolitan District No. 2 Signed: Paige Langley By: Paige Langley Title: President Signed: [signature] Attest: David Solin Title: Secretary	c/o McGeady Becher Cortese Williams 450 E. 17th Avenue, Suite 400 Denver, CO 80203 Attention: Megan M. Becher Telephone: (303) 592-4380 E-Mail: mbecher@specialdistrictlaw.com

Doc ID: 96c9bde6404d4d2719f49478d5a4775544807dcb

EXHIBIT A

Regional Improvements

First Phase	
56th Ave - 2 Westbound Lanes - Picadilly to Nepal & Tie In	$4,000,000
56th Ave - North Side - Pedestrian Trail - Picadilly to Himalaya	$500,000
56th Ave - 2 Eastbound Lanes - Picadilly to Skydance	$8,500,000
56th Ave - 2 Eastbound Lanes - Skydance to Tibet	$4,800,000
56th Ave - 2 Eastbound Lanes - Tibet to E-470	$3,100,000
Subtotal First Phase	**$20,900,000**

Future Projects as Funding Permits - Tier 2 - In priority	
56th Ave - Westbound - Improve Existing 2 Lanes - Nepal to Lisbon	$2,500,000
56th Ave - Westbound - Expand from 2 to 3 Lanes - Tibet to Picadilly	$3,000,000
56th Ave - Westbound - Expand from 2 to 3 Lanes - E-470 to Tibet	$4,250,000
56th Ave - Eastbound - Expand from 2 to 3 lanes - Picadilly to E-470	$9,900,000
56th Ave/E-470 Bridge Expansion	$28,000,000
56th Ave - Westbound - Improve Existing 2 Lanes - Lisbon to Himalaya	$7,137,500
56th Ave - Westbound - Expand from 2 to 3 Lanes - Picadilly to Lisbon	$4,250,000
56th Ave - Westbound - Expand from 2 to 3 Lanes - Lisbon to Himalaya	$3,275,000
Subtotal Future Projects as Funding Permits - Tier 2 - In priority	**$62,312,500**

Future Projects as Funding Permits - Tier 3 - In priority	
60th Ave - Crossing Pond 816 - if triggered/warranted - Near Himalaya	$7,000,000
56th Ave - 2 Lanes (1 East 1 West + median) - Reimbursement - E-470 to Harvest	$12,000,000
Harvest Rd. - Southbound - 1 lane (plus 1/2 median) Reimburse 56th to 64th	$4,425,000
60th Ave Flyover @ E-470 - (if warranted - and required)	$33,000,000
Subtotal Future Projects as Funding Permits - Tier 3 - In priority	**$56,425,000**

Permitted Projects if Capacity Exists after all Previous Projects funded	
60th Ave - Improvements - Coolidge to Harvest Rd.	$8,000,000
60th Ave - Improvements - Picadilly to E470	$5,000,000
Subtotal Permitted Projects if Capacity Exists after all Previous Projects funded	**$13,000,000**

TOTAL FULL CAPACITY SCOPE	**$152,637,500**

Projects Associated with Inclusion of Sun Empire-Porteos - or Fine	
56th Ave - 2 Lanes - 1 East, 1 West + med.- Jackson Gap (A.P.) to Powhaton	$10,700,000
56th - Streetlights - from Jackson Gap to Powhaton	$375,000
Subtotal Projects Associated with Inclusion of Sun Empire-Porteos - or Fine	**$11,075,000**

TOTAL FULL CAPACITY SCOPE W/ INCLUSION OF SUN EMPIRE-PORTEOS-OR FINE	**$163,712,500**

EXHIBIT B

Authority Legal Description and Boundary Map

SKYDANCE SUBDIVISION FILING NO. 1

A PARCEL OF LAND AS RECORDED AT SKYDANCE SUBDIVISION FILING NO. 1 RECEPTION NO. 2025000050654 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN SECTION 12, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 12, THENCE ALONG THE WESTERLY LINE OF SAID SECTION 12, N00°13'34"W A DISTANCE OF 110.00 FEET; THENCE N89°38'55"E A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING;
THENCE ALONG A LINE 30.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID SOUTHWEST QUARTER OF SECTION 12, N00°13'34"W A DISTANCE OF 2548.18 FEET TO A POINT ON THE NORTHERLY LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 12;
THENCE ALONG SAID NORTHERLY LINE, S89°25'33"E A DISTANCE OF 2599.87 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 12;
THENCE ALONG THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 12, N00°20'39"W A DISTANCE OF 75.41 FEET;
THENCE S89°24'52"E A DISTANCE OF 55.01 FEET;
THENCE ALONG A LINE 55.00 FEET EASTERLY OF AND PARALLEL WITH SAID EASTERLY LINE OF THE NORTHWEST QUARTER OF SECTION 12, S00°20'39"E A DISTANCE OF 75.41 FEET TO A POINT ON THE NORTHERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 12;
THENCE ALONG SAID NORTHERLY LINE OF THE SOUTHEAST QUARTER OF SECTION 12, S89°24'52"E A DISTANCE OF 2.00 FEET;
THENCE ALONG A LINE 57.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID SOUTHEAST QUARTER OF SECTION 12, S00°20'21"E A DISTANCE OF 40.00 FEET TO THE NORTHEAST CORNER OF NORTH TIBET ROAD AS DEDICATED BY HIGH POINT SUBSTATION SUBDIVISION FILING NO. 1 RECORDED NOVEMBER 05, 2021 AT RECEPTION NO. 2021000130934 IN THE CLERK AND RECORDER'S OFFICE OF ADAMS COUNTY;
THENCE ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NORTH TIBET ROAD, N89°24'52"W A DISTANCE OF 57.01 FEET TO THE NORTHWEST CORNER OF SAID NORTH TIBET ROAD AND A POINT ON THE EASTERLY LINE OF SAID SOUTHWEST QUARTER OF SECTION 12;
THENCE ALONG SAID EASTERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 12, S00°20'21"E A DISTANCE OF 2466.19 FEET;
THENCE ALONG A LINE 110.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTHERLY LINE OF SAID SOUTHWEST QUARTER OF SECTION 12, S89°38'55"W A DISTANCE OF 64.00 FEET;
THENCE ALONG A LINE 64.00 FEET WESTERLY OF AND PARALLEL WITH SAID EASTERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 12, S00°20'21"E A DISTANCE OF 2.74 FEET TO A POINT OF CURVATURE;
THENCE 11.36 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 29.50 FEET, A CENTRAL ANGLE OF 22°03'56", AND A CHORD WHICH BEARS S10°41'36"W A DISTANCE OF 11.29 FEET TO A POINT OF REVERSE CURVATURE;
THENCE 10.49 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 30.50 FEET, A CENTRAL ANGLE OF 19°42'11", AND A CHORD WHICH BEARS S12°29'11"W A DISTANCE OF 10.44 FEET;
THENCE ALONG A LINE 86.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTHERLY LINE OF SAID SOUTHWEST QUARTER OF SECTION 12, S89°38'55"W A DISTANCE OF 816.11 FEET TO A POINT OF CURVATURE;

THENCE 51.22 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 322.50 FEET, A CENTRAL ANGLE OF 09°06’02", AND A CHORD WHICH BEARS N85°48’04”W A DISTANCE OF 51.17 FEET TO A POINT OF REVERSE CURVATURE;
THENCE 62.34 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 392.50 FEET, A CENTRAL ANGLE OF 09°06’02", AND A CHORD WHICH BEARS N85°48’04”W A DISTANCE OF 62.28 FEET;
THENCE ALONG A LINE 95.00 FEET NORTHERLY OF AND PARALLEL WITH SAID SOUTHERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 12, S89°38’55”W A DISTANCE OF 247.74 FEET TO A POINT OF CURVATURE;
THENCE 28.98 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 66°25’19", AND A CHORD WHICH BEARS N57°08’25”W A DISTANCE OF 27.39 FEET;
THENCE ALONG A LINE 110.00 FEET NORTHERLY OF AND PARALLEL WITH SAID SOUTHERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 12, S89°38’55”W A DISTANCE OF 107.13 FEET;
THENCE 38.27 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 87°42’27", AND A CHORD WHICH BEARS S45°47’42”W A DISTANCE OF 34.64 FEET;
THENCE ALONG A LINE 86.00 FEET NORTHERLY OF AND PARALLEL WITH SAID SOUTHERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 12, S89°38’55”W A DISTANCE OF 683.98 FEET TO A POINT OF CURVATURE;
THENCE 51.22 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 322.50 FEET, A CENTRAL ANGLE OF 09°06’02", AND A CHORD WHICH BEARS N85°48’04”W A DISTANCE OF 51.17 FEET TO A POINT OF REVERSE CURVATURE;
THENCE 62.34 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 392.50 FEET, A CENTRAL ANGLE OF 09°06’02", AND A CHORD WHICH BEARS N85°48’04”W A DISTANCE OF 62.28 FEET;
THENCE ALONG A LINE 95.00 FEET NORTHERLY OF AND PARALLEL WITH SAID SOUTHERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 12, S89°38’55”W A DISTANCE OF 299.75 FEET TO A POINT OF CURVATURE;
THENCE 25.81 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 50.50 FEET, A CENTRAL ANGLE OF 29°16’55", AND A CHORD WHICH BEARS S75°00’27”W A DISTANCE OF 25.53 FEET TO A POINT OF REVERSE CURVATURE;
THENCE 25.30 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 49.50 FEET, A CENTRAL ANGLE OF 29°16’55", AND A CHORD WHICH BEARS S75°00’27”W A DISTANCE OF 25.02 FEET;
THENCE S89°38’54”W A DISTANCE OF 5.00 FEET;
THENCE N00°13’34”W A DISTANCE OF 4.19 FEET; THENCE 25.16 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 40.50 FEET, A CENTRAL ANGLE OF 35°35’41", AND A CHORD WHICH BEARS N18°01’24”W A DISTANCE OF 24.76 FEET;
THENCE ALONG A LINE 110.00 FEET NORTHERLY OF AND PARALLEL WITH SAID SOUTHERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 12, S89°38’55”W A DISTANCE OF 45.90 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 152.272 ACRES OR 6,632,957 SQUARE FEET MORE OR LESS.

TOGETHER WITH:

HM METRO DISTRICT NO. 3

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN AND THE SOUTHEAST QUARTER SECTION 12, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 7, THENCE N41°32'30"W A DISTANCE OF 109.89 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF 56TH AVENUE ALSO BEING THE POINT OF BEGINNING;
THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, THE FOLLOWING TWO (2) CONSECUTIVE COURSES:
1) S88°36'10"W A DISTANCE OF 2593.91 FEET TO A POINT ON THE WESTERLY LINE OF SAID SOUTHEAST QUARTER OF SECTION 7;
2) THENCE S89°19'39"W A DISTANCE OF 1470.71 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF E-470 RECORDED AT BOOK 4605 AT PAGE 943;
THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING NINE (9) CONSECUTIVE COURSES:
1) N00°40’22"W A DISTANCE OF 26.01 FEET;
2) THENCE N88°02'16"W A DISTANCE OF 851.89 FEET;
3) THENCE N52°56'33"W A DISTANCE OF 75.65 FEET;
4) THENCE N00°37'26"W A DISTANCE OF 193.53 FEET TO A POINT OF CURVATURE;
5) THENCE 229.04 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 1131.74 FEET, A CENTRAL ANGLE OF 11°35'43", AND A CHORD WHICH BEARS N06°25'18"W A DISTANCE OF 228.65 FEET;
6) THENCE N 12° 13' 09" W A DISTANCE OF 433.23 FEET TO A POINT OF CURVATURE;
7) THENCE 280.44 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 2201.83 FEET, A CENTRAL ANGLE OF 07°17'51", AND A CHORD WHICH BEARS N08°34'14"W A DISTANCE OF 280.25 FEET;
8) THENCE N04°55'18" W A DISTANCE OF 395.07 FEET TO A POINT OF CURVATURE;
9) THENCE 836.52 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 4800.35 FEET, A CENTRAL ANGLE OF 09°59'04", AND A CHORD WHICH BEARS N09°54'47"W A DISTANCE OF 835.46 FEET;

THENCE ALONG A LINE 40 FEET SOUTHERLY AND PARALLEL WITH THE NORTHERLY LINE OF SAID SOUTHEAST QUARTER SECTION 12, S89°24'52"E A DISTANCE OF 105.34 FEET;
THENCE ALONG A LINE 40 FEET SOUTHERLY AND PARALLEL WITH THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER SECTION 7;
THENCE N88°03'36"E A DISTANCE OF 2594.30 FEET TO A POINT ON THE EASTERLY LINE OF SAID SOUTHWEST QUARTER OF SECTION 7;
THENCE ALONG A LINE 40 FEET SOUTHERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID SOUTHEAST QUARTER SECTION 7;
THENCE N88°04'02"E A DISTANCE OF 1583.22 FEET TO A POINT ON THE NORTHWEST CORNER OF TRACT C, BOX ELDER SUBDIVISION FILING NO. 1 RECORDED FEBRUARY 10, 2022 AT RECEPTION NO. 2022000012967 IN THE CLERK AND RECORDER'S OFFICE OF ADAMS COUNTY;
THENCE ALONG THE WESTERLY LINE OF SAID TRACT C THE FOLLOWING SIX (6) CONSECUTIVE COURSES:
1) S01°58'31"E A DISTANCE OF 366.07 FEET;
2) THENCE S09°07'42"E A DISTANCE OF 276.33 FEET;
3) THENCE S17°56'16"E A DISTANCE OF 289.56 FEET;
4) THENCE S26°24'46"E A DISTANCE OF 191.27 FEET;
5) THENCE S36°57'39"E A DISTANCE OF 252.47 FEET;
6) THENCE S44°05'28"E A DISTANCE OF 925.69 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF HARVEST MILE ROAD;
THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF HARVEST MILE ROAD AND A LINE 72.00 FEET WESTERLY OF AND PARALLEL WITH SAID EASTERLY LINE OF THE SOUTHEAST QUARTER OF SECTION 7, S00°47'39"E A DISTANCE OF 546.24 TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 259.993 ACRES OR 11,325,315 SQUARE FEET MORE OR LESS.

TOGETHER WITH:

HM METRO DISTRICT NO. 4

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 12, THENCE ALONG THE WESTERLY LINE OF SAID SOUTHEAST QUARTER OF SECTION 12, N00°20'21"W A DISTANCE OF 84.00 TO THE SOUTHWEST CORNER OF NORTH TIBET ROAD RIGHT-OF-WAY AS DEDICATED BY HIGH POINT SUBSTATION SUBDIVISION FILING NO. 1 RECORDED NOVEMBER 05, 2021 AT RECEPTION NO. 2021000130934 IN THE CLERK AND RECORDER'S OFFICE OF ADAMS COUNTY AND A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF EAST 56TH AVENUE PER ORDINANCE 2020-62 RECORDED DECEMBER 22, 2022 AT RECEPTION NO. 2020000134743;
THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, N89°41’27”E A DISTANCE OF 57.00 FEET TO THE SOUTHEAST CORNER OF SAID NORTH TIBET ROAD RIGHT-OF-WAY SAID POINT BEING THE POINT OF BEGINNING;

THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF NORTH TIBET ROAD, N00°20’21”W A DISTANCE OF 1946.30 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 1, OF SAID HIGH POINT SUBSTATION SUBDIVISION FILING NO. 1;
THENCE ALONG THE SOUTHERLY AND EASTERLY LINES OF SAID LOT 1, BLOCK 1, THE FOLLOWING TWO (2) CONSECUTIVE COURSES:
1) S89°24’52”E A DISTANCE OF 939.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1, BLOCK 1;
2) N00°20’21”W A DISTANCE OF 585.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 1, BLOCK 1 AND A POINT ON THE NORTHERLY LINE OF SAID SOUTHEAST QUARTER;
THENCE ALONG SAID NORTHERLY LINE, S89°24’52”E A DISTANCE OF 1139.18 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF E-470 RECORDED AT BOOK 4605 AT PAGE 943;
THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING NINE (9) CONSECUTIVE COURSES:
1) S18°19’15”E A DISTANCE OF 136.11 FEET;
2) THENCE 479.81 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 4546.24 FEET, A CENTRAL ANGLE OF 06°02’49", AND A CHORD WHICH BEARS S06°26’23”E A DISTANCE OF 479.58 FEET;
3) THENCE S03°24’58”E A DISTANCE OF 234.50 FEET TO A POINT OF CURVATURE;
4) THENCE 319.34 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1608.96 FEET, A CENTRAL ANGLE OF 11°22’18", AND A CHORD WHICH BEARS S02°16’11”W A DISTANCE OF 318.81 FEET;
5) THENCE S07°57’20”W A DISTANCE OF 844.17 FEET TO A POINT OF CURVATURE;
6) THENCE 288.37 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 1999.86 FEET, A CENTRAL ANGLE OF 08°15’42", AND A CHORD WHICH BEARS S03°49’29”W A DISTANCE OF 288.12 FEET;
7) THENCE S00°18’22”E A DISTANCE OF 89.02 FEET;
8) THENCE S52°51’23”W A DISTANCE OF 98.42 FEET;
9) THENCE S86°53’13”W A DISTANCE OF 881.67 FEET TO THE NORTHEAST CORNER OF SAID ORDINANCE 2020-62;
THENCE ALONG THE EASTERLY AND SOUTHERLY LINES OF SAID ORDINANCE THE FOLLOWING TWO (2) CONSECUTIVE COURSES:
1) S00°18’33”E A DISTANCE OF 26.00 FEET;
2) THENCE S89°41’27”W A DISTANCE OF 1066.76 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 108.391 ACRES OR 4,721,513 SQUARE FEET MORE OR LESS.

TOGETHER WITH:

AURORA 310 – QUIT CLAIM DEED

A PARCEL OF LAND LOCATED IN THE NORTH HALF OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF THE OF SAID SECTION 13, SAID POINT BEING THE POINT OF BEGINNING;
THENCE ALONG THE NORTHERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 13, N89°41’27”E A DISTANCE OF 1123.09 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF E-470 RECORDED AT BOOK 4667 AT PAGE 306 IN THE CLERK AND RECORDER'S OFFICE OF ADAMS COUNTY;
THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING SEVEN (7) CONSECUTIVE COURSES:
1) S00°00’11”W A DISTANCE OF 100.00 FEET;
2) THENCE S86°50’01”E A DISTANCE OF 893.46 FEET;
3) THENCE S59°49’06”E A DISTANCE OF 90.03 FEET;
4) THENCE 132.32 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 908.51 FEET, A CENTRAL ANLGE OF 08°20’24” AND A CHORD WHICH BEARS S12°28’56”E A DISTANCE OF 132.21 FEET;
5) THENCE S16°39’16”E A DISTANCE OF 349.92 FEET TO A POINT OF CURVATURE;
6) THENCE 285.87 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1055.92 FEET, A CENTRAL ANGLE OF 15°30’43” AND A CHORD WHICH BEARS S08°53’55”E A DISTANCE OF 285.00 FEET;
7) THENCE S01°08’34”E A DISTANCE OF 1700.79 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID SOUTHEAST QUARTER OF SECTION 13;
THENCE ALONG SAID SOUTHERLY LINE OF THE SOUTHEAST QUARTER OF SECTION 13, S89°40’17”W A DISTANCE OF 2227.71 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF NORTH TIBET ROAD RECORDED NOVEMBER 16, 2023 AT RECEPTION NO. 2023000064344 IN THE CLERK AND RECORDER'S OFFICE OF ADAMS COUNTY;
THENCE ALONG SAID EASTERLY AND NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) CONSECUTIVE COURSES:
1) N00°08’02”W A DISTANCE OF 43.76 FEET;
2) THENCE 24.41 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 55°56’39” AND A CHORD WHICH BEARS N28°06’21”W A DISTANCE OF 23.45 FEET;
3) THENCE S89°51’58”W A DISTANCE OF 55.00 FEET TO A POINT ON THE WESTERLY LINE OF SAID SOUTHEAST QUARTER OF SECTION 13; THENCE ALONG SAID WESTERLY LINE, N00°08’02”W A DISTANCE OF 1219.99 FEET; S89°59’59”W A DISTANCE OF 2565.22 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF PICADILLY ROAD RECORDED AT RECEPTION NO. 20060417000386390 PETITION NO. 42 AT BOOK 1 AT PAGE 96;
THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE, N00°02’02”W A DISTANCE OF 1347.65 FEET TO A POINT ON THE NORTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13;
THENCE ALONG THE NORTHERLY LINE OF SAID NORTHWEST QUARTER OF SECTION 13, N89°38’55”E A DISTANCE OF 2562.89 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 212.883 OR 9,273,204 SQUARE FEET MORE OR LESS.

TOGETHER WITH:

Green Valley Ranch East Metropolitan District No. 14
Initial Boundaries

EXHIBIT A
LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN THE COUNTY OF ADAMS, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER;

THENCE ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER, SOUTH 89°40’33” WEST, A DISTANCE OF 130.68 FEET;

THENCE DEPARTING SAID SOUTH LINE, NORTH 00°19’27” WEST, A DISTANCE OF 60.00 FEET TO A LINE PARALLEL WITH AND DISTANT 60.00 FEET NORTH OF SAID SOUTH LINE AND THE **POINT OF BEGINNING**;

THENCE ALONG SAID PARALLEL LINE, SOUTH 89°40'33" WEST, A DISTANCE OF 50.00 FEET;

THENCE DEPARTING SAID PARALLEL LINE, NORTH 00°19'27" WEST, A DISTANCE OF 20.00 FEET;

THENCE NORTH 89°40'33" EAST, A DISTANCE OF 50.00 FEET;

THENCE SOUTH 00°19'27" EAST, A DISTANCE OF 20.00 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 0.023 ACRES, (1,000 SQUARE FEET), MORE OR LESS.

ILLUSTRATION ATTACHED AND MADE A PART HEREOF.

DANIEL E. DAVIS, PLS 38256
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVENUE, SUITE 1
LITTLETON, CO 80122

PAINTED PRAIRIE METRO DISTRICT NO. 4-1

A PARCEL OF LAND AS RECORDED AT PANTED PRAIRIE SUBDIVISION FILING NO. 6 RECEPTION NO. 2023000007774 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING N89°55'04"E BETWEEN THE NORTHWEST CORNER OF SAID SECTION 11 AND THE NORTH QUARTER CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

COMMENCING AT SAID NORTHWEST CORNER OF SECTION 11;
THENCE S21°02'39"E A DISTANCE OF 1314.41 FEET TO THE POINT OF BEGINNING;
THENCE S02°28'11"E A DISTANCE OF 65.00 FEET;
THENCE S08°40'20"E A DISTANCE OF 41.18 FEET;
THENCE S14°33'03"E A DISTANCE OF 59.46 FEET;
THENCE S21°16'32"E A DISTANCE OF 67.65 FEET;
THENCE S18°04'01"E A DISTANCE OF 50.48 FEET;
THENCE S11°52'29"E A DISTANCE OF 50.48 FEET;
THENCE S05°40'56"E A DISTANCE OF 50.48 FEET;
THENCE S00°30'36"W A DISTANCE OF 50.48 FEET;
THENCE S06°25'36"W A DISTANCE OF 45.98 FEET;
THENCE S11°32'35"W A DISTANCE OF 45.96 FEET;
THENCE S09°19'11"W A DISTANCE OF 63.81 FEET;
THENCE S04°23'18"W A DISTANCE OF 63.81 FEET;
THENCE S00°09'57"E A DISTANCE OF 54.05 FEET;
THENCE S04°43'23"E A DISTANCE OF 63.89 FEET;
THENCE S20°43'18"E A DISTANCE OF 62.42 FEET;
THENCE S24°01'17"E A DISTANCE OF 41.06 FEET;
THENCE S20°01'57"E A DISTANCE OF 41.06 FEET;
THENCE S20°48'50"E A DISTANCE OF 71.79 FEET;
THENCE S07°39'16"W A DISTANCE OF 49.36 FEET;
THENCE S16°01'23"W A DISTANCE OF 48.49 FEET;
THENCE S30°09'42"W A DISTANCE OF 48.49 FEET;
THENCE S44°18'02"W A DISTANCE OF 48.49 FEET;
THENCE S57°10'49"W A DISTANCE OF 39.89 FEET;
THENCE S62°59'26"W A DISTANCE OF 153.67 FEET;
THENCE S82°15'03"W A DISTANCE OF 45.63 FEET;

THENCE N85°24'52"W A DISTANCE OF 102.49 FEET;
THENCE N56°13'56"W A DISTANCE OF 52.94 FEET;
THENCE N42°13'11"W A DISTANCE OF 52.94 FEET;
THENCE N30°08'12"W A DISTANCE OF 38.41 FEET;
THENCE S89°43'57"W A DISTANCE OF 40.00 FEET;
THENCE N00°16'03"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 1636.91 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 89°57'19", A RADIUS OF 20.00 FEET, A CHORD BEARING S45°14'42"E A DISTANCE OF 28.27 FEET, AND AN ARC DISTANCE OF 31.40 FEET; (NEXT COURSE TANGENT WITH THE LAST DESCRIBED CURVE)
THENCE N89°46'39"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 156.33 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 47°01'37", A RADIUS OF 407.00 FEET, A CHORD BEARING S66°42'33"E A DISTANCE OF 324.76 FEET, AND AN ARC DISTANCE OF 334.06 FEET; (NEXT COURSE TANGENT WITH THE LAST DESCRIBED CURVE)
THENCE S43°11'44"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 57.02 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 17°15'07", A RADIUS OF 93.00 FEET, A CHORD BEARING S51°49'18"E A DISTANCE OF 27.90 FEET, AND AN ARC DISTANCE OF 28.00 FEET; (NEXT COURSE NON–TANGENT WITH THE LAST DESCRIBED CURVE)
THENCE S28°05'19"W A DISTANCE OF 130.63 FEET;
THENCE S20°23'23"W A DISTANCE OF 65.15 FEET;
THENCE S12°45'22"W A DISTANCE OF 65.50 FEET;
THENCE S05°07'43"W A DISTANCE OF 65.05 FEET TO THE POINT OF BEGINNING.

CONTAINING 18.437 ACRES, MORE OR LESS.

TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 4-2

A PARCEL OF LAND AS RECORDED AT PAINTED PRAIRIE SUBDIVISION FILING NO. 7 RECEPTION NO. 2023000055056 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN SECTION 11, SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING N89°39'07"E BETWEEN THE WEST QUARTER CORNER OF SAID SECTION 11 AND THE CENTER QUARTER CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

COMMENCING AT SAID WEST QUARTER CORNER OF SECTION 11;
THENCE S43°18'18"E A DISTANCE OF 50.56 FEET TO THE POINT OF BEGINNING;
THENCE N89°39'07"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 574.99 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°00'00", A RADIUS OF 20.00 FEET, A CHORD BEARING S44°39'07"W A DISTANCE OF 28.28 FEET, AND AN ARC DISTANCE OF 31.42 FEET;
THENCE S00°20'53"E NON–TANGENT WITH THE LAST DESCRIBED CURVE AND TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 68.30 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 17°08'19", A RADIUS OF 236.00 FEET, A CHORD BEARING S08°55'02"E A DISTANCE OF 70.33 FEET, AND AN ARC DISTANCE OF 70.59 FEET;
THENCE S17°29'11"E TANGENT WITH THE LAST AND FOLLOWING DESCRIBED CURVES A DISTANCE OF 576.80 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 17°12'03", A RADIUS OF 264.00 FEET, A CHORD BEARING S08°53'10"E A DISTANCE OF 78.96 FEET, AND AN ARC DISTANCE OF 79.26 FEET;
THENCE S00°17'08"E TANGENT WITH THE LAST AND FOLLOWING DESCRIBED CURVES A DISTANCE OF 262.69 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 23°15'22", A RADIUS OF 76.00 FEET, A CHORD BEARING S11°54'49"E A DISTANCE OF 30.64 FEET, AND AN ARC DISTANCE OF 30.85 FEET;
THENCE ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 23°15'22", A RADIUS OF 84.00 FEET, A CHORD BEARING S11°54'49"E A DISTANCE OF 33.86 FEET, AND AN ARC DISTANCE OF 34.10 FEET;
THENCE ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 37°47'04", A RADIUS OF 62.00 FEET, A CHORD BEARING S18°36'24"W A DISTANCE OF 40.15 FEET, AND AN ARC DISTANCE OF 40.89 FEET;
THENCE S00°17'08"E NON–TANGENT WITH THE LAST DESCRIBED CURVE A DISTANCE OF 599.23 FEET;
THENCE S89°42'52"W A DISTANCE OF 748.02 FEET;
THENCE N00°17'08"W A DISTANCE OF 1749.38 FEET TO THE POINT OF BEGINNING.

CONTAINING 28.138 ACRES, MORE OR LESS.
TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 4-3

A PARCEL OF LAND BEING LOCATED IN SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING N89°39'07"E BETWEEN THE WEST QUARTER CORNER OF SAID SECTION 11 AND THE CENTER QUARTER CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

COMMENCING AT SAID WEST QUARTER CORNER OF SECTION 11;
THENCE S66°51'03"E A DISTANCE OF 1314.15 FEET TO THE POINT OF BEGINNING;
THENCE N49°26'01"W A DISTANCE OF 14.12 FEET;
THENCE N32°04'30"W A DISTANCE OF 97.03 FEET;
THENCE N00°15'41"E A DISTANCE OF 779.82 FEET;
THENCE N11°32'21"E A DISTANCE OF 235.94 FEET;
THENCE N41°13'08"W A DISTANCE OF 129.18 FEET;
THENCE N74°53'52"W A DISTANCE OF 174.77 FEET;
THENCE N15°03'18"E A DISTANCE OF 99.79 FEET;
THENCE N74°57'59"W A DISTANCE OF 109.64 FEET;
THENCE N14°37'58"E A DISTANCE OF 120.70 FEET;
THENCE N77°22'47"W NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 25.76 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 61°19'01", A RADIUS OF 259.06 FEET, A CHORD BEARING N44°19'37"W A DISTANCE OF 264.20 FEET, AND AN ARC DISTANCE OF 277.24 FEET;
THENCE N01°43'48"W NON–TANGENT WITH THE LAST DESCRIBED CURVE A DISTANCE OF 180.98 FEET;
THENCE N89°30'47"E NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 62.00 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°29'13", A RADIUS OF 20.00 FEET, A CHORD BEARING N44°45'24"E A DISTANCE OF 28.40 FEET, AND AN ARC DISTANCE OF 31.59 FEET;
THENCE N90°00'00"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 23.63 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 30°43'30", A RADIUS OF 217.00 FEET, A CHORD BEARING S74°38'15"E A DISTANCE OF 114.98 FEET, AND AN ARC DISTANCE OF 116.37 FEET;
THENCE S59°16'29"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 156.78 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 15°41'29", A RADIUS OF 533.00 FEET, A CHORD BEARING S67°07'14"E A DISTANCE OF 145.52 FEET, AND AN ARC DISTANCE OF 145.97 FEET;
THENCE S74°57'59"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 155.74 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 15°22'54", A RADIUS

OF 2533.00 FEET, A CHORD BEARING S82°39'26"E A DISTANCE OF 677.97 FEET, AND AN ARC DISTANCE OF 680.01 FEET;
THENCE N89°39'07"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 234.61 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 92°47'42", A RADIUS OF 20.00 FEET, A CHORD BEARING S43°57'02"E A DISTANCE OF 28.97 FEET, AND AN ARC DISTANCE OF 32.39 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 02°56'02", A RADIUS OF 980.50 FEET, A CHORD BEARING S00°58'48"W A DISTANCE OF 50.20 FEET, AND AN ARC DISTANCE OF 50.21 FEET;
THENCE S00°29'13"E A DISTANCE OF 716.47 FEET; THENCE S04°16'37"W A DISTANCE OF 24.08 FEET;
THENCE S00°29'13"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 180.31 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 90°08'20", A RADIUS OF 20.00 FEET, A CHORD BEARING S44°34'57"W A DISTANCE OF 28.32 FEET, AND AN ARC DISTANCE OF 31.46 FEET;
THENCE S01°44'17"E NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 96.03 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 89°51'40", A RADIUS OF 20.00 FEET, A CHORD BEARING S45°25'03"E A DISTANCE OF 28.25 FEET, AND AN ARC DISTANCE OF 31.37 FEET;
THENCE S00°29'13"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 656.18 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 90°08'12", A RADIUS OF 20.00 FEET, A CHORD BEARING S44°34'53"W A DISTANCE OF 28.32 FEET, AND AN ARC DISTANCE OF 31.46 FEET;
THENCE S00°35'54"E A DISTANCE OF 49.00 FEET;
THENCE S89°39'00"W A DISTANCE OF 1097.86 FEET;
THENCE N00°20'53"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 75.40 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 40°54'53", A RADIUS OF 296.00 FEET, A CHORD BEARING N20°06'33"E A DISTANCE OF 206.91 FEET, AND AN ARC DISTANCE OF 211.37 FEET TO THE POINT OF BEGINNING.

CONTAINING 52.088 ACRES, MORE OR LESS.

TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 4-4

A PARCEL OF LAND AS RECORDED AT PAINTED PRAIRIE SUBDIVISION FILING NO. 8 RECEPTION NO. 2023000060239 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING N89°39'07"E BETWEEN THE CENTER QUARTER CORNER OF SAID SECTION 11 AND THE EAST QUARTER CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

COMMENCING AT SAID CENTER QUARTER CORNER OF SECTION 11;
THENCE S51°57'47"E A DISTANCE OF 2163.82 FEET TO THE POINT OF BEGINNING;
THENCE S34°59'28"E NON-TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 48.88 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 83°08'05", A RADIUS OF 20.00 FEET, A CHORD BEARING S83°19'28"E A DISTANCE OF 26.54 FEET, AND AN ARC DISTANCE OF 29.02 FEET;
THENCE N48°52'00"E NON-TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 70.00 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 83°56'29", A RADIUS OF 20.00 FEET, A CHORD BEARING N00°13'02"E A DISTANCE OF 26.75 FEET, AND AN ARC DISTANCE OF 29.30 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 31°55'04", A RADIUS OF 469.00 FEET, A CHORD BEARING N26°13'33"E A DISTANCE OF 257.90 FEET, AND AN ARC DISTANCE OF 261.27 FEET;
THENCE S86°28'17"E NON-TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 110.31 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 03°21'17", A RADIUS OF 425.00 FEET, A CHORD BEARING S05°12'20"W A DISTANCE OF 24.88 FEET, AND AN ARC DISTANCE OF 24.88 FEET;
THENCE N89°46'10"E A DISTANCE OF 558.48 FEET; THENCE S00°13'50"E A DISTANCE OF 554.44 FEET;
THENCE S89°46'10"W A DISTANCE OF 598.65 FEET;
THENCE S89°46'10"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 119.44 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 12°37'33", A RADIUS OF 600.00 FEET, A CHORD BEARING S83°27'23"W A DISTANCE OF 131.95 FEET, AND AN ARC DISTANCE OF 132.22 FEET;
THENCE S77°08'37"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 120.96 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 30°51'29", A RADIUS OF 1514.50 FEET, A CHORD BEARING N87°25'38"W A DISTANCE OF 805.85 FEET, AND AN ARC DISTANCE OF 815.67 FEET;
THENCE N73°48'33"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 355.73 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 16°32'19", A RADIUS OF 600.00 FEET, A CHORD BEARING N82°04'42"W A DISTANCE OF 172.59 FEET, AND AN ARC DISTANCE OF 173.19 FEET;
THENCE S89°38'00"W A DISTANCE OF 614.24 FEET;
THENCE N00°29'13"W A DISTANCE OF 476.37 FEET;
THENCE N89°40'37"E NON-TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 83.23 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 99°48'44", A RADIUS OF 15.00 FEET, A CHORD BEARING S40°26'56"E A DISTANCE OF 22.95 FEET, AND AN ARC DISTANCE OF 26.13 FEET;
THENCE S82°54'52"E A DISTANCE OF 329.26 FEET;
THENCE S73°48'33"E A DISTANCE OF 582.60 FEET;
THENCE S70°24'27"E A DISTANCE OF 85.98 FEET;
THENCE S73°48'33"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 207.15 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 22°38'35", A RADIUS OF 1200.00 FEET, A CHORD BEARING S85°07'51"E A DISTANCE OF 471.16 FEET, AND AN ARC DISTANCE OF 474.24 FEET;
THENCE N83°32'51"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 86.95 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 28°26'49", A RADIUS OF 420.00 FEET, A CHORD BEARING N69°19'27"E A DISTANCE OF 206.39 FEET, AND AN ARC DISTANCE OF 208.53 FEET TO THE POINT OF BEGINNING.

CONTAINING 26.988 ACRES, MORE OR LESS.

TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 5

A PARCEL OF LAND AS RECORDED AT PAINTED PRAIRIE SUBDIVISION FILING NO. 5 RECEPTION NO. 2022000067624 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING N89°39'07"W BETWEEN THE CENTER QUARTER CORNER OF SAID SECTION 11 AND THE WEST QUARTER CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

COMMENCING AT SAID CENTER QUARTER CORNER OF SECTION 11;
THENCE S16°07'00"W A DISTANCE OF 1113.15 FEET TO THE POINT OF BEGINNING;
THENCE S00°29'13"E A DISTANCE OF 476.37 FEET;
THENCE N89°38'00"E NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 614.24 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 16°32'19", A RADIUS OF 600.00 FEET, A CHORD BEARING S82°04'42"E A DISTANCE OF 172.59 FEET, AND AN ARC DISTANCE OF 173.19 FEET;
THENCE S73°48'33"E NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 355.73 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 30°51'29", A RADIUS OF 1514.50 FEET, A CHORD BEARING S87°25'38"E A DISTANCE OF 805.85 FEET, AND AN ARC DISTANCE OF 815.67 FEET;
THENCE N77°08'37"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 120.96 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 12°37'33", A RADIUS OF 600.00 FEET, A CHORD BEARING N83°27'23"E A DISTANCE OF 131.95 FEET, AND AN ARC DISTANCE OF 132.22 FEET;
THENCE N89°46'10"E A DISTANCE OF 125.67 FEET;
THENCE S00°29'13"E A DISTANCE OF 915.96 FEET;
THENCE S89°43'32"W NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 1332.81 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 03°14'33", A RADIUS OF 8867.02 FEET, A CHORD BEARING N88°12'44"W A DISTANCE OF 501.73 FEET, AND AN ARC DISTANCE OF 501.79 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 01°47'24", A RADIUS OF 11639.21 FEET, A CHORD BEARING N88°43'04"W A DISTANCE OF 363.61 FEET, AND AN ARC DISTANCE OF 363.62 FEET;
THENCE S89°43'55"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 142.62 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 02°34'09", A RADIUS OF 10116.00 FEET, A CHORD BEARING S88°26'50"W A DISTANCE OF 453.57 FEET, AND AN ARC DISTANCE OF 453.60 FEET;
THENCE S87°09'46"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 171.87 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 02°34'09", A RADIUS OF 9984.00 FEET, A CHORD BEARING S88°26'50"W A DISTANCE OF 447.66 FEET, AND AN ARC DISTANCE OF 447.70 FEET;
THENCE S89°43'55"W A DISTANCE OF 1082.10 FEET;
THENCE N00°16'05"W A DISTANCE OF 170.33 FEET;
THENCE N19°31'16"E A DISTANCE OF 132.53 FEET;
THENCE N89°43'55"E A DISTANCE OF 11.00 FEET;
THENCE N00°16'05"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 112.09 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 19°45'00", A RADIUS OF 76.00 FEET, A CHORD BEARING N10°08’35'W A DISTANCE OF 26.07 FEET, AND AN ARC DISTANCE OF 26.20 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 129°29'59", A RADIUS OF 60.00 FEET, A CHORD BEARING N44°43'55"E A DISTANCE OF 108.53 FEET, AND AN ARC DISTANCE OF 135.61 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 19°45'00", A RADIUS OF 76.00 FEET, A CHORD BEARING S80°23'35"E A DISTANCE OF 26.07 FEET, AND AN ARC DISTANCE OF 26.20 FEET;
THENCE N89°43'55"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 405.04 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 27°04'26", A RADIUS OF 169.00 FEET, A CHORD BEARING S76°43'52"E A DISTANCE OF 79.12 FEET, AND AN ARC DISTANCE OF 79.86 FEET;
THENCE S63°11'39"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 9.52 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°00'00", A RADIUS OF 15.00 FEET, A CHORD BEARING N71°48'21"E A DISTANCE OF 21.21 FEET, AND AN ARC DISTANCE OF 23.56 FEET;
THENCE N26°48'21"E A DISTANCE OF 292.36 FEET;
THENCE N26°47'27"E NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 86.59 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 26°57'23", A RADIUS OF 1278.83 FEET, A CHORD BEARING N12°59'22"E A DISTANCE OF 596.13 FEET, AND AN ARC DISTANCE OF 601.66 FEET;
THENCE N00°29'13"W A DISTANCE OF 106.28 FEET;
THENCE N89°30'47"E A DISTANCE OF 54.00 FEET;
THENCE S00°29'13"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 6.00 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°00'00", A RADIUS OF 15.00 FEET, A CHORD BEARING S45°29'13"E A DISTANCE OF 21.21 FEET, AND AN ARC DISTANCE OF 23.56 FEET;
THENCE N89°30'47"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 1038.63 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°00'00", A RADIUS OF 20.00 FEET, A CHORD BEARING N44°30'47"E A DISTANCE OF 28.28 FEET, AND AN ARC DISTANCE OF 31.42 FEET;
THENCE N89°40'37"E A DISTANCE OF 83.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 104.037 ACRES, MORE OR LESS.

TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 6

A PARCEL OF LAND AS RECORDED AT PAINTED PRAIRIE SUBDIVISION FILING NO. 5 RECEPTION NO. 2022000067624 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING S89°43'32"W BETWEEN THE SOUTHEAST CORNER OF SAID SECTION 11 AND THE SOUTH QUARTER CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

COMMENCING AT SAID SOUTHEAST CORNER OF SECTION 11;
THENCE N45°43'56"W A DISTANCE OF 101.20 FEET TO THE POINT OF BEGINNING;
THENCE S89°43'32"W A DISTANCE OF 588.32 FEET;
THENCE N00°29'13"W A DISTANCE OF 915.96 FEET;
THENCE N89°46'10"E A DISTANCE OF 592.41 FEET;
THENCE S00°13'50"E A DISTANCE OF 915.50 FEET TO THE POINT OF BEGINNING.

CONTAINING 12.411 ACRES, MORE OR LESS.

TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 7

TWO PARCELS OF LAND AS RECORDED AT PAINTED PRAIRIE TOWN CENTER SUBDIVISION FILING NO. 1 RECEPTION NO. 2022000017283 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING S89°55'04"W BETWEEN THE NORTH QUARTER CORNER OF SAID SECTION 11 AND THE NORTHWEST CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

PARCEL 1

COMMENCING AT SAID NORTH QUARTER CORNER OF SECTION 11;
THENCE S77°54'59"W A DISTANCE OF 259.69 FEET TO THE POINT OF BEGINNING;
THENCE S00°29'13"E A DISTANCE OF 329.04 FEET;
THENCE S89°55'13"E A DISTANCE OF 535.51 FEET;
THENCE S00°29'13"E A DISTANCE OF 310.01 FEET;
THENCE S89°55'13"E A DISTANCE OF 420.51 FEET;
THENCE S00°29'13"E A DISTANCE OF 274.01 FEET;
THENCE S89°55'13"E A DISTANCE OF 7.50 FEET;
THENCE S00°29'13"E A DISTANCE OF 178.00 FEET;
THENCE S89°55'43"E A DISTANCE OF 222.01 FEET;
THENCE S00°29'13"E A DISTANCE OF 79.86 FEET;
THENCE S89°30'47"E A DISTANCE OF 139.64 FEET;
THENCE N00°29'13"E A DISTANCE OF 135.14 FEET;
THENCE N89°55'13"W A DISTANCE OF 132.14 FEET;
THENCE N00°29'13"W A DISTANCE OF 238.01 FEET;
THENCE S89°55'13"W A DISTANCE OF 601.25 FEET;
THENCE N10°23'04"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 58.28 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 32°30'57", A RADIUS OF 529.00 FEET, A CHORD BEARING N05°43'24"E A DISTANCE OF 296.20 FEET, AND AN ARC DISTANCE OF 300.21 FEET;
THENCE N21°58'53"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 71.41 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 22°28'05", A RADIUS OF 271.00 FEET, A CHORD BEARING N10°44'50"E A DISTANCE OF 105.59 FEET, AND AN ARC DISTANCE OF 106.27 FEET;
THENCE N00°27'54"W NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 92.09 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 86°54'18", A RADIUS OF 25.00 FEET, A CHORD BEARING N43°30'31"W A DISTANCE OF 34.39 FEET, AND AN ARC DISTANCE OF 37.92 FEET;
THENCE N89°55'04"E A DISTANCE OF 1747.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 25.008 ACRES, MORE OR LESS.

PARCEL 2

COMMENCING AT SAID NORTH QUARTER CORNER OF SECTION 11;
THENCE S36°59'00"W A DISTANCE OF 1166.76 FEET TO THE POINT OF BEGINNING;
THENCE S00°04'47"E A DISTANCE OF 135.00 FEET;
THENCE S89°55'13"W A DISTANCE OF 83.14 FEET;
THENCE N00°29'13"W A DISTANCE OF 135.00 FEET;
THENCE N89°55'13"E A DISTANCE OF 84.10 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.259 ACRES, MORE OR LESS.

TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 8

TWO PARCELS OF LAND AS RECORDED AT PAINTED PRAIRIE TOWN CENTER SUBDIVISION FILING NO. 1 RECEPTION NO. 2022000017283 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING S89°55'04"W BETWEEN THE NORTH QUARTER CORNER OF SAID SECTION 11 AND THE NORTHWEST CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

PARCEL 1

COMMENCING AT SAID NORTH QUARTER CORNER OF SECTION 11;
THENCE S65°33'41"W A DISTANCE OF 2200.05 FEET TO THE POINT OF BEGINNING;
THENCE N10°32'04"W A DISTANCE OF 217.99 FEET;
THENCE S89°55'13"E A DISTANCE OF 457.75 FEET;
THENCE S00°29'13"E A DISTANCE OF 238.01 FEET;
THENCE S89°55'13"E A DISTANCE OF 11.36 FEET;
THENCE S00°29'13"E A DISTANCE OF 278.01 FEET;
THENCE S89°55'13"E A DISTANCE OF 83.75 FEET;
THENCE S00°04'47"E NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 243.55 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 13°55'59", A RADIUS OF 533.00 FEET, A CHORD BEARING N66°14'29"W A DISTANCE OF 129.29 FEET, AND AN ARC DISTANCE OF 129.61 FEET;
THENCE N59°16'29"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 156.78 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 30°43'30", A RADIUS OF 217.00 FEET, A CHORD BEARING N74°38'15"W A DISTANCE OF 114.98 FEET, AND AN ARC DISTANCE OF 116.37 FEET;
THENCE N90°00'00"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 23.63 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°29'13", A RADIUS OF 20.00 FEET, A CHORD BEARING S44°45'24"W A DISTANCE OF 28.40 FEET, AND AN ARC DISTANCE OF 31.59 FEET;
THENCE S89°30'47"W A DISTANCE OF 62.00 FEET;
THENCE N00°29'13"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 109.19 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 10°02'51", A RADIUS OF 471.00 FEET, A CHORD BEARING N05°30'38"W A DISTANCE OF 82.49 FEET, AND AN ARC DISTANCE OF 82.60 FEET;
THENCE N10°32'04"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 100.94 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 79°32'43", A RADIUS OF 20.00 FEET, A CHORD BEARING N50°18'25"W A DISTANCE OF 25.59 FEET, AND AN ARC DISTANCE OF 27.77 FEET;

THENCE S89°55'13"W A DISTANCE OF 20.67 FEET;
THENCE N00°04'47"W NON–TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 72.00 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 100°27'17", A RADIUS OF 20.00 FEET, A CHORD BEARING N39°41'35"E A DISTANCE OF 30.74 FEET, AND AN ARC DISTANCE OF 35.07 FEET TO THE POINT OF BEGINNING.

CONTAINING 6.536 ACRES, MORE OR LESS.

PARCEL 2

COMMENCING AT SAID NORTH QUARTER CORNER OF SECTION 11;
THENCE S33°13'38"W A DISTANCE OF 458.33 FEET TO THE POINT OF BEGINNING;
THENCE S00°29'13"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 220.86 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 90°24'26", A RADIUS OF 20.00 FEET, A CHORD BEARING S44°43'00"W A DISTANCE OF 28.38 FEET, AND AN ARC DISTANCE OF 31.56 FEET;
THENCE S00°44'01"E NON-TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 66.00 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 89°35'34", A RADIUS OF 20.00 FEET, A CHORD BEARING S45°17'00"E A DISTANCE OF 28.18 FEET, AND AN ARC DISTANCE OF 31.27 FEET;
THENCE S00°29'13"E TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 204.72 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 01°03'28", A RADIUS OF 889.50 FEET, A CHORD BEARING S00°02'32"W A DISTANCE OF 16.42 FEET, AND AN ARC DISTANCE OF 16.42 FEET;
THENCE S89°55'13"W A DISTANCE OF 535.36 FEET;
THENCE N00°29'13"W A DISTANCE OF 548.01 FEET;
THENCE N89°55'13"E A DISTANCE OF 535.51 FEET TO THE POINT OF BEGINNING.

CONTAINING 6.703 ACRES, MORE OR LESS.

TOGETHER WITH:

PAINTED PRAIRIE METRO DISTRICT NO. 10

TWO PARCELS OF LAND AS RECORDED AT PAINTED PRAIRIE TOWN CENTER SUBDIVISION FILING NO. 1 RECEPTION NO. 2022000017283 OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND LOCATED IN THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE ASSUMED AND ARE BASED ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEARING S89°55'04"W BETWEEN THE NORTH QUARTER CORNER OF SAID SECTION 11 AND THE NORTHWEST CORNER OF SAID SECTION 11. BASED ON THE CITY OF AURORA HORIZONTAL CONTROL NETWORK, COLORADO STATE PLANE CENTRAL ZONE 1983/1992 HARN. THIS DESCRIPTION UTILIZED RECORDED DOCUMENTS FROM THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AND DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON AS SUCH.

PARCEL 1

COMMENCING AT SAID NORTH QUARTER CORNER OF SECTION 11;
THENCE S52°20'17"W A DISTANCE OF 1982.36 FEET TO THE POINT OF BEGINNING;
THENCE N00°29'13"W A DISTANCE OF 142.87 FEET;
THENCE N89°30'47"E A DISTANCE OF 139.64 FEET;
THENCE S00°29'13"E A DISTANCE OF 79.86 FEET;
THENCE N89°55'13"E A DISTANCE OF 222.01 FEET;
THENCE N00°29'13"W A DISTANCE OF 178.00 FEET;
THENCE N89°55'13"E A DISTANCE OF 7.50 FEET;
THENCE N00°29'13"W A DISTANCE OF 273.81 FEET;
THENCE N89°55'13"E A DISTANCE OF 420.51 FEET;
THENCE S00°29'13"E A DISTANCE OF 237.81 FEET;
THENCE S89°55'13"W A DISTANCE OF 4.00 FEET;
THENCE S00°29'13"E A DISTANCE OF 135.00 FEET;
THENCE N89°55'13"E A DISTANCE OF 83.14 FEET;
THENCE S00°04'47"W A DISTANCE OF 135.00 FEET;
THENCE N89°55'13"E NON-TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 455.26 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 22°14'20", A RADIUS OF 889.50 FEET, A CHORD BEARING S11°41'26"W A DISTANCE OF 343.09 FEET, AND AN ARC DISTANCE OF 345.25 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 20°21'47", A RADIUS OF 980.50 FEET, A CHORD BEARING S12°37'42"W A DISTANCE OF 346.64 FEET, AND AN ARC DISTANCE OF 348.47 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 92°47'42", A RADIUS OF 20.00 FEET, A CHORD BEARING N43°57'02"W A DISTANCE OF 28.97 FEET, AND AN ARC DISTANCE OF 32.39 FEET;
THENCE S89°37'07"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 234.61 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 15°22'54", A RADIUS OF 2533.00 FEET, A CHORD BEARING N82°39'26"W A DISTANCE OF 677.97 FEET, AND AN ARC DISTANCE OF 680.01 FEET;

THENCE N74°57'59"W TANGENT WITH THE FOLLOWING DESCRIBED CURVE A DISTANCE OF 155.74 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 01°45'30", A RADIUS OF 533.00 FEET, A CHORD BEARING N74°05'13"W A DISTANCE OF 16.36 FEET, AND AN ARC DISTANCE OF 16.36 FEET;
THENCE N00°04'47"W A DISTANCE OF 243.55 FEET;
THENCE S89°55'13"W A DISTANCE OF 83.75 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.765 ACRES, MORE OR LESS.

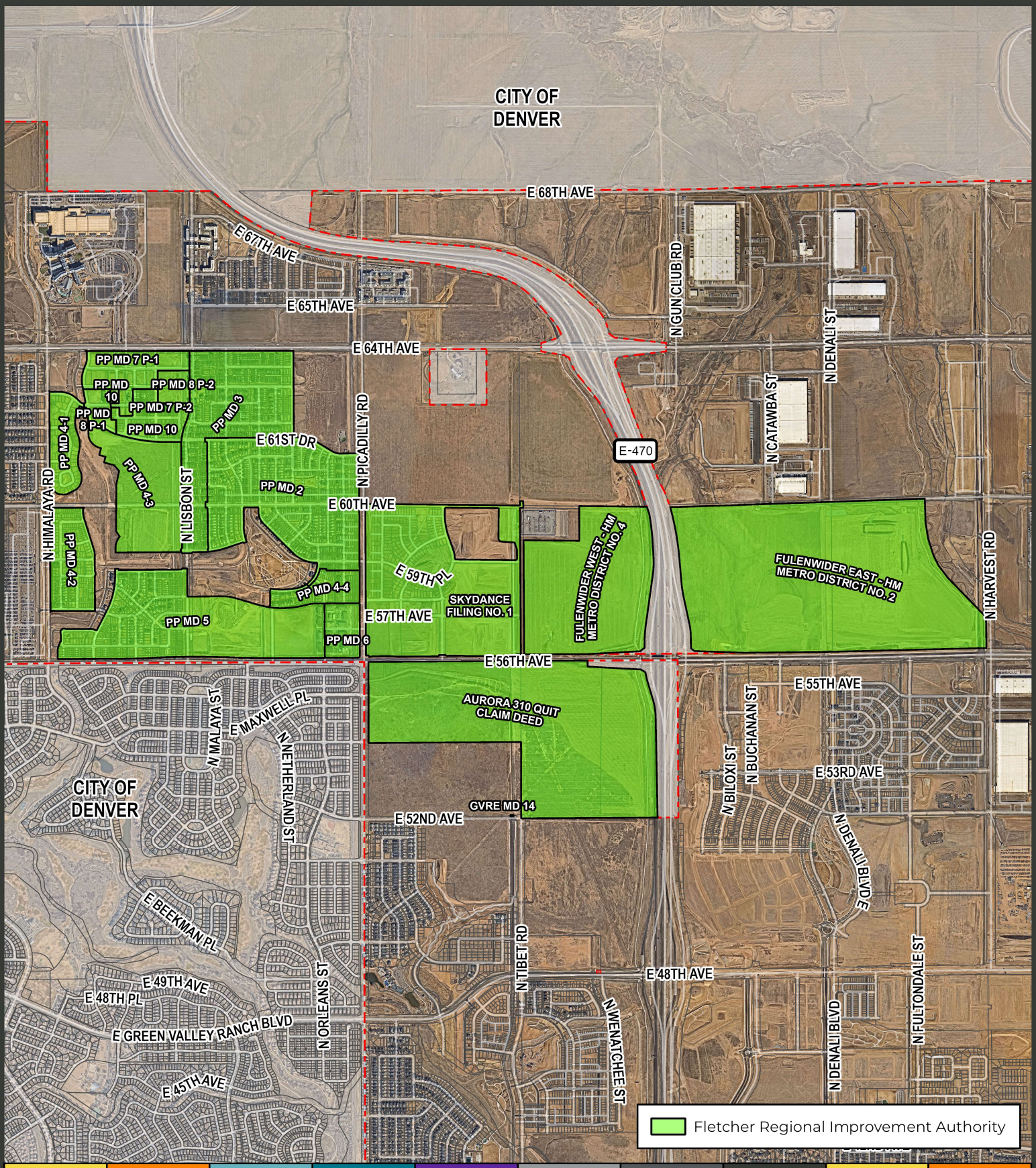
PARCEL 2

COMMENCING AT SAID NORTH QUARTER CORNER OF SECTION 11;
THENCE S59°28'45"W A DISTANCE OF 1837.64 FEET TO THE POINT OF BEGINNING;
THENCE N00°29'13"W A DISTANCE OF 238.01 FEET;
THENCE N89°55'13"E A DISTANCE OF 143.50 FEET;
THENCE S00°29'13"E A DISTANCE OF 238.01 FEET;
THENCE S89°55'13"W A DISTANCE OF 143.50 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.784 ACRES, MORE OR LESS.

RYAN R. BRYSON, PLS
COLORADO PLS 38538
FOR AND ON BEHALF OF
MARTIN/MARTIN, INC.
12499 WEST COLFAX AVENUE
LAKEWOOD, COLORADO 80215





City of Aurora, Colorado

Aerial photography captured: 2/8/26

Planning and IT

15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

Fletcher Regional Improvement Authority

Miles 0 0.15 0.3

A representative map with best available data as of 2/3/26

3/13/2026 C:\Users\wkeever\Documents\ArcGIS\Projects\FRIA\2804_MDs.aprx

EXHIBIT C

Initial Operating Costs

$5,000 Initial Contribution Per Party (16 X $5K = $80K)

CITY OF AURORA
Late Submission Approval for Agenda Item

Item Title: Rocky Mountain Rail Park Metro District Financial Obligation Intergovernmental Agreement
Item Initiator: Haley Johansen, City Engineer, Development Services
Staff Source/Legal Source: Haley Johansen, City Engineer / Brian Rulla, 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.

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

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COUNCIL MEETING DATES FOR LATE SUBMISSION:

Study Session: 6/8/2026

Regular Meeting: 6/22/2026

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.)*

Approval and execution of the agreement by City Council will enable the cross-jurisdictional project in Adams County to proceed and the agreement must be approved prior to the commencement of construction.

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.

Haley Johansen, City Engineer
Agenda Item Initiator Name

Haley B Johansen 05/26/2026
Agenda Item Initiator Signature Date

Laura Perry, Deputy City Manager
Late Submission Approver Name (Council Appointee or DCM)

05/26/26
Late Submission Approver Signature Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Rocky Mountain Rail Park Metropolitan District Financial Obligation Intergovernmental Agreement (IGA) (Resolution)
Item Initiator: Haley Johansen, City Engineer, Development Services
Staff Source/Legal Source: Haley Johansen, City Engineer, Development Services / Brian Rulla, 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: 6/8/2026

Regular Meeting: 6/22/2026

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)

Haley Johansen, City Engineer, 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: Transportation, Airports & Public Works

Policy Committee Date: 5/21/2026

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.)*

TAPS Policy Committee approved the item on 5/21/2026 to move forward to the next available Study Session.

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

Rocky Mountain Rail Park (RMRP) is a development located northwest of the Colfax Avenue (State Highway 36) and North Peterson Road (County Road 29) intersection. Although the project lies within Adams County, access to the site relies on public right-of-way within the City of Aurora.

To support early operations within the park, the RMRP team identified a reduced set of public improvements that will serve as an interim condition. With the submission of supporting engineering documentation, the City has agreed with an interim condition approach. RMRP is currently seeking approval of this interim condition from the Public Utilities Commission (PUC). Approval of the ultimate condition, which includes additional upgrades at the railroad crossing, will follow a longer PUC review process.

Once the interim condition is approved, the RMRP development team will submit a subsequent application to the PUC for the ultimate improvements.

Under normal circumstances, required public improvements must be completed before a certificate of occupancy is issued. To ensure these obligations are met, the Rocky Mountain Rail Park Metropolitan District is entering into an intergovernmental agreement with the City, committing funding for the required improvements in advance of construction.

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 approve this item and agree to move this item forward to the next available City Council Regular Meeting?

LEGAL COMMENTS

Governments may cooperate or contract with one another to provide any function, service, or facility lawfully authorized to each of the cooperating or contracting units only if such cooperation or contracts are authorized by each party thereto with the approval of its legislative body or other authority having the power to so approve. (Colo. Rev. Stat. §29-1-203(1)). City Council may, by resolution, enter into Intergovernmental Agreements with other governmental units or special districts for the joint use of buildings, equipment or facilities, and for furnishing or receiving commodities or services. (City Charter §10-12). (Rulla)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND ROCKY MOUNTAIN RAIL PARK METROPOLITAN DISTRICT

WHEREAS, the City of Aurora, Colorado (the "City") is a home-rule municipal corporation and political subdivision of the State of Colorado created pursuant to Article XX of the Constitution of the State of Colorado; and

WHEREAS, the Rocky Mountain Rail Park Metropolitan District (the "District") quasi-municipal corporation and political subdivisions of the State of Colorado, organized pursuant to Title 32 of the Colorado Revised Statutes, for the purpose, among others, of assisting in the financing and construction of public improvements; and

WHEREAS, the District is located within Adams County, Colorado, and was formed to serve the rail-served industrial park known as the "Rocky Mountain Rail Park," which is being developed by Rail Land Company, LLC (the "Developer"); and

WHEREAS, as part of the Rocky Mountain Rail Park project, the Developer is required and agreed to construct certain offsite improvements that are needed to East 48th Avenue and North Peterson Road, located within the City's boundaries, and East Colfax Avenue (State Highway 36) (collectively, the "Improvements"); and

WHEREAS, the District and the City desire to enter into an agreement to set forth their understanding regarding the District's responsibility to finance and construct the Improvements in accordance with all applicable plans, regulations, and approvals, conditioned on adherence to the terms and conditions set forth herein.

WHEREAS, pursuant to § 29-1-203, C.R.S., as amended, governments may cooperate or contract with each other to provide any function, service or facility lawfully authorized to each, and any such contract may provide for the sharing of costs, the imposition of taxes, and the incurring of debt; and

WHEREAS, Section 10-12 of the City Charter authorizes City Council, by resolution, to enter into contracts or agreements with other governmental units or special districts for the joint use of buildings, equipment, or facilities, and for the furnishing or receiving of services.

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

Section 1. The Intergovernmental Agreement Between the City of Aurora and the Rocky Mountain Rail Park Metropolitan District is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute and deliver the Agreement 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

By: _____ RLA
BRIAN J. RULLA, Sr. Assistant City Attorney

INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND THE ROCKY MOUNTAIN RAIL PARK METROPOLITAN DISTRICT

THIS INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND ROCKY MOUNTAIN RAIL PARK METROPOLITAN DISTRICT (the "Agreement") is made and entered into this ____ day of _____, 2026 (the "Effective Date"), by and between the City of Aurora, a Colorado home rule municipal corporation (the "City"), and the Rocky Mountain Rail Park Metropolitan District, a quasi-municipal corporation and political subdivision of the State of Colorado (the "District"). The City and the District may be referred to collectively herein as the "Parties" and individually as a "Party."

RECITALS

WHEREAS, the Parties, as Colorado governmental entities, are constitutionally and statutorily empowered pursuant to Colo. Const., Article XIV, Section 18, and Sections 29-1-201, *et seq.*, Colorado Revised Statutes, to cooperate or contract via intergovernmental agreement with one another to provide functions, services, or facilities authorized to each cooperating government; and

WHEREAS, the District is located within Adams County, Colorado, and was formed to serve the rail-served industrial park known as the "Rocky Mountain Rail Park," which is being developed by Rail Land Company, LLC (the "Developer"); and

WHEREAS, as part of the Rocky Mountain Rail Park project, the Developer and the City entered into that certain Roadway Construction Agreement, dated _____, 2026 (the "Roadway Construction Agreement"), whereby the Developer is required and agreed to construct certain offsite improvements that are needed to East 48th Avenue and North Peterson Road, located within the City's boundaries, and East Colfax Avenue (State Highway 36) (collectively, the "Improvements"); and

WHEREAS, the Roadway Construction Agreement delineates the Improvements into four segments: Segments A, B, C, and D, with Segment D consisting of two phases, referenced as "Segment D – Interim Condition" and " Segment D – Ultimate Condition," as further depicted on Exhibit A, attached hereto and incorporated herein by this reference; and

WHEREAS, Segment D consists of North Peterson Road within the Union Pacific Railroad ("UPRR") Right-of-Way, approximately the first 400 to 500 linear feet of the East Colfax Avenue and North Peterson Road intersection, including the existing railroad crossing; and

WHEREAS, Segment D – Interim Condition has been depicted on the Civil Plans submitted by the Developer to the City, and the City issued approval of those Civil Plans (City-issued reference number EDN 226090); and

WHEREAS, the City has submitted an application to the Public Utilities Commission ("PUC") for Segment D – Interim Condition on March 27, 2026 on behalf of the Developer; and

WHEREAS, the Parties acknowledge that the construction of the Segment D – Interim Condition will proceed while the District pursues the required approvals from the PUC to complete

the Segment D – Ultimate Condition in accordance with PUC Rule 4, Code of Colorado Regulations 723-7, Rules Regulating Railroads, Rail Fixed Guideways, Transportation by Rail, and Rail Crossings (the "PUC Requirements"); and

WHEREAS, Segment D – Ultimate Condition has been depicted with limited engineering detail in the Development Application for the Infrastructure Site Plan (City-issued reference number DA-2329-00) submitted to the City by the Developer and the application was administratively approved on April 3, 2024, and there are outstanding technical comments required to be resolved by the Developer as part of the Development Application; and

WHEREAS, the District acknowledges that the District is required to prepare or cause to be prepared a civil plan set for the final design of Segment D – Ultimate Condition, including required railroad crossing improvements and appurtenances; and

WHEREAS, the District acknowledges that the District will submit the civil plans for Segment D – Ultimate Condition for the City's review, comment, and approval, resulting in a City-approved civil plan set ("City Approved Civil Plans"); and

WHEREAS, the District acknowledges that the District is responsible for preparing and submitting the application and all supporting documentation for the Segment D – Ultimate Condition to the City for review, and responding to the City's subsequent comment or submittal of the application to the PUC; and

WHEREAS, the District acknowledges that the PUC requires City Approved Civil Plans to be included in the application; and

WHEREAS, if changes to the design are required from, including but not limited to, the Public Utilities Commission through their permitting process, the Colorado Department of Transportation ("CDOT"), or the City, the District shall submit to the City all required development applications, permit applications, plans, reports, and supporting documents ("City Applications") for review and approval prior to construction; and

WHEREAS, the Aurora City Code, Unified Development Ordinance, Policies, Procedures, Manuals, Rules, Regulations, Criteria, and Specifications (collectively, "City Requirements") will govern the Improvements that are needed for the "Segment D – Ultimate Condition" in addition to the PUC Requirements; and

WHEREAS, the District acknowledges and agrees that it is solely responsible for the costs of design, permit, installation, construction, and inspection of Segment D – Ultimate Condition in accordance with all applicable plans, regulations, and approvals as set forth herein, and that no costs or fees related to the Improvements are the responsibility of the City, including but not limited to, fees required by UPRR for design review, property acquisition, construction, or inspections; and

WHEREAS, the District and the City desire to enter into this Agreement to set forth their understanding regarding the District's responsibility to construct the improvements for the Segment D – Ultimate Condition in accordance with all applicable plans, regulations, and approvals, conditioned on adherence to the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

AGREEMENT

1. Recitals. The Recitals set forth above are hereby incorporated into the covenants and agreements set forth below.

2. Completion of Segment D – Ultimate Condition Improvements. The District will be responsible for the following:

(a) Appropriating funding in the current fiscal year for the full construction of the Segment D – Ultimate Condition as depicted on City Approved Civil Plans.

(b) Preparing or causing to be prepared an application in accordance with the City Requirements and PUC Requirements for the City's review, approval, and submittal to the PUC for the Segment D – Ultimate Condition.

(c) Upon completion of the PUC process for the Segment D – Ultimate Condition, the District shall be solely responsible for financing and constructing the public improvements in accordance with the City Approved Civil Plans, approved PUC application, and the timing requirements set forth in Section 3 – Milestones below.

(d) In design and construction of Segment D - Ultimate Condition, the District shall at all times adhere to all applicable PUC Requirements, UPRR standards and criteria, and City Requirements.

3. Milestones. The District shall design, permit, and construct the Improvements in accordance with the following milestones, but the work may be completed earlier at the District's discretion:

(a) Segment D – Ultimate Condition timing, including:

i. PUC Permitting and approval issued by July 2027;
ii. Purchase long-lead rail crossing materials and equipment within two (2) months of PUC approval;
iii. Receipt of rail crossing equipment completed within fifteen (15) months of PUC permitting approval; and
iv. Construction completion and City-issued Initial Acceptance of Public Improvements and PUC/UPRR construction approval, as required, of Segment D – Ultimate Condition issued by the City prior to October 31, 2030.

(b) The District is responsible for the City in writing within 30 days when the District successfully completes each of the foregoing milestones.

(c) Within thirty (30) days of final approval, the District shall provide a copy of its annual budget to the City each year during the term of this Agreement.

(d) The District may submit in writing a request to the City for an extension for each milestone, as needed, due to unforeseen circumstances, and the City may review and approve or deny the milestone date extension in its sole discretion.

4. District Dissolution. The District expressly warrants and guarantees that it will not seek dissolution prior to satisfying all obligations pursuant to the terms of this Agreement.

5. Termination. This Agreement shall commence on the Effective Date and shall expire upon the issuance of a letter of Final Acceptance of Public Improvements, in accordance with City Requirements, issued at the City's sole discretion, for Segment D – Ultimate Condition.

6. Good Faith and Fair Dealing. The Parties agree to work diligently together and in good faith, using reasonable efforts to resolve any unforeseen issues and disputes, to expeditiously review and approve submittals and effect an orderly provision of the Improvements (the foregoing being without limitation, however, upon the relative rights and obligations of the City and the District hereunder).

7. Appropriations. Nothing set forth herein shall make or constitute this Agreement as a multiple-year fiscal obligation of either Party, nor shall it constitute or create a debt on the part of either Party. Nothing contained herein shall be deemed or construed to be a surrender or delegation of either Party's powers with respect to the determination of the manner in which the financial obligations imposed by this Agreement are to be satisfied and otherwise discharged.

8. Time is of the Essence. The Parties acknowledge that time is of the essence in performance of this Agreement.

9. No Joint Venture. Nothing contained in this Agreement shall create any joint venture between the Parties whereby one Party may be liable for the actions of another.

10. Default/Remedies. A Party shall be in default of this Agreement if it fails to comply with any provisions of this Agreement and does not cure such failure within thirty (30) days after the other Party, by written notice, has informed the defaulting Party of such noncompliance. In the case of any noncompliance which cannot be cured within a period of thirty (30) days, the defaulting Party shall identify in writing the amount of time required to cure the noncompliance in writing by the non-defaulting Party. The non-defaulting Party, at its sole and exclusive discretion, may grant the defaulting Party additional time to cure. The non-defaulting Party is under no obligation to grant any additional time to cure and may seek specific performance and or damages pursuant to the terms of this agreement. The Parties acknowledge that this Agreement shall be enforceable by either Party by actions at law or in equity, and the non-defaulting Party shall be entitled to any and all remedies available at law or in equity, including, but not limited to, specific performance and/or damages. The prevailing Party in any such action shall be entitled to an award of its court costs and reasonable attorney fees, as determined by the Court, in addition to any other relief to which the prevailing Party may be entitled. Notwithstanding anything herein to the contrary, in no event shall any enforcement of this Agreement be subject to binding arbitration.

Should the operation of the Rocky Mountain Rail Park (i.e., issuance of certificate of occupancy for buildings) exceed the development thresholds identified in the approved City Applications for the Segment D –- Interim Condition or Segment D –- Ultimate Condition, or if the Developer or District fail to complete the Segment D – Ultimate Condition improvements as set forth in this Agreement on the timeline set forth in Section 3, or if a public welfare, health, and safety condition occurs, the City reserves the right to close Peterson Road at its sole discretion.

11. Amendment. This Agreement may not be amended, modified, or changed, in whole or in part, without a written agreement executed by the Parties.

12. Binding Effect. This Agreement shall be binding upon and inure to the benefit of all successors and permitted assigns of the Parties.

13. Severability. This Agreement is intended to be performed in accordance with and only to the extent permitted by all applicable laws, ordinances, rules, and regulations of the State of Colorado. If any provisions of this Agreement or application thereof to any person or circumstance shall for any reason and to any extent be invalid or unenforceable, the remainder of this Agreement and the application of such provision to other persons or circumstances shall not be affected thereby, but rather shall be enforced to the greatest extent permitted by law.

14. Construction of Language. The language used in this Agreement and all parts thereof shall be construed as a whole according to its fair meaning, and not strictly for nor against either Party, and both Parties have equally participated in the preparation of this Agreement.

15. Non-Waiver. No waiver of any conditions, remedy or provision of this Agreement shall be deemed to have been made unless expressly made in writing and signed by the Party against whom such a waiver is charged; and

(a) The failure of either Party to insist in any one or more cases upon the performance of any of the provisions, covenants, or conditions of this Agreement or to exercise any option herein contained, shall not be construed as a waiver thereof or as a relinquishment for the future of any such provisions, covenants, conditions or options;

(b) The acceptance or performance of anything required by this Agreement to be performed with knowledge of the breach or failure of a covenant, condition or provision hereof shall not be deemed a waiver of such breach or failure; and

(c) No waiver by a Party of a breach by the other Party shall be construed as a waiver with respect to any other or subsequent breach.

16. Governing Law; Venue. The terms and provisions of this Agreement shall be governed by, and shall be construed in accordance with, the laws of the State of Colorado. Venue for any legal action pursuant to this Agreement shall be proper and exclusive in the District Court for Arapahoe County, Colorado.

17. Assignment. This Agreement is personal to the District and the City, and neither Party has any right, power, or authority to assign all or part of this Agreement, or to delegate any duties or obligations arising hereunder unless both Parties agree in writing to such assignment.

18. Captions and Headings. The headings throughout this Agreement are for convenience and reference only, and shall in no way be deemed to define, limit, or add to the meaning of any provision of this Agreement.

19. Integration. This Agreement embodies the entire agreement and understanding between the Parties concerning the subject matter hereof and supersedes all prior agreements and understandings, if any, between the Parties relating to the subject matter thereof.

20. Notices. All notices, requests, demands, consents and other communications hereunder shall be transmitted in writing and shall be deemed to have been duly given when hand delivered, via Federal Express or other nationally recognized overnight air courier service, or sent by certified United States mail, postage prepaid, with return receipt requested, addressed to the Parties as follows:

District: Rocky Mountain Rail Park Metropolitan District
c/o Spencer Fane LLP
1700 Lincoln Street, Suite 2000
Denver, Colorado 80203
Attn: Nicole Peykov
Email: npeykov@spencerfane.com
Phone: (303) 839-3715

City: City of Aurora, Colorado
City Attorney's Office
Attention: Brian Rulla
15151 East Alameda Parkway, Suite 5300
Aurora, CO 80012
Email: brulla@auroragov.org

City of Aurora, Colorado
Attention: Haley Johansen, City Engineer
15151 East Alameda Parkway, Suite 2400
Aurora, CO 80012
Email: hjohanse@auroragov.org

All notices, demands, requests, or other communications shall be effective upon such personal delivery or one (1) business day after being deposited with Federal Express or other nationally recognized overnight air courier service or three (3) business days after being postmarked by the United States Postal Service. Either Party may change the address at which it receives written notice by so notifying the other Party in writing in the manner provided herein.

21. Governmental Immunity. Nothing in this Agreement shall be construed to waive, limit, or otherwise modify, in whole or in part, any governmental immunity that may be available by law to the Parties, their respective officials, directors, officers, employees, contractors, or

agents, or any other person acting on behalf of the Parties and, in particular, governmental immunity afforded or available to the Parties pursuant to the Colorado Governmental Immunity Act, Title 24, Article 10, Part 1 of the Colorado Revised Statutes, as amended from time to time.

22. No Personal Liability. No elected official, director, officer, agent, or employee of the City or the District shall be charged personally or held contractually liable by or to the other Party under any term or provision of this Agreement or because of any breach thereof, or for their errors or omissions in the performance thereof, or because of its or their execution, approval, or attempted execution of this Agreement.

23. 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 the Parties. It is the express intention of the Parties that any person or entity other than the Parties shall be deemed to be only an incidental beneficiary under this Agreement.

24. Counterparts; Electronic Disposition. This Agreement may be executed in one or more counterparts, each of which will be deemed to be an original, and all of which when taken together will be deemed to constitute one and the same instrument. Facsimile or "pdf" signatures will be considered original signatures. The original of this Agreement, including the signature page, may be scanned and stored in a computer database or similar device, and any printout or other output readable by sight, the reproduction of which is shown to accurately reproduce the original of this Agreement, may be used for any purpose as if it were the original, including proof of the content of the original writing.

25. Recordation. This Agreement shall be recorded with the Clerk and Recorder in Adams County, Colorado, shall run with the land, and shall be binding upon and inure to the benefit of the heirs, successors, and assigns of the parties hereto.

(Signature page follows)

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

Rocky Mountain Rail Park Metropolitan District,
a quasi-municipal corporation and political
subdivision of the State of Colorado

_____
President

ATTEST:

_____
Secretary

City of Aurora,
a Colorado home rule municipal corporation

By: _____
Signature

_____
Printed Name, Title

ATTEST:

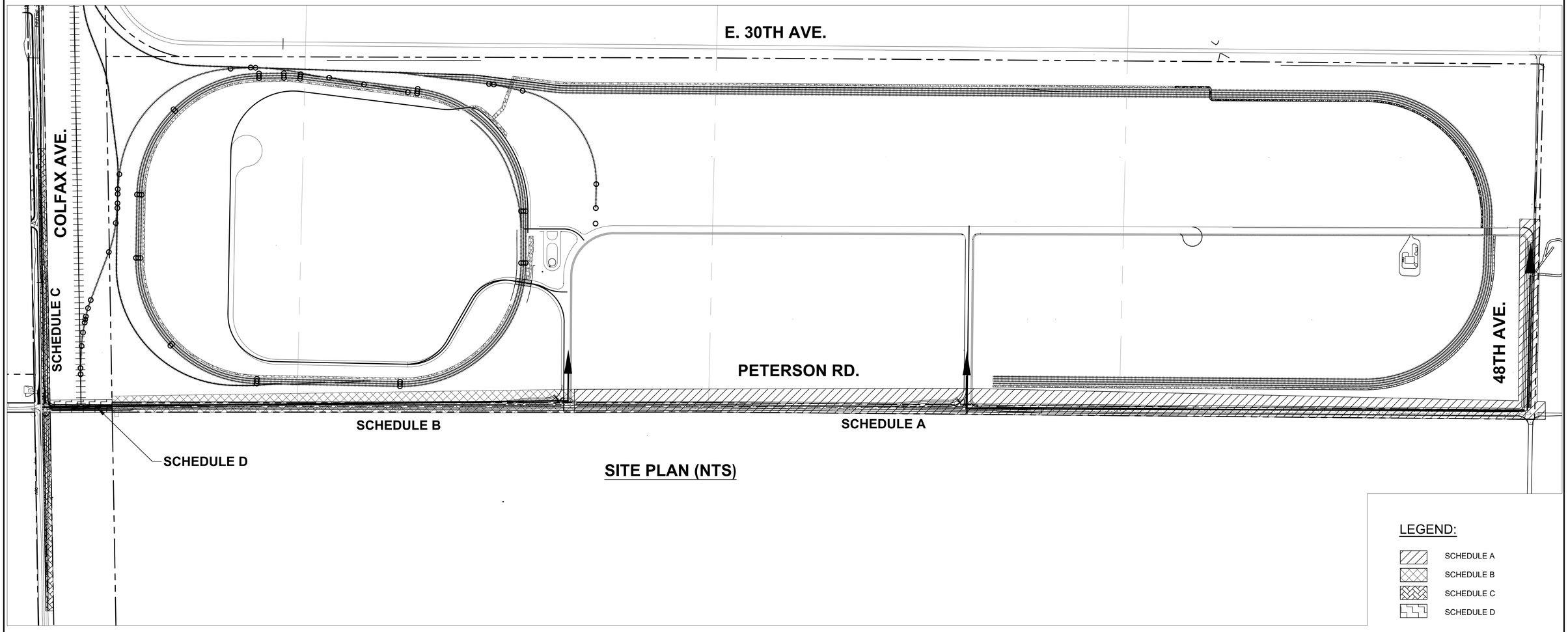
By: _____
Signature

_____
Printed Name, Title

EXHIBIT A

Exhibit A

Know what's **below.** **Call** before you dig.



SITE PLAN (NTS)

LEGEND:

- SCHEDULE A
- SCHEDULE B
- SCHEDULE C
- SCHEDULE D

AURORA SCHEDULE FOR INFRASTRUCTURE:

SCHEDULE A :	PETERSON ROAD - NORTH OF RAIL PARK DRIVE UP TO AND INCLUDING 48TH AVE PETERSON ROAD - NORTH OF UP
SCHEDULE B:	PETERSON ROAD - NORTH OF UPRR ROW TO RAIL PARK DRIVE
SCHEDULE C:	COLFAX IMPROVEMENTS
SCHEDULE D:	UP ROW IMPROVEMENTS

N

300 0 300 600

SCALE: 1"= 300'

REFERENCE DRAWINGS

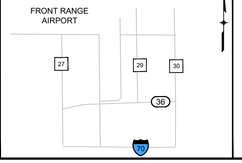
No.	DATE	DESCRIPTION	BY
----	----	----	----

REVISIONS

COMPUTER FILE MANAGEMENT

FILE NAME: R:\21.1280.001 22.1305.003 (Rocky Mtn Rail Park)\Dwg\Construction Plans\Aurora\Road and Storm\PH01.dwg
CTB FILE: ----
PLOT DATE: January 15, 2025 4:08:35 PM
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.

SHEET KEY



PREPARED BY:

Matrix
Excellence by Design

SEAL

PRELIMINARY
THIS DRAWING HAS NOT BEEN APPROVED BY GOVERNING AGENCIES AND IS SUBJECT TO CHANGE

FOR AND ON BEHALF OF MATRIX DESIGN GROUP, INC.
PROJECT No. 21.1280.001

ROCKY MOUNTAIN RAIL PARK

CITY OF AURORA
ROAD & STORM PLANS

SEQUENCING SCHEDULE

DESIGNED BY:	KF	SCALE		DATE ISSUED: JANUARY 2025	DRAWING No.
DRAWN BY:	RD	HORIZ.	N/A		
CHECKED BY:	PC	VERT.	N/A	SHEET 1 OF ----	PH01

AGENDA

Transportation, Airports and Public Works

Thursday, May 21, 2026, 12:00 p.m.
VIRTUAL MEETING

Council Member Gianina Horton, Chair
Council Member Amy Wiles, Vice-Chair
Council Member Rob Andrews, Member

Microsoft Teams Meeting Link
Listen to audio only:
Dial: 720-388-8447
Phone Conference ID:332 955 168#

Goal: Ensure excellent infrastructure that is well maintained and operated.

		Pages
1.	**Welcome/Introduction**	
2.	**Approval of Previous Meeting Minutes**	
2.a	**April 23, 2026 Meeting Minutes**	1
3.	**Consent Items**	
3.a	**Rocky Mountain Rail Park Metropolitan District Financial Obligation Intergovernmental Agreement** Staff Source / Legal Source: Haley Johansen, City Engineer / Brian Rulla, Sr. Assistant City Attorney	4
4.	**General Business**	
4.a	**Build Up Aurora – Transportation Projects Update** Staff Source name and title/Legal source name and title: Kurt Muehlemeyer, Director of Public Works/Michelle Gardner, Sr Asst Attorney Estimated time: 10 minute presentation/5 minute discussion	19
5.	**Miscellaneous Matters for Consideration**	
6.	**Anticipated Topics For Next Meeting**	

7. Confirm Next Meeting

7.a Thursday, June 25, 2026, 1:00 p.m. - Aurora Room

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

April 23, 2026

Members Present:	Council Member (CM) Gianina Horton, Chair; Council Member (CM) Amy Wiles, Vice-Chair, Council Member (CM) Rob Andrews, Member
Others Present:	L. Perry, K. Muehlemeyer, C. Campuzano, J. Patterson, S. Bauman, H. Busch Johansen, C. Harline, A. Morris, M. Tamburro, H. Walter, G. Renner, T. Worker-Braddock, J. Hagerman-Melear, E. Watson

1. WELCOME AND INTRODUCTION

2. APPROVAL OF MARCH 26, 2026 MEETING MINUTES

The March 26, 2026 minutes were approved.

3. CONSENT ITEMS

3.a Resolution to Replace IGA with CDOT for the Traffic Signal Equipment Upgrade Project

C. Campuzano, Deputy Director of Transportation and Mobility, explained they have a grant project being managed through CDOT with DRCOG funds, and CDOT is changing some of their internal process, so they are amending their IGA format. She stated this IGA will replace the previous IGA enacted a year and a half ago, but all of the funding information and everything else will remain the same.

Committee Discussion:
None.

Outcome:
The Committee approved moving the resolution forward to Study Session.

Follow-up Action:
Staff will move the item forward to Study Session.

4. GENERAL BUSINESS

4.a Neighborhood Traffic Calming Program April 2026 Update

Summary of Issue and Discussion:
Carl Harline, Engineering Supervisor, gave an update on the Neighborhood Traffic Calming Program (NTCP). He discussed the program history and said the program has received 228 applications since May 2019, with 34 applications submitted in 2025 and an average of 32 per year. He explained the purpose of the program is to evaluate and mitigate for speeding concerns on local and collector roadways. He went over the process, which includes the resident completing a NTCP application, getting scheduled for an evaluation, and then installation. He added they do follow up studies as requested or necessary for anyone who may be concerned of traffic calming devices not working. He discussed the traffic calming devices, which include flashing radar speed limit signs, speed cushions, chicanes, mini/compact roundabouts, roadway striping to narrower lane widths, improved pedestrian crossings, curb extensions, and road diets. He explained the traffic calming toolbox is relatively new and includes fact sheets on all the installations in terms of cost, purpose, design considerations, targeted design speeds, and example locations of where they can be found in Aurora. C. Harline shared that the program receives around $800,000, with supplementals or dedicated funds added for specific projects, making the average annual funding $1.4 million. He went over the next steps, including funds allocated for 2026, accepting and evaluating additional applications as they come in, make a public dashboard of historic and active traffic calming applications and installations, and developing and adopting traffic calming standards and guidelines for new developments.

Committee Discussion:
CM Andrews asked how he could explain traffic calming to residents.

C. Harline answered stating that traffic calming is the design of a roadway to be able to slow people down, and he could use the examples of a speed cushion or flashing pedestrian crossing signs to help explain it.

C. Campuzano added if they get questions about traffic calming or speed bumps, they could also always refer them to staff or the website.

CM Wiles commented she was very happy about the proactive approach for the new areas, as her ward is largely new and she lives in a neighborhood where people fly down the street every day. She asked what the average length of time it takes to actually get the devices in place after requesting them.

C. Harline responded they need to be able to prioritize and rank the projects according to funding for a given application year, which can result in waiting several months in order to hear if their project has been prioritized or funded, but they do try to communicate and keep updated through those months and give them the word right away once they know if the project has been funded or will be put on a waitlist for a coming year. He noted for a project that is prioritized and funded, it can take anywhere from 6 months to a year and a half before the installation occurs.

CM Wiles asked what the most common method is used for traffic calming and if their approach also applied to new schools. She mentioned the area in front of the new school coming in Horizon Uptown is a bit of a speedway and residents are concerned about that.

C. Harline answered speed cushions is the most common method. He said school frontages warrant more points in their prioritization methodology. He noted for a lot of new schools, there is a lot of design considerations at the development review stage of curb extensions being built into the roadway design, which helps a lot.

C. Campuzano expressed there are some traffic calming features already included in the Horizon Uptown School design. She said they do not have standards for developments set yet, so it is more of a request if they comment on a development instead of requirement, but school sites have been pretty good about trying to accommodate those, especially new Aurora Public Schools sites they see.

CM Horton asked if there are supposed to be a four-way stop signs for all the intersections that a school interfaces with.

C. Harline answered no, the traffic engineering manuals require stop signs not be used for slowing people down, as they get a lot of roll-throughs when that happens, so they only place the four-way stop signs where appropriate and not at every four-corner of a school installation.

CM Horton inquired what constitutes a pending decision when it comes to the applications and if historic applications also include those that were denied.

C. Harline responded it is usually when they have not been able to decide whether or not the minimum threshold is met for inclusion in the prioritization process. He stated they need to see at least 7 or 8 mph on average above the posted speed and a minimum volume of 500 vehicles in a day. He added historic applications will include those who have been denied.

CM Wiles inquired if there was a time requirement between applications of the same area.

C. Harline responded if the application was denied, they would like to see either a change in development or at least three years go by.

Outcome:
Information only.

Follow-up Action:
No follow-up is needed.

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5. MISCELLANEOUS MATTERS

CM Horton informed the Committee she would be out of state on May 28th, for the next meeting, so she proposed moving it to the week before, on May 21st, at 12 p.m., virtual.

The committee members and staff agreed on that change.

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6. ANTICIPATED TOPICS FOR NEXT MEETING

- Fuel Impact Grant
- DRCOG Updates
- 38th Avenue Maintenance and Operation IGA with Adams County

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7. MISCELLANOUS MATTERS

The next meeting was confirmed for May 21, 2026, at 12 p.m, to be held virtually.

Approved: _____

CM Gianina Horton, Committee Chair **Date**

CITY OF AURORA
Council Agenda Commentary

Item Title: Rocky Mountain Rail Park Metropolitan District Financial Obligation Intergovernmental Agreement
Item Initiator: Haley Johansen, City Engineer, Development Services
Staff Source/Legal Source: Haley Johansen, City Engineer, Development Services / Brian Rulla, 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: 6/8/2026

Regular Meeting: 6/22/2026

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: Haley Johansen, City Engineer / Brian Rulla, Sr. 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.)*

No previous action has occurred.

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

Rocky Mountain Rail Park (RMRP) is a development located northwest of the Colfax Avenue (State Highway 36) and North Peterson Road (County Road 29) intersection. Although the project lies within Adams County, access to the site relies on public right-of-way within the City of Aurora.

To support early operations within the park, the RMRP team identified a reduced set of public improvements that will serve as an interim condition. With the submission of supporting engineering documentation, the City has agreed with an interim condition approach. RMRP is currently seeking approval of this interim condition from the Public Utilities Commission (PUC). Approval of the ultimate condition, which includes additional upgrades at the railroad crossing, will follow a longer PUC review process.

Once the interim condition is approved, the RMRP development team will submit a subsequent application to the PUC for the ultimate improvements.

Under normal circumstances, required public improvements must be completed before a certificate of occupancy is issued. To ensure these obligations are met, the Rocky Mountain Rail Park Metropolitan District is entering into an intergovernmental agreement with the City, committing funding for the required improvements in advance of construction.

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 Policy Committee (TAPS) approve this item and agree to move this item forward to the next available Study Session?

LEGAL COMMENTS

Governments may cooperate or contract with one another to provide any function, service, or facility lawfully authorized to each of the cooperating or contracting units only if such cooperation or contracts are authorized by each party thereto with the approval of its legislative body or other authority having the power to so approve. (Colo. Rev. Stat. §29-1-203(1)). City Council may, by resolution, enter into Intergovernmental Agreements with other governmental units or special districts for the joint use of buildings, equipment or facilities, and for furnishing or receiving commodities or services. (City Charter §10-12). (Rulla)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND ROCKY MOUNTAIN RAIL PARK METROPOLITAN DISTRICT

WHEREAS, the City of Aurora, Colorado (the "City") is a home-rule municipal corporation and political subdivision of the State of Colorado created pursuant to Article XX of the Constitution of the State of Colorado; and

WHEREAS, the Rocky Mountain Rail Park Metropolitan District (the "District") quasi-municipal corporation and political subdivisions of the State of Colorado, organized pursuant to Title 32 of the Colorado Revised Statutes, for the purpose, among others, of assisting in the financing and construction of public improvements; and

WHEREAS, the District is located within Adams County, Colorado, and was formed to serve the rail-served industrial park known as the "Rocky Mountain Rail Park," which is being developed by Rail Land Company, LLC (the "Developer"); and

WHEREAS, as part of the Rocky Mountain Rail Park project, the Developer is required and agreed to construct certain offsite improvements that are needed to East 48th Avenue and North Peterson Road, located within the City's boundaries, and East Colfax Avenue (State Highway 36) (collectively, the "Improvements"); and

WHEREAS, the District and the City desire to enter into an agreement to set forth their understanding regarding the District's responsibility to finance and construct the Improvements in accordance with all applicable plans, regulations, and approvals, conditioned on adherence to the terms and conditions set forth herein.

WHEREAS, pursuant to § 29-1-203, C.R.S., as amended, governments may cooperate or contract with each other to provide any function, service or facility lawfully authorized to each, and any such contract may provide for the sharing of costs, the imposition of taxes, and the incurring of debt; and

WHEREAS, Section 10-12 of the City Charter authorizes City Council, by resolution, to enter into contracts or agreements with other governmental units or special districts for the joint use of buildings, equipment, or facilities, and for the furnishing or receiving of services.

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

Section 1. The Intergovernmental Agreement Between the City of Aurora and the Rocky Mountain Rail Park Metropolitan District is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute and deliver the Agreement 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

By: _____ RLA
BRIAN J. RULLA, Sr. Assistant City Attorney

INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND THE ROCKY MOUNTAIN RAIL PARK METROPOLITAN DISTRICT

THIS INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND ROCKY MOUNTAIN RAIL PARK METROPOLITAN DISTRICT (the "Agreement") is made and entered into this ____ day of _____, 2026 (the "Effective Date"), by and between the City of Aurora, a Colorado home rule municipal corporation (the "City"), and the Rocky Mountain Rail Park Metropolitan District, a quasi-municipal corporation and political subdivision of the State of Colorado (the "District"). The City and the District may be referred to collectively herein as the "Parties" and individually as a "Party."

RECITALS

WHEREAS, the Parties, as Colorado governmental entities, are constitutionally and statutorily empowered pursuant to Colo. Const., Article XIV, Section 18, and Sections 29-1-201, *et seq.*, Colorado Revised Statutes, to cooperate or contract via intergovernmental agreement with one another to provide functions, services, or facilities authorized to each cooperating government; and

WHEREAS, the District is located within Adams County, Colorado, and was formed to serve the rail-served industrial park known as the "Rocky Mountain Rail Park," which is being developed by Rail Land Company, LLC (the "Developer"); and

WHEREAS, as part of the Rocky Mountain Rail Park project, the Developer and the City entered into that certain Roadway Construction Agreement, dated _____, 2026 (the "Roadway Construction Agreement"), whereby the Developer is required and agreed to construct certain offsite improvements that are needed to East 48th Avenue and North Peterson Road, located within the City's boundaries, and East Colfax Avenue (State Highway 36) (collectively, the "Improvements"); and

WHEREAS, the Roadway Construction Agreement delineates the Improvements into four segments: Segments A, B, C, and D, with Segment D consisting of two phases, referenced as "Segment D – Interim Condition" and " Segment D – Ultimate Condition," as further depicted on Exhibit A, attached hereto and incorporated herein by this reference; and

WHEREAS, Segment D consists of North Peterson Road within the Union Pacific Railroad ("UPRR") Right-of-Way, approximately the first 400 to 500 linear feet of the East Colfax Avenue and North Peterson Road intersection, including the existing railroad crossing; and

WHEREAS, Segment D – Interim Condition has been depicted on the Civil Plans submitted by the Developer to the City, and the City issued approval of those Civil Plans (City-issued reference number EDN 226090); and

WHEREAS, the City has submitted an application to the Public Utilities Commission ("PUC") for Segment D – Interim Condition on March 27, 2026 on behalf of the Developer; and

WHEREAS, the Parties acknowledge that the construction of the Segment D – Interim Condition will proceed while the District pursues the required approvals from the PUC to complete

the Segment D – Ultimate Condition in accordance with PUC Rule 4, Code of Colorado Regulations 723-7, Rules Regulating Railroads, Rail Fixed Guideways, Transportation by Rail, and Rail Crossings (the "PUC Requirements"); and

WHEREAS, Segment D – Ultimate Condition has been depicted with limited engineering detail in the Development Application for the Infrastructure Site Plan (City-issued reference number DA-2329-00) submitted to the City by the Developer and the application was administratively approved on April 3, 2024, and there are outstanding technical comments required to be resolved by the Developer as part of the Development Application; and

WHEREAS, the District acknowledges that the District is required to prepare or cause to be prepared a civil plan set for the final design of Segment D – Ultimate Condition, including required railroad crossing improvements and appurtenances; and

WHEREAS, the District acknowledges that the District will submit the civil plans for Segment D – Ultimate Condition for the City's review, comment, and approval, resulting in a City-approved civil plan set ("City Approved Civil Plans"); and

WHEREAS, the District acknowledges that the District is responsible for preparing and submitting the application and all supporting documentation for the Segment D – Ultimate Condition to the City for review, and responding to the City's subsequent comment or submittal of the application to the PUC; and

WHEREAS, the District acknowledges that the PUC requires City Approved Civil Plans to be included in the application; and

WHEREAS, if changes to the design are required from, including but not limited to, the Public Utilities Commission through their permitting process, the Colorado Department of Transportation ("CDOT"), or the City, the District shall submit to the City all required development applications, permit applications, plans, reports, and supporting documents ("City Applications") for review and approval prior to construction; and

WHEREAS, the Aurora City Code, Unified Development Ordinance, Policies, Procedures, Manuals, Rules, Regulations, Criteria, and Specifications (collectively, "City Requirements") will govern the Improvements that are needed for the "Segment D – Ultimate Condition" in addition to the PUC Requirements; and

WHEREAS, the District acknowledges and agrees that it is solely responsible for the costs of design, permit, installation, construction, and inspection of Segment D – Ultimate Condition in accordance with all applicable plans, regulations, and approvals as set forth herein, and that no costs or fees related to the Improvements are the responsibility of the City, including but not limited to, fees required by UPRR for design review, property acquisition, construction, or inspections; and

WHEREAS, the District and the City desire to enter into this Agreement to set forth their understanding regarding the District's responsibility to construct the improvements for the Segment D – Ultimate Condition in accordance with all applicable plans, regulations, and approvals, conditioned on adherence to the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

AGREEMENT

1. Recitals. The Recitals set forth above are hereby incorporated into the covenants and agreements set forth below.

2. Completion of Segment D – Ultimate Condition Improvements. The District will be responsible for the following:

(a) Appropriating funding in the current fiscal year for the full construction of the Segment D – Ultimate Condition as depicted on City Approved Civil Plans.

(b) Preparing or causing to be prepared an application in accordance with the City Requirements and PUC Requirements for the City's review, approval, and submittal to the PUC for the Segment D – Ultimate Condition.

(c) Upon completion of the PUC process for the Segment D – Ultimate Condition, the District shall be solely responsible for financing and constructing the public improvements in accordance with the City Approved Civil Plans, approved PUC application, and the timing requirements set forth in Section 3 – Milestones below.

(d) In design and construction of Segment D - Ultimate Condition, the District shall at all times adhere to all applicable PUC Requirements, UPRR standards and criteria, and City Requirements.

3. Milestones. The District shall design, permit, and construct the Improvements in accordance with the following milestones, but the work may be completed earlier at the District's discretion:

(a) Segment D – Ultimate Condition timing, including:

i. PUC Permitting and approval issued by July 2027;
ii. Purchase long-lead rail crossing materials and equipment within two (2) months of PUC approval;
iii. Receipt of rail crossing equipment completed within fifteen (15) months of PUC permitting approval; and
iv. Construction completion and City-issued Initial Acceptance of Public Improvements and PUC/UPRR construction approval, as required, of Segment D – Ultimate Condition issued by the City prior to October 31, 2030.

(b) The District is responsible for the City in writing within 30 days when the District successfully completes each of the foregoing milestones.

(c) Within thirty (30) days of final approval, the District shall provide a copy of its annual budget to the City each year during the term of this Agreement.

(d) The District may submit in writing a request to the City for an extension for each milestone, as needed, due to unforeseen circumstances, and the City may review and approve or deny the milestone date extension in its sole discretion.

4. District Dissolution. The District expressly warrants and guarantees that it will not seek dissolution prior to satisfying all obligations pursuant to the terms of this Agreement.

5. Termination. This Agreement shall commence on the Effective Date and shall expire upon the issuance of a letter of Final Acceptance of Public Improvements, in accordance with City Requirements, issued at the City's sole discretion, for Segment D – Ultimate Condition.

6. Good Faith and Fair Dealing. The Parties agree to work diligently together and in good faith, using reasonable efforts to resolve any unforeseen issues and disputes, to expeditiously review and approve submittals and effect an orderly provision of the Improvements (the foregoing being without limitation, however, upon the relative rights and obligations of the City and the District hereunder).

7. Appropriations. Nothing set forth herein shall make or constitute this Agreement as a multiple-year fiscal obligation of either Party, nor shall it constitute or create a debt on the part of either Party. Nothing contained herein shall be deemed or construed to be a surrender or delegation of either Party's powers with respect to the determination of the manner in which the financial obligations imposed by this Agreement are to be satisfied and otherwise discharged.

8. Time is of the Essence. The Parties acknowledge that time is of the essence in performance of this Agreement.

9. No Joint Venture. Nothing contained in this Agreement shall create any joint venture between the Parties whereby one Party may be liable for the actions of another.

10. Default/Remedies. A Party shall be in default of this Agreement if it fails to comply with any provisions of this Agreement and does not cure such failure within thirty (30) days after the other Party, by written notice, has informed the defaulting Party of such noncompliance. In the case of any noncompliance which cannot be cured within a period of thirty (30) days, the defaulting Party shall identify in writing the amount of time required to cure the noncompliance in writing by the non-defaulting Party. The non-defaulting Party, at its sole and exclusive discretion, may grant the defaulting Party additional time to cure. The non-defaulting Party is under no obligation to grant any additional time to cure and may seek specific performance and or damages pursuant to the terms of this agreement. The Parties acknowledge that this Agreement shall be enforceable by either Party by actions at law or in equity, and the non-defaulting Party shall be entitled to any and all remedies available at law or in equity, including, but not limited to, specific performance and/or damages. The prevailing Party in any such action shall be entitled to an award of its court costs and reasonable attorney fees, as determined by the Court, in addition to any other relief to which the prevailing Party may be entitled. Notwithstanding anything herein to the contrary, in no event shall any enforcement of this Agreement be subject to binding arbitration.

Should the operation of the Rocky Mountain Rail Park (i.e., issuance of certificate of occupancy for buildings) exceed the development thresholds identified in the approved City Applications for the Segment D –- Interim Condition or Segment D –- Ultimate Condition, or if the Developer or District fail to complete the Segment D – Ultimate Condition improvements as set forth in this Agreement on the timeline set forth in Section 3, or if a public welfare, health, and safety condition occurs, the City reserves the right to close Peterson Road at its sole discretion.

11. Amendment. This Agreement may not be amended, modified, or changed, in whole or in part, without a written agreement executed by the Parties.

12. Binding Effect. This Agreement shall be binding upon and inure to the benefit of all successors and permitted assigns of the Parties.

13. Severability. This Agreement is intended to be performed in accordance with and only to the extent permitted by all applicable laws, ordinances, rules, and regulations of the State of Colorado. If any provisions of this Agreement or application thereof to any person or circumstance shall for any reason and to any extent be invalid or unenforceable, the remainder of this Agreement and the application of such provision to other persons or circumstances shall not be affected thereby, but rather shall be enforced to the greatest extent permitted by law.

14. Construction of Language. The language used in this Agreement and all parts thereof shall be construed as a whole according to its fair meaning, and not strictly for nor against either Party, and both Parties have equally participated in the preparation of this Agreement.

15. Non-Waiver. No waiver of any conditions, remedy or provision of this Agreement shall be deemed to have been made unless expressly made in writing and signed by the Party against whom such a waiver is charged; and

(a) The failure of either Party to insist in any one or more cases upon the performance of any of the provisions, covenants, or conditions of this Agreement or to exercise any option herein contained, shall not be construed as a waiver thereof or as a relinquishment for the future of any such provisions, covenants, conditions or options;

(b) The acceptance or performance of anything required by this Agreement to be performed with knowledge of the breach or failure of a covenant, condition or provision hereof shall not be deemed a waiver of such breach or failure; and

(c) No waiver by a Party of a breach by the other Party shall be construed as a waiver with respect to any other or subsequent breach.

16. Governing Law; Venue. The terms and provisions of this Agreement shall be governed by, and shall be construed in accordance with, the laws of the State of Colorado. Venue for any legal action pursuant to this Agreement shall be proper and exclusive in the District Court for Arapahoe County, Colorado.

17. Assignment. This Agreement is personal to the District and the City, and neither Party has any right, power, or authority to assign all or part of this Agreement, or to delegate any duties or obligations arising hereunder unless both Parties agree in writing to such assignment.

18. Captions and Headings. The headings throughout this Agreement are for convenience and reference only, and shall in no way be deemed to define, limit, or add to the meaning of any provision of this Agreement.

19. Integration. This Agreement embodies the entire agreement and understanding between the Parties concerning the subject matter hereof and supersedes all prior agreements and understandings, if any, between the Parties relating to the subject matter thereof.

20. Notices. All notices, requests, demands, consents and other communications hereunder shall be transmitted in writing and shall be deemed to have been duly given when hand delivered, via Federal Express or other nationally recognized overnight air courier service, or sent by certified United States mail, postage prepaid, with return receipt requested, addressed to the Parties as follows:

District: Rocky Mountain Rail Park Metropolitan District
c/o Spencer Fane LLP
1700 Lincoln Street, Suite 2000
Denver, Colorado 80203
Attn: Nicole Peykov
Email: npeykov@spencerfane.com
Phone: (303) 839-3715

City: City of Aurora, Colorado
City Attorney's Office
Attention: Brian Rulla
15151 East Alameda Parkway, Suite 5300
Aurora, CO 80012
Email: brulla@auroragov.org

City of Aurora, Colorado
Attention: Haley Johansen, City Engineer
15151 East Alameda Parkway, Suite 2400
Aurora, CO 80012
Email: hjohanse@auroragov.org

All notices, demands, requests, or other communications shall be effective upon such personal delivery or one (1) business day after being deposited with Federal Express or other nationally recognized overnight air courier service or three (3) business days after being postmarked by the United States Postal Service. Either Party may change the address at which it receives written notice by so notifying the other Party in writing in the manner provided herein.

21. Governmental Immunity. Nothing in this Agreement shall be construed to waive, limit, or otherwise modify, in whole or in part, any governmental immunity that may be available by law to the Parties, their respective officials, directors, officers, employees, contractors, or

agents, or any other person acting on behalf of the Parties and, in particular, governmental immunity afforded or available to the Parties pursuant to the Colorado Governmental Immunity Act, Title 24, Article 10, Part 1 of the Colorado Revised Statutes, as amended from time to time.

22. No Personal Liability. No elected official, director, officer, agent, or employee of the City or the District shall be charged personally or held contractually liable by or to the other Party under any term or provision of this Agreement or because of any breach thereof, or for their errors or omissions in the performance thereof, or because of its or their execution, approval, or attempted execution of this Agreement.

23. 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 the Parties. It is the express intention of the Parties that any person or entity other than the Parties shall be deemed to be only an incidental beneficiary under this Agreement.

24. Counterparts; Electronic Disposition. This Agreement may be executed in one or more counterparts, each of which will be deemed to be an original, and all of which when taken together will be deemed to constitute one and the same instrument. Facsimile or "pdf" signatures will be considered original signatures. The original of this Agreement, including the signature page, may be scanned and stored in a computer database or similar device, and any printout or other output readable by sight, the reproduction of which is shown to accurately reproduce the original of this Agreement, may be used for any purpose as if it were the original, including proof of the content of the original writing.

25. Recordation. This Agreement shall be recorded with the Clerk and Recorder in Adams County, Colorado, shall run with the land, and shall be binding upon and inure to the benefit of the heirs, successors, and assigns of the parties hereto.

(Signature page follows)

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

Rocky Mountain Rail Park Metropolitan District,
a quasi-municipal corporation and political
subdivision of the State of Colorado

_____
President

ATTEST:

_____
Secretary

City of Aurora,
a Colorado home rule municipal corporation

By: _____
Signature

_____
Printed Name, Title

ATTEST:

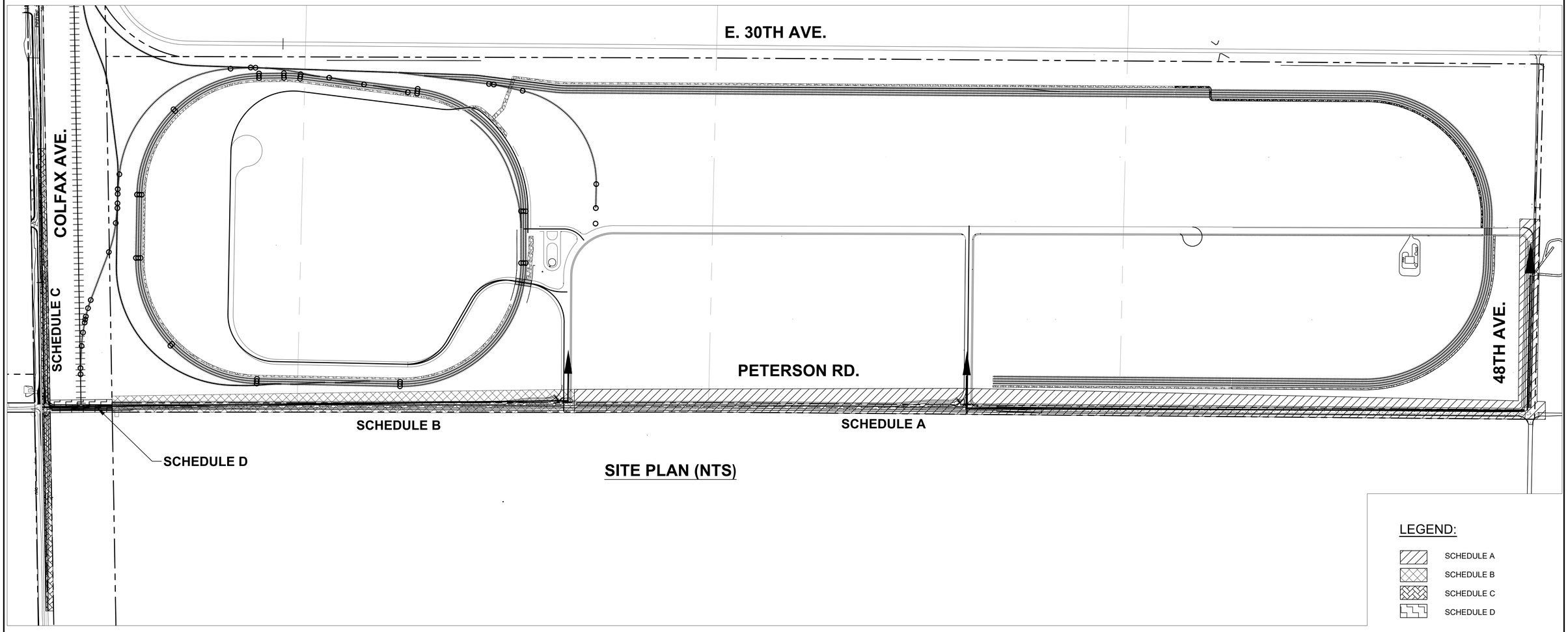
By: _____
Signature

_____
Printed Name, Title

EXHIBIT A

Exhibit A

Know what's **below.** **Call** before you dig.



SITE PLAN (NTS)

LEGEND:

- SCHEDULE A
- SCHEDULE B
- SCHEDULE C
- SCHEDULE D

AURORA SCHEDULE FOR INFRASTRUCTURE:

SCHEDULE A :	PETERSON ROAD - NORTH OF RAIL PARK DRIVE UP TO AND INCLUDING 48TH AVE PETERSON ROAD - NORTH OF UP
SCHEDULE B:	PETERSON ROAD - NORTH OF UPRR ROW TO RAIL PARK DRIVE
SCHEDULE C:	COLFAX IMPROVEMENTS
SCHEDULE D:	UP ROW IMPROVEMENTS

N

300 0 300 600

SCALE: 1"= 300'

REFERENCE DRAWINGS

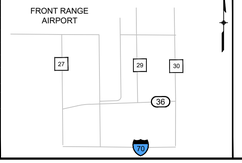
No.	DATE	DESCRIPTION	BY
----	----	----	----

REVISIONS

COMPUTER FILE MANAGEMENT

FILE NAME: R:\21.1280.001 22.1305.003 (Rocky Mtn Rail Park)\Dwg\Construction Plans\Aurora\Road and Storm\PH01.dwg
CTB FILE: ----
PLOT DATE: January 15, 2025 4:08:35 PM
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.

SHEET KEY



PREPARED BY:

Matrix
Excellence by Design

SEAL

PRELIMINARY
THIS DRAWING HAS NOT BEEN APPROVED BY GOVERNING AGENCIES AND IS SUBJECT TO CHANGE

FOR AND ON BEHALF OF MATRIX DESIGN GROUP, INC.
PROJECT No. 21.1280.001

ROCKY MOUNTAIN RAIL PARK

CITY OF AURORA
ROAD & STORM PLANS

SEQUENCING SCHEDULE

DESIGNED BY:	KF	SCALE		DATE ISSUED: JANUARY 2025	DRAWING No.
DRAWN BY:	RD	HORIZ.	N/A		
CHECKED BY:	PC	VERT.	N/A	SHEET 1 OF ----	PH01

CITY OF AURORA
Council Agenda Commentary

Item Title: Build Up Aurora – Transportation Projects Update
Item Initiator: Cindy Colip, Deputy Director of Project Delivery, Public Works
Staff Source/Legal Source: Kurt Muehlemeyer, Director of Public Works/Michelle Gardner, 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: n/a

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 name and title/Legal source name and title: Kurt Muehlemeyer, Director of Public Works/Michelle Gardner, Sr Asst Attorney
Estimated time: 10 minute presentation/5 minute discussion

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 has substantial infrastructure needs that must be addressed in the coming years. The City Council and City staff continue to work on prioritizing the needs and strategizing ways to address these needs. The City identifies the work associated with this effort as Build Up Aurora.

The first project associated with Build Up Aurora was the residential street rehabilitation project in 2023. That year, the City targeted 35 neighborhoods for concrete repair and mill and overlay work (paving). Much of the work addressed residential streets, with some additional work on collector and arterial roads. In past years, street maintenance was funded through the City's general fund, with most funds dedicated to arterial and collector roads due to limited funding. To address the backlog of work, the City Council agreed to use certificates of participation to provide additional funding for residential street maintenance. The use of certificates of participation allowed the City to borrow funding by pledging several city assets as collateral until the funding is repaid over time. This financing allowed the City to address critical neighborhood roadway maintenance.

With the completion of this work, the City delivered on promises to address a top priority of our residents—transportation and roadways—by improving the condition of Aurora's residential streets. Residential streets citywide will continue to be part of Aurora's annual roadwork, with a continued focus on caring for existing facilities.

Aurora needs long-term solutions to maintain and build new infrastructure citywide to support a growing community. Existing assets must be maintained. Many proposed projects have been on the city's capital improvement master plan for years. New assets also have long-term operational costs. Rising costs and competing priorities equal long-term financial challenges.

The Build Up Aurora Infrastructure 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.

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

Public Works staff will provide an update on the transportation projects selected and prioritized by the overall community through the citywide Ranking Round Up meetings and survey and supported by the Infrastructure Task Force Committee. The update will include the following transportation projects:

- Transportation Safety Improvements
- Gun Club Road (Quincy to Aurora Parkway)
- Peoria over Sand Creek Bridge Replacement
- High Priority Sidewalk Improvements
- 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.)

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

Informational item only.

LEGAL COMMENTS

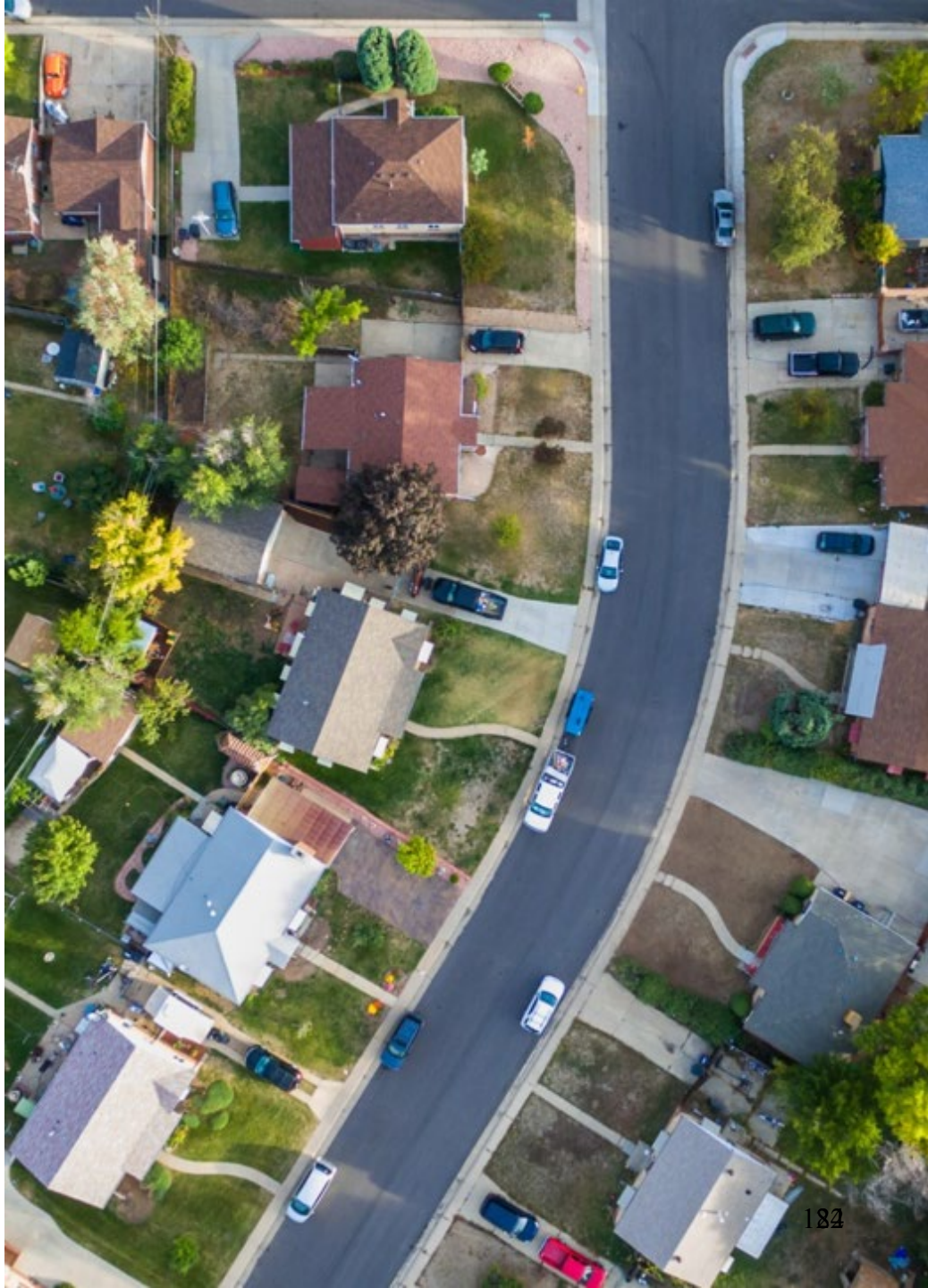
The City Manager shall be responsible to Council for the proper administration of all affairs of the City placed in his charge and to make written or verbal reports to Council concerning the affairs of the City under his supervision. (City Charter Section 7-4(e)). Additionally, the City Manager shall keep Council advised of the future needs of the City and make such recommendations to Council for adoption as he may deem necessary or expedient. (City Charter Section 7-4(f)). (M. Gardner)

Build Up AURORA

Care for What We Have
Provide for What We Need

Build Up Aurora
Project Overview

Transportation, Airports, and Public Works Policy Committee Meeting
5/21/2026



Build Up Aurora Process – Core Tenets

Strategic Capital Planning

Public Engagement

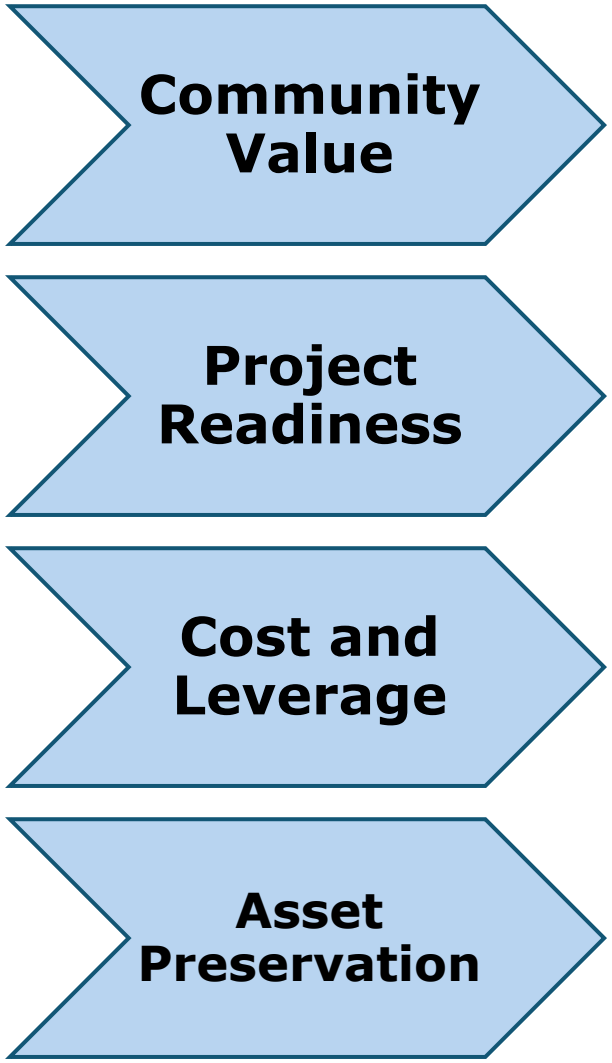
Transparency

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 Project Prioritization Framework: Community Informed and Technically Sound

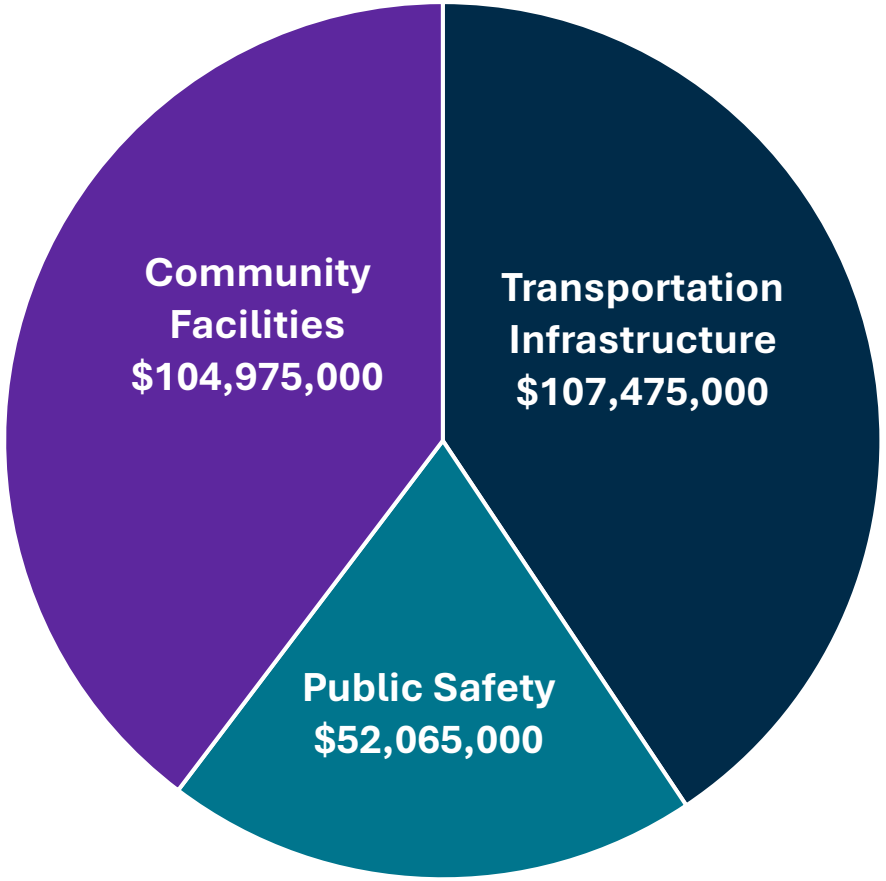


Prioritization of capital project needs help ensure capital resources are invested responsibly, focusing first on projects that:

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

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 trail and transportation improvements at the Aurora Reservoir

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

Intersection Safety & Traffic Calming Citywide

Capital Cost: $25 Million

Project Number: 1G

Ward: All Wards

Status: Partial design

Scope Statement: Design and construct intersection safety projects at various locations:

- 21 Intersection Projects including:
  - New traffic signals
  - Reconstructed school crossings
  - Roundabouts
- Projects on the city's traffic calming program list that are currently unfunded or underfunded;



*All project costs based on best available information in 2025 and subject to change

Gun Club Road (Quincy to Aurora Parkway) Multimodal and Safety Improvements

Capital Cost: $42 million

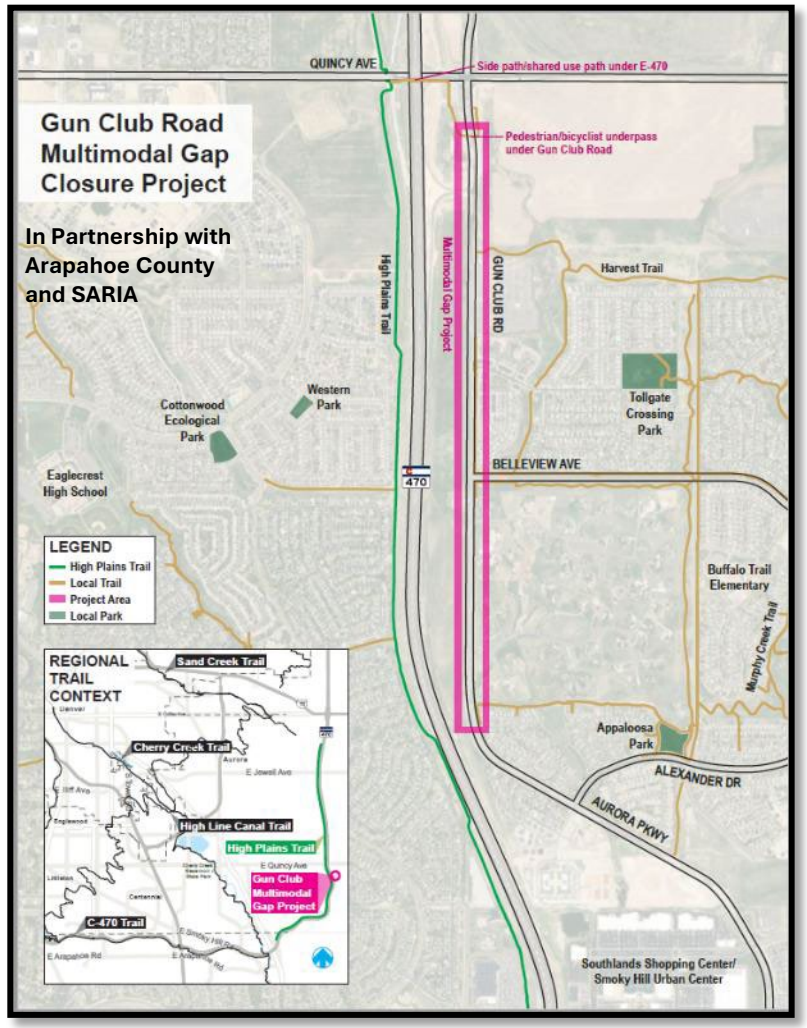
Funding Leverage: $7 million in partner funding

Project Number: 1E

Ward: VI

Status: In design (grant funded)

Scope Statement: Construct a four-lane section of Gun Club Road. Includes traffic signal upgrades, multimodal and safety improvements



*All project costs based on best available information in 2025 and subject to change

Peoria Bridge (over Sand Creek)

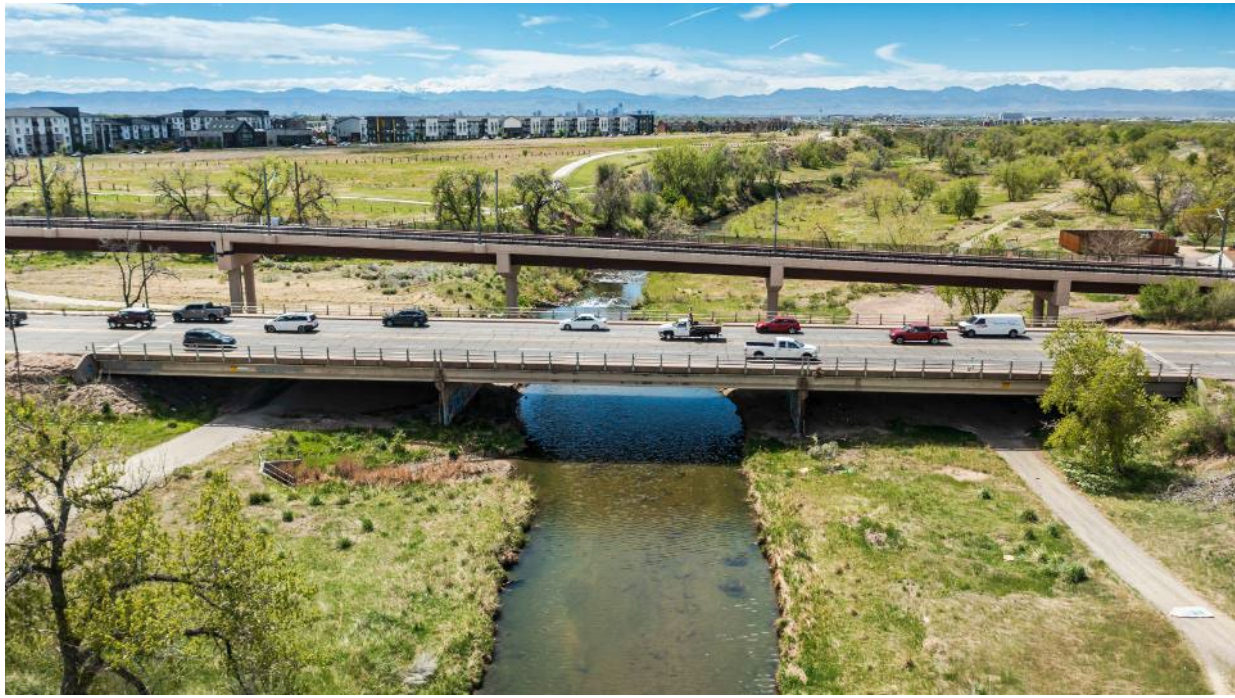
Capital Cost: $37 million construction

Project Number: 1J

Ward: I

Status: In design (grant funded)

Scope Statement: Replace the bridge along Peoria Street over Sand Creek that is reaching end of life. The project includes a wider six-lane bridge, operational improvements, safety improvements, and sidewalk widening and connections to the trail below



*Design is fully funded via grant and local match

*All project costs based on best available information in 2025 and subject to change

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

High Priority Missing Sidewalks

Project Name: High Priority Missing Sidewalks

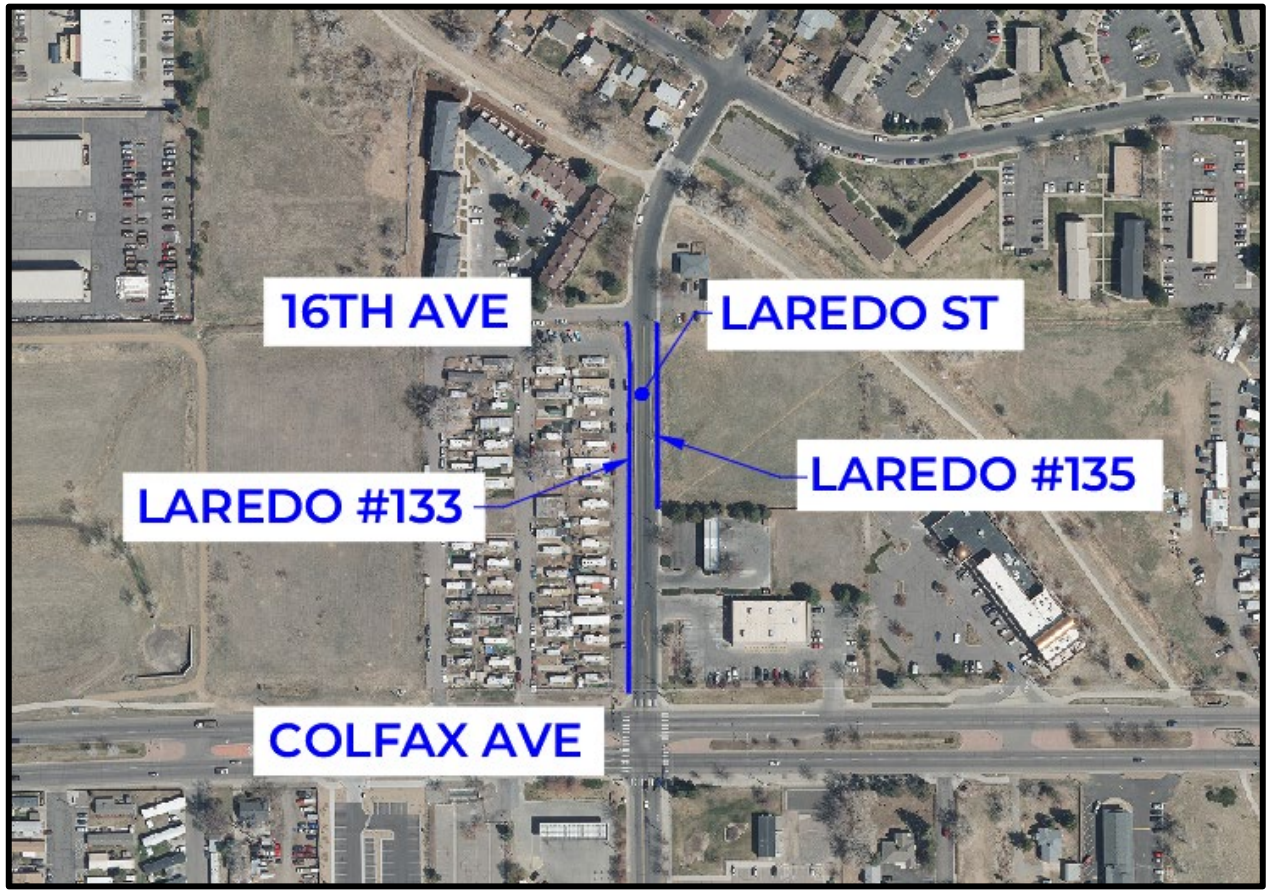
Project Number: 1F

Capital Cost: $7 million

Ward: 10 locations – multiple wards

Status: Planning/prioritization

Scope Statement: Install high-priority sections of missing sidewalk throughout the city. Public Works has an established prioritization process to rank missing sidewalks.



Example of Locations

*All project costs based on best available information in 2025 and subject to change

Aurora Reservoir Transportation Improvements

Capital Cost: $10 million

Funding Leverage: $9 million Parks Impact Fees

Project Number: 2B

Ward: VI

Status: Planning

Scope Statement:

Replace aging 35-year-old facilities:

- Repave roads and parking lots
- Solve ingress/egress issue
- Replace 2 miles of asphalt trail surface

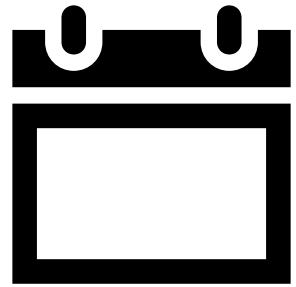


*All project costs based on best available information in 2025 and subject to change

Build Up Aurora - Next Steps

- Presentation of ITF Recommendation at City Council Spring Workshop (Saturday, May 9)

- If City Council supports recommendation, ballot measures will move forward for referral to the November 2026 ballot
  - Potential Timeline
    - May 18 (Study Session)
    - June 8 (First Reading)
    - June 22 (Final Reading)



Build Up Aurora - Next Steps

Questions?

CITY OF AURORA
Late Submission Approval for Agenda Item

Item Title: Intergovernmental Agreement (IGA) with Adams County to Add a Ballot Drop Box Location at Moorhead Recreation Center (Resolution)
Item Initiator: Kadee Rodriguez, City Clerk
Staff Source/Legal Source: Kadee Rodriguez, City Clerk / Andrea Wood, 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.

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: 6/8/2026

Regular Meeting: 6/22/2026

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.)*

Per state statute, this IGA needs to be approved by both parties by July 3rd.

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.

Kadee Rodriguez	Roberto Venegas
Agenda Item Initiator Name	Late Submission Approver Name (Council Appointee or DCM)
Kadee Rodriguez 6/1/26	6/3/2026
Agenda Item Initiator Signature Date	Late Submission Approver Signature Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Intergovernmental Agreement (IGA) with Adams County to Add a Ballot Drop Box Location at Moorhead Recreation Center (Resolution)
Item Initiator: Kadee Rodriguez, City Clerk
Staff Source/Legal Source: Kadee Rodriguez, City Clerk / Andrea Wood, Assistant 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: 6/8/2026

Regular Meeting: 6/22/2026

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)

Waiver of reconsideration is requested due to the requirement for all parties to approve the Intergovernmental Agreement by July 3, 2026.
Kadee Rodriguez, 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 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: Management & Finance

Policy Committee Date: 5/28/2026

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.)*

A drop box is a secure receptacle established to receive mail ballots twenty-four hours a day. All drop box locations must be monitored by a video security surveillance recording system and the video security surveillance must be retained by the county clerk for a certain period of time after each election, and the video security surveillance of the drop box is an open record and may be subject to disclosure pursuant to the Colorado Open Records Act. The county provides, installs and maintains each drop box and video security surveillance system.

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

This agreement is with Adams County to place a ballot-drop box location at Moorhead Recreation Center. Moorhead is already a Voter Service Polling Center and could benefit from an additional drop box location at this location. Residents from all 3 counties that Aurora coordinates with (Douglas County, Adams County and Arapahoe County) will be able to drop their ballot off at this location. Adams County and City staff have discussed and agreed upon this location for the installation of the drop box and video security surveillance recording system.

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 the Committee wish to approve the Resolution to add a ballot drop box location at Moorhead Recreation Center?

LEGAL COMMENTS

Governmental entities may cooperate with one another to provide any function, service, or facility lawfully authorized to each of the cooperating or contracting units only if such cooperation is authorized by each party with the approval of its legislative body or other authority having the power to approve. (Colo. Const. art. 14, sec. 18(2)(a) and C.R.S. § 29-1-203(1)). City Council may, by resolution, enter into agreements with other governmental units or special districts for the joint use of buildings, equipment or facilities, and for furnishing or receiving commodities or services. (City Charter, art. X, sec. 10-12) Upon authorization by a majority vote of the members of City Council voting thereon, the Mayor shall execute all intergovernmental agreements to which the City is a party. (City Code §2-31(b)(2)) (Wood)

Ballot Drop Box License Agreement

This License Agreement (the "Agreement") is effective on _____, is made by and between the City of Aurora ("Entity ") and the **Adams County Clerk and Recorder,** ("Clerk") (collectively the "Parties").

WHEREAS, Colorado state law requires the placement of ballot drop boxes in Adams County to serve as a place where ballots can be deposited during elections; and

WHEREAS, Entity is the owner in fee of the property at Moorhead Recreation Center, 2390 Havana St, Aurora, CO 80010 ("Property"), which the Parties agree is a community-based location that is convenient for voters to drop off their ballots; and

WHEREAS, Clerk desires to install and maintain a ballot drop box ("Drop Box") on the Property in the area generally depicted on Exhibit A ("Licensed Area"), and Entity desires to have a Drop Box in the Licensed Area for the convenience of area voters.

NOW THEREFORE, for the mutual benefits received and to be received, Entity and Clerk agree as follows:

1. Grant of License. Entity hereby grants to Clerk a non-exclusive temporary License (the "License") for access to, on, over, under, and across the Licensed Area for purposes of:
    a. Locating, installing, constructing, using, operating, maintaining, inspecting, repairing, altering, removing, and replacing a Ballot Drop Box and if needed a 6ft pole on the box and, if needed, an Upswing Bracket on the 10ft pole, and security camera equipment including a solar panel, as generally depicted, and described on Exhibit "A".

    b. Each Party represents that is is a public entity subject to the Colorado Governmental Immunity Act and that it maintains, or will maintain throughout the term of this Agreement, either commercial insurance or a self-insurance program for general liability, and workers' compensation as required by law. Nothing in this section shall be deemed a waiver of any immunities or limitations of liability under the Colorado Governmental Immunity Act.

2. No Interference. During the term of this Agreement, Entity shall not make or allow alterations to the Licensed Area, or otherwise make or allow interference with the License purposes stated herein.

3. Term. The License shall continue until mutually terminated or a party unilaterally terminates by giving the other party 365 calendar days advanced written notice.

4. Mitigation/Restoration. Clerk will repair and restore the Licensed Area as needed to account for any damage or disruption caused by installation of the Ballot Drop Box. Within 180 days of this License terminating, Clerk will remove the Drop Box and repair and restore the Licensed Area to a level comparable to its original condition.

5. Miscellaneous.
    a. Nothing herein shall be deemed a waiver by the Clerk or Entity of any legal limitations or immunities provided by law, including the Colorado Governmental Immunity Act, C.R.S. section 24-10-101 et seq., as amended, and the Constitution of the State of Colorado, Article XI, Section 1.
    b. The Clerk contact for this Agreement is: Lauren Shultzaberger, Operations & Technology Manager
    c. The "Entity" contact for this Agreement is: Kadee Rodriguez, City Clerk

IN WITNESS WHEREOF, the Parties have executed this Temporary License Agreement as of the date accompanying their signatures below.

By: _____ Adams County Clerk and Recorder _____ Date

By: _____ Entity Name _____ Date



Example of a 24-Hour Ballot Drop Box
(Pictured is a Large Box)

Height to top of box: 48”
Height to camera: 144”

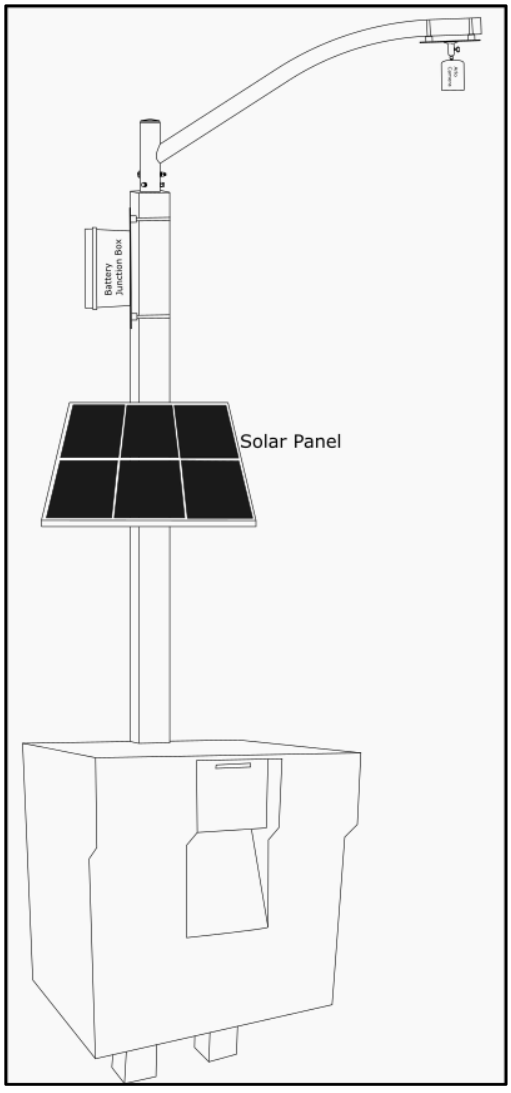
Box Dimensions

X-Large
Width: 48”
Depth: 30”

Large
Width: 36”
Depth: 30”

Medium
Width: 30”
Depth: 24”

Small
Width: 12”
Depth: 24”



Example of the camera and solar setup on top of the box.

CRS Excerpts Regarding VSPC Placement:

1-5-102.9 (c) (I) In designating voter service and polling center locations pursuant to this subsection:

1. Each county clerk and recorder shall consider the following factors to address the needs of the county:
    a. Proximity to public transportation lines and availability of parking;
    b. Geographic features, such as mountain passes, that tend to affect access and convenience;
    c. Equitable distribution across the county so as to afford maximally convenient options for electors;
    d. The existence and location of population centers;
    e. Access for persons with disabilities;
    f. Use of existing voting locations that typically serve a significant number of electors;
    g. Use of public buildings that are known to electors in the county, especially to the extent that using such buildings results in cost savings compared to other potential locations;
    h. When private locations are considered or designated as voter service and polling centers in accordance with section 1-5-105 (3), methods and standards to ensure the security of voting conducted at such locations;
    i. Proximity to historically under-represented communities;
    j. If a proposed location was used in a previous election, the number of electors that used the location in the previous election and the recorded wait times at the location, or the number of electors and recorded wait times at nearby locations; and
    k. The need to place voter service and polling centers in population centers that had lower voter turnout in previous elections.

1-5-102.9(c)(I.5) A county clerk and recorder who requests the use of a public building that receives funding from government sources to designate as a voter service and polling center or drop box site shall be given priority over other uses of the building. The appropriate authority for the building may charge the clerk and recorder a reasonable rental fee not to exceed the usual rental rate for the building.

1-5-105(3) The polling locations or drop-off locations shall be in public locations wherever possible. A private location may be used only when no appropriate public location is available.

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT FOR THE USE OF PROPERTY OWNED OR CONTROLLED BY THE CITY OF AURORA FOR PLACEMENT OF A BALLOT DROP BOX BY THE ADAMS COUNTY CLERK AND RECORDER.

WHEREAS, pursuant to the Uniform Election Code of 1992 (Articles 1 to 13 of Title 1, C.R.S.) governmental entities are encouraged to cooperate and consolidate elections in order to reduce taxpayer expenses; and

WHEREAS, pursuant to C.R.S. 1-5-102.9(1)(c)(I.5), a county clerk and recorder who requests the use of a public building that receives funding from government sources to designate as a voter service and polling center or drop box site shall be given priority over other uses of the building; and

WHEREAS, the City of Aurora, Colorado (the "City"), and Adams County, Colorado (the "County"), wish to enter into an agreement which allows the County to install and maintain a ballot drop box at Moorhead Rec Center; and

WHEREAS, the City Council of the City finds and determines that such an agreement is in the best interests of the City and its citizens; and

WHEREAS, the City Council is authorized by City Charter Article 10-12, City Code Section 2-31, and Colorado Revised Statutes Section 29-1-203, to enter into intergovernmental agreements through adoption of a Resolution approving the same.

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

Section 1. The Intergovernmental Agreement between the City of Aurora, Colorado, and Adams County, Colorado, for placement of a ballot drop box at Moorhead Recreation Center is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute and deliver said intergovernmental agreement 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 part 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: Andrea Wood
ANDREA WOOD, Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Cherry Creek Reach 1 Drainage and Flood Control Improvements Intergovernmental Agreement (IGA) (Resolution)
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: 6/8/2026

Regular Meeting: 6/22/2026

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)

Jessica LaPierre, Manager of Environmental Compliance, 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

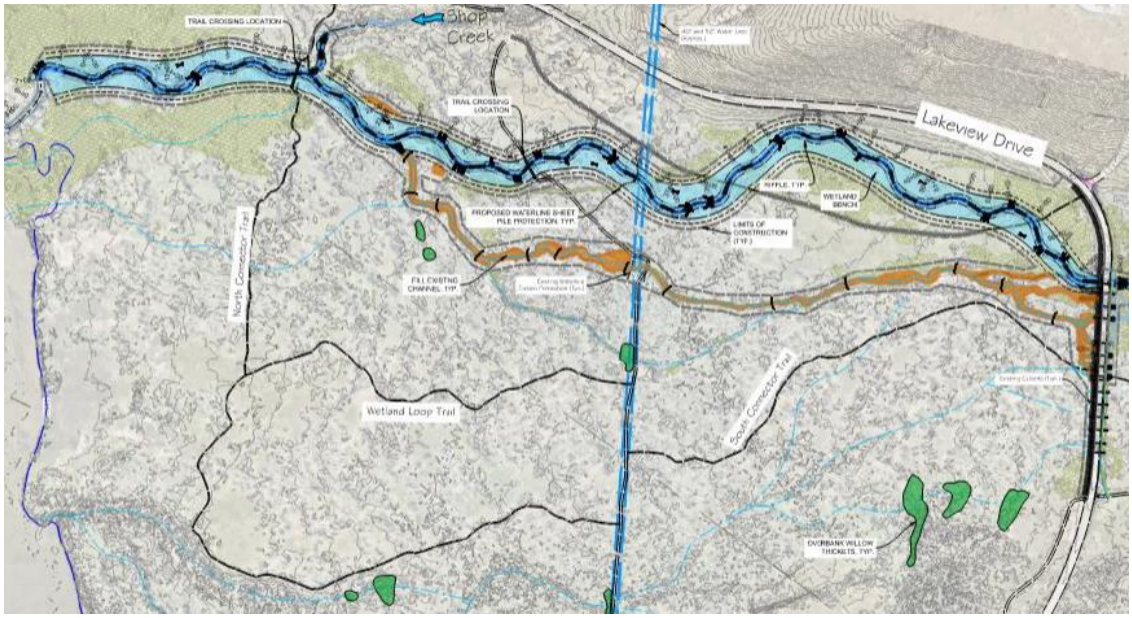
☐ Minutes Attached

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 May 20, 2026, the Water Policy Committee support moving the Cherry Creek Reach 1 Drainage and Flood Control Improvements Intergovernmental Agreement forward to the June 8, 2026 Study Session.

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

Background: Cherry Creek Reach 1 within the Cherry Creek State Park is experiencing ongoing channel degradation, including significant erosion, which is actively threatening the City's critical infrastructure that delivers our raw water supply. Two of our major raw water transmission lines intersect this reach and are at increasing risk of exposure as the channel continues to degrade. This poses a potential risk to the reliability of Aurora's water supply system and could result in costly emergency repairs or service disruptions. This project represents a coordinated effort between the City of Aurora, Cherry Creek Basin Water Quality Authority (CCBWQA) and Mile High Flood District (MHFD) to protect our critical assets and stabilize the stream channel. In addition to safeguarding our raw water transmission lines, the project will improve water quality by reducing sediment and nutrient loading to the Cherry Creek Reservoir, addressing both operational risk and environmental conditions through a regional partnership approach.



Scope:
The Scope of this Intergovernmental Agreement (IGA) is to design and construct drainage, flood control, and water quality improvements for Cherry Creek Reach 1 to stabilize the stream channel and safeguard our critical infrastructure.

Cost:
Funding for this project is being advanced through a regional partnership between MHFD and CCBWQA, with contributions pooled through a Trusted Agency Account to support phased construction. For 2026, a total of $3.6 million is anticipated to be committed to the project, including $1.1 million from the City of Aurora. Funds that have been already contributed include $500,000 from MHFD and $2,000,000 from CCBWQA. Furthermore, MHFD has committed an additional contributions in 2027, 2028 and 2029, totaling $1.5 million. Additional funding sources, including federal and state contributions, are expected to supplement the project and reduce the overal financial burden of this project.

Funding Partner	2026 Contributions	Future Contributions
MHFD	$500,000	Additional Contributions in 2027, 2028 and 2026 totaling $1.5 million
Aurora	$1,100,000	Additional Contribution in 2027 $400,000
CCBWQA	$2,000,000	Additional Contributions to be determined upon construction phasing feasibility assessment and success of grant pursuits
TOTAL	$3,600,000	TBD

*Future contributions are estimated and will require confirmation by funding source

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 Water Fund capital budget in the amount of $1,100,000.

CC-52347 / FD-505 / SC-64947 Rampart Delivery System Expansion

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 support moving a Resolution approving the Intergovernmental Agreement between the City of Aurora, acting by and through its Utility Enterprise, Urban Drainage and Flood Control District d/b/a Mile High Flood District, and Cherry Creek Basin Water Quality Authority regarding design and construction of drainage and flood control improvements for Cherry Creek Reach 1 at Cherry Creek State Park forward to the June 22, 2026 Council meeting?

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 INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA, ACTING BY AND THROUGH ITS UTILITY ENTEPRISE, URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT, AND CHERRY CREEK BASIN WATER QUALITY AUTHORITY REGARDING DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK REACH 1 AT CHERRY CREEK STATE PARK

WHEREAS, the City of Aurora, acting by and through its Utility Enterprise ("Aurora Water"), Urban Drainage and Flood Control District d/b/a Mile High Flood District ("District"), and Cherry Creek Basin Water Quality Authority ("CCBWQA") have entered into an Agreement Regarding Design and Construction of Drainage and Flood Control Improvements for Cherry Creek Reach 1 at Cherry Creek State Park; and

WHEREAS, Aurora Water, District, and CCBWQA now desire to proceed with the design and construction of drainage, flood control, and water quality improvements for Cherry Creek Reach 1 at Cherry Creek State Park ("Project"); and

WHEREAS, Aurora Water's contribution to the Project Costs through this Intergovernmental Agreement shall be $1,100,000; and

WHEREAS, a summary of cost contributions from the parties is set forth below:

	Contribution
District	$500,000 (13.88%)
CCBWQA	$2,000,000 (55.56%)
Aurora Water	$1,100,000 (30.56%)
Total	$3,600,000 (100%)

WHEREAS, the work performed pursuant to this 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 Intergovernmental Agreement between the City of Aurora, acting by and through its Utility Enterprise, Urban Drainage and Flood Control District d/b/a Mile High Flood District, and Cherry Creek Basin Water Quality Authority regarding design and construction of drainage and flood control improvements for Cherry Creek Reach 1 at Cherry Creek State Park 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

AGREEMENT REGARDING
DESIGN AND CONSTRUCTION
OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR
CHERRY CREEK REACH 1 AT CHERRY CREEK STATE PARK

Agreement No. 26-05.01
Project No. 110629

THIS AGREEMENT, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT (hereinafter called "DISTRICT"), the CITY OF AURORA, acting by and through its Utility Enterprise (hereinafter called "CITY"), and the CHERRY CREEK BASIN WATER QUALITY AUTHORITY (hereinafter called "CCBWQA"), individually a "PARTY" and collectively known as "PARTIES";

WITNESSETH:

WHEREAS, CCBWQA funded two assessment and planning studies titled "Cherry Creek Stream and Water Quality Assessment – Reservoir to State Park Boundary" and "Cherry Creek Baseline Channel Monitoring Report" both completed by Muller Engineering Company, in November 2022 and which identified Cherry Creek Reach 1 at Cherry Creek State Park as a high priority reach of Cherry Creek within the Cherry Creek State Park for rehabilitation (hereinafter called "PLAN"); and

WHEREAS, CCBWQA subsequently funded a 30% design project titled "Cherry Creek Reach 1 30% Design Memo" completed by Muller Engineering Company in January of 2025, which together with the attached plans represent the most current concept for rehabilitating Cherry Creek Reach 1 at Cherry Creek State Park ("PROJECT"); and

WHEREAS, CCBWQA has contracted with and received from Muller Engineering Company a 60% design for the PROJECT ("PRELIMINARY DESIGN") that CCBWQA is reviewing at the present time; and

WHEREAS, the DISTRICT, Arapahoe County, the City of Aurora, including Aurora Water, the United States Army Corps of Engineers, Colorado Parks and Wildlife, and CCBWQA are providing input and review relating to the planning and design of the PROJECT; and

WHEREAS, construction of the PROJECT has preliminarily been estimated to cost between $10,000,000 and $11,600,000, as set forth in the Opinion of Probable Construction Costs delivered in connection with the PRELIMINARY DESIGN; and

WHEREAS, due to TABOR revenue limitations, CCBWQA cannot receive State grant funds that may be necessary to fund construction of the PROJECT, but CCBWQA intends to assist DISTRICT in obtaining grants and contributions from other entities to fund construction of the PROJECT; and

WHEREAS, DISTRICT has budgeted and contemplates contributing $500,000 for construction of the PROJECT in 2026 and may consider additional contributions in future years, but there is no guarantee of additional DISTRICT contributions; and

WHEREAS, CITY has budgeted and contemplates contributing $1,100,000 for construction of the PROJECT in 2026 and may consider additional contributions in future years, but there is no guarantee of additional CITY contributions; and

WHEREAS, CCBWQA has budgeted and contemplates contributing $2,000,000 in 2026 for construction of the PROJECT and may consider additional contributions in the future, but there is no guarantee of additional CCBWQA contributions; and

WHEREAS, it is anticipated that the balance of the funding for construction of the PROJECT not provided by the PARTIES will come from State and/or federal grants, and from other public entities, including those that are providing input and review with respect to the PROJECT; and

WHEREAS, DISTRICT will cause the PROJECT to be constructed, to the extent funds are available in the SPECIAL FUND, as hereinafter defined in Paragraph 1.01; and

WHEREAS, DISTRICT will contract for construction of the PROJECT, including the drainage, flood control, utilities protection, sediment control, and other water quality components thereof, as set forth in the FINAL DESIGN (as hereinafter defined), including vegetation establishment; and

WHEREAS, PARTIES now desire to proceed with finalizing the design and, when sufficient funds are available, construction of the drainage, flood control, and water quality improvements that comprise the PROJECT; and

WHEREAS, DISTRICT has adopted at a public hearing a Five-Year Capital Improvement Program (Resolution No. 85, Series of 2025) for drainage and flood control facilities in which PROJECT was included in the 2026 calendar year; and

WHEREAS, DISTRICT has heretofore adopted a Special Revenue Fund Budget for calendar year 2026 subsequent to public hearing (Resolution No. 84, Series of 2025) which includes funds for PROJECT; and

WHEREAS, DISTRICT's Board of Directors has authorized DISTRICT financial participation for PROJECT (Resolution No. 7, Series of 2026); and

WHEREAS, the governing board (officials) of CITY and CCBWQA have budgeted, by appropriation or resolution, all of its share of PROJECT costs regarding the design of the PROJECT; and

WHEREAS, the PROJECT is located within Cherry Creek State Park, a flood control facility constructed and owned by the Unites States Department of the Army, Corps of Engineers; and

WHEREAS, the State of Colorado leases the Cherry Creek State Park from the Unites States Department of the Army, Corps of Engineers and both entities are in support of the PROJECT; and

WHEREAS, Water Quality Control Commission Regulation 72 Cherry Creek Reservoir Control Regulation defines Pollution Reduction Facility (“PRF”) as projects that reduce non-point source pollutants in stormwater runoff that may also contain regulated stormwater. PRFs are structural measure that include, but are not limited to, detention, wetlands, filtration, infiltration, and other technologies with the primary purpose of reducing pollutant concentrations entering the Reservoir or that protect the beneficial uses of the Reservoir.

WHEREAS, while the PROJECT provides the benefits of a PRF that currently is subject to a Non-Point Source Pollution Reduction Facility Maintenance Agreement, dated January 12, 2005 and any and all amendments thereto obligating CCBWQA to maintain the PRF and shall require the performance of

restorative and rehabilitative maintenance on the PRF. The PRF also provides drainage, flood control, utilities protection, and sediment control benefits.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, the sufficiency of which is expressly agreed to and acknowledged by the PARTIES as good and valuable consideration, the PARTIES agree as follows:

Part 1

1.01 SCOPE OF AGREEMENT

This purpose of this AGREEMENT is to define the responsibilities and financial commitments of PARTIES with respect to the PROJECT and to cause the DISTRICT to establish a special project fund ("SPECIAL FUND") on the books and records of the DISTRICT which the DISTRICT shall hold in trust for the benefit of the PROJECT and administer and use to pay for construction of the PROJECT at such time as funds have been accumulated in the SPECIAL FUND in an amount that is equal to or greater than Muller Engineering Company's estimate of the probable cost of the PROJECT. If the FINAL DESIGN permits the PROJECT to be constructed in discrete phases, the DISTRICT shall, with the consent of the other PARTIES, construct the PROJECT in one or more phases. Sequencing of the phases will be determined by the DISTRICT with the approval of the other PARTIES. Construction of a phase shall commence within a reasonable period of time after monies have been accumulated in the SPECIAL FUND in an amount that is equal to or greater than Muller Engineering Company's estimate of the probable cost of constructing the phase identified for construction.

CCBWQA and DISTRICT, have authority to assist in the funding of the PROJECT due to the flood control, drainage, utilities protection, sediment control, and other water quality benefits the PROJECT will provide for Cherry Creek and the Cherry Creek Reservoir. CITY owns a utility line that crosses Cherry Creek and is currently at risk due to erosion of Cherry Creek. Construction of the PROJECT is contingent upon obtaining sufficient funds to construct the PROJECT or, if applicable, a phase of the PROJECT, and obtaining written approval for the PROJECT or the phase to be constructed, from Colorado Parks and Wildlife and the Unites States Army Corps of Engineers.

1.02 SCOPE OF PROJECT

A. Final Design. A 100% design for the PROJECT together with all necessary permits, DISTRICT specifications, and approvals ("FINAL DESIGN") shall be procured by CCBWQA at its expense. The FINAL DESIGN shall include the final design of improvements in accordance with the recommendations contained in the PLAN. Specifically, the final design of facilities shall extend from approximately Cherry Creek Reservoir to Lakeview Drive, as shown on Exhibit A, attached hereto and incorporated by this reference.

B. Construction. PROJECT shall include construction by DISTRICT of the drainage, flood control, utilities protection, sediment control, and other water quality improvements as set forth in the FINAL DESIGN including vegetation establishment. CCBWQA and CITY shall be

given at least sixty (60) days advanced written notice prior to DISTRICT entering into a contract for the construction of the PROJECT or a phase thereof.

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 residents of PARTIES and to the property within and adjacent to the PROJECT area.

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 the following:

1. Construction of improvements;
2. Contingencies mutually agreeable to PARTIES.

B. It is understood that PROJECT costs as defined above are not to exceed $3,600,000 without written amendment to this Agreement.

PROJECT costs for the various elements of the effort are estimated as follows:

	ITEM		AMOUNT
1.	Construction*	$	3,600,000
2.	Contingency	$	0
	Grand Total	$	3,600,000

* It is understood that additional funds for construction of the PROJECT or a phase thereof shall be added, by written amendment to this Agreement, at a future date. The construction cost component of PROJECT costs set forth above includes the cost for engineering construction observation services.

The above breakdown of costs is for estimating purposes only. Costs may vary between the various PROJECT elements without amendment to this Agreement provided the total expenditures do not exceed the maximum contribution by all PARTIES plus accrued interest, if applicable.

C. Based on current estimated total PROJECT costs, the maximum percent and dollar contribution by each PARTY is:

	Percentage Share	Maximum Contribution
DISTRICT	13.88%	$500,000
CCBWQA	55.56%	$2,000,000
CITY	30.56%	$1,100,000
TOTAL	100%	$3,600,000

The foregoing maximum percent and dollar contribution by each PARTY is subject to adjustment if, as, and when additional funds are added to the SPECIAL FUND.

D. CCBWQA agrees to prepare a grant request to the Colorado Water Conservation Board and to any other state of federal agencies that have funding available for the PROJECT, on

behalf of the DISTRICT, at no cost to the DISTRICT, for the partial funding of the PROJECT. Any grant funding for the PROJECT received by the DISTRICT from the Colorado Water Conversation Board or any other state or federal agency shall be used for the construction of the PROJECT. If the DISTRICT, with the consent of the other PARTIES, agrees to accept grant funding, the DISTRICT agrees to comply with the terms and provisions of each such grant received from any state or federal agency.

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 PARTY'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 (CCBWQA - $2,000,000; CITY - $1,100,000; DISTRICT - $500,000) 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 the SPECIAL FUND to pay for the PROJECT or a phase thereof, as authorized by PARTIES, and as defined herein. DISTRICT shall provide accounting of PROJECT funds as well as a notification to PARTIES 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 each PARTY's share of such interest shall be used only for PROJECT costs upon approval by the contracting officers (Paragraph 2.05).

Following completion of PROJECT or if the PROJECT is not constructed and there are monies including interest earned remaining in the SPECIAL FUND, which are not committed, obligated, or disbursed, DISTRICT and CITY shall be refunded, proportional to the their contribution; or, at either DISTRICT'S or CITY'S request, monies shall be transferred to another special fund held by DISTRICT. Any monies remaining in the SPECIAL FUND attributable to CCBWQA shall not be returned to CCBWQA, but shall be transferred to another special fund held and administered by DISTRICT and used to pay all or a portion of the cost of constructing or rehabilitating one or more PRFs as designated by CCBWQA.

1.06 FINAL DESIGN

CCBWQA has selected Muller Engineering Company as the engineer to complete the PRELIMINARY DESIGN and FINAL DESIGN and to facilitate the permitting of the PROJECT. CCBWQA shall, at its expense, contract with Muller Engineering Company and shall supervise and coordinate the FINAL DESIGN including right-of-way delineation subject to approval of DISTRICT's and PARTIES contracting officer. Payment for FINAL DESIGN shall be made by CCBWQA as the work progresses.

FINAL DESIGN services shall consist of, but not be limited to, the following:

A. Preparation of a work plan schedule identifying the timing of major elements in the design;

B. Preparation of detailed construction plans and specifications of DISTRICT;

C. Preparation of an estimate of probable construction costs of the work covered by the plans and specifications; and

D. Preparation of an appropriate construction schedule.

CCBWQA shall provide any written work product by the engineer to DISTRICT and CITY.

1.07 MANAGEMENT OF CONSTRUCTION

A. Costs. Construction costs, as referred to in Paragraph 1.04 of this Agreement, shall consist of those costs as incurred by the contractor(s) who work on the PROJECT, including detour costs, licenses and permits, utility relocations, and engineering construction related services shall be contracted for by DISTRICT as provided in Paragraph B.5. below and shall be paid for as a PROJECT cost.

B. Construction Management and Payment

1. DISTRICT, with the concurrence of CCBWQA and CITY, shall administer and coordinate the construction-related work as provided herein.
2. DISTRICT, with concurrence of CCBWQA and CITY, shall select and award construction contract(s).
3. DISTRICT shall require the contractor to provide adequate liability insurance that names CCBWQA and CITY as an additional insured. The contractor shall be required to indemnify, defend, and hold harmless DISTRICT and CCBWQA and CITY. Copies of the insurance coverage shall be provided to PARTIES upon request.
4. DISTRICT, as a PROJECT cost, with assistance of CCBWQA and CITY, shall coordinate field surveying; staking; inspection; testing; acquisition of right-of-way; and engineering as required to construct PROJECT. DISTRICT, with assistance of CCBWQA and CITY shall assure that construction is performed in accordance with the construction contract documents including the FINAL DESIGN, approved plans and specifications and shall accurately record the quantities and costs relative thereto. Copies of all inspection reports shall be furnished to CCBWQA and CITY on a weekly basis upon request. DISTRICT, as a PROJECT cost, shall retain an engineer to perform all or a part of these duties.
5. DISTRICT, with concurrence from CCBWQA and CITY, shall contract with and provide the services of a design engineer for basic engineering construction services to include addendum preparation; survey control points; explanatory sketches; revisions of contract plans; shop drawing review; as-built plans; weekly inspection of work; and final inspection.
6. PARTIES shall have access to the site during construction at all reasonable times to observe the progress of work and conformance to construction contract documents including plans and specifications.
7. DISTRICT shall review and approve contractor billings. DISTRICT shall remit payment to contractor based on billings.

8. DISTRICT, with concurrence from CCBWQA and CITY, shall prepare and issue all written change or work orders to the contract documents.
9. PARTIES shall jointly conduct a final inspection and accept or reject the completed PROJECT in accordance with the contract documents
10. DISTRICT shall provide CCBWQA and CITY a set of reproducible "as-built" plans.

C. Construction Change Orders. In the event that it becomes necessary and advisable to change the scope or detail of the work to be performed under the contract(s), such changes shall be rejected or approved in writing by DISTRICT. No change orders shall be approved that increase the costs beyond the funds available in the SPECIAL FUND, including interest earned on those monies, unless and until the additional funds needed to pay for the added costs are committed by the PARTIES.

1.08 RESPONSIBILITIES OF PARTIES

CCBWQA, at its expense, shall be responsible for providing the preliminary and FINAL DESIGN to DISTRICT and CITY and any other information in CCBWQA's possession needed by DISTRICT to construct the PROJECT in a timely manner. DISTRICT's current general conditions, specifications, and construction contracting procedures and documents shall be used for construction of the PROJECT. DISTRICT and CITY agree 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 CCBWQA to DISTRICT and CITY.

1.09 PUBLIC RELATIONS

It shall be at CCBWQA's and CITY'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 PARTIES. In any event DISTRICT shall have no responsibility for a public relations program but shall assist PARTIES as needed and appropriate.

1.10 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 REGULATION OF THE FLOODPLAIN

As a condition precedent to the of construction of the PROJECT, permission to construct the PROJECT shall be obtained from all applicable regulatory agencies, including but not limited to the State of Colorado (Colorado Parks and Wildlife) and the United States Army Corps of Engineers, along with said entities determination that the floodplain within the Cherry Creek State Park

will be regulated and that the flood storage of the reservoir will not be diminished by the PROJECT .

2.02 MAINTENANCE

Upon completion and acceptance of the PROJECT by DISTRICT, the PROJECT will be a PRF. The ownership and maintenance responsibility for the PRF shall be as set forth in a written agreement between CCBWQA, the State of Colorado, and any other interested entity that desires to be a party thereto. The agreement may be a new agreement or a modification/amendment to that certain Non-Point Source Pollution Reduction Facility Maintenance Agreement dated January 12, 2005 between CCBWQA and the State of Colorado, and any and all amendments thereto, which as to PRFs allocates the responsibility for the performance of restorative and rehabilitative maintenance, routine maintenance, and shared maintenance. DISTRICT shall have right-of-access to the PROJECT at all times. CITY shall continue to be responsible for operating and maintaining the existing infrastructure (water pipeline) owned by CITY in accordance with the Easement for Right of Way with the Department of the Army (easement no. DA-25-066-CIVENG-58-380, as amended), but CITY shall have no maintenance obligations arising or related to the PRF defined or described in this section.

2.03 TERM OF AGREEMENT

The term of this AGREEMENT shall commence upon execution and shall terminate three (3) years after the final payment is made to the construction contractor and the final accounting of funds on deposit at DISTRICT is provided to all PARTIES pursuant to Paragraph 1.05 herein.

2.04 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.

2.05 CONTRACTING OFFICERS

A. The contracting officer for CCBWQA shall be the Chairman of the Board, P.O. Box 3166, Centennial, Colorado 80161.

B. The contracting officer for CITY shall be the General Manager of Aurora Water, 26791 E. Quincy Ave, Aurora, Colorado 80016.

C. The contracting officer for DISTRICT shall be the Executive Director, 12575 W. Bayaud Avenue, Lakewood, Colorado 80228.

D. 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 any PARTY. 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 of CCBWQA, CITY and the DISTRICT shall provide their approval in writing.

2.06 AMENDMENTS

This Agreement contains all of the terms agreed upon by and among PARTIES. Any amendments to this Agreement shall be in writing and shall require the written approval of all PARTIES, except that if any amendment affects only a specific PARTY and does not change either the scope of the work or any funding contribution, that amendment will not need to be executed by all PARTIES. Notwithstanding the foregoing, all PARTIES unaffected by the amendment shall acknowledge the amendment in writing and their acknowledgement shall be sufficient to meet the requirements of this Agreement.

2.07 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 this AGREEMENT as a whole and all other clauses or provisions shall be given full force and effect.

2.08 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.

2.09 ASSIGNABILITY

No PARTY to this AGREEMENT shall assign or transfer any of its rights or obligations hereunder without the prior written consent of each PARTY to this Agreement.

2.10 BINDING EFFECT

The provisions of this AGREEMENT shall bind and shall inure to the benefit of PARTIES hereto and their respective successors and permitted assigns.

2.11 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.

2.12 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.
If sufficient funds have not been accumulated by January 1, 2030 to begin construction of the PROJECT or phase thereof, the DISTRICT shall return all funds received from the State of Colorado to the State of Colorado, return any and all other funds received from third parties to those third

parties and the DISTRICT shall be free to reallocate the funds it has deposited to other of its projects as it sees fit. Notwithstanding the foregoing provisions, upon termination of the AGREEMENT for any reason, any remaining funds received from CCBWQA and interest thereon will be deposited by the DISTRICT into one or more other special funds held and administered by the DISTRICT. Those funds shall be used to pay all or a portion of the cost of rehabilitating or constructing other PRFs as approved by CCBWQA. All such funds shall be expended as soon as is reasonably practical.

2.13 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.

2.14 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.

2.15 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.

2.16 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.

2.17 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.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year first below 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

CHERRY CREEK BASIN WATER QUALITY AUTHORITY

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 26.17
_____ _____ _____
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.

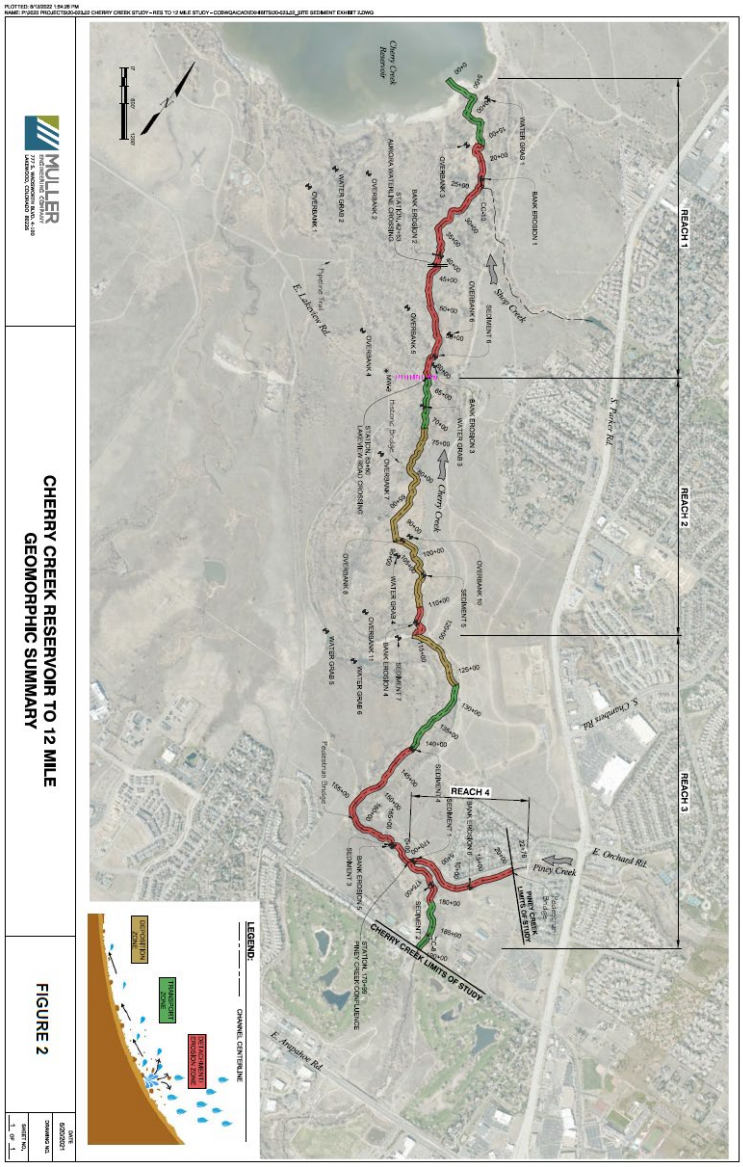
Witness my hand and official seal. _____
Notary Public

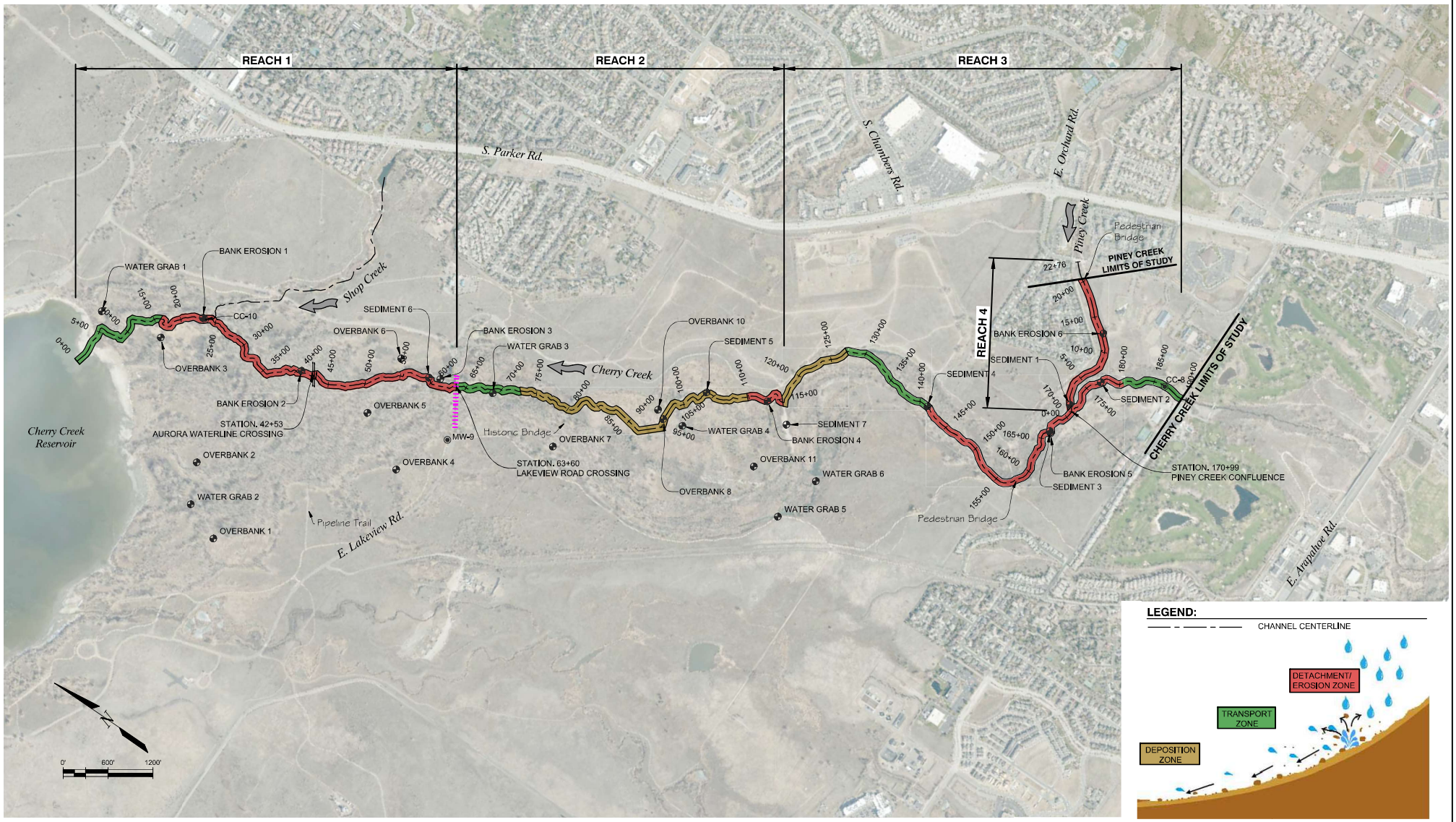
My commission expires: _____

(Seal)

AGREEMENT REGARDING
DESIGN AND CONSTRUCTION
OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR
CHERRY CREEK REACH 1 AT CHERRY CREEK STATE PARK
Agreement No. 26-05.01
Project No. 110629

Exhibit A





MULLER ENGINEERING COMPANY
777 S. WADSWORTH BLVD. 4-100
LAKEWOOD, COLORADO 80226

CHERRY CREEK RESERVOIR TO 12 MILE GEOMORPHIC SUMMARY

FIGURE 2

DATE 5/20/2021
DRAWING NO.
SHEET NO. 1 OF 1

PLOTTED: 8/12/2020 1:54:26 PM
NAME: P:\2020 PROJECTS\20-023.03 CHERRY CREEK STUDY - RES TO 12 MILE STUDY - CCR\GIS\CAD\EXHIBITS\20-023.03_SITE SEDIMENT EXHIBIT 2.DWG

CITY OF AURORA
Council Agenda Commentary

Item Title: Edward Byrne Memorial Justice Assistance Grant (JAG) Program Memorandum of Understanding (MOU) (Resolution)
Item Initiator: Katie Zomer, Grant Analyst, Police
Staff Source/Legal Source: Todd Chamberlain, Chief, Police / Mandy MacDonald, Assistant 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: 6/8/2026

Regular Meeting: 6/22/2026

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)

Todd Chamberlain, Chief, Police / Mandy MacDonald, 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: Public Safety, Courts & Civil Service

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.)*

Annual review of the JAG Grant MOU. A version of this MOU was conferred on in 2024 for a previous iteration of this funding source.

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

The disparate jurisdictions of the City of Aurora and Arapahoe County will use $325,411 of JAG funds for equipment, and overtime for patrol operations and special investigations. Specifically, Arapahoe County will use JAG funds to offer overtime for their deputies to conduct patrol operations to address parking enforcement and special investigations on rising dangerous activities, such as illegal street racing. The City of Aurora will use JAG funds to purchase 2 fully outfitted police motorcycles, 8 grapplers and associated equipment, and 50 40mm less-lethal 4-shot launchers to respond to incidents, reduce crime, and promote community safety.

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 this item to move forward to the next Regular Meeting?

LEGAL COMMENTS

The City Council shall have and shall exercise the powers, privileges and duties granted and conferred by the State Constitution, statutes, or City Charter. The City Council shall have power to make and publish from time to time ordinances, and to 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, statutes 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. *See*, City Code Section 2-32. The City Council may find and determine that approving the Agreement between the City of Aurora and Arapahoe County to apply for and divide JAG Program grant funding is in the best interests of the City. The approval can be done through a Resolution that shall include authorization for the City Manager to sign the grant agreement attached. (MacDonald).

Grant Opportunity ID: O-BJA-2025-172542

AGREEMENT BETWEEN ARAPAHOE COUNTY AND THE CITY OF AURORA, REGARDING THE 2025 EDWARD BYRNE JUSTICE ASSISTANCE GRANT (JAG PROGRAM) AWARD

This Agreement is made and entered into this 23rd day of April, 2026, by and between ARAPAHOE COUNTY, (hereinafter referred to as "the County") and the CITY OF AURORA (hereinafter referred to as "the City") both of Arapahoe County, State of Colorado, witnesseth:

WHEREAS, the Edward Byrne Memorial Justice Assistance Grant (JAG PROGRAM) through the United States Department of Justice provides grant funding to states, tribes, and local governments to support a broad range of activities to prevent and control crime based on their own local needs and conditions; and

WHEREAS, the CITY and the COUNTY wish to obtain funding from the JAG Program through the FY 2025 LOCAL SOLICITATION (hereinafter referred to as "the Grant") in order to fund various improvements and updates as described in this Agreement below; and

WHEREAS, the intent of this Agreement is to have the CITY OF AURORA apply for JAG Program funds from the United States Department of Justice and to divide such grant funds between the COUNTY and CITY as set forth herein; and

WHEREAS, each governing body, in performing governmental functions or in paying for the performance of governmental functions hereunder, shall make that performance or those payments from current revenues legally available to that party; and

WHEREAS, each governing body finds that the performance of this Agreement is in the best interests of all parties, that the undertaking will benefit the public, and that the division of costs fairly compensates the performing party for the services or functions under this Agreement.

NOW, THEREFORE, the COUNTY and CITY agree as follows:

Section 1

The City will be responsible for submitting the Grant application to the Department of Justice. If the application is approved, the City anticipates that it will receive from the United States Department of Justice the total amount of grant funding in the amount of $325,411.
The City will allocate $21,372 of the Grant funds to the County. The County will request reimbursement for the funds used on a quarterly basis.

Section 2

The County and the City agree to allocate the total amount of JAG Program funds of $325,411 as follows:

ARAPAHOE COUNTY

$21,372 to offer overtime for deputies to address parking enforcement and illegal street racing.

CITY OF AURORA

The City will allocate a total of $304,039 for public safety and crime control programs as submitted and approved by the United States Department of Justice during the grant application process.

Section 3

The County agrees to use $21,372 of the Grant funds between the dates in which the funds are received through September 30, 2028, the period covering the Grant.

The City agrees to use $304,039 of the Grant funds between the dates in which the funds are received through September 30, 2028, the period covering the Grant.

Section 4

The County agrees to submit to the City all financial reports, performance reports, and any other reports or documentation required by the Grant on or before the last day of each calendar quarter so that the City may complete and submit the mandatory quarterly report to the federal government.

Section 5

The City and the County will be responsible for complying with the terms and conditions of the Grant and for their own respective actions in providing services under this Agreement. This Agreement shall not be construed to create a duty as a matter of law or contract for the provision of any service or assistance, the parties recognizing an intention to exercise rights for mutual convenience which they may exercise independently, nor shall this Agreement be construed as creating a benefit or enforceable right for any person, third party or any entity other than the City or the County. Except as otherwise specifically provided in this Agreement, this Agreement shall not be construed to create a duty as a matter of law or contract for any of the parties to assume any liability for injury, property damage, or any other damage that may occur by any action or inaction, or service provided to the public or any person.

Each party understands and agrees that, for purposes of the Grant, the City shall not be considered a "pass-through entity" within the meaning of OMB Circular A-133. The City's status shall be that of a fiscal agent and, as such, the City shall bear no responsibility for monitoring the use of the Grant funds by any of the other parties to this Agreement. Accordingly, each party to this Agreement shall be considered a co-recipient of the Grant and, in that capacity, shall be directly accountable to the United States Department of Justice for all matters concerning grant compliance.

Section 6

Any and all amendments or changes to this Agreement must be mutually agreed upon by both parties in writing, and upon execution, shall become part of this Agreement. To be effective, all changes must be signed by the parties.

Section 7

By entering into this Agreement, the parties do not intend to create any obligations express or implied other than those set out herein. This Agreement constitutes the entire Agreement between the parties hereto, and all other representations or statements heretofore made, verbal or written, are merged herein. If any portion of this Agreement is found by a court of competent jurisdiction to be void and/or unenforceable, it is the intent of the parties that the remaining portions of this Agreement shall be of full force and effect.

Section 8

No party shall assign or otherwise transfer this Agreement or any right or obligation hereunder without the prior written consent of the other party.

Section 9

Any notices required or provided under this Agreement shall be given in writing and either delivered by hand or deposited in the United States mail with sufficient postage to the following addresses:

For the County:

Christopher Gulli, Bureau Chief
Arapahoe County Sheriff's Office
13101 Broncos Parkway
Centennial, CO 80112

For the City:

Katarina Zomer, Grant Analyst
City of Aurora
15151 East Alameda Parkway
Aurora, CO 80012-1555

Aurora City Attorney's Office
15151 East Alameda Parkway, Suite 5300
Aurora, CO 80012-1555

Section 10

The parties shall comply with all applicable federal, state and local laws, ordinances, regulations and resolution. This Agreement shall be governed by the laws of the State of Colorado. Venue for any civil action relating to this Agreement shall be in Arapahoe County. To reduce the cost of and to expedite the resolution of disputes under this Agreement, the parties hereby waive any and all right either may have to request a jury trial in any civil action relating primarily to the enforcement of this Agreement. Both parties agree that the rule that ambiguities in a contract are to be construed against the drafting party shall not apply to the interpretation of this Agreement.

ARAPAHOE COUNTY

By:_____
Carrie Warren-Gully, Chair of the Board of County Commissioners
Pursuant to the Signature Authority Resolution #21-062

ATTEST:

_____
Kadee Rodriguez
City Clerk

CITY OF AURORA

By:_____
Jason Batchelor
City Manager

APPROVED AS TO FORM:

_____

Amanda MacDonald
Assistant City Attorney

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF THE AGREEMENT BETWEEN ARAPAHOE COUNTY AND THE CITY OF AURORA REGARDING THE 2025 EDWARD BYRNE JUSTICE ASSISTANCE GRANT AWARD

WHEREAS, the Edward Byrne Memorial Justice Assistance Grant (JAG Program) through the United States Department of Justice provides grant funding to states, tribes, and local governments to support a broad range of activities to prevent and control crime based on their own local needs and conditions; and

WHEREAS, the City of Aurora and Arapahoe County wish to obtain funding from the JAG Program through the FY 2025 Local Solicitation in order to fund various programs and activities as described in the Agreement; and

WHEREAS, the intent of the Agreement is to have the City of Aurora apply for JAG Program funds from the United States Department of Justice and to divide such grant funds between the County and the City as set forth in the Agreement; and

WHEREAS, the Aurora City Council finds that obtaining funding from the JAG Program and allocation of such funding between the City of Aurora and Arapahoe County pursuant to the Agreement is in the best interests of the City.

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

Section 1. The Agreement between the City of Aurora and Arapahoe County regarding the Edward Byrne Memorial Justice Assistance Grant is hereby approved.

Section 2. The City Manager 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: Amanda MacDonald MP
Amanda MacDonald, Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Federal Bureau of Investigation (FBI) Denver Child Exploitation and Human Trafficking Task Force Memorandum of Understanding (MOU) (Resolution)
Item Initiator: Danelle Carrel, Executive Support Manager
Staff Source/Legal Source: Mark Hildebrand, Deputy Chief of Police / Mandy MacDonald, Assistant 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: 6/8/2026

Regular Meeting: 6/22/2026

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)

Mark Hildebrand, Deputy Chief, Police / Mandy MacDonald, 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: Public Safety, Courts & Civil Service

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.)*

N/A

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

The mission of the Child Exploitation and Human Trafficking Task Force (CEHTTF) is to provide a rapid, proactive, and intelligence-driven investigative response to the sexual victimization of children, other crimes against children, and human trafficking within the FBI's jurisdiction; to identify and recover victims of child exploitation and human trafficking; to reduce the vulnerability of children and adults to sexual exploitation and abuse; to reduce the negative impact of domestic and international parental rights disputes; and to strengthen the capabilities of the FBI and federal, state, local, and international law enforcement through training, intelligence-sharing, technical support, and investigative assistance. The purpose of this MOU is to delineate responsibilities of the Denver Child Exploitation and Human Trafficking Task Force (CEHTTF) personnel; formalize relationships between participating agencies for policy guidance, planning, training, public and media relations; and maximize inter-agency cooperation.

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 this item to move forward to the Regular Meeting?

LEGAL COMMENTS

The purpose of this MOU is to delineate responsibilities of the Denver Child Exploitation and Human Trafficking Task Force (CEHTTF) personnel; formalize relationships between participating agencies for policy guidance, planning, training, public and media relations; and maximize inter-agency cooperation. The MOU is approved as to form. (MacDonald)

The City of Aurora is authorized to enter into this agreement by Colo. Const., art. XIV, §18(2), C.R.S. § 29-1-203 and Article 10-12 of the Aurora City Charter. (MacDonald)

FEDERAL BUREAU OF INVESTIGATION
DENVER CHILD EXPLOITATION AND HUMAN TRAFFICKING TASK FORCE
MEMORANDUM OF UNDERSTANDING

PARTIES

1. This Memorandum of Understanding (MOU) is entered into by and between the **Federal Bureau of Investigation (FBI)** and the **Aurora Police Department** (participating agency) (collectively: the Parties). Nothing in this MOU should be construed as limiting or impeding the basic spirit of cooperation which exists between these agencies.

AUTHORITIES

2. Authority for the FBI to enter into this agreement can be found at Title 28, United States Code (U.S.C.), Section (§) 533; 34 U.S.C. § 10211; Title 28, Code of Federal Regulations (C.F.R.), § 0.85; and applicable United States Attorney General's Guidelines.

3. The Aurora Police Department is authorized to enter into this agreement under Colo. Const., art. XTV, § 18(2) and by C.R.S. § 29-1-203.

PURPOSE

4. The purpose of this MOU is to delineate the responsibilities of the Denver Child Exploitation and Human Trafficking Task Force (CEHTTF) personnel; formalize relationships between participating agencies for policy guidance, planning, training, public and media relations; and maximize inter-agency cooperation). This MOU is not intended, and should not be construed, to create any right or benefit, substantive or procedural, enforceable at law or otherwise by any third party against the parties, the United States, or the officers, employees, agents, or other associated personnel thereof. No assignment of rights, duties, or obligations of this MOU shall be made by any party without the express written approval of a duly authorized representative of all other parties.

MISSION

5. The mission of the Child Exploitation and Human Trafficking Task Force (CEHTTF) is to provide a rapid, proactive, and intelligence-driven investigative response to the sexual victimization of children, other crimes against children, and human trafficking within the FBI's jurisdiction; to identify and recover victims of child exploitation and human trafficking; to reduce the vulnerability of children and adults to sexual exploitation and abuse; to reduce the negative impact of domestic and international parental rights disputes; and to strengthen the capabilities of the FBI and federal, state, local, and international law enforcement through training, intelligence-sharing, technical support, and investigative assistance.

6. The defined priority threats that are aligned with the mission of the CEHTTF s are:

a. Child Abductions (Non-Ransom and Ransom)
b. Production/Manufacturing of Child Sexual Abuse Material
c. Sextortion
d. Electronic Groups/Organizations/Enterprises for Profit
e. Travelers/Enticement
f. Traders/Distributors of Child Sexual Abuse Material
g. Interstate Transportation of a Minor with Intent that Minor Engage in Any Illegal Sexual Activity
h. Human Trafficking
i. Child Sex Trafficking
j. Adult Sex Trafficking
k. Forced Labor
l. Domestic Servitude
m. International Parental Kidnapping
n. Possessors of Child Sexual Abuse Material
o. Child Sex Tourism
p. Unlawful Flight to Avoid Prosecution – Parental Kidnapping
q. All other Crimes Against Children and Human Trafficking matters within the FBI's jurisdiction

SUPERVISION AND CONTROL

A. Supervision

7. Overall management of the CEHTTF shall be the shared responsibility of the FBI and participating agency heads and/or their designees.

8. The Special Agent in Charge (SAC) of the FBI Denver Field Office shall designate one Supervisory Special Agent (CEHTTF Supervisor) to supervise the CEHTTF. The CEHTTF Supervisor may designate a Special Agent to serve as the CEHTTF Coordinator.

9. Conduct undertaken outside the scope of an individual's CEHTTF duties and assignments under this MOU shall not fall within the oversight responsibility of the CEHTTF Supervisor or CEHTTF Coordinator. As stated below, neither the United States nor the FBI shall be responsible for such conduct.

10. CEHTTF personnel will report to his or her respective agency for personnel and administrative matters. Each participating agency shall be responsible for the pay, overtime, leave, performance appraisals, and other personnel matters relating to its employees detailed to the CEHTTF. The FBI and the participating agency may provide for overtime reimbursement by the FBI by separate written agreement.

11. All FBI personnel will adhere to the FBI's ethical standards, including Department of Justice (DOJ)/FBI regulations relating to outside employment and prepublication review matters, and will remain subject to the Supplemental Standards of Ethical conduct for employees of the DOJ.

12. All CEHTTF personnel, which includes Task Force Officers, Task Force Members, and Task Force Participants, must adhere to the applicable U.S. Attorney General's Guidelines and Domestic Operations Investigative Guidelines (DIOG).

13. CEHTTF personnel will continue to report to their respective agency heads for non-investigative administrative matters not detailed in this MOU.

14. Continued assignment of personnel to the CEHTTF will be based on performance and at the discretion of appropriate management. The FBI SAC and CEHTTF Supervisor will also retain discretion to remove any individual from the CEHTTF.

B. Case Assignments

15. The FBI CEHTTF Supervisor will be responsible for opening, monitoring, directing, and closing CEHTTF investigations in accordance with existing FBI policy and the applicable United States Attorney General's Guidelines.

16. Assignments of cases to personnel will be based on, but not limited to, experience, training, and performance, in addition to the discretion of the CEHTTF Supervisor.

17. For FBI administrative purposes, CEHTTF cases will be entered into the relevant FBI computer system.

18. CEHTTF personnel will have equal responsibility for each case assigned. CEHTTF personnel will be responsible for complete investigation from predication to resolution.

C. Resource Control

19. The head of each participating agency shall determine the resources to be dedicated by that agency to the CEHTTF, including personnel, as well as the continued dedication of those resources. The participating agency head or designee shall be kept apprised of investigative developments by his or her subordinates.

OPERATIONS

A. Investigative Exclusivity

20. It is agreed that matters designated to be handled by the CEHTTF will not knowingly be subject to non-CEHTTF law enforcement efforts by any of the participating agencies. It is incumbent on each agency to make proper internal notification regarding the CEHTTF 's existence and areas of concern.

21. It is agreed that there is to be no unilateral action taken on the part of the FBI or any participating agency relating to CEHTTF investigations or areas of concern as described in paragraphs 5 and 6. All law enforcement actions will be coordinated and cooperatively carried out.

22. CEHTTF investigative leads outside of the geographic areas of responsibility for the FBI will be communicated to other FBI offices for appropriate investigation.

B. Confidential Human Sources

23. The disclosure of FBI informants, or Confidential Human Sources (CHSs), to non-CEHTTF personnel will be limited to those situations where it is essential to the effective performance of the CEHTTF and only with prior FBI approval. These disclosures will be consistent with applicable FBI guidelines and policy.

24. Non-FBI CEHTTF personnel may not make any further disclosure of the identity of an FBI CHS, including to other individuals assigned to the CEHTTF. No documents or information which identify, tend to identify, or may indirectly identify an FBI CHS may be released without prior FBI approval.

25. In those instances where a participating agency provides a CHS, the FBI may become solely responsible for the CHS's continued development, operation, and compliance with necessary administrative procedures regarding operation and payment as set forth by the FBI.

26. The United States Attorney General's Guidelines and FBI policy and procedure for operating FBI CHSs shall apply to all FBI CHSs opened and operated in furtherance of CEHTTF investigations. Documentation of, and any payments made to, FBI CHSs shall be in accordance with FBI policy and procedure.

27. Operation, documentation, and payment of any CHS opened and operated in furtherance of a CEHTTF investigation must be in accordance with the United States Attorney General's Guidelines, regardless of whether the handling agency is an FBI CEHTTF participating agency. Documentation of state, county, or local CHSs opened and operated in furtherance of CEHTTF investigations shall be maintained at an agreed upon location.

C. Reports and Records

28. All investigative reporting will be prepared in compliance with existing FBI policy. Subject to pertinent legal and/or policy restrictions, copies of pertinent documents created by CEHTTF personnel will be made available for inclusion in the respective investigative agencies' files as appropriate.

29. CEHTTF reports prepared in cases assigned to CEHTTF personnel will be maintained at an FBI approved location; original documents will be maintained by the FBI.

30. Records and reports generated in CEHTTF cases which are opened and assigned by the CEHTTF Supervisor with designated oversight for investigative and personnel matters will be maintained in the FBI investigative file for CEHTTF.

31. CEHTTF investigative records maintained at the Denver Field Office of the FBI will be available to all CEHTTF personnel, as well as their supervisory and command staff subject to pertinent legal, administrative, and/or policy restrictions.

32. All evidence and original tape recordings (audio and video) acquired by the FBI during the course of the CEHTTF investigations will be maintained by the FBI. The FBI's rules and policies governing the submission, retrieval, and chain of custody will be adhered to by CEHTTF personnel.

33. All CEHTTF investigative records will be maintained at an approved FBI location. Placement of all or part of said information into participating agency files rests with the discretion of supervisory personnel of the concerned agencies, subject to CEHTTF Supervisor approval.

34. Classified information and/or documents containing information that identifies or tends to identify an FBI CHS shall not be placed in the files of participating agencies unless appropriate FBI policy has been satisfied and only with prior FBI approval.

INFORMATION SHARING

35. Records or reports created or obtained by the CEHTTF are the property of the FBI and disclosure of such records, if it occurs, shall be pursuant to applicable federal law, with the approval of FBI. If such records are shared outside of the CEHTTF with state and/or local law enforcement agencies, such records are merely loaned to the non-Federal agency and are subject to retrieval by the FBI at its discretion. In the event that Homeland Security Investigations receives a request pursuant to Colorado's public records statute, C.R.S. 24-72-201 et seq., the civil or criminal discovery process, or other judicial, legislative, or administrative process, to disclose CEHTTF records, the Homeland Security Investigations will immediately notify the FBI of any such request in order to allow sufficient time for the FBI to seek to prevent disclosure through appropriate channels, if necessary.

36. No information possessed by the FBI, to include information derived from informal communications between CEHTTF personnel and FBI employees not assigned to the CEHTTF , may be disseminated by CEHTTF personnel to non-CEHTTF personnel without the approval of the CEHTTF Supervisor and in accordance with the applicable laws and internal regulations, procedures, or agreements between the FBI and the participating agencies that would permit the participating agencies to receive that information directly. Likewise, CEHTTF personnel will not provide any participating agency information to the FBI that is not otherwise available to it unless authorized by appropriate participating agency officials.

37. The Parties acknowledge that this MOU may provide CEHTTF personnel with access to information about U.S. persons which is protected by the Privacy Act of 1974 and/or Executive Order 12333. The Parties expressly agree that all such information will be handled lawfully pursuant to the provisions thereof. The Parties

further agree that if this access to information by CEHTTF personnel requires a change in privacy compliance documents, those changes will be accomplished prior to access being granted.

38. Each Party that discloses personally identifiable information (PII) is responsible for making reasonable efforts to ensure that the information disclosed is accurate, complete, timely, and relevant.

39. The FBI is providing access to information from its records with the understanding that in the event the recipient becomes aware of any inaccuracies in the data, the recipient will promptly notify the FBI so that corrective action can be taken. Similarly, if the FBI becomes aware that information it has received pursuant to this MOU is inaccurate, it will notify the contributing Party so that corrective action can be taken.

40. Each Party is responsible for ensuring that information it discloses was not knowingly obtained or maintained in violation of any law or policy applicable to the disclosing Party, and that information is only made available to the receiving Party as may be permitted by laws, regulations, policies, or procedures applicable to the disclosing Party.

41. Each Party will immediately report to the other Party each instance in which data received from the other Party is used, disclosed, or accessed in an unauthorized manner (including any data losses or breaches).

42. Each party agrees to provide, upon request, details regarding the handling and maintenance of data in electronic and paper recordkeeping systems maintained pursuant to the provisions of this MOU, in order to allow the other party to ensure that appropriate security and privacy protections are in place. Such information shall be provided to the extent allowable by the laws, regulations, and policies governing each party.

PROSECUTIONS

43. CEHTTF investigative procedures, whenever practicable, are to conform to the requirements which would allow for either federal or state prosecution.

44. A determination will be made on a case-by-case basis whether the prosecution of CEHTTF cases will be at the state or federal level. This determination will be based on the evidence obtained and a consideration of which level of prosecution would be of the greatest benefit to the overall objectives of the CEHTTF.

45. In the event that a state or local matter is developed that is outside the jurisdiction of the FBI or it is decided to prosecute a CEHTTF case at the state or local level, the FBI agrees to provide all relevant information to state and local authorities in accordance with all applicable legal limitations.

A. Investigative Methods/Evidence

46. For cases assigned to an FBI Special Agent or in which FBI CHSs are utilized, the Parties agree to conform to federal standards concerning evidence collection, processing, storage, and electronic surveillance. However, in situations where the investigation will be prosecuted in the State Court where statutory or common law of the state is more restrictive than the comparable federal law, the investigative methods employed by FBI case agents shall conform to the requirements of such statutory or common law pending a decision as to venue for prosecution.

47. In all cases assigned to state, county, or local law enforcement participants, the Parties agree to utilize federal standards pertaining to evidence handling and electronic surveillance activities as outlined in the DIOG to the greatest extent possible. However, in situations where the statutory or common law of the state is more restrictive than the comparable federal law, the investigative methods employed by state and local law enforcement agencies shall conform to the requirements of such statutory or common law pending a decision as to venue for prosecution.

48. The use of other investigative methods (search warrants, interceptions of oral communications, etc.) and reporting procedures in connection therewith will be consistent with the policies and procedures of the FBI.

B. Undercover Operations

49. All CEHTTF undercover operations will be conducted and reviewed in accordance with FBI guidelines and the United States Attorney General's Guidelines on FBI Undercover Operations. All participating agencies may be requested to enter into an additional agreement if an employee of the participating agency is assigned duties which require the officer to act in an undercover capacity.

USE OF LESS-THAN-LETHAL-DEVICES[1]

50. The parent agency of each individual assigned to the CEHTTF will ensure that while the individual is participating in FBI-led task force operations in the capacity of a task force officer, task force member, or task force participant, the individual will carry only less lethal devices that the parent agency has issued to the individual, and that the individual has been trained in accordance with the agency's policies and procedures.

51. The parent agency of each individual assigned to the CEHTTF will ensure that the agency's policies and procedures for use of any less-lethal device that will be carried by the task force officer, task force member, or task force participant are consistent with the DOJ policy statement on the Use of Less-Than-Lethal Devices.[2]

[1] Pursuant to Section VIII of the DOJ Less-Than-Lethal Devices Policy dated May 16, 2011, all state/local officers participating in joint task force operations must be made aware of and adhere to the policy and its limits on DOJ officers.

[2] Less-lethal – When use of force is required, but deadly force may not be appropriate, law enforcement officers may employ less-lethal weapons to gain control of a subject. Less-lethal weapons are designed to induce a subject to submit or comply with directions. These weapons give law enforcement officers the ability to protect the safety of officers, subjects, and the public by temporarily incapacitating subjects. While less-lethal weapons are intended to avoid causing any serious harm or injury to a subject, significant injuries and death can occur from their use.

The term "less-than-lethal" is synonymous with "less-lethal," "non-lethal," "non-deadly," and other terms referring to devices used in situations covered by the DOJ Policy on the Use of Less-Than Lethal Devices. "Less-lethal" is the industry standard and the terminology the FBI has elected to utilize in reference to this policy.

DEADLY FORCE AND SHOOTING INCIDENT POLICIES

52. CEHTTF personnel will follow their own agencies' policies concerning firearms discharge and use of deadly force.

DEPUTATIONS

53. Local and state law enforcement personnel designated to the CEHTTF, subject to a limited background inquiry, shall be sworn as federal task force officers by acquiring Title 18 authority (via the United States Marshals) and Title 21 U.S.C. authority (via the FBI, to participate in federal drug investigations). The FBI will secure the required deputation authorization(s). These deputation(s) should remain in effect throughout the tenure of each investigator's assignment to the CEHTTF or until the termination of the CEHTTF, whichever comes first.

54. Deputized CEHTTF personnel will be subject to the rules and regulations pertaining to such deputation. Administrative and personnel policies imposed by the participating agencies will not be voided by deputation of their respective personnel.

55. State, local, tribal, and territorial law enforcement officers (LEOs) who serve on the CEHTTF must be federally deputized under Title 18. They must also be deputized under Title 21 to participate in federal drug investigations. The FBI may likewise require federal LEOs who serve on the CEHTTF to be deputized while assigned to the CEHTTF. The FBI will secure the required authorization for deputations, as needed.

56. Under the terms of this MOU, the Participating Agency agrees that non-LEOs detailed to the CEHTTF will not: (1) participate in law enforcement activities; (2) carry a weapon, either lethal or non-lethal; or (3) participate in the execution of search/arrest warrants.

VEHICLES

57. In furtherance of this MOU, employees of participating agencies may be permitted to drive FBI owned or leased vehicles for official CEHTTF business and only in accordance with applicable FBI rules and regulations, including those outlined in the FBI Government Vehicle Use Policy Guide (1093PG). The assignment of an FBI owned or leased vehicle to participating agency CEHTTF personnel will require the execution of a separate Vehicle Use Agreement.

58. The participating agencies agree that FBI vehicles will not be used to transport passengers unrelated to CEHTTF business.

59. To the extent permitted by applicable law, the participating agencies agree to hold harmless the FBI and the United States, for any claim for property damage or personal injury arising from any use of an FBI owned or leased vehicle by task force personnel which is outside the scope of their official duties and assignments.

SALARY/OVERTIME COMPENSATION

60. The FBI and each participating agency remain responsible for all personnel costs for their CEHTTF representatives, including salaries, overtime payments, and fringe benefits consistent with their respective agency, except as described in paragraph 61 below.

61. Subject to funding availability and legislative authorization, the FBI will reimburse to participating agencies the cost of overtime worked by non-federal CEHTTF personnel assigned full-time to CEHTTF, provided overtime expenses were incurred as a result of CEHTTF -related duties, and subject to the provisions and limitations set forth in a separate Cost Reimbursement Agreement to be executed in conjunction with this MOU. A separate Cost Reimbursement Agreement must be executed between the FBI and participating agencies for full-time employee(s) assigned to CEHTTF, consistent with regulations and policy, prior to any reimbursement by the FBI. Otherwise, overtime shall be compensated in accordance with applicable participating agency overtime provisions and shall be subject to the prior approval of appropriate personnel.

PROPERTY AND EQUIPMENT

62. Property utilized by the CEHTTF in connection with authorized investigations and/or operations and in the custody and control and used at the direction of the CEHTTF, will be maintained in accordance with the policies and procedures of the agency supplying the equipment. Property damaged or destroyed which was utilized by CEHTTF in connection with authorized investigations and/or operations and is in the custody and control and used at the direction of CEHTTF, will be the financial responsibility of the agency supplying said property.

FUNDING

63. This MOU is not an obligation or commitment of funds, nor a basis for transfer of funds, but rather is a basic statement of the understanding between the Parties hereto of the tasks and methods for performing the tasks described herein. Unless otherwise agreed in writing, each Party shall bear its own costs in relation to this MOU. Expenditures by each Party will be subject to its budgetary processes and to the availability of funds and resources pursuant to applicable laws, regulations, and policies. The Parties expressly acknowledge that the above language in no way implies that Congress will appropriate funds for such expenditures.

FORFEITURES

64. The FBI shall be responsible for processing assets seized for federal forfeiture in conjunction with CEHTTF operations.

65. Asset forfeitures will be conducted in accordance with federal law and the rules and regulations set forth by the FBI and DOJ. Forfeitures attributable to CEHTTF investigations may be equitably shared with the agencies participating in the CEHTTF.

DISPUTE RESOLUTION

66. In cases of overlapping jurisdiction, the participating agencies agree to work in concert to achieve the CEHTTF 's objectives.

67. The participating agencies agree to attempt to resolve any disputes regarding jurisdiction, case assignments, workload, etc., at the field level first before referring the matter to supervisory personnel for resolution.

MEDIA RELEASES

68. All media releases and statements will be mutually agreed upon and jointly handled according to FBI and participating agency guidelines.

69. Press releases will conform to DOJ Guidelines regarding press releases. No release will be issued without FBI final approval.

SELECTION TO CEHTTF AND SECURITY CLEARANCES

70. If a participating agency candidate for the CEHTTF will require a security clearance, he or she will be contacted by FBI security personnel to begin the background investigation process prior to the assigned start date.

71. If, for any reason, the FBI determines that a participating agency candidate is not qualified or eligible to serve on the CEHTTF, the participating agency will be so advised, and a request will be made for another candidate.

72. Upon being selected, each candidate will receive a comprehensive briefing on FBI field office security policies and procedures. During the briefing, each candidate will

execute non-disclosure agreements (SF-312 and FD-868), as may be necessary or required by the FBI.

73. Before receiving unescorted access to FBI space identified as an open storage facility, CEHTTF personnel will be required to obtain and maintain a "Top Secret" security clearance. CEHTTF personnel will not be allowed unescorted access to FBI space unless they have received a Top-Secret security clearance.

74. Upon departure from the CEHTTF, each individual whose assignment to the CEHTTF is completed will be given a security debriefing and reminded of the provisions contained in the non-disclosure agreement to which he or she previously agreed.

LIABILITY

75. The participating agencies acknowledge that this MOU does not alter the applicable law governing civil liability, if any, arising from the conduct of personnel assigned to the CEHTTF.

76. Each party agrees to notify the other in the event of receipt of a civil claim arising from scope of the FBI's relationship with the MOU's other party. Both parties agree to cooperate fully with one another in the event of any investigation arising from alleged negligence or misconduct arising from the operational relationship. Nothing in this paragraph prevents any party from conducting an independent administrative review of any incident giving rise to a claim. In the event that a civil claim or complaint is brought against a state or local officer assigned to the CEHTTF, the officer may request legal representation and/or defense by DOJ, under the circumstances and pursuant to the statutes and regulations identified below.

77. COMMON LAW TORT CLAIMS
    A. Congress has provided that the exclusive remedy for the negligent or wrongful act or omission of an employee of the U.S. Government, acting within the scope of his or her employment, shall be an action against the United States under the Federal Tort Claims Act, 28 U.S.C. § 1346(b), and §§ 2671-2680.
    B. Notwithstanding any other provision contained in this MOU, for the limited purpose of defending civil claims arising out of operational relationship activity, any employee detailed from a Participating Agency who is acting within the course and scope of his or her official duties and assignments pursuant to this MOU may be considered an "employee" of the U.S. government, as defined at 28 U.S.C. § 2671. See 5 U.S.C. § 3374(c)(2).
    C. Under the Federal Employee Liability Reform and Tort Compensation Act of 1998 (commonly known as the Westfall Act), see 28 U.S.C. § 2679(b)(l), if an employee of the United States is named as a defendant in a civil action, the Attorney General or his or her designee may certify that the defendant acted within the scope of his or her employment at the time of the incident giving rise to the suit. 28 U.S.C. § 2679(d)(1)&(2). The United States can then be substituted for the employee as the sole defendant with respect to any tort claims alleged in the action. 28 U.S.C. § 2679(d)(1)&(2). Decisions to certify

that an employee was acting within the scope of his or her employment at the time of the incident giving rise to the suit, see 28 U.S.C. § 2679(d)(1)&(2), are made on a case-by case-basis, and such certification cannot be guaranteed.

D. If the Attorney General declines to certify that an employee was acting within the scope of employment, "the employee may at any time before trial petition the court to find and certify that the employee was acting within the scope of his office or employment." 28 U.S. C. § 2679(d)(3).".

78. For the limited purpose of defending against a civil claim arising from an alleged violation of the U.S. Constitution pursuant to 42 U.S.C. § 1983 or Bivens v. Six Unknown Named Agents of the Federal Bureau of Narcotics, 403 U.S. 388 (1971): An individual assigned to the CEHTTF who is named as a defendant in a civil action as a result of or in connection with the performance of his or her official duties and assignments pursuant to this MOU may request individual-capacity representation by DOJ to defend against the claims. 28 C.F.R. §§ 50.15, 50.16. Any such request for individual-capacity representation must be made in the form of a letter from the individual defendant to the U.S. Attorney General. The letter should be provided to Chief Division Counsel (CDC) for the FBI Denver Division, who will then coordinate the request with the FBI Office of the General Counsel. In the event of an adverse judgment against the individual, he or she may request indemnification from DOJ. 28 C.F.R. § 50.15(c)(4). Requests for DOJ representation and indemnification are determined by DOJ on a case-by-case basis. The FBI cannot guarantee the United States will provide legal representation or indemnification to any CEHTTF personnel.

79. Unless otherwise authorized by the FBI, liability for any conduct by CEHTTF personnel undertaken outside of the scope of their duties and assignments pursuant to their federal deputation on the CEHTTF shall not be the responsibility of the FBI or the United States.

DURATION

80. The term of this MOU is for the duration of the CEHTTF 's operations, contingent upon approval of necessary funding, but may be terminated at any time upon written mutual consent of the agency involved.

81. Any participating agency may withdraw from the CEHTTF at any time by written notification to the CEHTTF Supervisor with designated oversight for investigative and personnel matters or program manager of the CEHTTF at least 30 days prior to withdrawal.

82. Upon termination of this MOU, all equipment provided to the CEHTTF will be returned to the supplying agency/agencies. In addition, when an entity withdraws from the MOU, the entity will return equipment to the supplying agency/agencies. Similarly, remaining agencies will return to a withdrawing agency any unexpended equipment supplied by the withdrawing agency during any CEHTTF participation.

MODIFICATIONS

83. This agreement may be modified at any time by written consent of all involved agencies.

84. Modifications to this MOU shall have no force and effect unless such modifications are reduced to writing and signed by an authorized representative of each participating agency.

SIGNATORIES

Special Agent in Charge
Federal Bureau of Investigation

Date

Chief
Aurora Police Department

Date

ADDENDUM TO SOUTHERN COLORADO (DENVER) CHILD EXPLOITATION AND HUMAN TRAFFICKING TASK FORCE MEMORANDUM OF UNDERSTANDING

The FBI will not put any Task Force Officer in a position where they would violate Colorado law.

Furthermore, Aurora Police Department employees will adhere to all relevant APD policies surrounding the required use of Body Worn Camera (BWC) systems and the storage and/or release of collected BWC video and audio recordings.

BWC recordings will be shared with the CEHTTF for any civil, criminal, administrative or training function and for other purposes at the direction of the APD Investigations Commander with the approval of the Chief

SIGNATORIES

_____ _____

Special Agent in Charge
Federal Bureau of Investigation

Date

_____ _____

Chief
Aurora Police Department

Date

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF THE MEMORANDUM OF UNDERSTANDING BETWEEN THE AURORA POLICE DEPARTMENT AND THE FEDERAL BUREAU OF INVESTIGATION RELATED TO THE DENVER CHILD EXPLOITATION AND HUMAN TRAFFICKING TASK FORCE

WHEREAS, this Memorandum of Understanding (MOU) is entered into by and between the Federal Bureau of Investigation (FBI) and the Aurora Police Department (APD) regarding the Denver Child Exploitation and Human Trafficking Task Force (CEHTTF); and

WHEREAS, the mission of the CEHTTF is to provide a rapid, proactive, and intelligence-driven investigative response to the sexual victimization of children, other crimes against children, and human trafficking within the FBI's jurisdiction; to identify and recover victims of child exploitation and human trafficking; to reduce the vulnerability of children and adults to sexual exploitation and abuse; to reduce the negative impact of domestic and international parental rights disputes; and to strengthen the capabilities of the FBI and federal, state, local, and international law enforcement through training, intelligence-sharing, technical support, and investigative assistance; and

WHEREAS, the purpose of this MOU is to delineate the responsibilities of the Denver CEHTTF personnel; formalize relationships between participating agencies for policy guidance, planning, training, public and media relations; and maximize inter-agency cooperation; and

WHEREAS, the Aurora City Council finds it is in the best interest for the health and wellbeing of the citizens of the City of Aurora that crimes involving human trafficking and child exploitation and abuse be identified and thoroughly investigated, and this MOU supports that interest; and

WHEREAS, APD is authorized to enter into this agreement by Colo. Const., art. XIV, § 18(2), C.R.S. § 29-1-203 and Article 10-12 of the Aurora City Charter.

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

Section 1. The Memorandum of Understanding between the Federal Bureau of Investigation and the Aurora Police Department regarding the Denver Child Exploitation and Human Trafficking Task Force is hereby approved.

Section 2. The Chief of Police is 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: Amanda MacDonald MP
AMANDA MACDONALD, Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Rental Registration Program (Resolution)
Item Initiator: Alison Coombs, Mayor Pro Tem / Mike Coffman, Mayor
Staff Source/Legal Source: Josh King, Manager of Neighborhood Support, Housinng and Community Services / Hanosky Hernandez, Sr. Assistant 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: 6/8/2026

Regular Meeting: 6/22/2026

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: Alison Coombs, Mayor Pro Tem / Mike Coffman, Mayor
Josh King, Manager of Neighborhood Support, Housing and Community Services / Hans 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: Housing, Neighborhood Services & Redevelopment

Policy Committee Date: 5/19/2026

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.)*

This proposed resolution is directing the City Manager to develop and implement all necessary procedures and rules for the operation of a rental registration program for rental properties within the City of Aurora.

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 the Council wish to approve and move forward to regular Council meeting?

LEGAL COMMENTS

City Council has the authority to provide for the safety, preserve the health, promote the prosperity, and improve the morals, order, comfort and convenience of the city and its inhabitants. (City Code Sec. 2-32). Council shall act only by ordinance, resolution or motion. This is a resolution and requires a formal vote of the majority of City Council. (City Code Art. 5-1). (Hernandez)

RESOLUTION NO. R2026-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE CITY OF AURORA'S SUPPORT FOR TENANTS WITHIN THE CITY, 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 the Colorado Constitution, the City has authority over matters of local concern; and

WHEREAS, the State of Colorado (the "State") enacted comprehensive tenant protections in 2023 with tenant screening protections and recently in 2024 the State enacted House Bill 24-1098, creating a "for cause" action in order to evict tenants who are compliant otherwise with their respective rental agreement; and

WHEREAS the Colorado General Assembly passed House Bills 25-1090 & 1249 furthering the protections to tenants in the State by capping deposits to just one month rent, permitting the payment of deposits in installments, and banning "junk fees" protecting tenants from financial losses; and

WHEREAS, the City, as a matter of public policy, finds these protections to be in the best interest of the City's residents and therefore the City supports these changes at the state level, and hereby encourages the State to enforce the tenant rights as described herein; and

WHEREAS, the Council believes that supporting these changes for tenant protections is in the best interest of the City, and the citizens of Aurora.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA.

Section 1. The Aurora City Council hereby expresses its support for the enforcement of landlord-tenant state laws, and the current proposed changes in state law being debated at the state legislature, that increase the protection for the City of Aurora's tenants and residents.

Section 2. The City Manager or designee is hereby authorized to engage in any collaboration with the State of Colorado, as needed, to support tenants in the City of Aurora, and the City Manager is hereby directed to research and develop a landlord rental registration and licensing program.

Section 3. All orders, resolutions, or ordinances in conflict with this Resolution 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.

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: Hanosky Hernandez HH
HANOSKY HERNANDEZ, Sr. Assistant City Attorney

Resolution for Rental Registration Program

Presented by Joshua King
Manager of Neighborhood Support Division

Purpose of the Resolution

- Express support for tenant protections and enforcement of state landlord-tenant laws.
- Authorize collaboration with the State of Colorado regarding tenant support initiatives
- Direct the City Manager to research and develop a potential landlord rental registration and licensing program.

Goals and Expected Outcomes

- Improve accountability within the rental housing market.
- Creation of a comprehensive inventory of rental properties within Aurora.
- Reduced repeat violations and complaints.
- Improve communication between the City, landlords, and tenants.
- Support housing stability for Aurora residents.
- Enhance coordination with state agencies and tenant support programs.

Preliminary Implementation Timeline

- ❑ Phase 1 – Research, Stakeholder & Community Outreach (Summer–Fall 2026)
- ❑ Phase 2 – Ordinance Development & Council Review (Late 2026)
- ❑ Phase 3 – Program Launch (Tentatively January 2027)
- ❑ Phase 4 – Compliance Monitoring & Enforcement (2027 and Beyond)



Questions



CITY OF AURORA
Council Agenda Commentary

Item Title: Relocation of the "Under the Swimming Pool" Public Artwork from Beck Recreation Center to Tallyn's Reach Library (Resolution)
Item Initiator: Ian Guerra, Public Art Assistant, Library and Cultural Services
Staff Source/Legal Source: Ian Guerra, Public Art Assistant, Library and Cultural Services / Britt Wirth, 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: 6/8/2026

Regular Meeting: 6/22/2026

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)

Ian Guerra, Public Art Assistant, Library and Cultural Services / Britt Wirth, Assistant City Attorney

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: Public Relations, Communications, Tourism, Libraries, Boards and Commissions & Citizen Groups

Policy Committee Date: 5/12/2026

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.)*

Item was recommended during the March 3rd,2026 Arts & Culture Committee meeting that the relocation of "Under the Swimming Pool" from Beck Recreation Center to Tallyn's Reach Library move forwarde to PR+, then to City Council.

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

"Under the Swimming Pool" is public artwork that was created and commissioned in 2012 by artist Reven Swanson for Beck Recreation Center. The piece consists of numerous tempered glass pieces, as well as several large wire armature figures that are suspended from the ceiling, this artwork is over 30ft in length.
The item was initially discussed amongst staff when notified of the closing of Beck Recreation Center.
The AIPP Staff initially toured various libraries, city facilities and recreation centers, before making the staff reccomendation to move the artwork to Tallyn's Reach Library on June 20, 2025. The artist then toured Tallyn's Reach for on July 15, 2025 for site feasilibity to house the artwork. The conservator, employed by Pacific Coast Conservation, made the recommendation to remove the artwork during construction to avoid potential damage on October 1, 2025. With the repurposing/partial demolition of Beck Recreation Center into a shop for Golf, it was deemed important to provide a permanent home to "Under the Swimming Pool". The recommendation was then brought to the Arts & Culture Commission for recommendation, which was approved unanimously on March 3, 2026. The PR+ committed then made recommendations to approve on May 12, 2026. The moving of this artwork would provide a long term site for the artwork, with minimal impact in terms of future potential for relocation.

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.)

$25,000

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 approval of this resolution pertaining to the relocation of "Under the Swimming Pool" by Reven Swanson at Beck Recreation Center and for installation of the artwork at Tallyn's Reach Library, and move forward to Study Session?

LEGAL COMMENTS

Chapter 34 of the City Code establishes the procedure by which the Art in Public Places program may seek approval to remove or relocate a public artwork. Section 34-134 of the City Code requires that art within the Art in Public Places program may be relocated by a City Council resolution, after receiving input from the Arts and Culture Commission. (Wirth)

AGENDA
City of Aurora – ARTS & CULTURE COMMISSION (ACC)
TUESDAY, MARCH 3, 2026, at 4:00 P.M.

THE AURORA HISTORY MUSEUM
15051 E. ALAMEDA PKWY.
AURORA, CO 80012

I. CALL TO ORDER (no motion or vote needed)

II. ATTENDANCE

III. APPROVAL OF AGENDA: MARCH 3, 2026
Motion: To approve the ACC Agenda for March 3, 2026 (Need a motion and 2nd)

IV. APPROVAL OF PAST MINUTES: FEBRUARY 3, 2026
Motion: To approve the ACC Minutes for February 3, 2026 (Need a motion and 2nd)

V. PUBLIC ART (Amber)
A. Informational Items:
   i. Master Plan for Skywatch Park
   ii. Master Plan for Plains Conservation Center
   iii. High Line Canal projects update
   iv. Project List - update
B. **Action Item**: "Under the Swimming Pool" vote on relocation
   Motion: To approve the relocation of "Under the Swimming Pool" (Need a motion and 2nd)
C. **Action Item**: Skywatch Park – Art Selection Panel (2 commissioners)
   Motion: To approve the Art Selection Panel for Skywatch Park (Need a motion and 2nd)
D. **Action Item**: Art 2C on Havana Street – approval of structures
   Motion: To approve the Art 2C on Havana Street – approval of structures (Need a motion and 2nd)

VI. ACC BUSINESS (Karen J.)
A. Retreat Date Confirmation with Kerri Drumm
B. Fire Station 9 (17200 E. Mexico) – Grand Opening Celebration
C. Code of Conduct and Expectations of Commissioners
D. Bylaws
   i. Open Records regarding "Reply All"

VII. CULTURAL SERVICES UPDATE (Ginger)
A. Build Up Aurora
B. New Public Art Supervisor
C. Aurora Fox Arts Center Updates

VIII. COMMENTS FROM COMMISSIONERS

IX. PUBLIC COMMENT (limited to 3 minutes)

X. NEXT MEETING AND AGENDA ITEMS
- **APRIL 7, 2026, AT 1400 DALLAS**

XI. ADJOURNMENT (no motion or vote needed)

Upcoming Events and Activities:

Aurora Fox Arts Center

- "Fat Ham" (March 27 – April 19)
- Fox Flix: "Vertigo" (March 5); Little Mermaid Sing-Along (March 7)

The People's Building

- "The Runner Stumbles" (through March 8)
- First Friday: Opening Reception: OFF-PRINSTE – printmaking that moves beyond traditional methods (March 6)
- "High School Musical" (March 13 – 15)

Aurora History Museum & Historic Sites (AHMHS) – all events at the Museum unless stated

- National Parks of Peru – Photo Exhibit (Through March 7)
- Prehistoric Aurora Exhibit (Through April 18)
- Unsung Heroes of WWII Exhibit (Through September)

AIPP

- Fire Station 9 dedication and ribbon cutting featuring new public art piece "Fast as Lightning" by Michael Clapper (March 7 at 10 a.m. at 17200 E. Mexico Ave.)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE RELOCATION OF THE "UNDER THE SWIMMING POOL" ARTWORK FROM THE BECK RECREATION CENTER TO TALLYN'S REACH LIBRARY.

WHEREAS, the Library and Cultural Services Department of the City of Aurora, Colorado (the "City"), seeks to relocate the public artwork titled "Under the Swimming Pool" (the "Artwork") from the Beck Recreation Center to Tallyn's Reach Library; and

WHEREAS, the Artwork was commissioned in 2012 for the Beck Recreation Center and created and installed by artist Reven Swanson (the "Artist"); and

WHEREAS, the Artwork consists of numerous tempered glass pieces, as well as several large wire armature figures that are suspended from the ceiling, at over 30 feet in length; and

WHEREAS, the Beck Recreation Center is being repurposed and partially demolished to build a Golf shop, and thus the Artwork needs to be relocated; and

WHEREAS, the City toured several City locations and recommended Tallyn's Reach Library as the permanent home of the Artwork; and

WHEREAS, the Artist toured Tallyn's Reach Library and approved of the site feasibility to house the Artwork; and

WHEREAS, pursuant to Section 34-134 of the City Code, the Aurora City Council must approve the relocation of public artwork by resolution after receiving input from the Arts & Culture Commission; and

WHEREAS, the Arts & Culture Commission unanimously recommended relocating the Artwork to Tallyn's Reach Library on March 3, 2026.

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

Section 1. The City Council approves of the relocation of the Artwork from the Beck Recreation Center to Tallyn's Reach Library.

Section 2. This Resolution shall take effect immediately without reconsideration.

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: Britt M. Wirth MK

BRITT M. WIRTH, Assistant City Attorney

Library and Cultural Services Department
City of Aurora
15151 E. Alameda Pkwy., Suite 5500
Aurora, Colorado 80012
AuroraGov.org
emails: Library@auroragov.org
CulturalServices@auroragov.org

ARTS & CULTURE COMMISSION – MINUTES
Tuesday, March 3, 2026

The meeting was called to order at 4:02 pm

In Attendance: Patrick, Trina, Gita, Vanessa, Chelsea, Karen, Ginger, Timniyha, Mitzi, Ana, Elaine, Desiree
Staff Present: Ginger White Brunetti, Ian Guerra, Amber Pixley

Mitzi motioned to approve the Arts & Culture Commission Agenda for March 3rd, 2026, and Elaine seconded. The motion passed unanimously.

Patrick motioned to approve the Arts & Culture Commission Minutes from February 3, 2026, and Trina seconded the motion. The motion passed unanimously.

Amber Pixley, Interim Public Art Supervisor, presented Information on the following Public Art Projects: 1) The Master Plan for Skywatch Park with two potential locations for public art; 2) Master Plan for Plains Conservation Center with five potential locations for public art; 3) High Line Canal. Amber also provided an updated physical list of projects for review.

Ian Guerra presented "Under the Swimming Pool," a suspended glass sculpture created by Reven Swanson for relocation. The artwork is currently located at Beck Recreation Center, which will be demolished and rebuilt into a golf shop at the end of 2026. The proposed location for the sculpture is Talyn's Reach Library. Chelsea motioned to relocate the artwork to Talyn's Reach Library, and Desiree seconded. The motion passed unanimously.

Amber presented the current members of the Skywatch Park Art Selection Panel. Arts and Culture commissioners Karen and Chelsea volunteer to join. Vanessa motioned to approve the Skywatch Park Art Selection panel members and Trina seconded. The motion passed unanimously.

Ian Guerra presented Art 2C on Havana Street artworks created by Artists Jodi Bliss, Annette Coleman, Vanny Channal, Gregory Feilds, Nathan Johansen, Albert Rhea, Charlotte Zink, Alternates: Annette Coleman, Ed Haddaway, Kevin Shaffer, Christopher Thompson, and Andrew Libertone. The artworks will be installed at the beginning of October 2026. Trina motioned to approve the artworks for Art 2C on Havana Street, and Gita seconded. The motion passed unanimously.

Karen reminded the commissioners that there is an Arts and Culture retreat on June 2nd, after the regularly scheduled monthly meeting, the code of conduct, and bylaws. Karen also discussed the Grand Opening Celebration of Fire Station 9 (17200 E. Mexico).

Ginger gave cultural services updates: 1) Build Up Aurora asked the community to rank 12 capital improvement projects. The top 5 were selected. Ginger thanked commissioners for their support. Karen was proud of the new projects, and Desiree suggested future events be spread out for better attendance. 2) Amber Pixley is the new Public Art Supervisor; commissioners congratulated her. 3) An interim Executive Producer position at Aurora Fox Arts Center is now posted on the city website.

There was no Public Comment.

The next meeting will be held on APRIL 7, 2026, AT 1400 Dallas in Aurora.

The meeting was adjourned at 5:01 p.m.

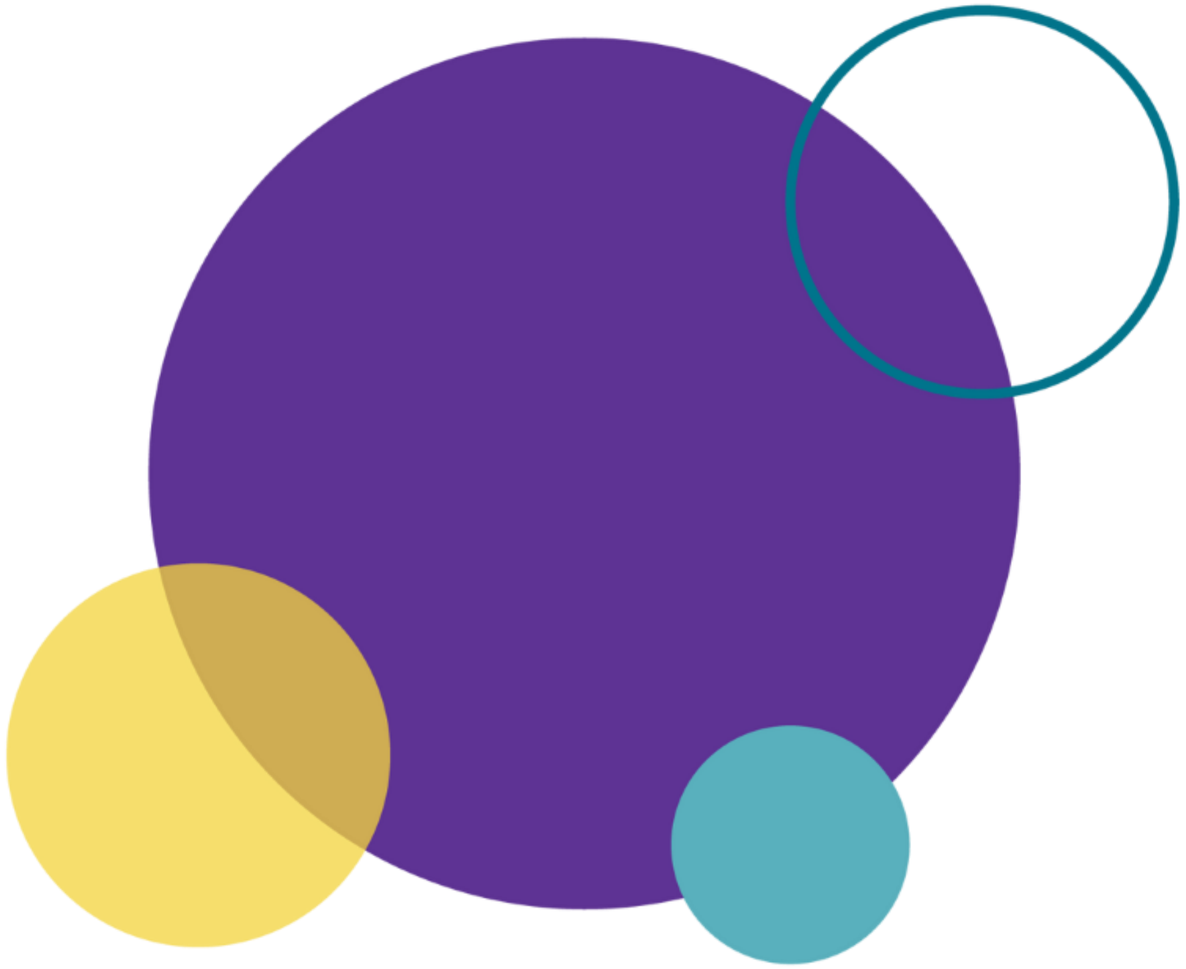
Minutes prepared by:
Chelsea Minter-Brindley, Secretary
Karen Erdman (staff)

_____ _____

Signature of Chair **Date**

_____ _____

Signature of Director **Date**



Under the Swimming Pool

At Beck Recreation Center

The future of Beck Recreation Center



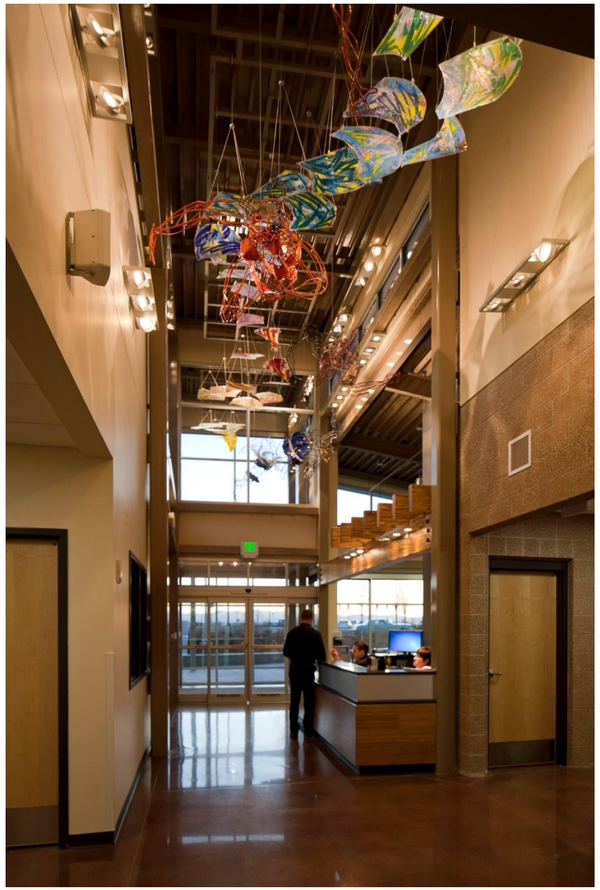
- Areas of the Recreation Center at to be demolished, with the building being adapted to serve as a Shop for Golf, with Public Works undergoing the beginnings of the design process for the project. A determination of artwork will aid in the design process on whether the artwork could be accommodated.

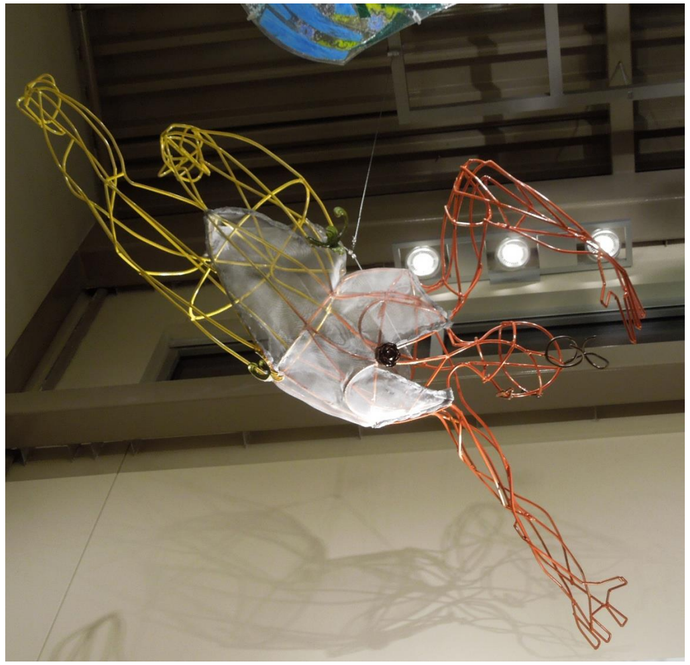
- Determined that regardless of intended construction, that the art piece, “Under the Swimming Pool”, is to be removed, the prevent exposure to dust and vibrations that could damage the sculpture/ create a hazard

Process of Events

- The AIPP Staff initially toured various libraries, city facilities and recreation centers, before making the staff recommendation to move the artwork to Tallyn's Reach Library on June 20, 2025.
- The artist then toured Tallyn's Reach for on July 15, 2025 for site feasibility to house the artwork.
- The conservator, employed by Pacific Coast Conservation, made the recommendation to remove the artwork during construction to avoid potential damage on October 1, 2025.
- The recommendation was then brought to the Arts & Culture Commission for recommendation, which was approved on March 3, 2026.
- The PR+ committed then made recommendations to approve on May 12, 2026

Images of Under the Swimming Pool



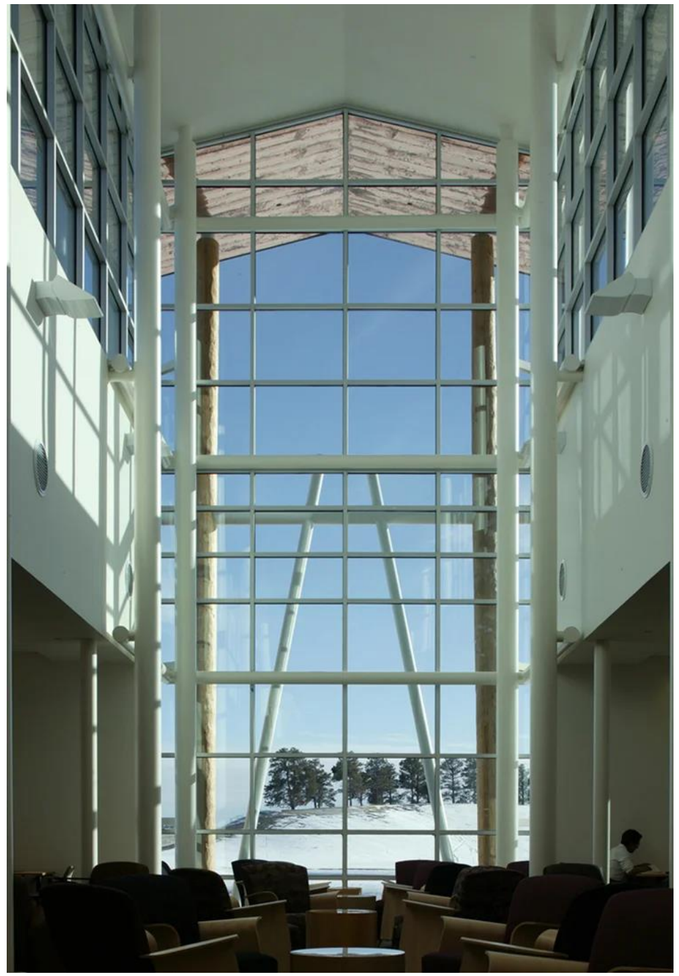




Potential Locations

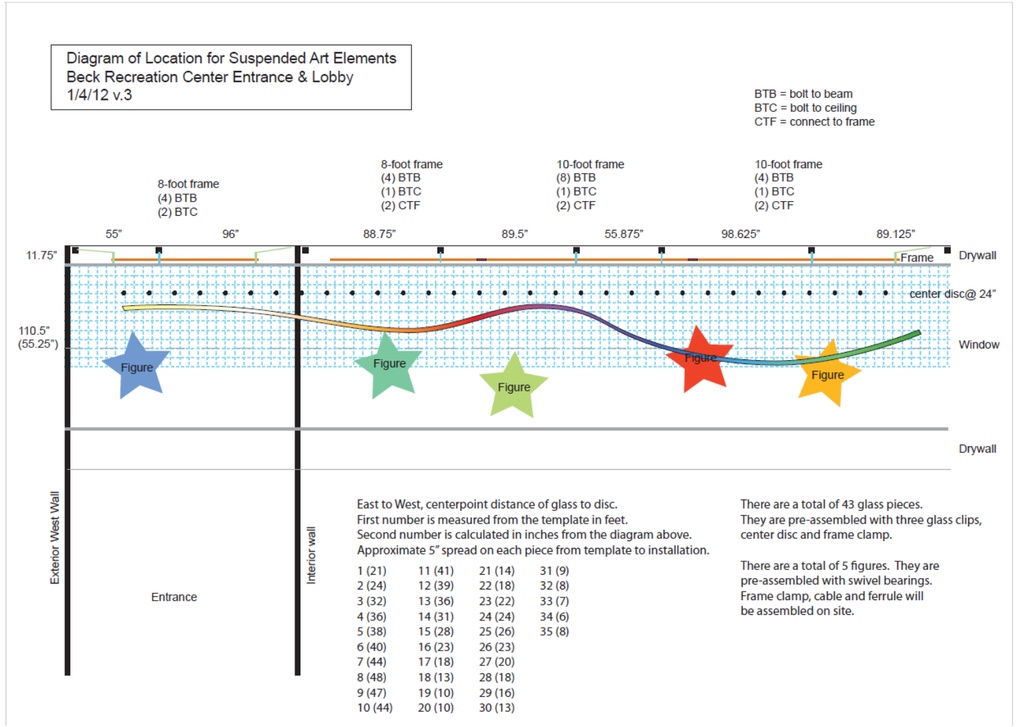


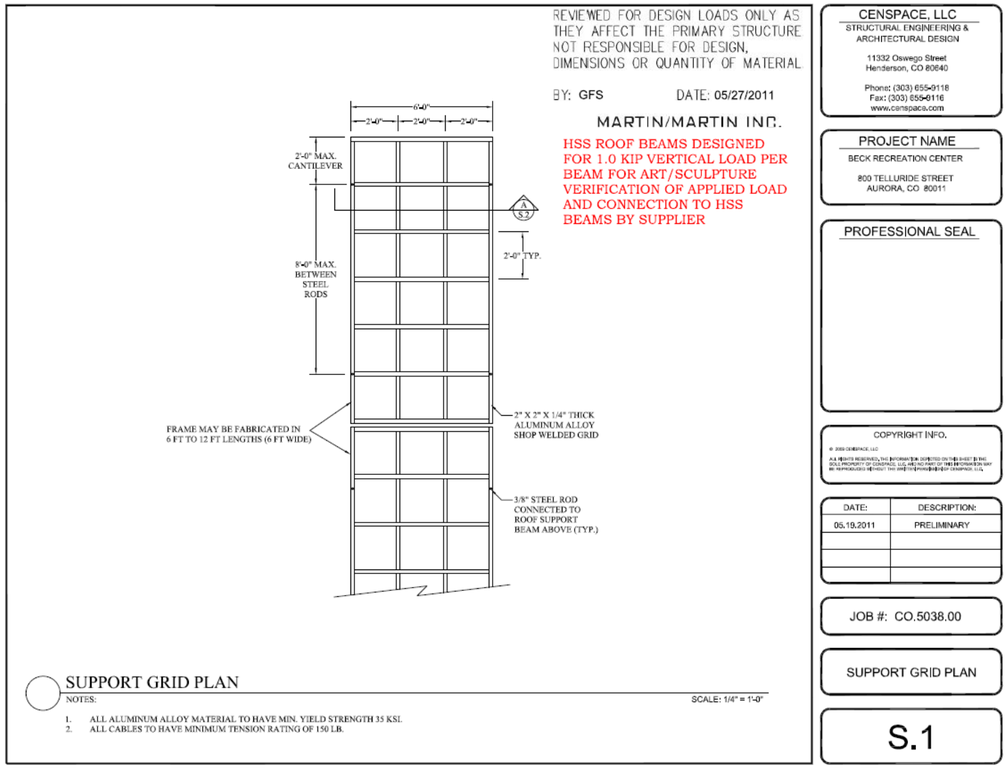




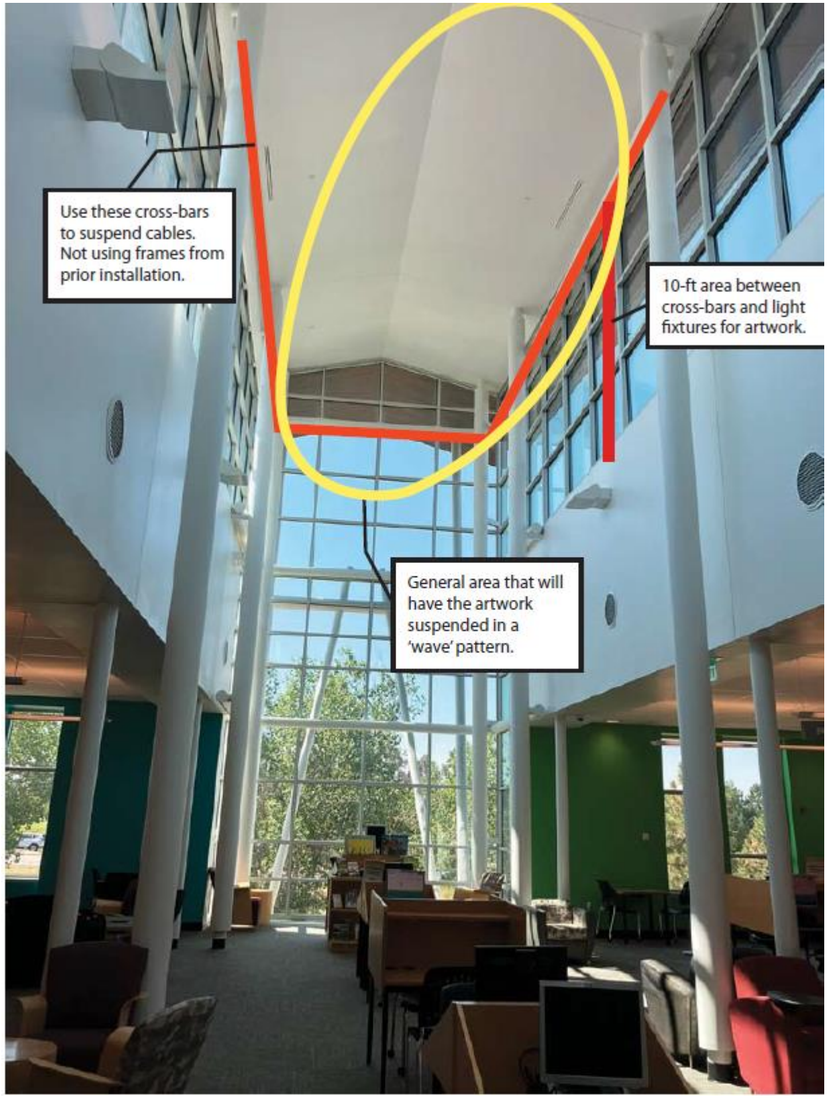
- A search for various sites was conducted with at various Recreation Centers and libraries was conducted throughout the city.
- The option of a relocation to Tallyn's Reach Library arose, with the option of de-install and reinstall at Beck Recreation Center
- A meeting with the Artist occurred where the site was reviewed for viability, with the artist approving of the site.

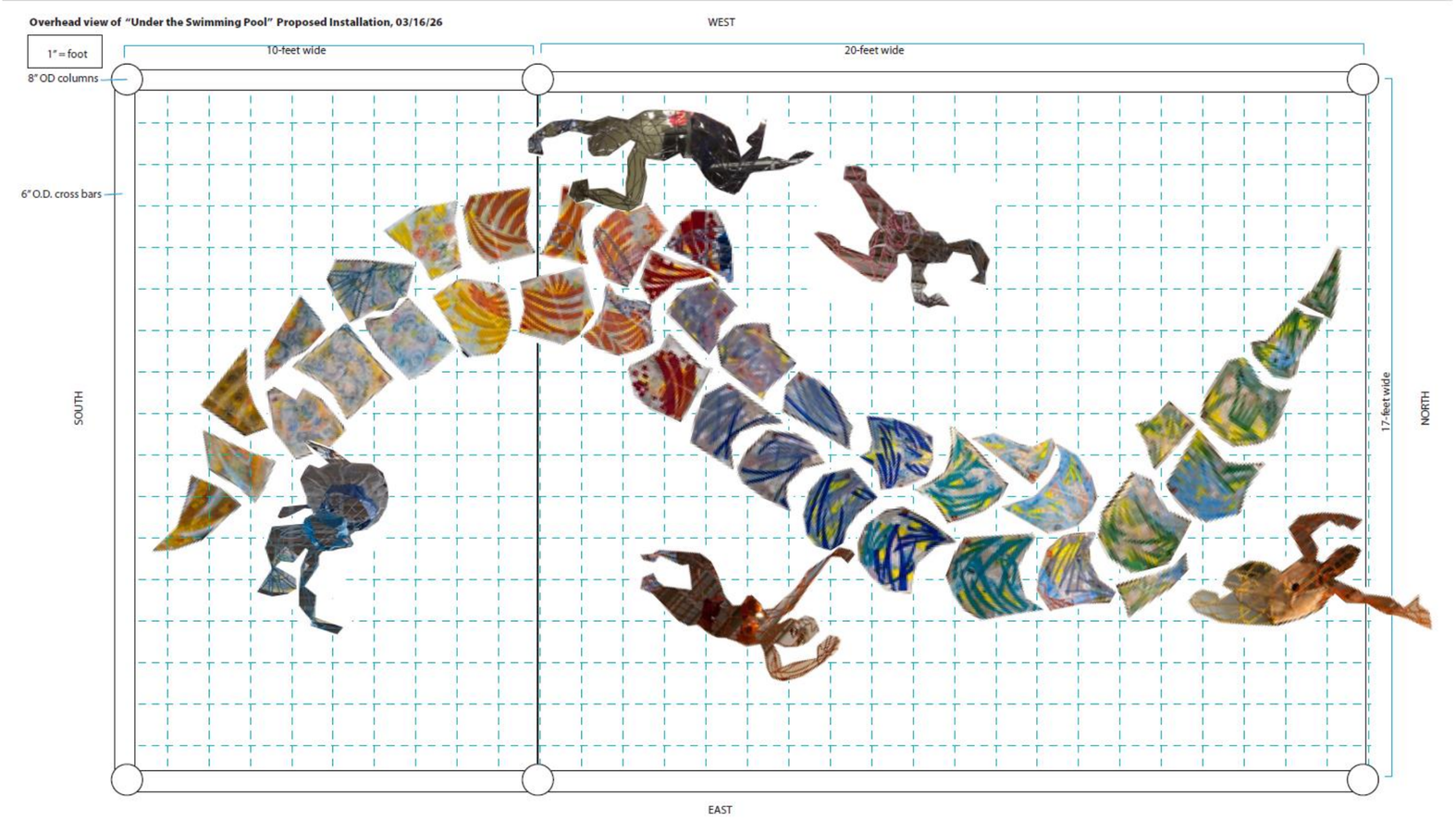
Technical Considerations





Installation Plan





Estimates and Costs

Description	Unit Price			Itemized Total	Notes
Figure Fabrication					sc. = sculpture
Steel	320 ft./sc.	1600 ft.	$0.22/lb.	$400.00	Adams City Steel, supplier
Fabricated steel parts	$50/sc.	200pcs.		$450.00	Majestic Metal, vendor
Powder coat	$400/sc.			$1,600.00	Colorado Powder Coating, vendor
Studio expenses	$100/sc.			$400.00	Studio supplies and consumables
Transportion	$200/sc.			$800.00	Combined expense for all supplies
Labor Artist	65hrs. @ $35 $2250/sc.			$9,000.00	
Assistant	40hrs. @ $20 $800/sc.			$3,200	Independent contractor
Glass Fabrication					
Fused Glass	$10/sq. + supplies			$4,000.00	Artisan's Glass Warehouse, supplier
Firing/Studio	$5/each piece			$450.00	Studio supplies and consumables
Labor Artist				$3,000.00	
Assistant				$500.00	Independent contractor
Suspension and Structural Elements					
Fabricated steel parts		$250.00		$250.00	Majestic Metal, vendor
Cables		$250.00		$250.00	Supply
Hardware		$300.00		$300.00	Timberline Bolt Co., vendor
Frame Fabrication	$700/frame			$2,800.00	Adams City Steel, supplier
P.E. review/specifications				$1,800.00	Censpace Engineering, vendor
Preparation drawings				$300.00	For P.E. stamp and review
Site Installation					
Labor	$320/day			$1,200.00	Independent contractors
Drywall lift	$150/day			$550.00	Rental, vendor
Site preparation				$250.00	Supplies for installation
Model				$1,500.00	
Total				$33,000.00	
Contingency (0.05)				$1,650.00	Estimate includes a 5% contingency.*
Grand Total				**$34,650.00**	

Initial Estimate from 2012 Proposal: $34,650

Estimates and Costs Continued

Initial Estimate for Removal/ Reinstall: $6,000, If frames remain, $4,230

De-installation

Description	Hours	Materials	Total	Notes
Transportation RT		$70	$70	40 miles @ $1.75/mile
Labor RT	4		$200	Driving labor rate $50/hr @ 2 people
De-installation	16		$1,360.00	On-site $85/hr. @ 2 people
Materials		$125.00	$125.00	Packing materials
Rental Scissor lift		$700.00	$700.00	Sunbelt Rentals/trailer/chains
Administrative	3		$255.00	
Total			**$2,710.00**	

If we are able to keep the support frames in place, the time for removal will reduce the De-installation time in half to 8hrs. (2 people @ 4hrs.) for a cost savings of $680.00.

Total if frames remain: $2,030.00

Storage*

Artwork Only	$200/month	Commerial storage unit 5' x 5'
Artwork and Frames	$300/month	Commerial storage unit 5' x 10'

Time for securing artwork is including the de-install and re-install activities

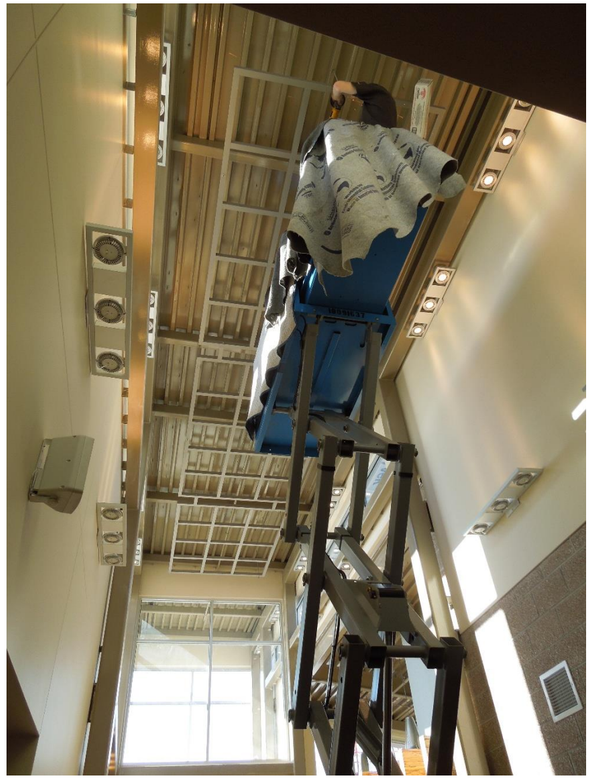
Re-installation

Description	Hours	Materials	Total	Notes
Transportation RT		$70	$70	40 miles @ $1.75/mile
Labor RT	4		$200	Driving labor rate $50/hr @ 2 people
Re-installation**	24		$2,040.00	On-site $85/hr. @ 3 people
Materials		$25.00	$25.00	Cleaning supplies
Rental Scissor lift		$700.00	$700.00	Sunbelt Rentals/trailer/chains
Administrative	3		$255.00	
Total			**$3,290.00**	

If we are able to keep the support frames in place, the time for removal will reduce the re-installation time to 10 hrs. (2 people @ 5hrs,) a cost savings of $1190.00

Total if frames remain: $2,200.00

Estimated Cost to Relocate





Estimated Removal of Under the Swimming Pool.

Provided Estimate Cost: $6,000

Initial Design Agreement Fee: $850

Estimated Cost of Suspension/Materials Engineering: $9700.

Estimated Range of Costs: $15,700-$25,000

The Recommendation of AIPP Staff



From a long-term perspective: We believe that due to the uncertainty of the future of Beck Recreation Center as an accessible space to view Public Art, that moving the sculpture would provide a certain space in which the sculpture can be housed.

Request for Resolution



Art in Public Places is pursuant of the resolution to relocate the artwork from Beck Recreation Center to Tallyn's Reach Library from the City Council of Aurora, Colorado.

Questions?



Thank You!

AGENDA

Public Relations, Communications, Tourism, Libraries, Boards and Commissions & Citizen Groups

Tuesday, May 12, 2026, 3:00 p.m.
VIRTUAL MEETING

Council Member Curtis Gardner, Chair
Council Member Gianina Horton, Vice-Chair
Council Member Stephanie Hancock, Member

Laura Perry, Deputy City Manager
Ginger White Brunetti, Director of Library & Cultural Services
Kim Stuart, Director of Communications
Kadee Rodriguez, City Clerk

Public Participation Dialing Instructions
Dial Access Number: 1-720-388-8447
Event Number: 241 118 38#
Join via Microsoft Teams

Communicate Aurora's vision, quality of life, economic development successes, and business climate to current and potential residents, visitors and members of the media.

Pages

1. **Call to Order**

2. **Approval of Minutes**

   2.a **April 14, 2026 Meeting Minutes** 3

3. **Announcements**

4. **Consent Items**

5. **New Items**

5.a **Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, expressing support of the expanded boundaries of the Aurora Cultural Arts Districts boundaries.** 6

Staff Source: Aaron Vega, Project Manager, Library and Cultural Services / Britt Wirth, Assistant Attorney Civil

Estimated time: 10 mins

5.b **Aurora Public Library Board Annual Report** 17

Staff Source: Ginger White Brunetti, Director, Library and Cultural Services / Kim Skaggs, Senior Assistant City Attorney

Outside Speaker: Patrick Waggoner, Chair, Aurora Public Library Board

Estimated time: 20 mins

5.c **2026 Annual Report for the Aurora Commission for Older Adults** 45

Staff Source: Wynter Stieger, Recreation Services Manager, Parks, Recreation, and Open Space / Kim Skaggs, Senior Assistant City Attorney

Outside Speakers: Karen Jorgensen, Chair, Aurora Commission for Older Adults

Estimated time: 20 mins

5.d **Beck Recreation Center Artwork Relocation** 93

Staff Source: Ian Guerra, Public Art Assistant, Library and Cultural Services / Britt Wirth, Assistant Attorney Civil

Estimated time: 10 mins

6. **Miscellaneous Items for Consideration**

7. **Anticipated Topics for Next Meeting**

7.a **Aurora Immigrant & Refugee Commission Annual Report**

7.b **Historic Preservation Commission Annual Report**

8. **Next Meeting**

8.a **Tuesday, June 9, 2026, at 3 p.m.**

9. **Adjournment**

PUBLIC RELATIONS, COMMUNICATIONS, TOURISM, LIBRARIES, BOARDS AND COMMISSIONS AND CITIZEN GROUPS POLICY COMMITTEE

April 14, 2026

Members Present: Council Member Curtis Gardner, Chair
Council Member Gianina Horton, Vice-Chair

Members Absent: Council Member Stephanie Hancock, Member

Others Present: L. Perry, G. White Brunetti, K. Stuart, L. Ray, R. Luby, M. Bond, B. Leno, L. Callanen, K. Skaggs, S. Hernandez, K. Lardie, M. Adumer, D. Wagner, D. Hunt, W. Stieger, B. Dalton, D. Jacobson

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CALL TO ORDER

Council Member Curtis called the meeting to order.

APPROVAL OF MINUTES

The March 10, 2026 Meeting Minutes were approved.

ANNOUNCEMENTS

None.

CONSENT ITEMS

None.

NEW ITEMS

5.a Marketing Annual Review

Summary of Issue and Discussion:

Kim Stuart, Director of Communications and Marketing, introduced the team and pointed out the difference between the public relations, media relations, and marketing arms.

Sophia Hernandez presented on the 2025 Marketing Campaign. She talked about their marketing scope, which includes the city's Strategic Plan, omni-channel marketing campaigns, digital trends and adaptations including social media, timely dissemination of information, and building trust through platforms that allow two-way communication. She discussed the purpose of marketing, which is building positive perceptions about Aurora, share Aurora's story, increase community pride and engagement, boost awareness of Aurora's assets and

offerings, develop Aurora's identity as desirable, and entice more people to experience the city's offerings. She gave some examples of their paid media efforts and different audience groupings, and went over their campaign messaging and taglines. Their key actions to reach their goals consist of enhancing their digital and social media communication strategy and using metrics and analytics to guide them on that, influencer marketing, strategic use of paid media in Aurora and the metro, marketing to new and established audiences collaborating with partners. S. Hernandez discussed their social media dashboard and engagement, as well as their KPIs and measurements. She shared their 2025 campaign approach, which included highlighting local people and businesses, reaching local audiences through organic and paid marketing, coordinating marketing efforts across city departments, and partnerships. She went over their 2025 social media strategy and included a video of J. Batchelor speaking in Gen Z slang about the Build Up Aurora campaign, as people respond and engage to more trendy videos. S. Hernandez went over the 2025 field marketing and the two main events they do for their field marketing, which is the Anschutz Block Party and Global Fest. She shared their marketing related public and media relation efforts and the Aurora Eats Guide. She expressed for the 2025 marketing efforts, they had 76 million total impressions.

K. Stuart stated they use employees and local for their imagery and they produced every piece of art and video in house. She said using the media buyer leverages a lot of extra placement and exposure for them.

Committee Discussion:
CM Gardner commented he heard a lot of feedback on the work they are doing, especially on The World in a City tagline. He personally liked seeing the improvements in the Aurora Eats guide, as that is one of their biggest unique factors and they have one of the best food scenes. He noted he likes seeing city employees in some of their marketing work and enjoyed the presentation on the metrics on social media.

CM Horton stated social media has an audience of people who already live in Aurora and a lot of what has been articulated is more external facing and wanting to get more people into the city. She asked for clarity on that balance and how to encourage those already living in Aurora to utilize these great resources.

K. Stuart responded employees are a big part and they are constantly growing their following on their social platforms, which include Aurora residents. She said the newsletters and TV programming also mimic those, which are directed at Aurora residents. She noted reputation issues and misalignments of understanding exist in the metro areas beyond Aurora, which is why they have the layers of audiences they focus on. She asked the committee to let them know if they have noticed a place they have not shown up. She added they find people who are vetted and have a large, natural organic following for influencer marketing.

Outcome:
The Committee recommended the item move forward to Study Session.

Follow-Up:
Staff will move the item forward to Study Session.

5.b Aurora Youth Commission Annual Report 2026

Summary of Issue and Discussion:

Meron Adumer, Aurora Youth Commission Chair, presented the 2026 Aurora Youth Commission Report. She went over Aurora Youth Commissions' mission statement, purpose, and goals. She said their membership is made up of 17 youth members from ages 15-21 and four members that are 21 and older, with two youth and two adult vacancies. She shared their meetings are on the first Thursday of each month, August through May, from 6:30-8:30 p.m., at the Central Recreation Center. She said they are creating semester goals to focus on specific recruitment and volunteering and they are focusing on initiatives to collect food and hygiene products to help insecurities in the community. She discussed their organized citywide food and hygiene drives and Fill the Bus! Event. She noted they raised 2,300 pounds of donations. She said the AYC members attended the Colorado Youth

Celebrate Diversity Conference.. M. Adumer requested City Council Members and Recreation Board Members to attend AYC meetings and for City Council to continue supporting and addressing issues regarding youth.

Committee Discussion:
CM Gardner asked what the current vacancies are.

M. Adumer answered the current vacancies are one youth and one adult.

CM Horton inquired about the pressing issues the Youth Commission have identified as areas of concern.

M. Adumer responded one of the biggest concerns they have seen is the insecurity for food, clothing, and hygiene, which is why they did the Fill the Bus! Drive, as well as violence in schools.

CM Horton shared her full-time job is working on juvenile justice based issues, data, and narratives, and summer can be a very dangerous time for youth people. She said they are doing a Know Your Rights Training on May 7th, at 6 p.m., TBD on location, and would love to partner with them on that.

D. Hunt did not know if they could make that work, as that is the same night as their meeting.

Outcome:
Information only.

Follow-Up:
No follow-up is needed.

MISCELLANEOUS ITEMS FOR CONSIDERATION

None.

ANTICIPATED TOPICS FOR NEXT MEETING

- Aurora Commission for Older Adults Annual Report
- Aurora Public Library Board Annual Report
- Update on Build Up Aurora and Libraries

NEXT MEETING

The next meeting is Tuesday, May 12, 2026, at 3 p.m.

ADJOURNMENT

The meeting was adjourned.

Approved:_____
Council Member Curtis Gardner, Chair Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, expressing support of the expanded boundaries of the Aurora Cultural Arts Districts boundaries.
Item Initiator: Aaron Vega, Project Manager, Library and Cultural Services
Staff Source/Legal Source: Aaron Vega, Project Manager, Library and Cultural Services / Britt M. Wirth, 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: 6/8/2026

Regular Meeting: 6/22/2026

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: Aaron Vega, Project Manager, Library and Cultural Services / Britt Wirth, Assistant Attorney Civil
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.)*

Resolution to acknowledge the expanded boundaries of the Aurora Cultural Arts District.

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

Shall the City Council of the City of Aurora, Colorado, approve a resolution expressing support for the expanded boundaries of the Aurora Cultural Arts District.

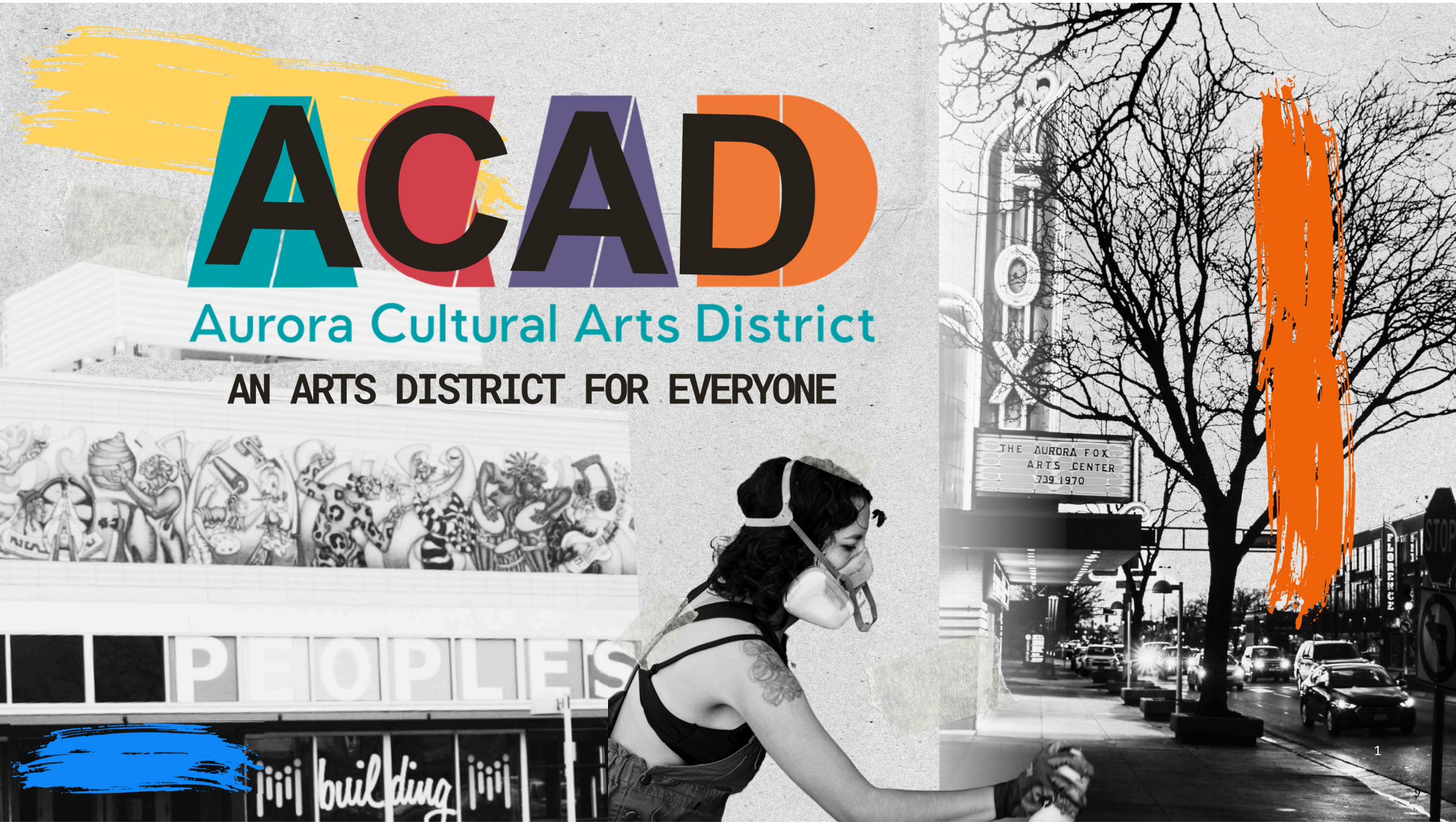
LEGAL COMMENTS

City Council shall act only by ordinance, resolution, or motion. (City Charter Section 5-1.) A Resolution may be used for a statement of policy or other matters that are not required to be adopted by ordinance. (Article IV, Section 2, Rules of Order & Procedure for the Aurora City Council.) (Wirth)

ACAD

Aurora Cultural Arts District

AN ARTS DISTRICT FOR EVERYONE



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THE BACKSTORY!

AARON VEGA, PROJECT MANAGER - LIBRARY & CULTURAL SERVICES



HISTORY:

IN THE EARLY 2000S THE CITY OF AURORA BEGAN DISCUSSING THE REDEVELOPMENT OF THE AREA CURRENTLY KNOWN AS THE AURORA CULTURAL ARTS DISTRICT. IN OCTOBER 2002, THE CITY APPROVED THE FLETCHER PLAZA URBAN RENEWAL AREA AND PLAN WHICH LAID OUT THE REDEVELOPMENT CONCEPT AND GOALS FOR THE AREA.

THE OVERALL DEVELOPMENT CONCEPT FOR THE PLAN INCLUDED THREE MAJOR COMPONENTS:

1) BUILDING A CIVIC AND CULTURAL CORE IN THE AREA (INCLUDING THE MARTIN LUTHER KING JR. LIBRARY, THE FOX ARTS CENTER AND FLETCHER PLAZA)

2) SUPPORTING THE ARTS (INCLUDING SUPPORT AND DEVELOPMENT OF ARTS STUDIOS AND USES)

3) DEVELOPING URBAN RESIDENTIAL AND NEW RETAIL SPACE.

ACAD
Aurora Cultural Arts District

IN 2012, AT THE DIRECTION OF THE CITY COUNCIL, STAFF CONDUCTED EXTENSIVE PUBLIC OUTREACH TO UPDATE AND DETERMINE PRIORITIES IN THE AREA OF THE COLFAX CORRIDOR (COLFAX CORRIDOR STUDY). THE STUDY CONFIRMED THE ORIGINAL GOALS OF THE FLETCHER PLAZA URBAN RENEWAL PLAN, WITH THE PUBLIC CITING PRIORITIES IN DEVELOPING ARTS AND ENTERTAINMENT USES AND JOBS AND ECONOMIC DEVELOPMENT AS THEIR HIGHEST PRIORITIES, FOLLOWED CLOSELY BY REDUCING POVERTY AND INCREASING CLEANLINESS AND SAFETY. FOLLOWING THE STUDY, THE CITY COUNCIL RECONFIRMED THE FLETCHER PLAZA URBAN RENEWAL PLAN AND AMENDED THE PLAN TO UPDATE THE OBJECTIVES; THE PLAN WAS FORMALLY AMENDED IN JUNE 2014.



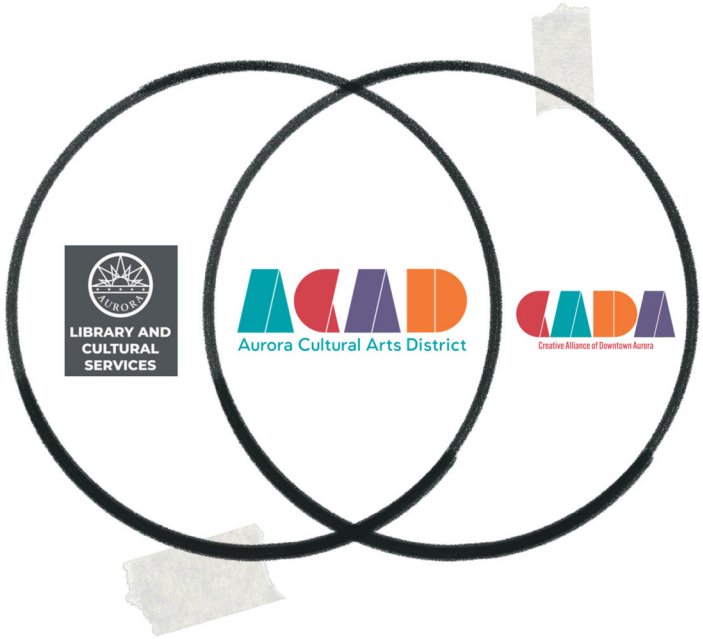
IN NOVEMBER 2021, THE AURORA CULTURAL ARTS DISTRICT WAS AWARDED A “CREATIVE DISTRICT” DESIGNATION BY THE STATE’S COLORADO CREATIVE INDUSTRIES (CCI), WHICH PROVIDES FORMAL RECOGNITION AND ON-GOING SUPPORT BY THE STATE OF COLORADO.

IN 2025 THE CITY AND THE ACAD BOARD SIGNED A MEMORANDUM OF UNDERSTANDING (MOU) AND RENEWED THEIR FOCUS ON BEING A CHAMPION FOR THE ARTISTS AND ARTS ORGANIZATIONS IN THE DISTRICT. THE MOU ALSO ALLOWED AARON VEGA TO STEP IN AS THE CITY LIAISON TO THE BOARD.

THEY RECENTLY VOTED TO CHANGE THE NAME OF THE NON-PROFIT TO THE CREATIVE ALLIANCE OF DOWNTOWN AURORA TO HELP DIFFERENTIATE BETWEEN THE DISTRICT AND THE GOVERNING BODY.

MISSION:

CADA ENCOURAGES ARTISTIC AND CULTURAL CREATIVITY THROUGH ADVOCACY, PROMOTING PROGRAMS, AND PROVIDING OPPORTUNITIES FOR DIVERSE EXPRESSION.

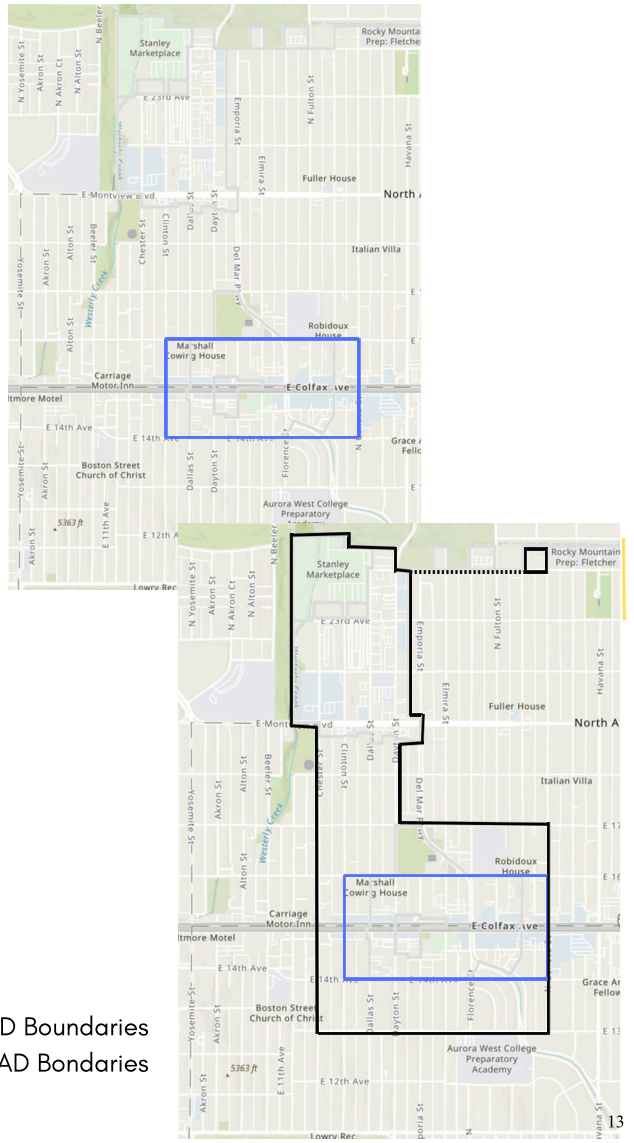


ACAD + CADA
Aurora Cultural Arts District
Creative Alliance of Downtown Aurora

RECERTIFICATION

CCI REQUIRES ARTS DISTRICTS TO RECERTIFY EVERY 5 YEARS. THIS OFFERS THE DISTRICT A CHANCE TO INCLUDE BUSINESSES AND INSTITUTIONS THAT HAVE EXPRESSED INTEREST IN BEING A PART OF THE ONLY CERTIFIED ARTS DISTRICT IN AURORA, ADAMS COUNTY, AND ARAPAHOE COUNTY. THOSE ORGANIZATIONS INCLUDE: STANLEY MARKETPLACE; SECOND DAWN BREWING; AND CENTRAL PARK COLLECTIVE. IN FEB 2026, THE CADA BOARD VOTED TO EXPAND THE ARTS DISTRICT BOUNDARIES TO INCLUDE THOSE CREATIVE SPACES. THE EXPANDED BOUNDARIES ALSO GIVE ACCESS TO BETTER EQUIPED OURDOOR SPACES LIKE AURORA CITY PARK TO HELP ENCOURAGE FESTIVALS AND COMMUNITY EVENTS.





Blue: Former ACAD Boundaries
Black: 2026 Board Approved ACAD Bondaries

ACAD + CADA

Aurora Cultural Arts District

Creative Alliance of Downtown Aurora

THE ASK

RESOLUTION NO. R2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING SUPPORT OF THE NEW BOUNDARIES OF THE AURORA CULTURAL ARTS DISTRICTS.



RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING SUPPORT OF THE EXPANDED BOUNDARIES OF THE AURORA CULTURAL ARTS DISTRICT.

WHEREAS, the City of Aurora, Colorado ("City"), values its collaboration with the East End District Association, doing business as the Creative Alliance of Downtown Aurora ("CADA"), a Colorado non-profit, collectively the ("Parties"); and

WHEREAS, the Parties have collaborated to oversee, develop, and market the Aurora Cultural Arts District ("District"); and

WHEREAS, the Parties have a common goal of fostering arts, culture, and economic vitality within the community, enhancing the City's quality of life, and supporting artists; and

WHEREAS, the District was designated as a certified Colorado Creative District in 2021 by Colorado Creative Industries ("CCI"), a part of the Colorado Office of Economic Development and International Trade; and

WHEREAS, the CCI designation provides vetted districts with targeted resources, funding, and structural support to boost the local creative economy; and

WHEREAS, the State of Colorado, through CCI, requires recertification every five years; and

WHEREAS, as part of the recertification, CADA expanded the District's boundaries to include the Stanley Marketplace, the Central Park Collective, Second Dawn Brewing, and other businesses and institutions that have expressed interest in being part of the certified District; and

WHEREAS, the expanded District boundaries also give access to better-equipped outdoor spaces like Aurora City Park to help encourage increased opportunities for community engagement through festivals and community events; and

WHEREAS, the CCI designation requires the City's support of the expanded boundaries as part of the District recertification process; and

WHEREAS, the Parties seek formal support and recognition of the new District boundaries.

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

Section 1. The Aurora City Council recognizes and supports the expanded boundaries of the Aurora Cultural Arts District.

Section 2. This Resolution shall take effect immediately without reconsideration.

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: Britt M. Wirth BMK
BRITT M. WIRTH, Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Aurora Public Library Board Annual Report
Item Initiator: Joanna McNeal, Deputy Director Library Services, Library and Cultural Services
Staff Source/Legal Source: Ginger White Brunetti, Director, Library and Cultural Services / Kim Skaggs, Sr. Assistant City Attorney
Outside Speaker: Patrick Waggoner, Chair, Aurora Public Library Board
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: N/A

Regular Meeting: N/A

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: Ginger White Brunetti, Director, Library and Cultural Services / Kim Skaggs, Senior Assistant City Attorney
Outside Speaker: Patrick Waggoner, Chair, Aurora Public Library Board
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: Public Relations, Communications, Tourism, Libraries, Boards and Commissions & Citizen Groups

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.)*

Report of library activities and performance in 2025.

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.)

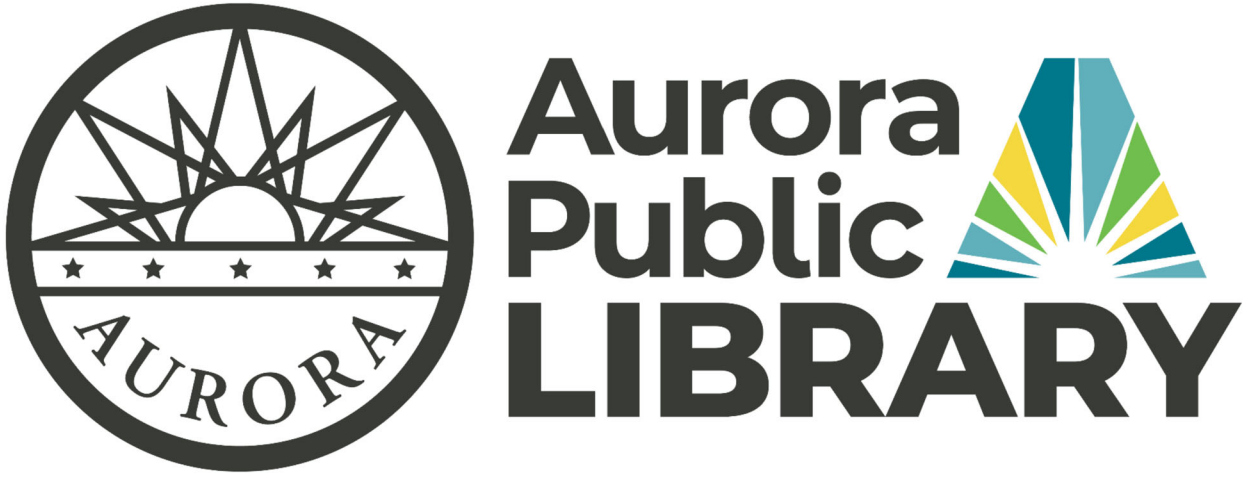
WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

N/A

LEGAL COMMENTS

The City Manager shall be responsible to the Council for the proper administration of all affairs of the city placed in his charge and, to that end, shall have the power and duty to make written or verbal reports at any time concerning the affairs of the City. (City Charter, Art. 7-4(e).) (Skaggs)


AURORA
Aurora
Public
LIBRARY

Fun Facts

From 2025 system data

- 84 full and part time staff
- $8 million budget $17/year per resident
- Five branches and one bookmobile
- Over 900,000 items checked out
- 20,000 new library cards
- Over 527,000 visits
- 76,000 program participants
- Over 2,500 volunteer hours
- Community rooms used 7,784 times
- Answered over 63,000 questions
- Helped patrons print 204,000 times
- 331,825 library card users

Strategic and Facilities Master Plan

Community Engagement

- Partner Launch Breakfast
- Community Survey
- Branch Installations
- Workshop Series
- Branch Tours and Staff Questionnaire
- Partner Interviews
- Urgency Index and Growth Mapping
- Utilization Analysis

2,792 survey responses



Who We Are

VISION

An interconnected Aurora that is full of opportunity.

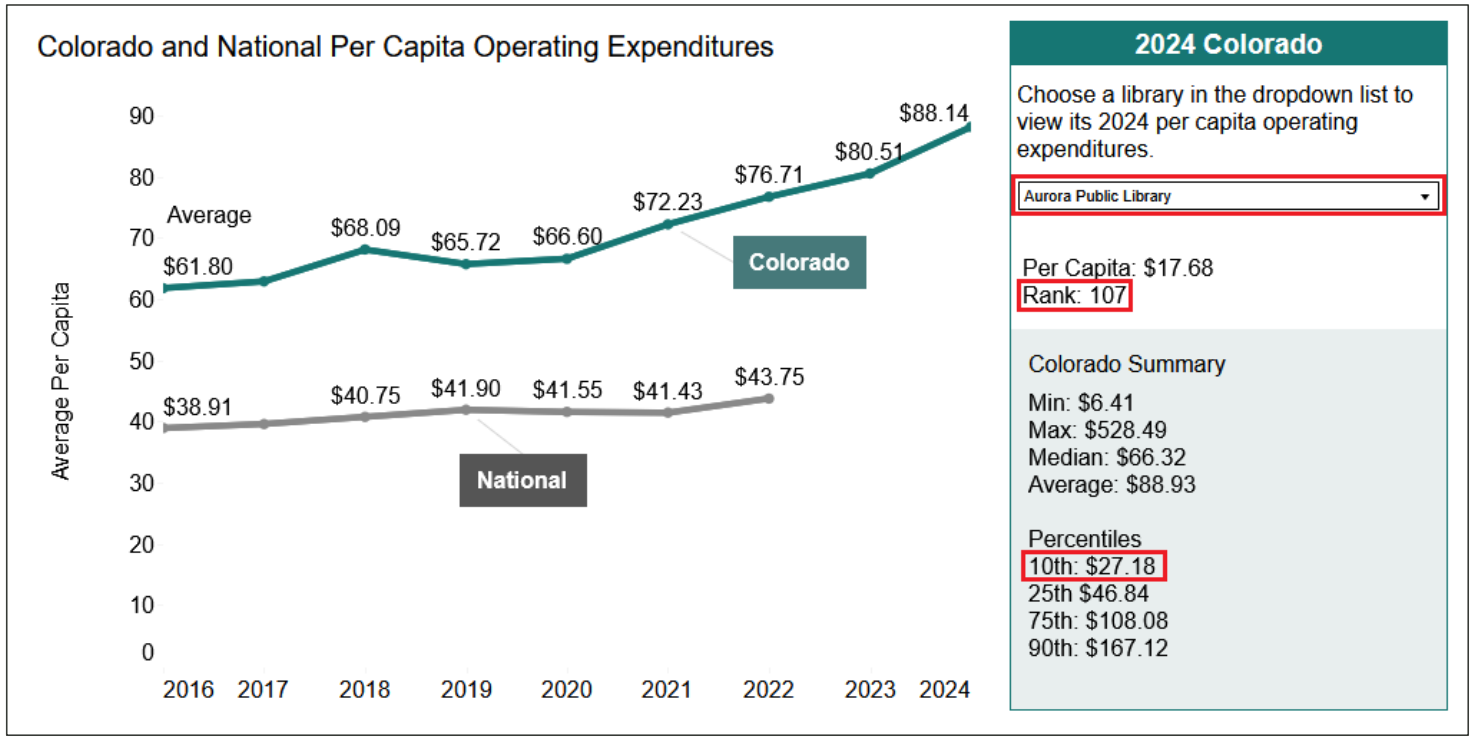
MISSION

Nurture curiosity, capability and confidence throughout all of life's chapters.

Implementing the new Strategic Plan with five areas of focus

- Resource and Access Navigation
- Comprehensive Skills and Literacy Development
- Community Building
- Digital Equity and Access
- Passion and Culture Cultivation

How We Compare



$8 million budget

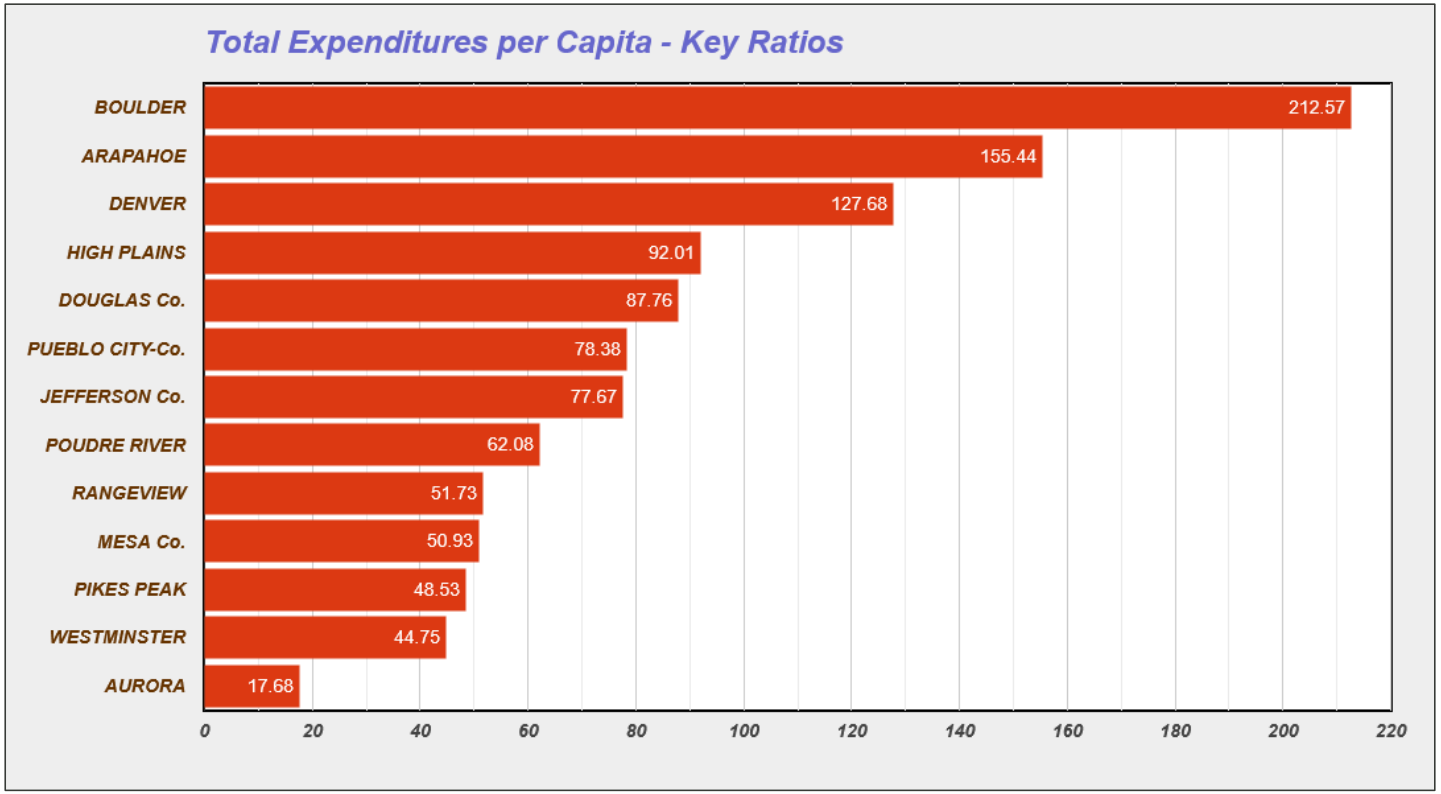
Ranked 107 in 2024

$17.68 Per Capita

Median Per Capita is $66.32

[Colorado Public Library Statistics (lrs.org)]

How We Compare



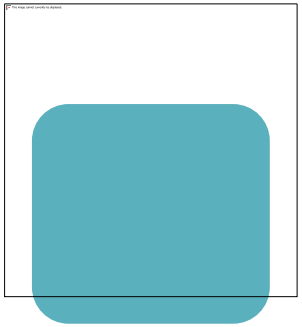
From over 100,000 populations

Lowest Per Capita in Denver Metro

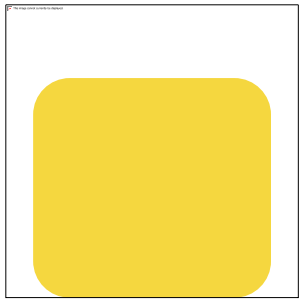
$6.9 million total Operating Expenditures in 2024

Colorado Public Library Statistics (lrs.org)

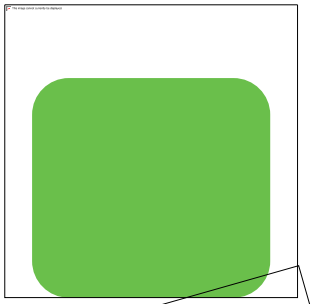
The Library's Role



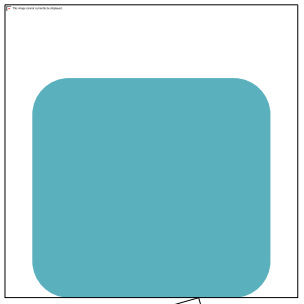
Education



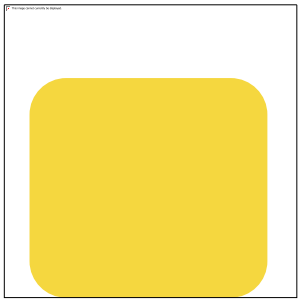
Life-long Learning



Digital Equity



Combating Loneliness and Isolation



Free Resources

Education

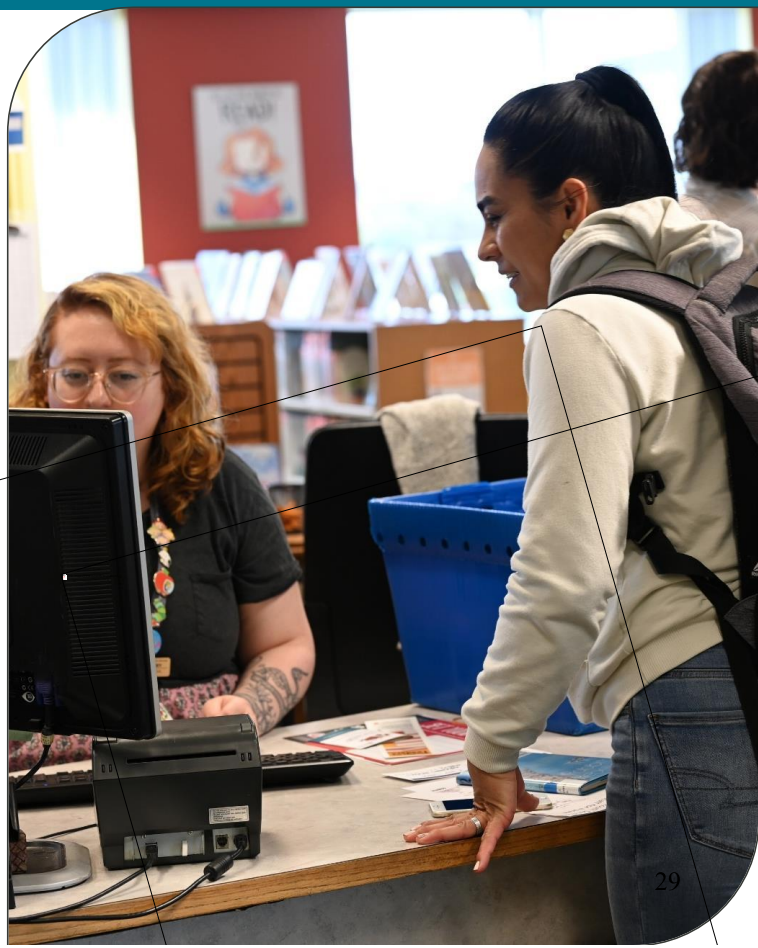
- Partnership with Aurora Public Schools
- Brainfuse HelpNow and CollegeNow
- Homework Help
- ABCMouse
- NoveList

Life-Long Learning

- Transparent Language
- Brainfuse JobNow
- Partnerships with financial institutions
- Partnerships with ESL organizations
- Technology Support

Digital Equity

- Free Wi-Fi
- Computer Access and Hotspots
- 1:1 Technology assistance and classes
- Staff support
- Streaming platforms



Combating Loneliness and Isolation

- Book Clubs
- Guided Autobiography Workshops
- Utilizing the library's space
- Interacting with staff
- Programs and activities



Free Resources

Everything we do.

What Makes Us Unique



Hundreds of programs including:

- Bookmobile to schools, parks and retirement homes
- Summer of Imagination
- Aurora Mini-Con
- Día de los Muertos
- Season of Giving
- Day of the Grinch
- Merry Makers Market

NEW Pilot Programs



One Book, One Aurora

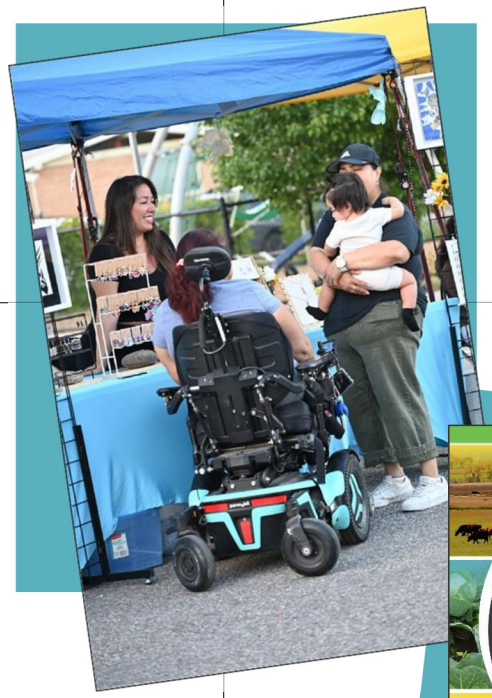


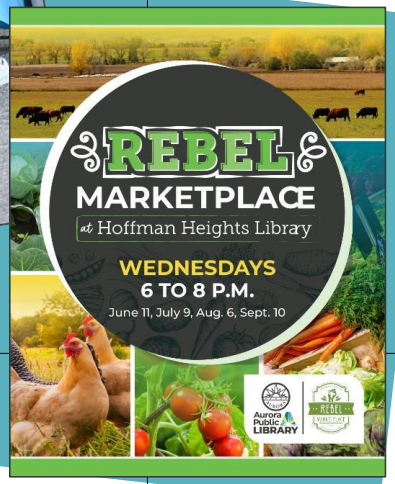
In partnership with
Aurora Fox Arts Center

Highlights

- Book Discussion
- Meet the Cast
- Open Rehearsal
- Reception and Performance
- Resource Fair

Farmers Market at Hoffman Heights Library





In partnership with Rebel Marketplace

Highlights

- DIY Hotsauce with Horrifying Hotsauce
- Succulent Pot Painting
- Rainbow Scavenger Hunt
- Block-printed Totes
- Intro to Pickling

Tool Bank and Makerspace



Tool Bank at Tallyn's Reach Library

- Partnership with ToolBank
- Tools are borrowed on behalf of patrons and for Wood Shop programs

Makerspace at Martin Luther King, Jr. Library

- 3D and Laser Printers
- Cricut and Sewing Machines

Build Up AURORA

Care for What We Have
Provide for What We Need

Build Up Aurora
Project Overview

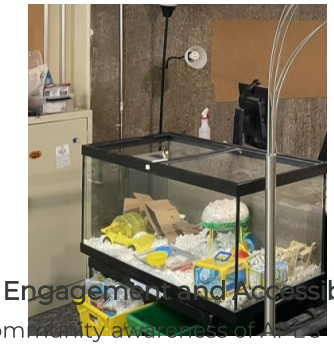


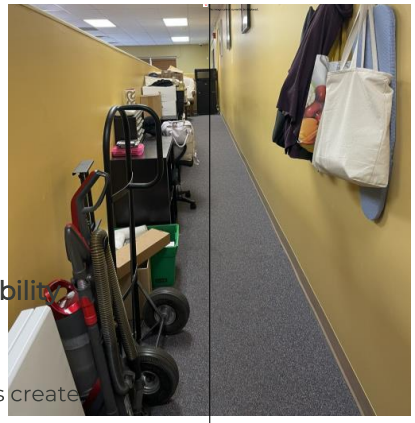
APL Facilities Master Plan

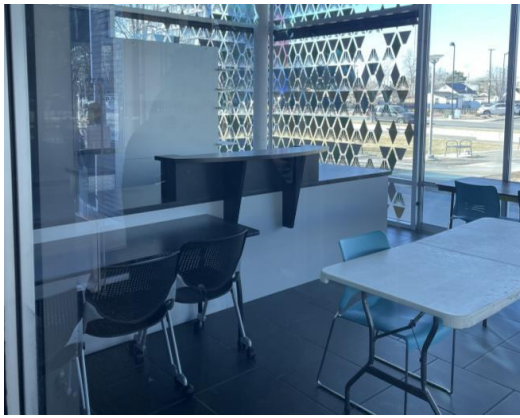


AURORA PUBLIC LIBRARY SYSTEM

System Findings – What's Not Working







Operations

- Staffing
- Reactive service model, rather than proactive community engagement.
- Limited structured knowledge sharing, causing inefficiencies.
- Staff spaces are cramped and lack privacy.
- Hours of operation may not align with community needs.

Facilities and Infrastructure

- Outdated technology frustrates users and limits resource use.
- Workspaces lack outlets/chargers, reducing usability.
- Furniture, equipment and supplies are mostly outdated and misaligned with needs.
- Teen spaces are inadequate or missing, lacking comfort and privacy.
- Space constraints at some branches limit programming and impact.
- Signage and visual cues are minimal, affecting visibility and navigation.

Community Engagement and Accessibility

- Limited community awareness of AP Lo locations and offerings.
- Branches near better-resourced systems create confusion and unfavorable comparisons.
- Some branches function more as quick stops, limiting deeper patron relationships.
- Partnerships focus on awareness, not resource sharing or expanded impact.
- Service gaps exist outside the north and south areas of the city.

Language and Inclusion

- Limited support for non-English speakers due to staffing, signage and programming constraints.









Harder, less functional seating at Hoffman

39

Imagining our Facilities Future

How our community wants to connect with the library

EXPERIENCES

To improve patron experience, respondents would like library spaces to have comfortable furniture and separated loud and quiet spaces.



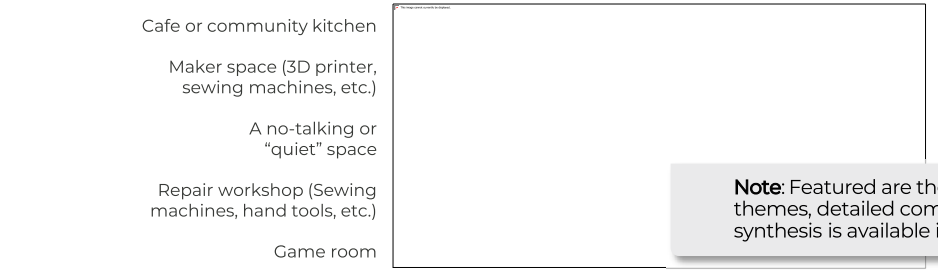
SERVICES

Respondents expressed interest in a deepening of core library services from increasing materials diversity, hosting events and offering non-traditional tool borrowing to enrich APL's offerings.



SPACES

Designated active making space types (community kitchens, makerspaces and repair workshops) for all ages resonated most.



Note: Featured are the top five themes, detailed community survey synthesis is available in the appendix

Central Library Remodel

Capital Cost: $7 million

Funding Leverage: $3 million Congressional Directed Spending Funding

Project Number: 3A

Ward: III

Status: Planning

Scope Statement:
Enhance the Central Library as a community hub by:

- Consolidating adult collections on the lower level
- Creating dedicated family and teen space on the main floor
- Expanding programming and study areas
- Upgrading community rooms with modern A/V and furniture
- Improving efficiency through renovated, co-located staff spaces.



*All project costs based on best available information in 2025 and subject to change

Mission Viejo Remodel

Capital Cost: $5 million

Project Number: 3D

Ward: V

Status: Planning

Scope Statement: The Mission Viejo Library is a great place for building intergenerational community and connection through programming. A renovation would:

- Increase programming and teen space
- Provide more study space to meet the high demand for remote work activities
- Improve staff space and storage to increase efficiency



*All project costs based on best available information in 2025 and subject to change

New Northeast Aurora Library

Project Name: New Adams County Library

Capital Cost: $18,000,000 *(excludes cost of land)*

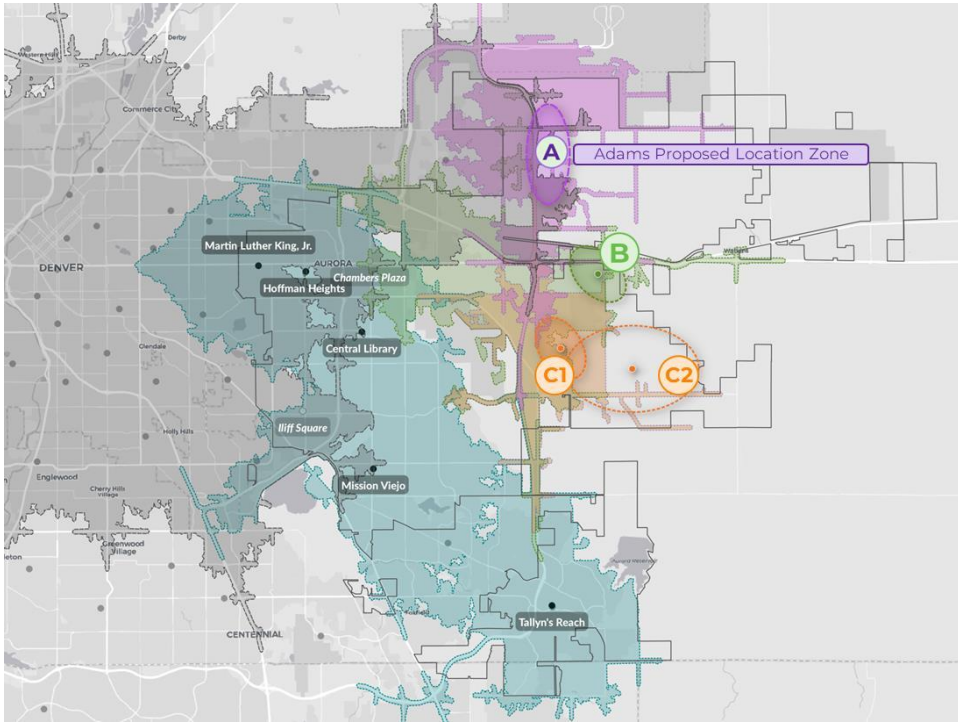
Funding Leverage: $4 million Library Impact Fees

Ward II

Status: Planning

Scope Statement

New 30,000 sq ft library branch in Adams County. The center point of planned development falls along E-470. However, due to Green Valley Ranch's nearby service area, the recommended site shifts east of the highway, beyond GVR's 10-minute drive shed. This area is identified as **A**, the "Adams Proposed Location."



*All project costs based on best available information in 2025 and subject to change

Stay Connected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CITY OF AURORA
Council Agenda Commentary

Item Title: 2026 Annual Report for the Aurora Commission for Older Adults
Item Initiator: Wynter Stieger, Recreation Services Manager
Staff Source/Legal Source: Wynter Stieger, Recreation Services Manager/Kim Skaggs, Sr. Assistant City Attorney
Outside Speaker: Jeanie Davis, Chair (ACFOA), Lori Sanchez, ACAA Facility/Program Supervisor, ACFOA Liaison
Council Goal: 2012: 2.1--Work with appointed and elected representatives to ensure Aurora's interests

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: N/A

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.)*

- Agenda long title
- 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 Presentation/discussion time for Study Session

ANNUAL REPORT FROM THE AURORA COMMISSION FOR OLDER ADULTS

Staff Source: Wynter Stieger, Recreation Services Manager/Kim Skaggs, Sr. Assistant City Attorney
Outside speaker name and organization: Jeanie Davis, Chair (ACFOA), Lori Sanchez, ACAA Facility/Program Supervisor, ACFOA Liaison

Estimated Presentation/discussion time: 30 minutes

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

☐ Approve Item and Move Forward to Study Session

☐ Approve Item as proposed at Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Approve Item as proposed at Regular Meeting

☒ Information Only

☐ 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 ☐ Recommendation Report Attached

☐ Minutes Attached ☐ Minutes Not Available

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.)*

Annual Report from Aurora Commission for Older Adults

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

Information Only

LEGAL COMMENTS
The City Manager shall be responsible to the Council for the proper administration of all affairs of the city

placed in his charge and, to that end, shall have the power and duty to make written or verbal reports at any time concerning the affairs of the City. (City Charter, Art. 7-4(e).) (Skaggs)

AURORA COMMISSION FOR OLDER ADULTS

AURORA COMMISSION FOR OLDER ADULTS

2025 Annual Report
May 12, 2026
3:00 p.m. – 4:30 p.m.

Agenda

- **Purpose and Mission**
- **Commission Membership**
- **Accomplishments and Goals**
  - Advocacy
  - Education and Information Dissemination
  - Communication and Marketing
- **Committee Accomplishments and Goals**
  - Public Relations
  - Intergenerational Support
  - Transportation
  - Legislative
  - Fraud Abuse and Prevention
- **2025 Speakers**
- **Anticipated Impact for City of Aurora**
- **Relationship to the City of Aurora's Mission, Goals and Purpose**
- **Needs from Aurora City Council**

Purpose

The Aurora Commission for Older Adults (ACFOA) was created by City Ordinance to be an advocacy and advisory resource within the City of Aurora (COA) relative to the needs and interests of older adults. The Commission advises the City Council concerning the following issues and objectives:

- Identify existing services and the unmet needs of older adults;
- Establish task force committees, lobbying and advocacy services to address unmet needs;
- Monitor legislation affecting the quality of life for older adults and providing support to local, state and federal governments in their efforts to improve the quality of life for older adults;
- Recommend plans of action to assist in meeting the needs and concerns of older adults;
- Establish a cooperative role with existing service providers in Aurora; and
- Develop an effective public relations program communicating the needs of older adults.

Mission

The mission of the ACFOA is to enhance the quality of life for the older adult population in Aurora by supporting current programs and promoting the development of new ones in the areas of:

- Housing
- Networking
- Education
- Health
- Advocacy
- Recreation
- Nutrition
- Legislation
- Transportation

Commission Membership

Number of members per Bylaws: 9

Term: 3 years (three consecutive terms)

Number of positions filled: 7

Number of vacancies:

Average length of vacancy: NA

2025 Members

Jeannie Davis
Chairperson



Frances Dollard
Member



Barb Becker
Member



Karen Jorgensen
Vice-Chairperson



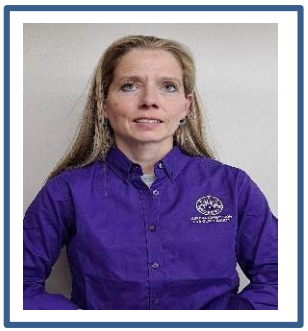
Caroline Kim
Member



Betsy Oudenhoven
Member



Michelle Stoll
Member



ACCOMPLISHMENTS IN 2025 AND GOALS FOR 2026

Aurora Commission For Older Adults

2025 Annual Report

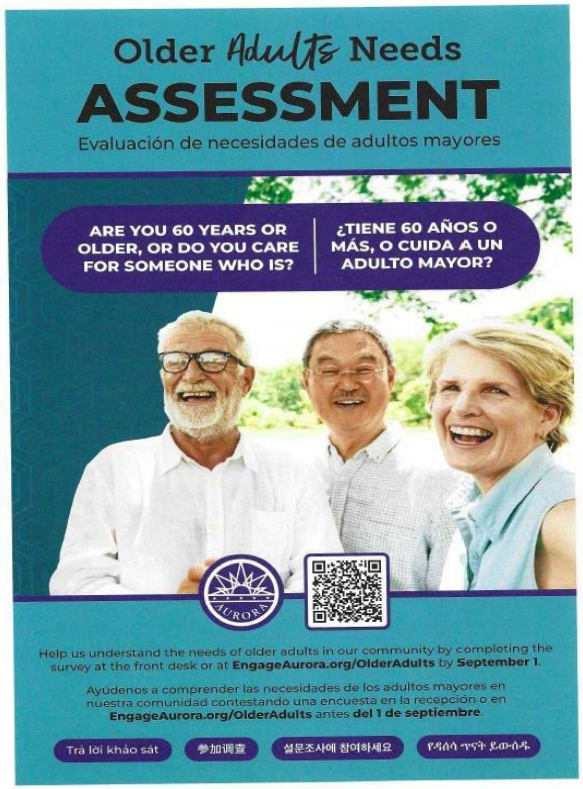
ADVOCACY – Accomplishments in 2025

- **Older Adult Needs Assessment –**

  - In 2022 City Council directed the ACFOA and city staff to conduct a Needs Assessment of older Aurorans.

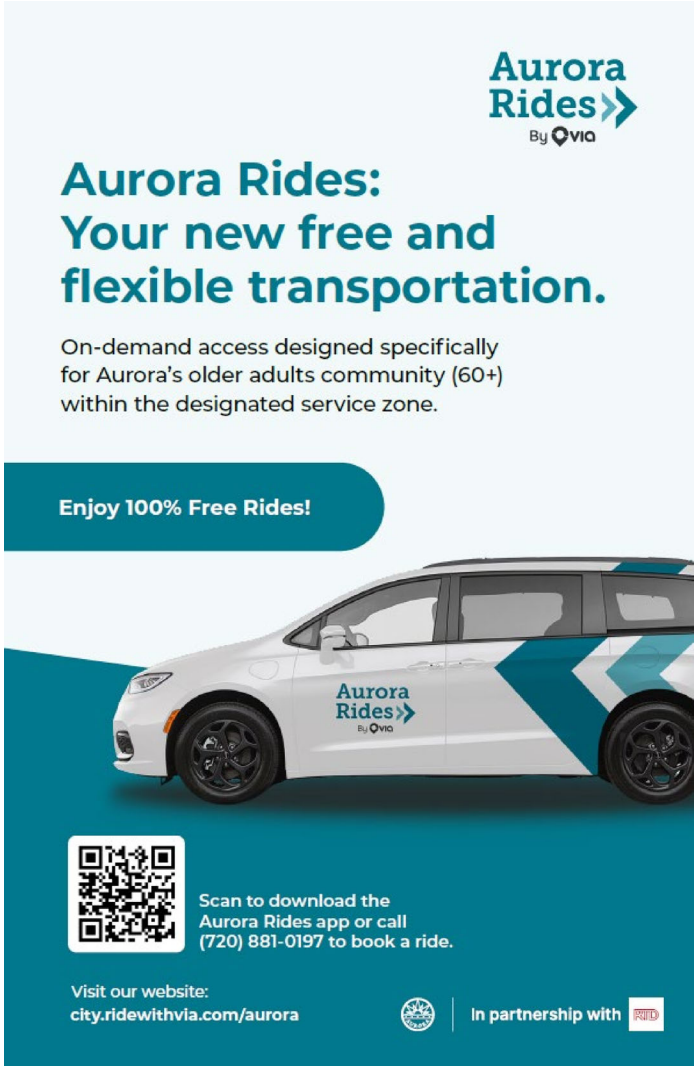
  - Commissioners actively engaged in the creation of the Scope of Work (SOW), Request for Proposals (RFP), and the proposal review and consultant selection process.

  - City Council voted affirmatively to a resolution acknowledging the completion of and support of the Older Adults Needs Assessment in September 2025



ADVOCACY – Accomplishments in 2025

- **Microtransit Pilot Program –**
  - The Commission worked with PROS and Planning and Business Development on the creation of a Microtransit Pilot Program .
  - Soft Launch of Aurora Rides began December 9, 2025.



ADVOCACY – Accomplishments in 2025 Cont'd

Older Aurorans Month Proclamation– Requested and received recognition of Older Aurorans Month by way of Proclamation announced by Mayor Mike Coffman on



Aurora, Colorado

Proclamation

***WHEREAS**, the month of May is designated as Older Coloradans Month; and,*

***WHEREAS**, in May we particularly acknowledge and honor Older Aurorans, all who are resilient and strong, and play vital, positive roles in our communities as family members, friends, mentors, volunteers, caregivers, civic leaders, employees, and more; and,*

***WHEREAS**, the city of Aurora established the Aurora Commission for Older Adults to advocate for this population and work with the city to ensure their equitable quality of life; and,*

***WHEREAS**, this Proclamation further supports the efforts of the city of Aurora to continue to address the housing, transportation, health, nutrition, legislation, and recreation needs of Older Aurorans through advocacy and networking by the Aurora Commission for Older Adults; and,*

***WHEREAS**, we move forward with celebrating the significance of our Older Aurorans as they continue to be respected in every organization, business and governmental entity related to growth, sustainability, business, and strategic and city plans.*

***NOW, THEREFORE**, I, Mike Coffman, Mayor of the City of Aurora, Colorado do hereby proclaim the month of May 2026, as:*

Older Aurorans Month

***IN WITNESS WHEREOF**, I have hereunto set my hand and caused the seal of the City of Aurora, Colorado to be affixed this 4th day of May 2026.*

CITY SEAL AURORA COLORADO

Mike Coffman, Mayor
Aurora, Colorado

ADVOCACY – Accomplishments in 2025 *(Cont'd)*

➢ 3rd Annual Walk 'N Roll Event

- The *3rd Annual Walk 'N Roll* was held on May 16th at Del Mar Park.
- *City Council Member Ruben Medina offered welcoming remarks.*
- *We are grateful to the city staff for coordinating, publicizing, and marketing the event through various media outlets.*

Annual Walk 'n' Roll Event











ADVOCACY
Goals for 2026

- Continue to actively engage in implementing the findings of the Older Adults Needs Assessment. Commissioners eager to implement recommendations, strategies and benchmarks and measure success over time.

- Continue to request the COA acknowledge Older Aurorans Month through formal Proclamation.

- Continue to collaborate with PROS to create an annual event in celebration of *Older Aurorans Month* every May. ***The 4th Annual Walk N' Roll event will be on May 15, 2026.***



EDUCATION AND INFORMATION DISSEMINATION
Accomplishments in 2025

- Several Commissioners attended the Connecting Aurora Planning Events to learn about the city's multimodal transportation master plan.

- Collaborated with the Aurora Health Alliance (AHA) and Anschutz Multidisciplinary Center on Aging to present seminars related to *Healthcare for Older Adults.*

ACFOA and Aurora Health Alliance

Present

Older Adult Health Care Speaker Series

Coping with Necessary Life Losses	September 19, 2025
The Importance of Connections: Fighting Isolation and Loneliness	October 17, 2025
Advancing the Science at any giving Moment: The Latest in Alzheimer's and Dementia Research	November 14, 2025

Older Adult Healthcare Speaker Series

- Collaborated with the Aurora Health Alliance (AHA) and Anschutz Multidisciplinary Center on Aging to present seminars related to *Healthcare for Older Adults.*



EDUCATION AND INFORMATION DISSEMINATION
Accomplishments in 2025*(Cont'd)*

- Sponsored the *2025 Aurora Forum for Older Adults* in collaboration with the Aurora Center for Active Adults (ACAA). Commissioners recommended topics and speakers, introduced keynote speakers, staffed our display table, fielded attendee questions, and disseminated marketing literature and promotional products.

- Kristine Burrows, Senior Specialist on Aging the for State of Colorado presented Colorado's Multi Sector Plan on Aging

2025 Older Adult Forum







2025 Older Adult Forum





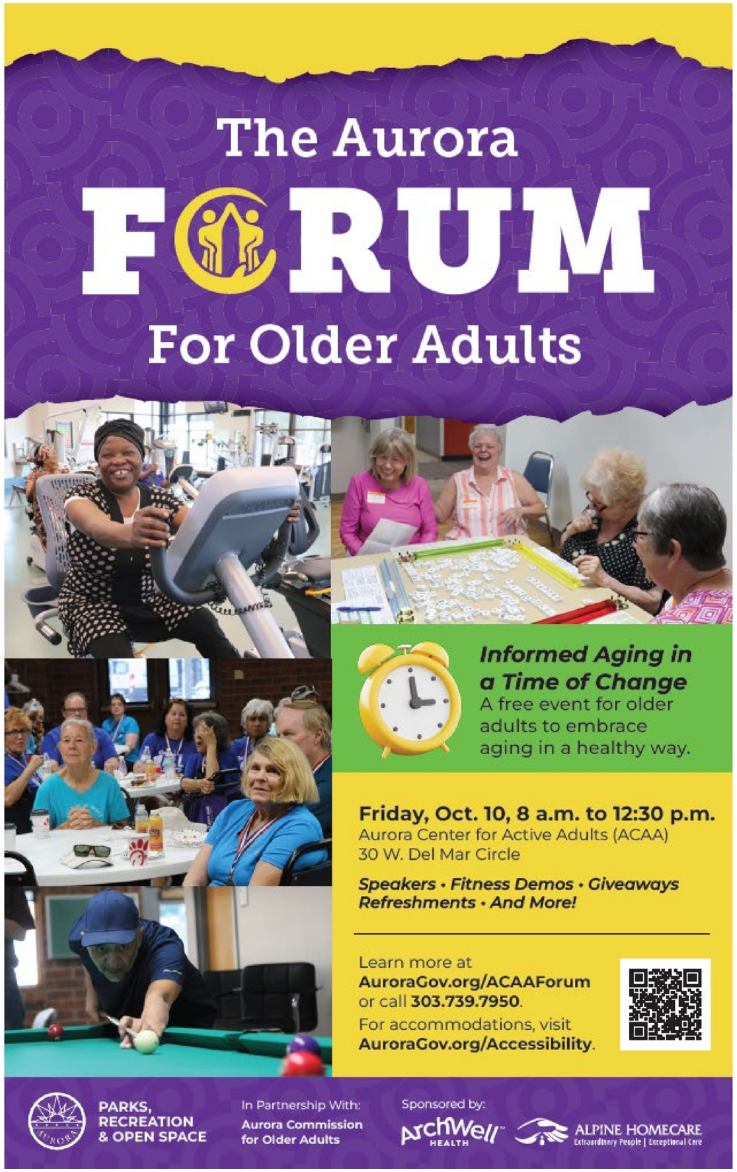


Vendors and Sponsors

SPONSORS: 7

VENDORS: 35

ATTENDANCE: 300



EDUCATION AND INFORMATION DISSEMINATION

Accomplishments in 2025 *(Cont'd)*

- Followed up with Visit Aurora leadership to ascertain the status of their outreach efforts to bring older adult-focused conventions to the city. The President & CEO advised that the sales team researched and contacted the groups we provided and added a few other future opportunities. *The ACFOA appreciates Visit Aurora's responsiveness to our request.*

- Distributed Program Interest Surveys to learn about presentation topics and activities attendees will support in connection with the Mission Viejo Library (MVL) pilot program.

- Distributed Intergenerational Surveys to better understand how stereotypes and relationship values are perceived.

- Distributed marketing literature, event fliers, and promotional products at in person events.

- Attended numerous City Council Ward meetings and distributed literature and fliers for upcoming events as appropriate. When the opportunity arose, Commissioners provided an overview of the purpose and mission of the ACFOA.

EDUCATION AND INFORMATION DISSEMINATION
Goals for 2026

- Sponsor the *2026 Aurora Forum for Older Adults* in collaboration with the ACAA by joining the Forum Planning Committee to determine format, logistics, marketing, sponsors and vendors, program speakers, etc. ***The forum will be held in October, 2026***

- Continue to attend City Council Ward meetings to stay abreast of happenings and issues related to older Aurorans in our respective wards.

- Continue to develop a calendar of monthly meeting speakers to educate Commissioners and the public on topics and issues relevant to older adults.

EDUCATION AND INFORMATION DISSEMINATION
Goals for 2026 *(Cont'd)*

- Continue to distribute marketing literature and promotional products during in-person events.
- Continue to distribute Program Interest and Intergenerational Surveys to collect relevant information and opinions about topics of interest, relationship values, stereotypes, and perceptions.
- Encourage PROS to distribute information about older adults for display in all recreation centers and champion more recreational programs in all centers.
- Continue to work with libraries for distribution of ACFOA literature and to create programming and activities for older adults in more libraries.

COMMUNICATIONS AND MARKETING
Accomplishments in 2025

- Improved marketing communications through various COA media to promote special events and programs, which enabled us to reach more older residents. *We sincerely appreciate the city's support in these endeavors.*
- Set-up and staffed display tables during numerous ACFOA and ACAA events to disseminate information, build relationships and advocate for the needs of older adults (e.g., Sneak Peaks)
- Commissioners continued to attend regularly scheduled meetings of the following organizations: Arapahoe County Council on Aging (ACCoA), Aurora Health Alliance (AHA), and Transportation Solutions Arapahoe County (TSAC).

COMMUNICATIONS AND MARKETING Accomplishments in 2025 *(Cont'd)*

- Displayed poster board(s) and branded tablecloth during all events.
- Distributed promotional products and marketing literature during events.
- Welcomed an additional volunteer to work with the Commission during events and other activities. *The assistance of three volunteers has been extremely beneficial.*

ACFOA Volunteers

Frances Lofton, Neta Sanders, Victoria Vaughns







COMMUNICATIONS AND MARKETING Goals for 2026

- Continue to solicit volunteers who express interest in working with the Commission.
- Continue to encourage utilization of various COA communication to reach a broader audience of older adults by way of internal/external media outlets and Channel 8.
- Continue to attend regularly scheduled meetings of the ACCoA, AHA, and TSAC.
- Continue to utilize all branded marketing materials, printed literature, and promotional products during in person events.

COMMITTEES

- 2025 Achievements
- 2026 Goals

PUBLIC RELATIONS
Accomplishments in 2025

- Coordinated staffing of display tables at various ACAA and other community events, as noted in the Communications and Marketing section of this report.
- Coordinated Commissioner participation to distribute event fliers and marketing material throughout the community.
- Increased presence of Commissioners at planned events and Council Ward meetings.



PUBLIC RELATIONS Goals for 2026

- Host *Meet Your Commissioner* and *Chill With a Commissioner* events at the ACAA, MVL, and other libraries and recreation centers.
- Increase Commissioner participation at planned events.
- Work with ACAA to solicit a core group of volunteers for future events and activities.
- Assist in identifying additional speakers for monthly meetings and events.



INTERGENERATIONAL SUPPORT
Goals for 2026

- Explore new ideas (e.g., intergenerational pickleball tournament) at recreation centers.
- Explore the possibility of an intergenerational program (such as the generational split trivia game) with the Community College of Aurora.
- Continue to collaborate with MVL staff to ensure the pilot program provides a wide variety of activities and networking opportunities for older adults.



TRANSPORTATION
Accomplishments in 2025

ACFOA welcomed the opportunity to play an instrumental role in the formation of the Microtransit Pilot Program (MPP) which was implemented in late 2025. The intent of this program is to supplement existing resources and fill transportation gaps for older adults aged 60+.

- Attended regularly scheduled Transportation Solutions Arapahoe County (TSAC) meetings to stay abreast of what other cities are doing with transportation alternatives for older adults.

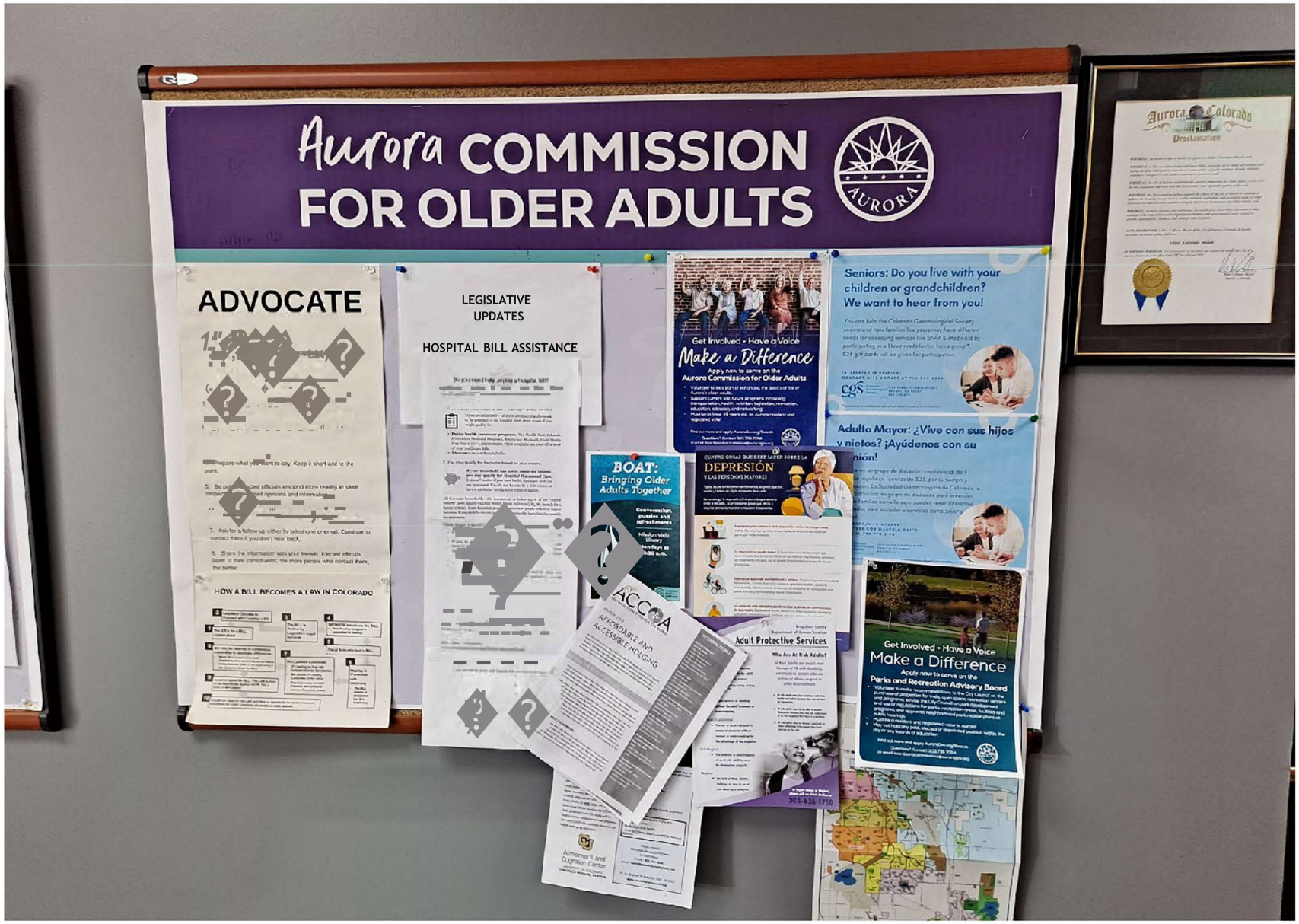
TRANSPORTATION
Goals for 2026

- Promote transportation information workshops in collaboration with Transportation Solutions Arapahoe County (TSAC), Denver Regional Mobility and Access Council (DRMAC), Regional Transportation District (RTD), and the ACAA.
- Invite COA to speak to Commissioners regarding *Connecting Aurora*, a citywide multimodal transportation master plan focusing on the transportation needs of the entire city.
- Continue to have discussions with the COA, giving our input and ensuring that funding is sourced to improve the transportation needs for older Aurorans through DRCOG and other sources.

LEGISLATIVE
Accomplishments in 2025

- Renewed membership with the Colorado Center on Aging to retain access to online legislative resources.
- Updated the ACFOA bulletin board to inform patrons of relevant legislative bills and other matters geared toward older adults.
- Kept abreast of numerous bills impacting older adults that were passed during the 2025 legislative session.

ACFOA Bulletin Board



LEGISLATIVE
Goals for 2026

- Continue to update the ACFOA bulletin board at the ACAA.
- Continue as an active paid member of the Colorado Center on Aging.
- Continue to monitor legislative activities impacting older adults and recommend appropriate actions the Commission may take.
- Continue a collaborative relationship with the Intergovernmental Relations Department to share information and positions on legislation affecting older adults.
- Educate the older adult community on the legislative process and how to become involved by presenting a workshop and distributing the advocacy rack card.
- Follow the Aurora City Council, Adams, and Arapahoe County Commissions to track their legislation affecting older adults.

FRAUD ABUSE AND PREVENTION
Accomplishments in 2025

- Attended the 2025 Senior Law & Safety Summit.
- Received monthly quality-of-life and fraud prevention updates from the Aurora Police Department representative.
- Provided Aurora Police Department with numerous pamphlets to be given to seniors relating to financial, cyber, and phone fraud.

FRAUD ABUSE AND PREVENTION
Goals for 2026

- Identify two events to partner with community organizations or create a workshop on elder fraud and abuse.
- Collaborate with external organizations to identify key areas of fraud among older adults.
- Collaborate with regional and statewide organizations addressing issues of fraud and participate in a statewide coalition to address this concern more precisely.
- Attend the 2026 Senior Law & Safety Summit.
- Distribute rack cards at events and at libraries on scams and fraud prevention.

2025 SPEAKERS

- February: Todd Chamberlian, Aurora Police Chief
- May: Pete Schulte, Aurora City Attorney
- June: Jessica Prosser and Sarah Pulliam, COA Housing and Community Development
- July: Aaron Santis, Mountain-Central Regional Senior Planet and Older Adults Technology Services from AARP
- August: Stephanie Bonham, Business Services Manager, Colorado Visiting Nurse Association
- September: Krista Keller, Health Insurance Specialist, Integrity Health Advisors

ANTICIPATED IMPACT FOR CITY OF AURORA

By achieving our goals, the Aurora Commission for Older Adults hopes to impact older adults within the city of Aurora by:

- Improving the quality of life for older adults in Aurora.
- Increasing awareness about the value of older adults.
- Keeping older adults more informed.
- Increasing city revenue through increased tax revenue from older adults.
- Increasing visibility and collaboration with the city of Aurora departments on how best to achieve the objectives and goals of the Aurora Commission for Older Adults regarding the values and needs of Aurora.

AURORA COMMISSION FOR OLDER ADULTS NEEDS FROM CITY COUNCIL

Aurora Commission For Older Adults

2025 Annual Report

NEEDS FROM AURORA CITY COUNCIL

- Support and participate in the ***Annual Walk 'N Roll*** **event on May 15th** and the ***2026 Aurora Forum For Older Adults*** **in October**

- Support requests presented by the ACFOA regarding legislation relevant to older adults.

- Invite us to your Ward Meetings and provide space for information sharing with residents.

NEEDS FROM AURORA CITY COUNCIL

- Commit to act upon recommendations, strategies, and benchmarks for implementing and measuring the success of the *Aurora Older Adults Needs Assessment*.
- Collaborate with the ACFOA regarding issues important to older adults in your respective wards.
- We ask City Council and city staff to always include older adults in their planning and programming, such as infrastructure, buildings, transportation, programs, procedures, and outcomes.

THANK YOU!


AURORA
COMMISSION
FOR OLDER ADULTS
Aurora Commission for Older Adults
Advocating for Aurora's Older Adult Population

CITY OF AURORA
Council Agenda Commentary

Item Title: Beck Recreation Center Artwork Relocation
Item Initiator: Ian Guerra, Public Art Assistant, Library and Cultural Services
Staff Source/Legal Source: Ian Guerra, Public Art Assistant, Library and Cultural Services / Britt M. Wirth, 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)

Staff Source: Ian Guerra, Public Art Assistant, Library and Cultural Services / Britt M. Wirth, Assistant Attorney Civil
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.)*

Item was recommended during the March 3rd,2026 Arts & Culture Committee meeting that the relocation of "Under the Swimming Pool" from Beck Recreation Center to Tallyn's Reach Library move forwarde to PR+, then to City Council.

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

"Under the Swimming Pool" is public artwork that was created and commissioned in 2012 by artist Reven Swanson for Beck Recreation Center. The piece consists of numerous tempered glass pieces, as well as several large wire armature figures that are suspended from the ceiling, this artwork is over 30ft in length.
The item was initially discussed amongst staff when notified of the closing of Beck Recreation Center.
The AIPP Staff initially toured various libraries, city facilities and recreation centers, before making the staff reccomendation to move the artwork to Tallyn's Reach Library on June 20, 2025. The artist then toured Tallyn's Reach for on July 15, 2025 for site feasilibity to house the artwork. The conservator, employed by Pacific Coast Conservation, made the recommendation to remove the artwork during construction to avoid potential damage on October 1, 2025. With the repurposing/partial demolition of Beck Recreation Center into a shop for Golf, it was deemed important to provide a permanent home to "Under the Swimming Pool". The recommendation was then brought to the Arts & Culture Commission for recommendation, which was approved unanimously on March 3, 2026. The moving of this artwork would provide a long term site for the artwork, with minimal impact in terms of future potential for relocation.

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.)

$25,000

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 approval of this resolution pertaining to the relocation of "Under the Swimming Pool" by Reven Swanson at Beck Recreation Center and for installation of the artwork at Tallyn's Reach Library, and move forward to Study Session?

LEGAL COMMENTS

Chapter 34 of the City Code establishes the procedure by which the Art in Public Places program may seek approval to remove or relocate a public artwork. Section 34-134 of the City Code requires that art within the Art in Public Places program may be relocated by a City Council resolution, after receiving input from the Arts and Culture Commission. (Wirth)

AGENDA
City of Aurora – ARTS & CULTURE COMMISSION (ACC)
TUESDAY, MARCH 3, 2026, at 4:00 P.M.

THE AURORA HISTORY MUSEUM
15051 E. ALAMEDA PKWY.
AURORA, CO 80012

I. CALL TO ORDER (no motion or vote needed)

II. ATTENDANCE

III. APPROVAL OF AGENDA: MARCH 3, 2026
Motion: To approve the ACC Agenda for March 3, 2026 (Need a motion and 2nd)

IV. APPROVAL OF PAST MINUTES: FEBRUARY 3, 2026
Motion: To approve the ACC Minutes for February 3, 2026 (Need a motion and 2nd)

V. PUBLIC ART (Amber)
A. Informational Items:
   i. Master Plan for Skywatch Park
   ii. Master Plan for Plains Conservation Center
   iii. High Line Canal projects update
   iv. Project List - update
B. **Action Item**: "Under the Swimming Pool" vote on relocation
   Motion: To approve the relocation of "Under the Swimming Pool" (Need a motion and 2nd)
C. **Action Item**: Skywatch Park – Art Selection Panel (2 commissioners)
   Motion: To approve the Art Selection Panel for Skywatch Park (Need a motion and 2nd)
D. **Action Item**: Art 2C on Havana Street – approval of structures
   Motion: To approve the Art 2C on Havana Street – approval of structures (Need a motion and 2nd)

VI. ACC BUSINESS (Karen J.)
A. Retreat Date Confirmation with Kerri Drumm
B. Fire Station 9 (17200 E. Mexico) – Grand Opening Celebration
C. Code of Conduct and Expectations of Commissioners
D. Bylaws
   i. Open Records regarding "Reply All"

VII. CULTURAL SERVICES UPDATE (Ginger)
A. Build Up Aurora
B. New Public Art Supervisor
C. Aurora Fox Arts Center Updates

VIII. COMMENTS FROM COMMISSIONERS

IX. PUBLIC COMMENT (limited to 3 minutes)

X. NEXT MEETING AND AGENDA ITEMS
- **APRIL 7, 2026, AT 1400 DALLAS**

XI. ADJOURNMENT (no motion or vote needed)

Upcoming Events and Activities:

Aurora Fox Arts Center

- "Fat Ham" (March 27 – April 19)
- Fox Flix: "Vertigo" (March 5); Little Mermaid Sing-Along (March 7)

The People's Building

- "The Runner Stumbles" (through March 8)
- First Friday: Opening Reception: OFF-PRINSTE – printmaking that moves beyond traditional methods (March 6)
- "High School Musical" (March 13 – 15)

Aurora History Museum & Historic Sites (AHMHS) – all events at the Museum unless stated

- National Parks of Peru – Photo Exhibit (Through March 7)
- Prehistoric Aurora Exhibit (Through April 18)
- Unsung Heroes of WWII Exhibit (Through September)

AIPP

- Fire Station 9 dedication and ribbon cutting featuring new public art piece "Fast as Lightning" by Michael Clapper (March 7 at 10 a.m. at 17200 E. Mexico Ave.)

Under the Swimming Pool

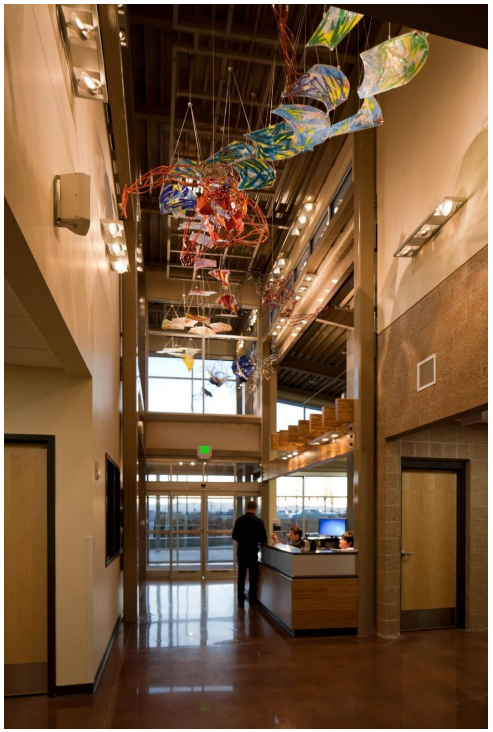
At Beck Recreation Center

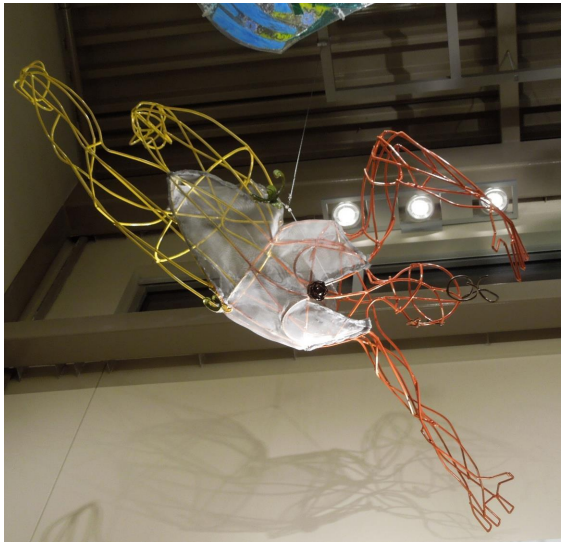
The future of Beck Recreation Center



- Areas of the Recreation Center at to be demolished, with the building being adapted to serve as a Shop for Golf, the full extent of construction has still been undetermined.
- Waiting for an update in Q2/Q3 for full extent from Public Works
- Determined that regardless of intended construction, that the art piece, “Under the Swimming Pool”, is to be removed, the prevent exposure to dust and vibrations that could damage the sculpture/ create a hazard

Images of Under the Swimming Pool



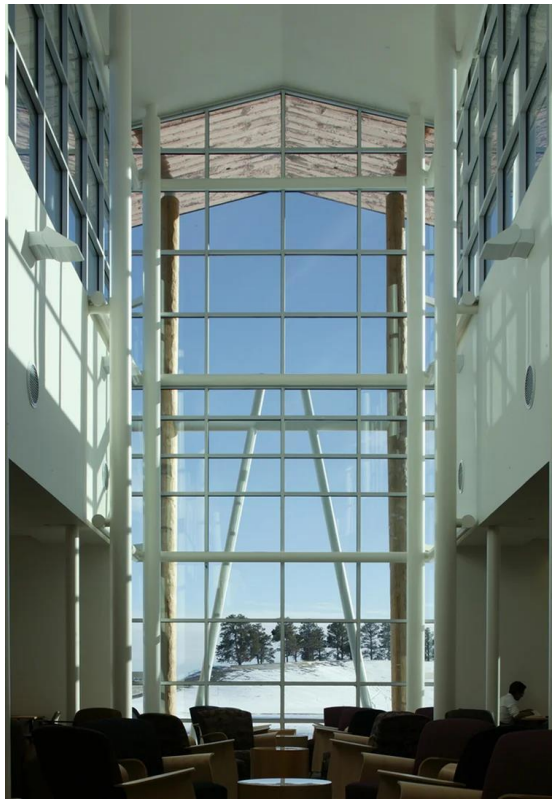




Potential Locations







- A search for various sites was conducted with at various Recreation Centers and libraries was conducted throughout the city.
- The option of a relocation to Tallyn's Reach Library arose, with the option of de-install and reinstall at Beck Recreation Center
- A meeting with the Artist occurred where the site was reviewed for viability, with the artist approving of the site.

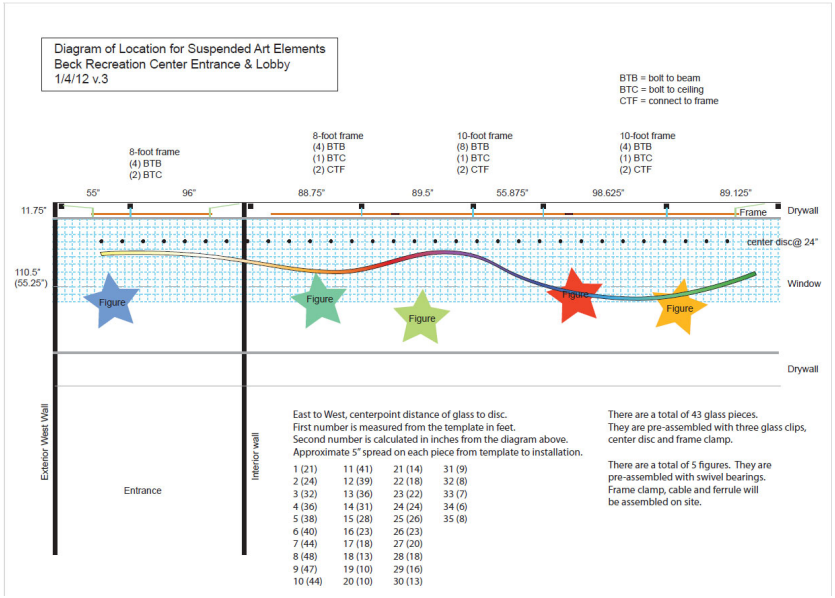
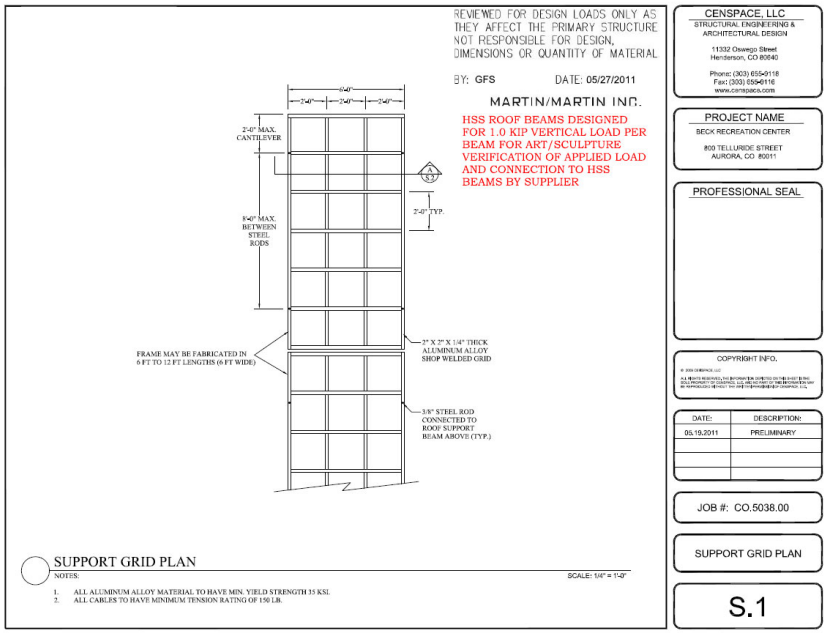


Diagram of Location for Suspended Art Elements
Beck Recreation Center Entrance & Lobby
1/4/12 v.3
BTB = bolt to beam
BTC = bolt to ceiling
CTF = connect to frame
8-foot frame
(4) BTB
(2) BTC
8-foot frame
(4) BTB
(1) BTC
(2) CTF
10-foot frame
(8) BTB
(1) BTC
(2) CTF
10-foot frame
(4) BTB
(1) BTC
(2) CTF
55"
96"
88.75"
89.5"
55.875"
98.625"
89.125"
11.75"
Frame
Drywall
center disc@ 24"
110.5"
(55.25")
Window
Figure
Figure
Figure
Figure
Figure
Drywall
Exterior West Wall
Entrance
Interior wall
East to West, centerpoint distance of glass to disc.
First number is measured from the template in feet.
Second number is calculated in inches from the diagram above.
Approximate 5" spread on each piece from template to installation.
1 (21) 11 (41) 21 (14) 31 (9)
2 (24) 12 (39) 22 (18) 32 (8)
3 (32) 13 (36) 23 (22) 33 (7)
4 (36) 14 (31) 24 (24) 34 (6)
5 (38) 15 (28) 25 (26) 35 (8)
6 (40) 16 (23) 26 (23)
7 (44) 17 (18) 27 (20)
8 (48) 18 (13) 28 (18)
9 (47) 19 (10) 29 (16)
10 (44) 20 (10) 30 (13)
There are a total of 43 glass pieces.
They are pre-assembled with three glass clips, center disc and frame clamp.
There are a total of 5 figures. They are pre-assembled with swivel bearings.
Frame clamp, cable and ferrule will be assembled on site.


REVIEWED FOR DESIGN LOADS ONLY AS THEY AFFECT THE PRIMARY STRUCTURE
NOT RESPONSIBLE FOR DESIGN, DIMENSIONS OR QUANTITY OF MATERIAL
BY: GFS
DATE: 05/27/2011
MARTIN/MARTIN INC.
HSS ROOF BEAMS DESIGNED FOR 1.0 KIP VERTICAL LOAD PER BEAM FOR ART/SCULPTURE VERIFICATION OF APPLIED LOAD AND CONNECTION TO HSS BEAMS BY SUPPLIER
8'-0"
2'-0" MAX. CANTILEVER
8'-0" MAX. BETWEEN STEEL RODS
2'-0" TYP.
FRAME MAY BE FABRICATED IN 6 FT TO 12 FT LENGTHS (6 FT WIDE)
2" X 2" X 1/4" THICK ALUMINUM ALLOY SHOP WELDED GRID
3/8" STEEL ROD CONNECTED TO ROOF SUPPORT BEAM ABOVE (TYP.)
SUPPORT GRID PLAN
NOTES:
1. ALL ALUMINUM ALLOY MATERIAL TO HAVE MIN. YIELD STRENGTH 35 KSI.
2. ALL CABLES TO HAVE MINIMUM TENSION RATING OF 150 LB.
SCALE: 1/4" = 1'-0"
CENSPACE, LLC
STRUCTURAL ENGINEERING & ARCHITECTURAL DESIGN
11332 Oswego Street
Henderson, CO 80640
Phone: (303) 655-9118
Fax: (303) 655-9116
www.censpace.com
PROJECT NAME
BECK RECREATION CENTER
800 TELLURIDE STREET
AURORA, CO 80011
PROFESSIONAL SEAL
COPYRIGHT INFO.
DATE: 05.19.2011
DESCRIPTION: PRELIMINARY
JOB #: CO.5038.00
SUPPORT GRID PLAN
S.1

Estimates and Costs

Initial Estimate from 2012 Proposal: $34,650

Description	Unit Price			Itemized Total	Notes
Figure Fabrication					sc. = sculpture
Steel	320 ft./sc.	1600 ft.	$0.22/lb.	$400.00	Adams City Steel, supplier
Fabricated steel parts	$50/sc.	200pcs.		$450.00	Majestic Metal, vendor
Powder coat	$400/sc.			$1,600.00	Colorado Powder Coating, vendor
Studio expenses	$100/sc.			$400.00	Studio supplies and consumables
Transportion	$200/sc.			$800.00	Combined expense for all supplies
Labor Artist	65hrs. @ $35 $2250/sc.			$9,000.00	
Assistant	40hrs. @ $20 $800/sc.			$3,200	Independent contractor
Glass Fabrication					
Fused Glass	$10/sq. + supplies			$4,000.00	Artisan's Glass Warehouse, s upplier
Firing/Studio	$5/each piece			$450.00	Studio supplies and consumables
Labor Artist				$3,000.00	
Assistant				$500.00	Independent contractor
Suspension and Structural Elements					
Fabricated steel parts		$250.00		$250.00	Majestic Metal, vendor
Cables		$250.00		$250.00	Supply
Hardware		$300.00		$300.00	Timberline Bolt Co., vendor
Frame Fabrication	$700/frame			$2,800.00	Adams City Steel, supplier
P.E. review/specifications				$1,800.00	Censpace Engineering, vendor
Preparation drawings				$300.00	For P.E. stamp and review
Site Installation					
Labor	$320/day			$1,200.00	Independent contractors
Drywall lift	$150/day			$550.00	Rental, vendor
Site preparation				$250.00	Supplies for installation
Model				$1,500.00	
Total				$33,000.00	
Contingency (0.05)				$1,650.00	Estimate includes a 5% contingency.*
Grand Total				**$34,650.00**	

Initial Estimate for Removal/ Reinstall: $6,000, If frames remain, $4,230

De-installation

Description	Hours	Materials	Total	Notes	
Transportation RT		$70	$70	40 miles @ $1.75/mile	If we are able to keep the support frames in place, the time for removal will reduce the De-installation time in half to 8hrs. (2 people @ 4hrs.) for a cost savings of $680.00.
Labor RT	4		$200	Driving labor rate $50/hr @ 2 people	
De-installation	16		$1,360.00	On-site $85/hr. @ 2 people	
Materials		$125.00	$125.00	Packing materials	
Rental Scissor lift		$700.00	$700.00	Sunbelt Rentals/trailer/chains	
Administrative	3		$255.00		
Total			**$2,710.00**		**Total if frames remain: $2,030.00**

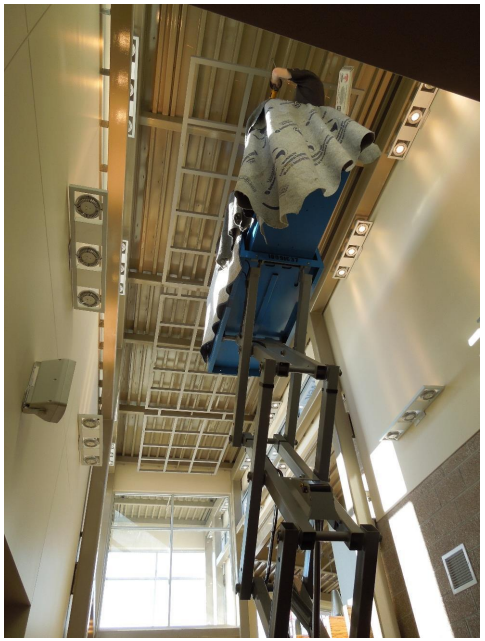
Storage*

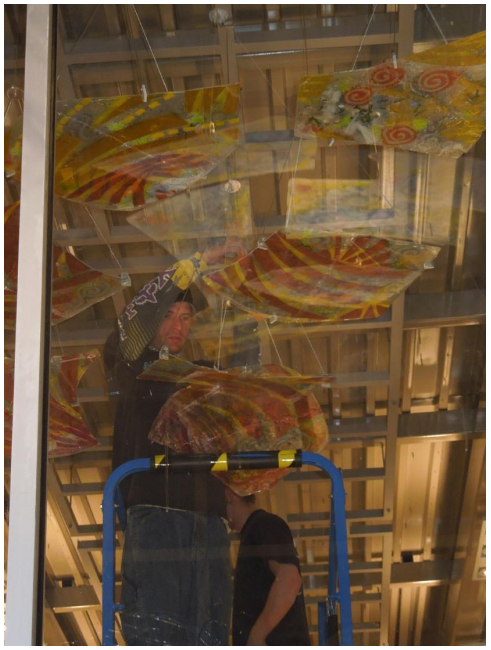
Artwork Only	$200/month	Commerial storage unit 5' x 5'	Time for securing artwork is including the de-install and re-install activities
Artwork and Frames	$300/month	Commerial storage unit 5' x 10'	

Re-installation

Description	Hours	Materials	Total	Notes	
Transportation RT		$70	$70	40 miles @ $1.75/mile	If we are able to keep the support frames in place, the time for removal will reduce the re-installation time to 10 hrs. (2 people @ 5hrs,) a cost savings of $1190.00
Labor RT	4		$200	Driving labor rate $50/hr @ 2 people	
Re-installation**	24		$2,040.00	On-site $85/hr. @ 3 people	
Materials		$25.00	$25.00	Cleaning supplies	
Rental Scissor lift		$700.00	$700.00	Sunbelt Rentals/trailer/chains	
Administrative	3		$255.00		
Total			**$3,290.00**		**Total if frames remain: $2,200.00**

Estimated Cost to Relocate





Estimated Removal of Under the Swimming Pool.

Provided Estimate Cost: $6,000

Initial Design Agreement Fee: $850

Estimated Cost of Suspension/Materials Engineering: $9700.

Estimated Range of Costs: $15,700-$25,000

The Recommendation of AIPP Staff



From a long-term perspective: We believe that due to the uncertainty of the future of Beck Recreation Center as an accessible space to view Public Art, that moving the sculpture would provide a certain space in which the sculpture can be housed.


Thank You!
107

Library and Cultural Services Department
City of Aurora
15151 E. Alameda Pkwy., Suite 5500
Aurora, Colorado 80012
AuroraGov.org
emails: Library@auroragov.org
CulturalServices@auroragov.org

ARTS & CULTURE COMMISSION – MINUTES
Tuesday, March 3, 2026

The meeting was called to order at 4:02 pm

In Attendance: Patrick, Trina, Gita, Vanessa, Chelsea, Karen, Ginger, Timniyha, Mitzi, Ana, Elaine, Desiree
Staff Present: Ginger White Brunetti, Ian Guerra, Amber Pixley

Mitzi motioned to approve the Arts & Culture Commission Agenda for March 3rd, 2026, and Elaine seconded. The motion passed unanimously.

Patrick motioned to approve the Arts & Culture Commission Minutes from February 3, 2026, and Trina seconded the motion. The motion passed unanimously.

Amber Pixley, Interim Public Art Supervisor, presented Information on the following Public Art Projects: 1) The Master Plan for Skywatch Park with two potential locations for public art; 2) Master Plan for Plains Conservation Center with five potential locations for public art; 3) High Line Canal. Amber also provided an updated physical list of projects for review.

Ian Guerra presented "Under the Swimming Pool," a suspended glass sculpture created by Reven Swanson for relocation. The artwork is currently located at Beck Recreation Center, which will be demolished and rebuilt into a golf shop at the end of 2026. The proposed location for the sculpture is Talyn's Reach Library. Chelsea motioned to relocate the artwork to Talyn's Reach Library, and Desiree seconded. The motion passed unanimously.

Amber presented the current members of the Skywatch Park Art Selection Panel. Arts and Culture commissioners Karen and Chelsea volunteer to join. Vanessa motioned to approve the Skywatch Park Art Selection panel members and Trina seconded. The motion passed unanimously.

Ian Guerra presented Art 2C on Havana Street artworks created by Artists Jodi Bliss, Annette Coleman, Vanny Channal, Gregory Feilds, Nathan Johansen, Albert Rhea, Charlotte Zink, Alternates: Annette Coleman, Ed Haddaway, Kevin Shaffer, Christopher Thompson, and Andrew Libertone. The artworks will be installed at the beginning of October 2026. Trina motioned to approve the artworks for Art 2C on Havana Street, and Gita seconded. The motion passed unanimously.

Karen reminded the commissioners that there is an Arts and Culture retreat on June 2nd, after the regularly scheduled monthly meeting, the code of conduct, and bylaws. Karen also discussed the Grand Opening Celebration of Fire Station 9 (17200 E. Mexico).

Ginger gave cultural services updates: 1) Build Up Aurora asked the community to rank 12 capital improvement projects. The top 5 were selected. Ginger thanked commissioners for their support. Karen was proud of the new projects, and Desiree suggested future events be spread out for better attendance. 2) Amber Pixley is the new Public Art Supervisor; commissioners congratulated her. 3) An interim Executive Producer position at Aurora Fox Arts Center is now posted on the city website.

There was no Public Comment.

The next meeting will be held on APRIL 7, 2026, AT 1400 Dallas in Aurora.

The meeting was adjourned at 5:01 p.m.

Minutes prepared by:
Chelsea Minter-Brindley, Secretary
Karen Erdman (staff)

_____ _____

Signature of Chair **Date**

_____ _____

Signature of Director **Date**

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE RELOCATION OF THE "UNDER THE SWIMMING POOL" ARTWORK FROM THE BECK RECREATION CENTER TO TALLYN'S REACH LIBRARY.

WHEREAS, the Library and Cultural Services Department of the City of Aurora, Colorado (the "City"), seeks to relocate the public artwork titled "Under the Swimming Pool" (the "Artwork") from the Beck Recreation Center to Tallyn's Reach Library; and

WHEREAS, the Artwork was commissioned in 2012 for the Beck Recreation Center and created and installed by artist Reven Swanson (the "Artist"); and

WHEREAS, the Artwork consists of numerous tempered glass pieces, as well as several large wire armature figures that are suspended from the ceiling, at over 30 feet in length; and

WHEREAS, the Beck Recreation Center is being repurposed and partially demolished to build a Golf shop, and thus the Artwork needs to be relocated; and

WHEREAS, the City toured several City locations and recommended Tallyn's Reach Library as the permanent home of the Artwork; and

WHEREAS, the Artist toured Tallyn's Reach Library and approved of the site feasibility to house the Artwork; and

WHEREAS, pursuant to Section 34-134 of the City Code, the Aurora City Council must approve the relocation of public artwork by resolution after receiving input from the Arts & Culture Commission; and

WHEREAS, the Arts & Culture Commission unanimously recommended relocating the Artwork to Tallyn's Reach Library on March 3, 2026.

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

Section 1. The City Council approves of the relocation of the Artwork from the Beck Recreation Center to Tallyn's Reach Library.

Section 2. This Resolution shall take effect immediately without reconsideration.

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: Britt M. Wirth MK
_____
BRITT M. WIRTH, Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Rose King Brown House Local Landmark Nomination
Item Initiator: Chris Geddes, Historic Preservation Specialist, Library and Cultural Services
Staff Source/Legal Source: Chris Geddes, Historic Preservation Specialist, Library and Cultural Services / Britt Wirth, Assistant City Attorney
Outside Speaker: Maisha Fields, co-owner of 1390 Dayton; Reid Hettich, co-owner of 1390 Dayton Street
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: N/A

Regular Meeting: 6/22/2026

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- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL DESIGNATING THE ROSE KING BROWN HOUSE AS A LOCAL LANDMARK
Chris Geddes, Historic Preservation Specialist, Library and Cultural Services / Britt Wirth, Assistant City Attorney
Outside Speakers: Maisha Fields, co-owner 1390 Dayton Street / Reid Hettich, co-owner 1390 Dayton Street

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 Historic Preservation Commission (HPC) reviewed, discussed, and approved moving the nomination be forwarded at their April 14, 2026, public hearing on the Rose King Brown House. Co-owner Maisha Fields attended and spoke on behalf of the property and the important history associated with the original owner, Rose King Brown. Minutes of this HPC public hearing are attached.

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

The Rose King Brown House is being nominated for Local Landmark designation under Criterion 2 - the property is identified with a historic preson or historic group significant to national, state or local history. Mrs Brown was a significant builder and investor in Aurora, including building 1390 Dayton and she is an important tie to Aurora's early twentieth century history. The Rose King Brown House is also significant under Criterion 1 – the property has ties to the treatment of tuberculosis and Colorado's broad ties to the lung disease, as Colorado served as the center of treatment for the respiratory disease. Mrs Rose King Brown operated a boarding house at 1390 Dayton for patients who could not obtain hospital treatments. The property meets 2 criteria for local landmark designation and the HPC unanimously recommended it to move forward for final approval by City Council as Local Landmark #37.

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 designation of the Rose King Brown House, located at 1390 Dayton Street, as Local Landmark #37?

LEGAL COMMENTS

The Historic Preservation Commission held a Public Hearing on April 14, 2026, and determined that the Rose King Brown House meets the requirements for designating a Local Landmark (Unified Development Ordinance (UDO) Sec. 146-5.4.1.D.3). The Historic Preservation Commission is recommending to the City Council that the Rose King Brown House be designated a Local Landmark. (UDO Sec. 146-5.4.1.D.2). City Council may adopt the Historic Preservation Commission's findings and approve the designation of the Rose King Brown House as a Local Landmark (UDO Sec. 146-5.1.1.C). City Council shall act by ordinance, resolution, or motion (City Charter Art. V, Sec 5.1). (BMWirth)

AURORA LANDMARK PROPERTIES

NOMINATION FORM

City of Aurora
Historic Preservation Commission

SECTION A: SITE INFORMATION AND DESCRIPTION

1. *Name of Nominated Site:*

Historic Name: Rose King Brown House

Current Name: N/A

2. *Address of Property:*

Street Address: 1390 Dayton Street

County: Arapahoe

Zip Code: 80010

3. *Geographic Description:*

P.M.: 6th Township: 4S Range: 67W

NW¼ of NW¼ of SE¼ of Section: 2

UTM: Zone: 13N mE: 510766.356 mN: 4399028.487
Quad Map: Fitzsimons Year: 1994 Map Scale: 15x15

Lot(s): 1-2 | Block: 3 | Addition: East Colfax Avenue Park | Year of Addition:

Boundary Description: The boundary corresponds to the current legal description of the parcel.

4. *Legislative Information:*

Aurora Ward #: 1 Colorado House District: 42 Colorado Senate District: 28

5. *Site Owner:*

Current:

Name: Dayton Street Opportunity Center
Address: 1445 Dayton St. **City:** Aurora
State: CO **Zip Code:** 80010

Historic:

Name(s):

Rose King Brown 1911-1936

Edith Strong, 1936-1961

Oscar Welander, 1961-1965

Ernest Hedberg 1965-1977

Eugene Jojola 1978-1982

Mike Newsham, 1982-?

Shirley Brown

Cary Winegarden

Dayton Street Opportunity Center, 2023-present

Source of Information: Colorado Historic Newspapers Collection, Arapahoe County Assessor's Office

6. *Site Classification:*
[X] building(s) [] district [] site [] structure [] object [] area

7. *Site Condition:*
[] excellent [] good [X] fair [] deteriorated [] ruins

8. *Site Location:*

[X] original location [] moved (date of move:)

9. *Site Use:*

Historic: Multi-family dwelling/boarding house
Current: Multi-family dwelling

SECTION B: DESIGN AND CONSTRUCTION INFORMATION

10. *Physical and Site Description:*

1390 Dayton consists of the main house, a shed on the north side of the property, and two additional units behind the home. A six-foot fence surrounds the backyard and outbuildings of the property, jutting around a two-car driveway on the north side. The front lawn abuts the sidewalk, with an established tree on the south side and an alleyway parallel to the south elevation. Mature ferns and bushes nestle up to the northwest corner of the home, and a fire hydrant and way sign that displays the cross-streets of 14th and Dayton sit on the corner of the lawn. The outbuildings do not have lawns.

No architectural style defines the home, and several alterations on the façade altered its integrity. It has a side-gabled roof, with extended eaves on the north, south, and west elevations. The front façade faces west, stuccoed save the board and batten painted to match the stucco under the eaves. Red faux shutters and sills frame the windows on the west, east and north elevations. There are three windows, two single-hung sash and one angled bay window. Two sidelights frame the front entry, covered by an awning that matches the faux shutters and sills.

Six windows embellish the north elevation, three single-hung sash, two sliders, and one fixed pane. Decorative brackets adorn the overhanging eaves, painted the same as the façade.

In 1911, Rose and Edward King put on an enclosed wooden sleeping porch, what today is the east elevation, which matches the rest of the exterior in beige stucco. It displays four slider windows framed in the same red color as the shutters and sills. A four-paneled door sits on the second story with a fanlight opening onto a landing and staircase that descends south into the backyard. A sliding patio door and a single-entry door sit underneath the staircase.

The south elevation holds six windows, four single-hung windows with red sills, one slider window on the second floor, and a double slider window on the first floor.

The outbuildings and shed match the home, with a beige exterior and red trim around the window and gable ends. The shed has a front-gabled roof, with an entry on the east elevation. The first outbuilding sits directly behind the home, matching the stucco, with a hipped roof and double-hung windows. The second outbuilding is to the northeast of the first, with a side-gable roof, vertical-paneled exterior, and multiple double-hung windows. A utility shed connects to the building, with a side gabled roof and matching siding.

[include date(s) of construction and a narrative of important additions/alterations/developments.]

Year(s) of Construction: Original Structure: Additions or Alterations [provide years]:

1911, sleeping porch installed on east (rear) elevation.

1982, privacy fence installed.

Pre-1978, exterior stuccoed.

Source of Information:

11. *Architect, Builder, Engineer, Artist, or Designer*

Name: Builder, D.M. League

Source of Information:

"Local Notes," *Aurora Democrat,* Mar. 2, 1910, pg. 1.

12. *Architectural Style/Engineering Type:* No Style

SECTION C: SITE SIGNIFICANCE

13. *Significance of Property:*

Nomination Criteria:

[X] 1. The Property (District) Exemplifies or Reflects the Broad Cultural, Political, Economic, or Social History of the Nation, State, or Community.

[X] 2. The Property (District) Is Identified with a Historic Person or Historic Group Significant to National, State, or Local History.

[] 3. The Property (District) Embodies Distinguishing Characteristics of an Architectural Type Inherently Valuable to the Study of a Period, Style, Method of Construction, or Indigenous Materials or Craftsmanship.

[] 4. The Property (District) Is Representative as the Work of a Master Builder or Architect.

[] 5. The Property (District) Contains the Possibility of Important Archaeological Discoveries in Prehistory or History.

[] 6. The District Consists of a Definite Area That, Due To Its Unique Location or Singular Characteristics, Represents Established and Familiar Visual Features of the Neighborhood, Community, or City.

14. *Period of Significance:*

Period of Significance: 1911-1936

Justification: From 1911 to 1932, Rose King Brown operated a boarding house for tuberculosis patients, and from 1911 to 1936, she owned 1390 Dayton Street. This aligns with the Criteria chosen for the landmark.

15. *Significance Statement:*

The Rose King-Brown House is significant under **Criterion 2,** for its association with Rose King Brown as the original owner. Mrs. Brown was a significant builder and investor in Aurora, making 1390 Dayton an important tie to Aurora's early twentieth century history. It is also significant under **Criterion 1** for its ties to the treatment of tuberculosis, and Colorado's broad ties to tuberculosis, Colorado being the center of treatment for the respiratory disease as doctors of the time believed the dry air and mountain climate eased symptoms.



Figure 1, Rose King standing outside of 1390 Dayton Street, 1915.

Context:

Aurora Trustee Edward G. King and his wife Rose King procured two lots on the corner of East 14th Avenue and Dayton Street from Mr. Joel Shackleford in 1910 and hired a builder between 1911 and 1912. The summer of 1910, Edward King suffered a stroke resulting in paralysis, causing him to resign from the Trustee Board. Rose King consulted with Dr. Phipps of Phipps Sanitorium on taking in tuberculosis boarders at 1390 Dayton. Rose King simultaneously worked to build up the East Colfax corridor of Aurora. "I wanted that stretch of town to be more than the turnaround spot for the trolley," she states in a 1978 oral history. Between 1910 and 1951, Rose King built thirteen homes and three businesses between East Colfax Avenue and East 13th Avenue. She also convinced a boarder, Grady Wade, to buy lots on the north side of East Colfax Avenue and convert them into businesses. She lived and worked out of 1390 Dayton with her mother until her divorce from Edward King and marriage to Ray Brown in 1929.

Tuberculosis patients, or lungers, lived throughout Colorado in the early twentieth century. Before germ theory and a better understanding of disease, many doctors believed cramped urban spaces served as breeding grounds for tuberculosis. Doctors thought Colorado's dry air, blue skies, and clear water could increase a patient's health and cure them of the disease. Thus, Colorado became a haven for tuberculosis patients who could travel here. Affluent patients lived in sanitoriums with private tents, scheduled exercise, and large meals. Working class patients who couldn't afford lavish hospitals and sanitoriums often turned to urban

centers like Denver and Colorado Springs for lodging while seeking treatment. Following Phipps standards on cleanliness, Rose King built a two-story sleeping porch on the back of the house in 1911 for tuberculosis patients to sleep. Rose King housed patients throughout the 1930s, charging six to seven dollars a week. This included three meals a day, and for tuberculosis patients, all the protocols of care and cleanliness practiced at Phipps. “I was their everything,” she said. “Relatives would soon forget the sick ones, so I was mother, father, husband, wife, brother, sister to my boarders.”



Figure 2, Rose King in the parlor of 1390 Dayton Street.

Several World War I veterans who contracted tuberculosis boarded with her. The first known patient in 1390 Dayton, John Leo Winter, died in 1912. It’s unknown when Winter first came to Colorado, but his obituary in his final resting place of Meire Grove, Minnesota, suggests he moved to Colorado because of his health. The patients living at 1390 Dayton in 1920 traveled from as far as Wisconsin and New York to seek treatment. One man, Ervin “Roy” B. Simpko, died at 26 years old, just 22 days after the census taker visited. Some families chose to transport their loved ones’ bodies back to their hometowns, where the newspapers documented their return from Colorado. Others, like Havel B. Halverson, elected to be buried in Colorado when she died in 1922, instead of Iowa. Her husband, Alfred, returned to Colorado for burial at his death in 1958. There are zero residents listed as patients in the 1930 census and beyond, which coincides with the drop in tuberculosis patients in Colorado.



Figure 3, Rose King's block of businesses on East Colfax, Aurora History Museum

Rose King, now Rose King Brown, still owned the house but lived in Denver with her new husband Ray Brown. Miss Betty Blake took over as head of the boarding house. At the time of the 1930 census, she had a young son and three lodgers. Betty Blake oversaw the boarding house until Rose sold it in 1936. During her tenure, a resident made front page headlines for his unexpected death. Captain Samuel Stephens collided with a streetcar and died of a skull fracture. Stephens served in WWI as an infantry lieutenant, stationed at Fitzsimons as a captain, then retired due to disability in 1929. He lived at the Dayton Street house from his retirement to his death.

Rose King Brown sold the home in 1936 to Mrs. Edith Strong. Mrs. Strong worked with her husband to manage the Stronghurst Inn in Evergreen, making her the perfect person to continue boarding services at 1390 Dayton. Edith Strong moved from Evergreen to Aurora after her husband's death in 1936 and lived at the home until her death in 1965. The home remained a multi-family residence, but not a boardinghouse.

She boarded many people, but two significantly contributed to Aurora and Colorado's history. Bill Wanca, Airman 1st Class stationed at Lowry Air Force Base, pitched for Lowry's winning team of the 1956 Air Force Baseball tournament. Wanca attended the 1956 MLB World Series game at Yankee Stadium against the Los

Angeles Dodgers at the personal invitation of American League President Will Harridge.

At the same time, Maude Frandsen, local educator and writer, called 1390 Dayton her home. While there, she attended American Pen Women conferences, wrote books on Colorado's history, wrote a column for *The Aurora Advocate,* and worked at Kenton and Lansing Elementary schools as both teacher and librarian. Her books include *Our Colorado, High in the Rockies, Sixty and Three on the Flying C,* and *All the War: An Account of the Development of a City and Church Brighton, CO*.

After 1965, the home passed through seventeen owners, some who lived at the residence and others who rented it out to multiple families. In 1982, Mike Newsham installed a private fence surrounding the property. Today, it is owned by the Dayton Street Opportunity Center, who rent the property out. Their mission is to make victim advocacy, social justice, and education a community priority.

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"Aurorans in the News," *Aurora Advocate,* Jul. 26, 1962, pg. 20.

"Browsing Corner," *Aurora Advocate,* Feb. 17, 1955, pg. 14.

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"Captain Wants Balm Suit Transferred," *Rocky Mountain News,* May 4, 1932, pg. 10.

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"Charivari," *Aurora Democrat,* Oct. 28, 1927, pg. 1.

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"Fitzsimons Captain Dies in Auto Crash," *Rocky Mountain News,* Jul. 9, 1932, pg. 1.

"Former Army Office Killed in Car Crash," *Evening Star,* Jul. 11, 1932, pg. 4.

"Four Aurorans on Champ AF Team," *Aurora Advocate,* Oct. 4, 1956, pg. 4.

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"House for Rent Aurora North," *Rocky Mountain News,* Apr. 12, 1986, pg. 205.

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Nomination Preparer:

Name: Kristen Steadman
Organization: City of Aurora Historic Sites and Preservation
Date: April 6, 2026 Phone: 303-739-6674
Address: 15051 E Alameda Pkwy City:
Aurora State: CO Zip: 80012

Photos:



1390 Dayton Street, west facade and north elevation

Photographer: Maisha Fields Date: February 26, 2026



1390 Dayton Street, north elevation

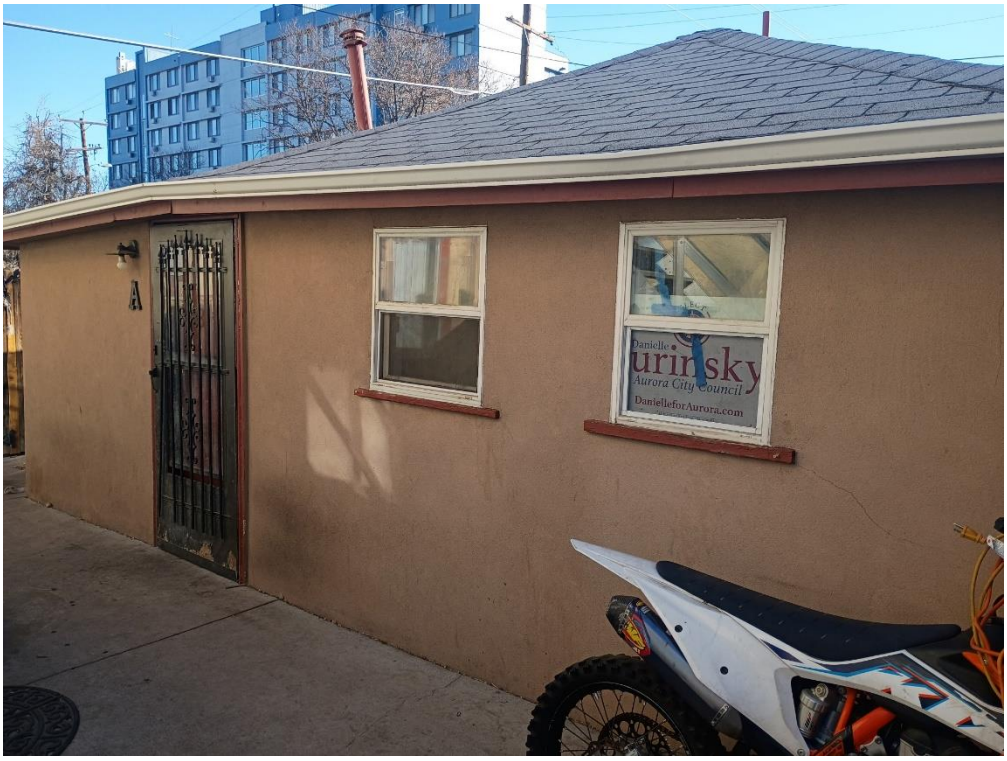
Photographer: Maisha Fields Date: February 26, 2026



1390 Dayton Street, east elevation
Photographer: Maisha Fields Date: February 26, 2026



1390 Dayton Street, south elevation
Photographer: Maisha Fields Date: February 26, 2026



1390 Dayton Street, Outbuilding One, north facade
Photographer: Maisha Fields Date: February 26, 2026


1390 Dayton Street, Outbuilding Two, north elevation
Photographer: Maisha Fields Date: February 26, 2026

March 26, 2026

Historic Preservation Commission

c/o Aurora History Museum

15051 E Alameda Pkwy

Aurora, CO 80012

To the members of the Historic Preservation Commission:

Please accept this letter in support of 1390 Dayton Street's nomination as an Aurora Local Landmark. The home's ties to the early history of Aurora make it an excellent addition to the landmark program. Edward G King, a trustee of Aurora in 1910-1911, and Rose King Brown, a prominent builder and investor of early Aurora, built the home and treated tuberculosis patients in Aurora in the early twentieth century. This connects the home to important figures and historic events in Aurora and Colorado's respective histories.

As the Northwest Aurora Neighborhood Organization, our mission is to improve the image of northwest Aurora, increase the awareness and involvement of the residents toward their community, and make it a desirable place to live. Landmarking this property would give the owners opportunities for historic tax credits to restore and preserve the structures, improving the image of that neighborhood. Residents could connect to a lesser known part of Aurora's history; a young woman in the early twentieth century dedicating her time and money to building up East Colfax and making it more than the trolley turnaround.

With the upcoming Downtown Development Authority plans to revitalize East Colfax, and Councilwoman Jackson's dream of having a historic downtown, 1390 Dayton's landmark would be an excellent first step to realizing that dream. This is not just about preserving the structure, but engaging our curiosity about Aurora's history that comes with the designation.

Thank you for your consideration,

Melody Parish
President, NANO

NOTICE OF PUBLIC HEARING

You are hereby notified that a public hearing will be held on Tuesday, April 14, 2026, starting at 6:00 p.m. at the regular meeting of the Historic Preservation Commission of the City of Aurora, Colorado. The meeting will be held at the MLK Jr. Library, located at 9898 E Colfax Avenue, Aurora, Colorado 80010.

The hearing will consider a Local Landmark nomination for The Rose King Brown House.

Site Location: 1390 Dayton Street
Site Size: .1440 acres

At said meeting any person with an interest may appear and be heard on the requested approval.

/s/ Kadee Rodriguez
City Clerk

Published: April 2, 2026
April 9, 2026
Aurora Sentinel

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL DESIGNATING THE ROSE KING BROWN HOUSE AS A LOCAL LANDMARK.

WHEREAS, as defined by the City of Aurora's Unified Development Ordinance (the "UDO"), Section 146-6.2, a landmark can be a "building, structure, or object that has been designated by the Historic Preservation Commission as historically significant"; and

WHEREAS, the Rose King Brown House is a building located at 1390 Dayton Street, Aurora, Colorado, 80010; and

WHEREAS, the owners of the Rose King Brown House consent to the House being designated as a local landmark; and

WHEREAS, the House was built in 1911 by Rose King Brown, a prominent figure in Aurora's history; and

WHEREAS, Rose King Brown owned the Rose King Brown House from 1911 to 1936 and operated it as a boarding house for tuberculosis patients from 1911 to 1932.

WHEREAS, making the House a local landmark will not deny the owner a reasonable use of the House; and

WHEREAS, the Historic Preservation Commission held a public hearing on April 14, 2026, and unanimously agreed that the Rose King Brown House is a building of historical significance; and

WHEREAS, the Historic Preservation Commission determined that the Rose King Brown House satisfies the following additional criteria to be recommended and designated as a local landmark:

(a) The Rose King Brown House "exemplifies or reflects the broad cultural, political, economic, or social history of the nation, state, or community," (UDO Sec. 146-5.4.1.D.3.a.i) because the House is connected to the tuberculosis history in Colorado, being the center of treatment for the respiratory disease as doctors of the time believed the dry air and mountain climate eased symptoms; and

(b) The Rose King Brown House is "identified with historic personages or with important events in national, state, or local history," (UDO Sec. 146-5.4.1.D.3.a.ii) because the House is associated with Rose King Brown, a prominent early Aurora builder and businesswoman; and

WHEREAS, the Historic Preservation Commission unanimously approved a recommendation for the City Council to designate the Rose King Brown House as a local landmark; and

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

Section 1. The City Council hereby adopts the findings of the Historic Preservation Commission at their April 14, 2026, public hearing, that the Rose King Brown House should be designated as a local landmark for the City of Aurora, Colorado.

Section 2. The City Council hereby approves the designation of the Rose King Brown House as a local landmark for the City of Aurora, Colorado.

Section 3. This Resolution shall take effect immediately without reconsideration.

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: Britt M. Wirth PAK
_____
BRITT M. WIRTH, Assistant City Attorney

AURORA HISTORIC PRESERVATION COMMISSION PUBLIC HEARING
MINUTES
Tuesday, April 14, 2026
6:00 p.m.

MLK Jr. Library

9898 E Colfax Avenue

Aurora, Colorado 80011

Present: Chair Todd McMahon, Vice Chair Lynda Heckendorn, Commissioners Yasmin Harris, Leon Duran, Charlie Peters, and Julia Bilderback. Commissioner Mike Ackman attending virtually.
Absent: Commissioner Matthew Gordon
Staff: Chris Geddes, Historic Preservation Specialist; Scott Williams, Director of Aurora History Museum & Historic Sites; Kristen Steadman, Historic Preservation Assistant.
Guests: **Maisha Fields**, owner, 1390 Dayton Street; **Britt Wirth**, Asst. City Attorney; **George Koumantakis,** Deputy City Attorney; **Jamie Shapiro**, Region I Senior Historian at Colorado Department of Transportation.

1. Chair McMahon called Public Hearing to order at 6:15 PM.

2. Local Landmark Nomination – 1390 Dayton St, Rose King Brown House

I. HPA Steadman presented on the history of 1390 Dayton. She provided justification for Criteria 1 and 2, detailing the home's ties to the history of tuberculosis in Colorado and of Rose King Brown, a prominent businesswoman and builder in early Aurora history.
II. Guest Maisha Fields gave a history of the Dayton St. Opportunity Center, and the purchasing of 1390 Dayton for affordable housing. She expressed her honor of owning this home and wanting to turn some parts of it into a house museum.
III. Chair McMahon gave comments and suggestions to staff for editing the nomination.
IV. Motion made by Commissioner Peters, seconded by Vice Chair Heckendorn, to accept the nomination given staff makes the necessary edits requested by Chair McMahon. All in favor.

3. Motion made by Commissioner Bilderback, seconded by Commissioner Harris to adjourn public hearing and resume regular meeting. All in favor, public hearing adjourned at 6:48 PM.

Respectfully Submitted:
Kristen Steadman Date 4/14/2026
Historic Preservation Assistant
Todd McMahon Date 5/12/2026
Chair, Historic Preservation Commission

CITY OF AURORA
Council Agenda Commentary

Item Title: First Amendment to Economic Development Incentive Agreement Between the City of Aurora and Dillon Companies, LLC
Item Initiator: Cindie Perry, Business Development Manager, Planning and Business Development
Staff Source/Legal Source: Thomas Oldenburg, Project Manager, 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: 6/22/2026

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- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FIRST AMENDMENT TO THE ECONOMIC DEVELOPMENT INCENTIVE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, AND DILLON COMPANIES, LLC
Thomas Oldenburg, Project Manager, 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 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: 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.)*

On May 5, 2025, City Council approved Resolution 2025-48 authorizing an Economic Development Incentive Agreement between the City of Aurora, Colorado and Dillon Companies, LLC. ("Developer).

Developer has committed to developing a 29.2 acre site at the southeast corner of 56th Avenue and Picadilly Road by placing into operation a) a 123,000 square foot King Sooper's Marketplace, b) a King Sooper's fuel center and approximately eight additional pad sites along Picadilly Road and 56th Avenue, c) a junior anchor retail store of approximately 24,000 square feet, d) an approximately 7,200 square feet multi-tenant retail building (the "Project") and adjacent public improvements.

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

The Project has experienced delays in initiating the extension of roads and utilities to the property, which are beyond the Developer's scope delaying the start of construction on the Developer's property.

The First Amendment amends certain dates to accommodate the new construction timeline.

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 City Council wish to support Resolution R2026-XXXX approving the First Amendment to the Economic Development Incentive Agreement between the City of Aurora, Colorado, and Dillon Companies, LLC?

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. All ordinances and resolutions shall be confined to one subject except in case of repealing ordinances, and ordinances making appropriations shall be confined to the subject of appropriations. (City Charter Section 5-1) (McClelland)

Docusign Envelope ID: 5BA93CEE-5742-8E61-8349-CE02AE5A7229

FIRST AMENDMENT TO THE ECONOMIC INCENTIVE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, AND DILLON COMPANIES, LLC

THIS AMENDMENT (the "First Amendment"), is made and entered into as of the ____ day of _____, 2026, by and between the CITY OF AURORA, COLORADO, a home rule municipal corporation and political subdivision of the State of Colorado (the "City"), and DILLON COMPANIES, LLC, a Kansas limited liability Company (the "Developer"). City and Developer may hereinafter be referred to individually as a "Party" and collectively as the "Parties".

RECITALS

WHEREAS, the Developer and the City are Parties to that certain Economic Incentive Agreement, dated May 7, 2025 (the "Agreement"); and

WHEREAS, the Developer and the City desire to amend certain dates of the Agreement; and

WHEREAS, in accordance with Section 6.04 of the Agreement, the Agreement may not be modified, amended, or changed except in writing duly authorized and executed by both Parties with the same formality as the Agreement; and

NOW THEREFORE, in consideration of the mutual covenants and stipulations hereinafter set forth, the sufficiency of which is hereby acknowledged, the Parties do hereto agree to amend the Agreement as follows:

TERMS

The identified subsections replace, in their entirety, their corresponding subsections in the Agreement:

Section 1.04. Covenants of Developer. Developer covenants that:

(d) Developer will use commercially reasonable efforts to begin construction of the offsite improvements, onsite infrastructure, Grocery Store and Fuel Center construction prior to April 1, 2027.

(e) Developer will use commercially reasonable efforts to cause the construction of the offsite improvements, onsite infrastructure, Grocery Store and Fuel Center construction to be complete to allow for occupancy prior to June 1, 2028.

Section 2.01. Allocation of Sales Taxes. In consideration of the performance by Developer of its representations and covenants under this Agreement, the City agrees to:

(a) Share the allocation of the sales tax pursuant to the terms of this Agreement Section 2.07 with the Developer for a period of up to ten (10) years commencing on the date of the City's issuance

Docusign Envelope ID: 5BA93CEE-5742-8E61-8349-CE02AE5A7229

of a final Certificate of Occupancy for the Grocery Store, or June 1, 2028, whichever occurs first (the "Sales Tax Allocation Period");

Section 4.02. Project Costs Report. By no later than September 30, 2028, Developer shall submit to the Manager of Business Development and Redevelopment of the City the Actual Cost Report, as reflected in Appendix C.

Section 6.23. Termination by the City. In addition to the reasons set forth in Section 6.22, the City may terminate this Agreement if any of the following occur:

(c) Developer has failed to obtain all necessary Permits and planning Approvals and commence construction by April 1, 2027.

(d) Developer has failed to substantially complete construction of the Grocery Store and Fuel Center in accordance with the Project description set forth in the attached Appendix B and place the Grocery Store and Fuel Center in service by June 1, 2028, subject to Force Majeure.

[The remainder of this page intentionally left blank.]

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IN WITNESS WHEREOF, the Parties hereto have executed this First Amendment on the date first written above. By the signature of its representative below, each Party affirms that it has taken all necessary action to authorize said representative to execute this First Amendment.

CITY

CITY OF AURORA, COLORADO

_____ Date of Signature: _____
Mike Coffman, Mayor

ATTEST:

_____ Date of Signature: _____
Kadee Rodriguez, City Clerk

APPROVED AS TO FORM BY CITY ATTORNEY PETE SCHULTE:

_____
Lena McClelland, Senior Assistant City Attorney Date of Signature: _____

DEVELOPER

DILLON COMPANIES, LLC, a Kansas Limited Liability Company

Lisa Helton
_____ Date of Signature: 6/1/2026
Name: Lisa Helton
Title: Assistant Treasuer

RESOLUTION NO. R2026- _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FIRST AMENDMENT TO THE ECONOMIC DEVELOPMENT INCENTIVE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, AND DILLON COMPANIES, LLC

WHEREAS, the City of Aurora, Colorado, a home rule municipal corporation and Dillon Companies, LLC, a Kansas limited liability Company, are Parties to that certain Economic Incentive Agreement, dated May 7, 2025 (the "Agreement"); and

WHEREAS, in accordance with Section 6.04 of the Agreement, the Agreement may not be modified, amended, or changed except in writing duly authorized and executed by both Parties with the same formality as the Agreement; and

WHEREAS, the Parties desire to amend certain dates of the Agreement to allow for additional time; and

WHEREAS, the City Council of the City of Aurora, Colorado finds and determines that it is in the best interests of the City and its citizens to authorize the execution of the First Amendment to the Economic Incentive Agreement between the City of Aurora, Colorado and Dillon Companies, LLC.

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

Section 1. The First Amendment to the Economic Incentive Agreement between the City of Aurora, Colorado and Dillon Companies, LLC, is hereby approved.

Section 2. The Mayor and the City Clerk are hereby authorized to execute and deliver this First Amendment to the Economic Incentive Agreement 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 prior resolutions or any parts that are inconsistent herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM BY CITY ATTORNEY PETE SCHULTE:

RLA
Lena McClelland
_____
LENA MCCLELLAND, Sr. Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Family Plan Initiative (Resolution)
Item Initiator: Alli Jackson, Council Member
Staff Source/Legal Source: Jason Batchelor, City Manager / Andrea Wood, 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: 6/22/2026

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)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ESTABLISHING THE AURORA FAMILY PLAN INITIATIVE

Sponsor: Alli Jackson, Council Member
Jason Batchelor, City Manager / 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.)*

N/A

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

This Resoltuion establishes the Aurora Family Plan Initiative for the purpose of evaluating conditions affecting families in Aurora, assessing existing City programs and services that impact families, engaging residents and stakeholders, and developing recommendations for future consideration by the City 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.)

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

City Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of an ordinance, other actions may be in the form of resolutions or motions. (Article 5-1 Aurora City Charter). A resolution may be used for a statement of policy or other matters which are not required to be adopted by ordinance as long as it doesn't include international issues or concerns (Article IV, Section 2, Rules of Order and Procedure for the Aurora City Council). (Wood)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ESTABLISHING THE AURORA FAMILY PLAN INITIATIVE

WHEREAS, the City Council desires to promote a high quality of life for residents and support policies and programs that contribute to healthy, safe, and thriving communities; and

WHEREAS, strong families contribute to the social, cultural, educational, and economic well-being of the City of Aurora; and

WHEREAS, Aurora is home to residents from diverse backgrounds, cultures, generations, and household structures; and

WHEREAS, the City currently provides and supports a variety of programs and services that affect families, including recreation opportunities, library services, public safety initiatives, youth programs, neighborhood services, violence prevention efforts, and other community-based services; and

WHEREAS, the City Council desires to better understand the strengths, needs, and experiences of Aurora families in order to inform future policy discussions, program development, service delivery, and resource allocation; and

WHEREAS, the City Council recognizes the value of data-informed decision-making, community engagement, and cross-departmental collaboration in identifying opportunities to improve outcomes for Aurora families; and

WHEREAS, the City Council seeks to evaluate existing family-related programs and services, identify potential gaps and opportunities, and develop recommendations that may assist Aurora in achieving its vision of being one of the best cities in Colorado to raise a family.

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

Section 1. Establishment of Initiative.

The City Council hereby establishes the Aurora Family Plan Initiative for the purpose of evaluating conditions affecting families in Aurora, assessing existing City programs and services that impact families, engaging residents and stakeholders, and developing recommendations for future consideration by the City Council. Families are self-defined and inclusive.

Section 2. Purpose and Scope.

The Aurora Family Plan Initiative shall seek to better understand and evaluate factors affecting family well-being within the community, including but not limited to:

a. Childcare access and family support;

b. Recreation, cultural, educational, and youth programming opportunities;

c. Transportation access and mobility;

d. Housing stability and affordability;

e. Food security;

f. Public safety and community wellness;

g. Community connection and sense of belonging;

h. Youth leadership and civic engagement opportunities;

i. Intergenerational programming and services; and

j. Other issues identified through data collection, stakeholder engagement, and community input.

Section 3. Working Group.

The City Manager is directed to establish an interdepartmental working group utilizing existing resources to the extent practicable. The working group may include representatives from departments and divisions whose work substantially impacts families, including but not limited to Parks, Recreation and Open Space; Library and Cultural Services; Neighborhood Services; Public Safety; Youth Violence Prevention; Aurora S.A.V.E.S.; Communications; Performance and Innovation; the City Manager's Office; and other departments deemed appropriate by the City Manager.

Section 4. Community Engagement.

The working group shall conduct meaningful community engagement efforts to solicit feedback from Aurora residents regarding family needs, opportunities, and priorities. Engagement efforts may include listening sessions, surveys, focus groups, participation in existing community events, and other methods designed to obtain broad and representative public input.

Section 5. Evaluation of Existing Programs and Services.

The working group shall review existing City programs, services, and initiatives that affect families, including but not limited to Aurora S.A.V.E.S., the Aurora Youth Commission, recreation programming, library programming, violence prevention initiatives, and other relevant programs, in order to identify strengths, opportunities, service gaps, and areas for improvement.

Section 6. Family Participation in Civic Life.

As part of its review, the working group shall evaluate barriers that may affect participation in civic engagement opportunities and local government processes. Such evaluations may include consideration of factors such as scheduling, language access, transportation, accessibility, childcare needs, and public awareness. The working group may provide recommendations regarding strategies to encourage broader participation in public meetings, advisory bodies, and other civic engagement opportunities.

Section 7. Aurora Youth Commission Review.

The working group shall review the Aurora Youth Commission and may provide recommendations regarding participation, accessibility, representation, effectiveness, and opportunities for improvement.

Section 8. Reporting and Recommendations.

The working group shall provide biannual progress updates to the City Council and shall develop findings and recommendations for Council consideration. Such recommendations may address:

a. Policy opportunities;

b. Programmatic improvements;

c. Potential service enhancements;

d. Partnership opportunities;

e. Long-term planning considerations;

f. Funding opportunities; and

g. Other actions that may support family well-being within the community.

Nothing in this Resolution shall require the City Council to adopt any recommendation, appropriate any funds, create any program, or approve any future policy proposal.

Section 9. Family Impact Framework.

The working group may evaluate the feasibility of developing a Family Impact Framework to assist City departments and policymakers in considering how significant policies, programs, plans, and initiatives may affect families.

Any recommendations regarding such a framework shall address implementation considerations, administrative impacts, resource requirements, and integration with existing planning and decision-making processes.

Section 10. All Resolutions in conflict with this Resolution are hereby repealed only to the extent of such conflict.

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: Andrea Wood RLA
_____
ANDREA WOOD, Assistant City Attorney

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

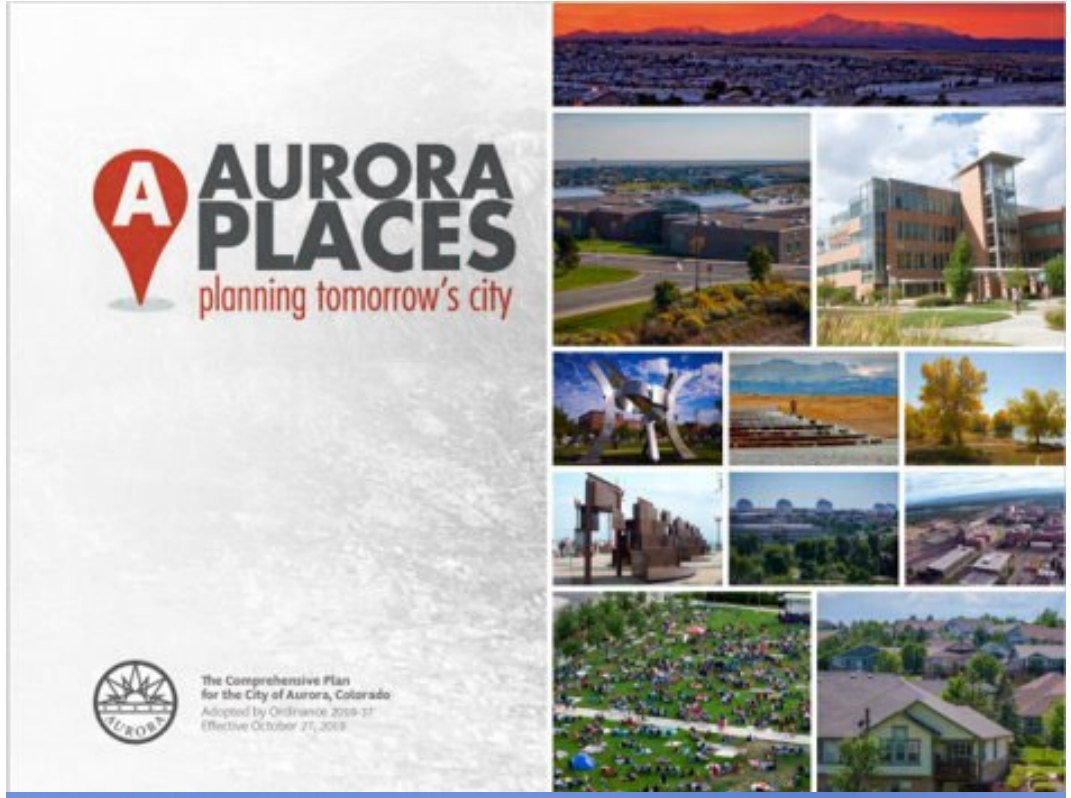


AGENDA

- Project Overview
- Timeline
- Vision and Goals
- Community Engagement
- Aurora: The Place-Oriented City
- Plan Recommendations
- Plan Adoption

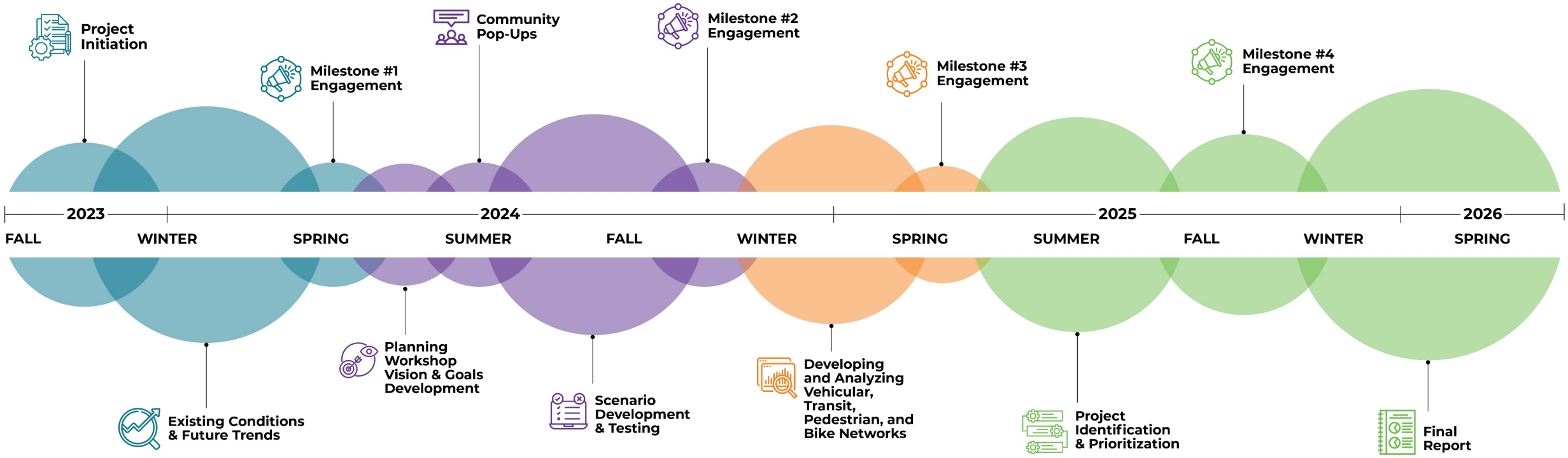
WHAT IS CONNECTING AURORA?

- 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.



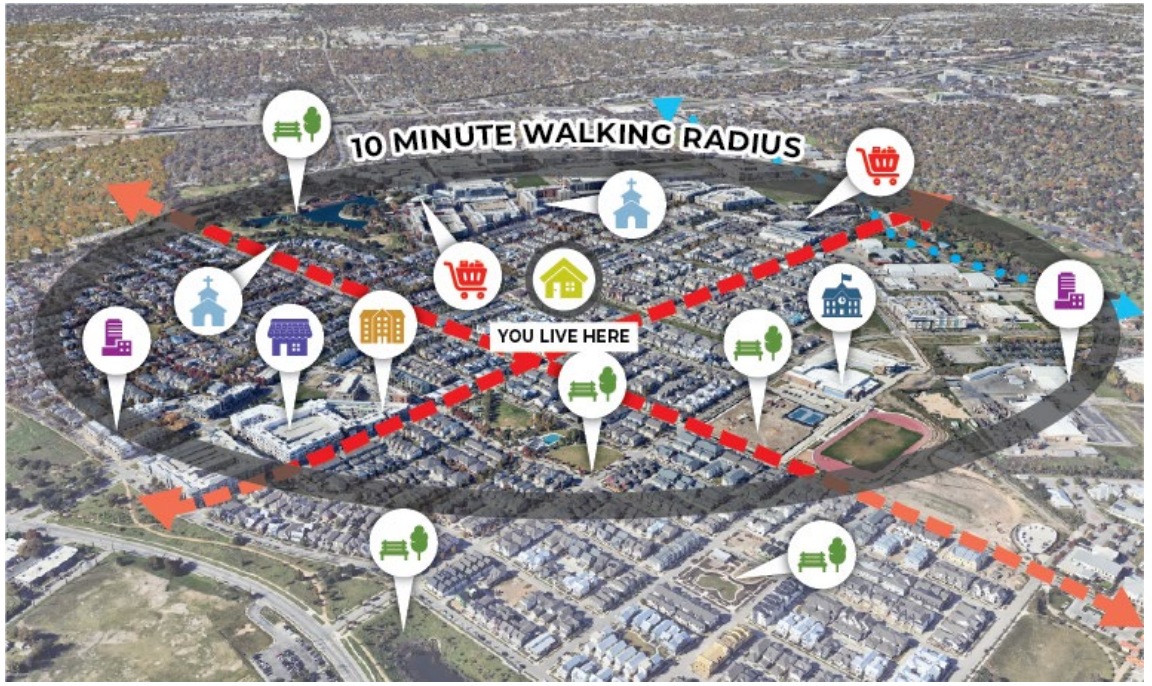
Transit is too slow, infrequent, unreliable, and feels unsafe.

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.













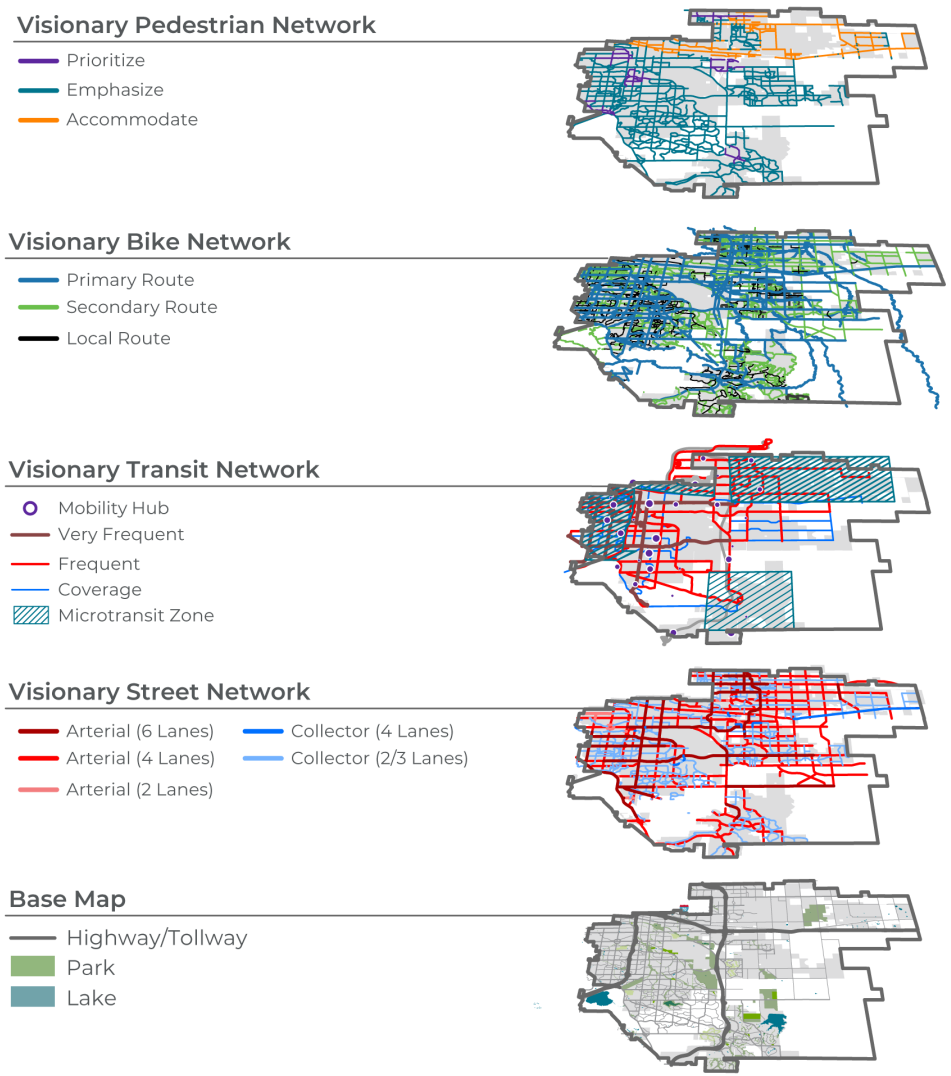






VISIONARY NETWORK OVERVIEW

- 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











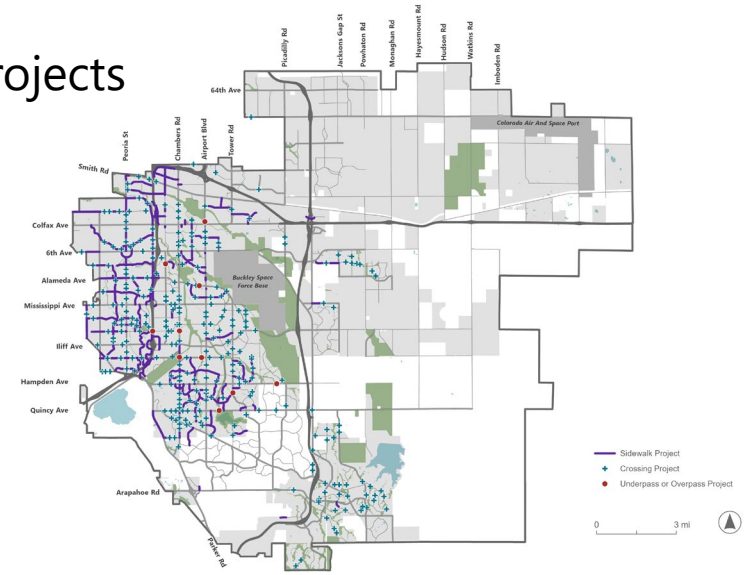




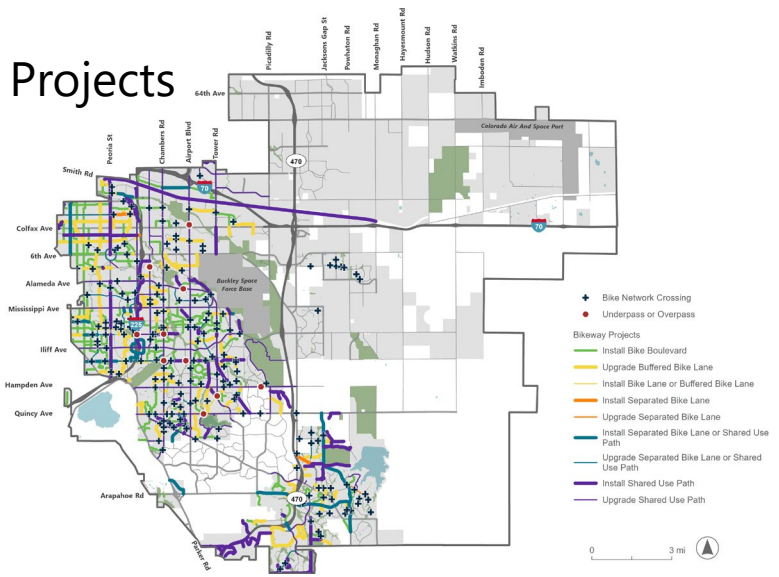


PROJECTS

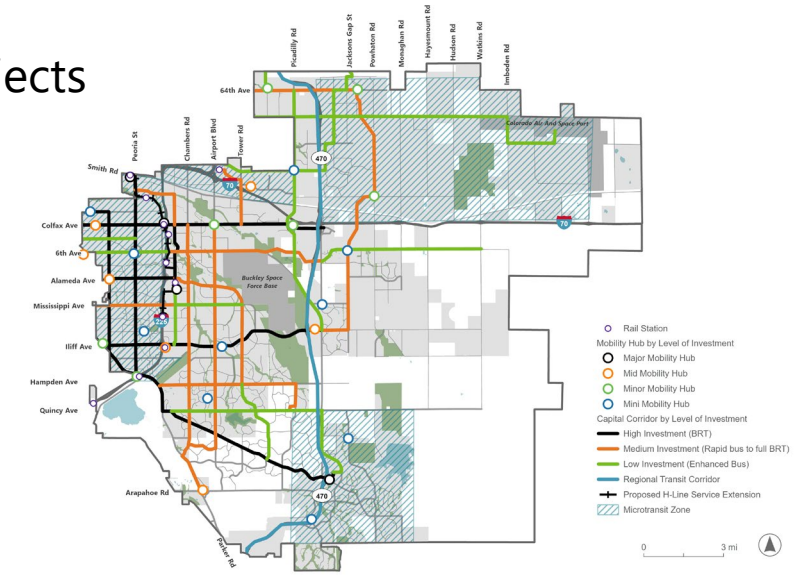
Sidewalk Projects



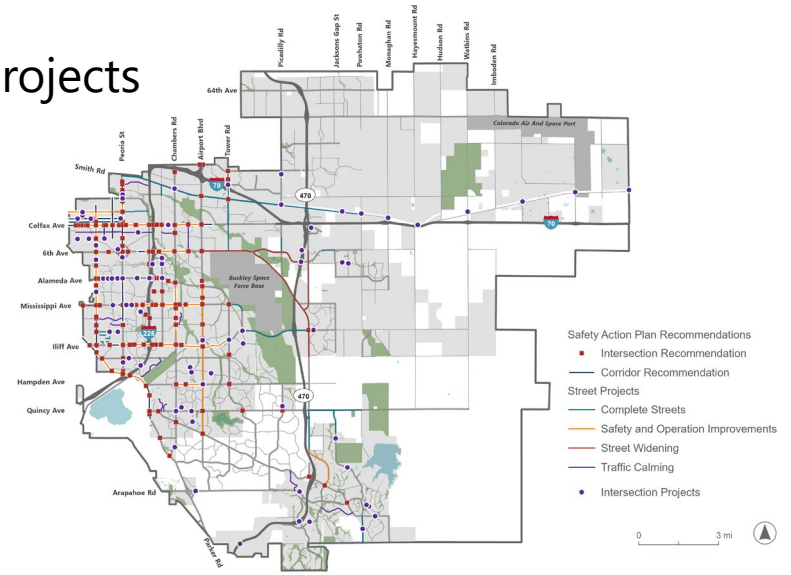
Bikeway Projects



Transit Projects



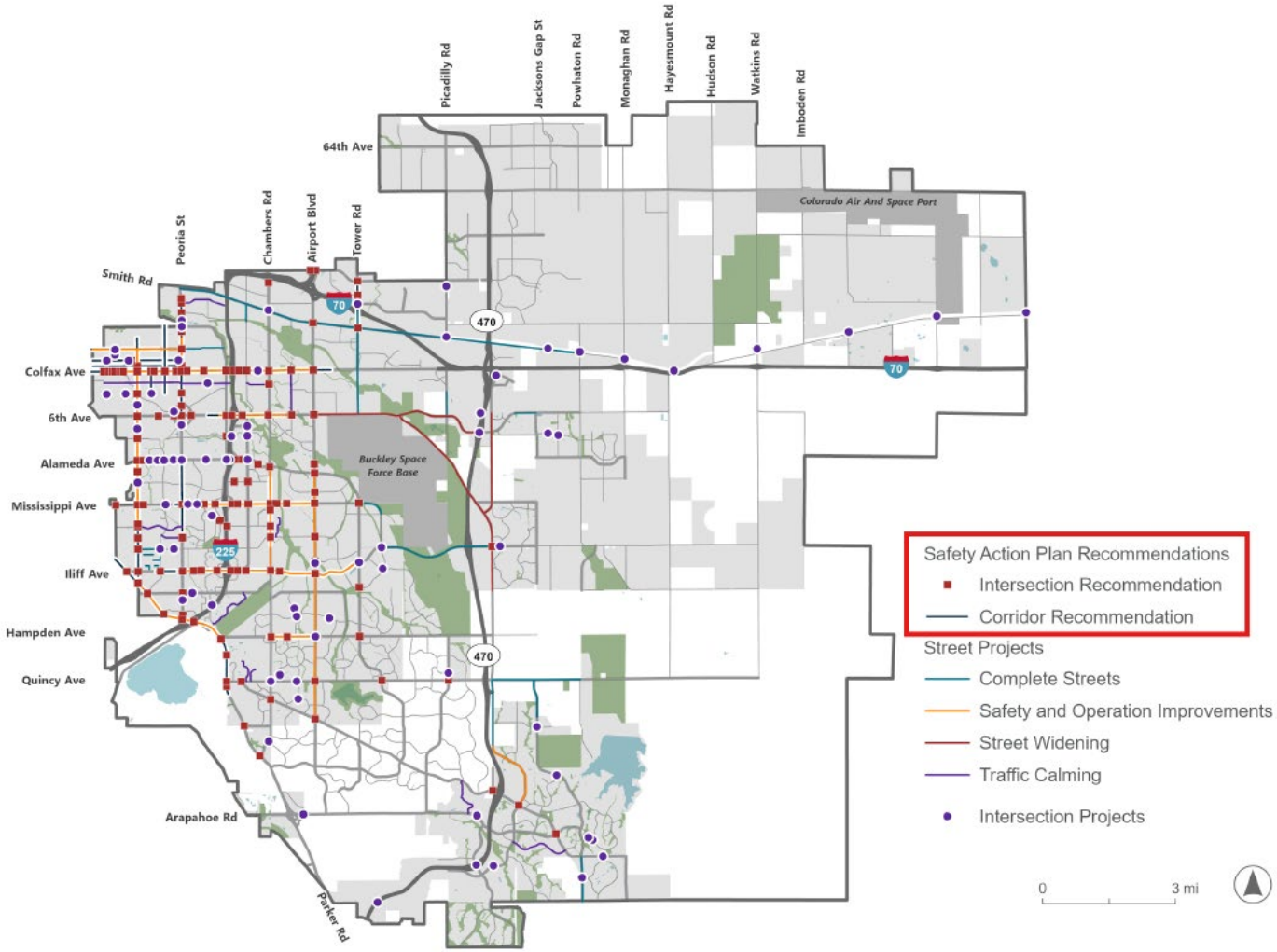
Street Projects



SAFETY PROJECTS

Ongoing Safety Initiatives

- **Adams County Safety Action Plan (Spring 2026)**
- **Existing Traffic Calming Program**



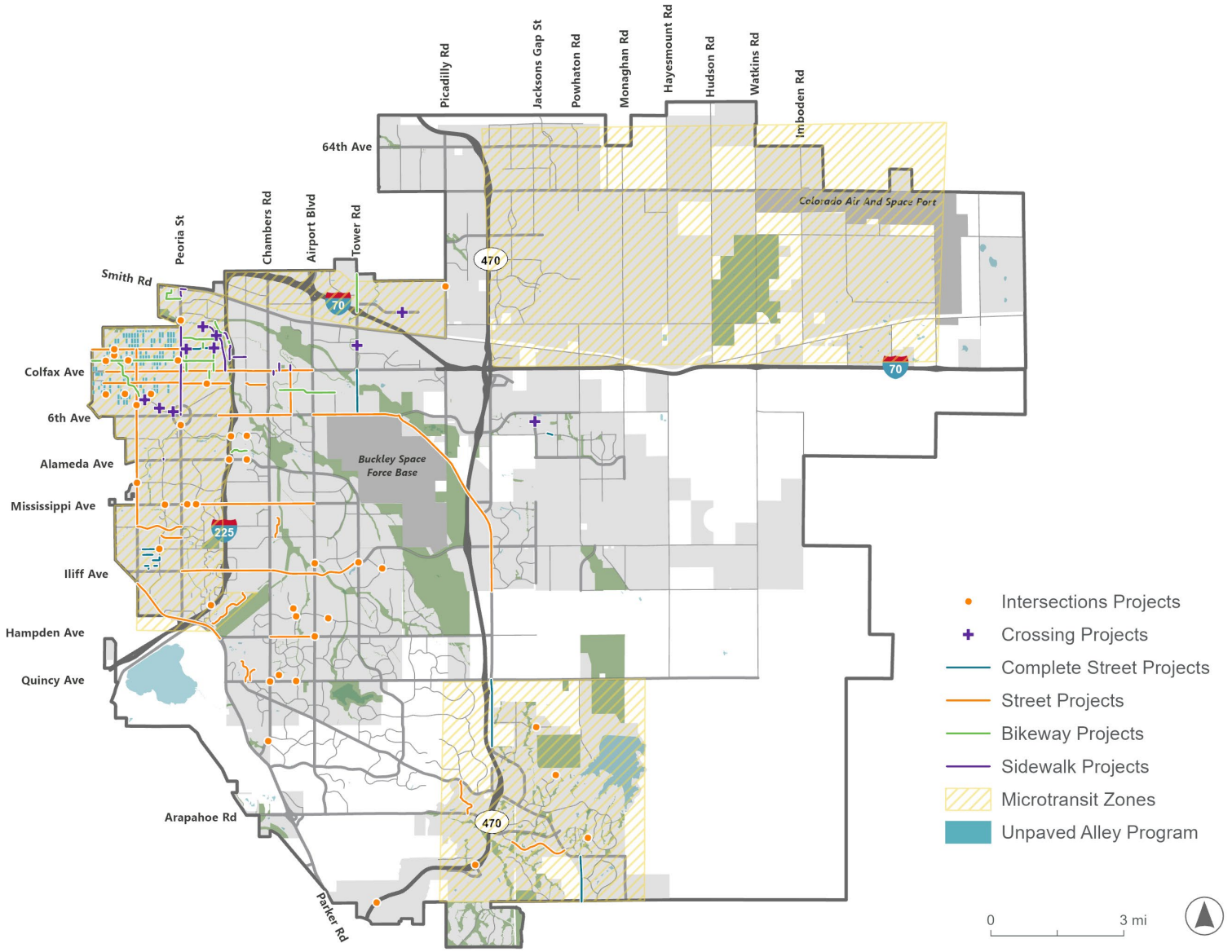
SHORT TERM PROJECTS

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!

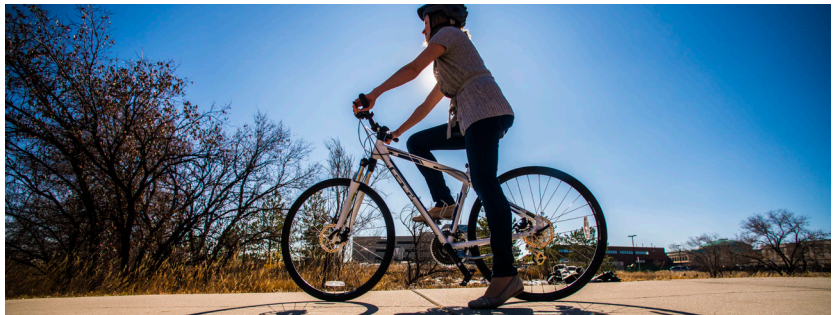
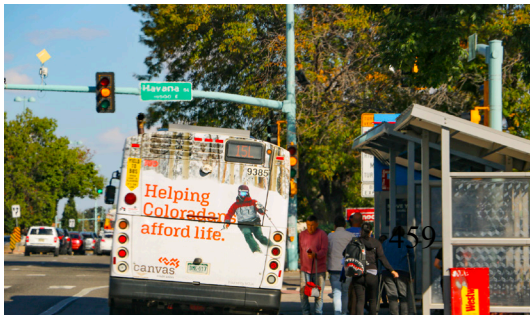
City of Aurora's Multimodal Transportation Master Plan

Draft for City Council Adoption May 2026







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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.

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Ward IV

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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

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Adrienne Razavi, Denver Streets Partnership

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Tracy Sakaguchi – Colorado Motor Carriers Association

Coleen Samuels, DRMAC Colorado

Matt Schaefer, Cherry Creek School District

Mitzi Schindler, Aurora Chamber of Commerce

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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

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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.

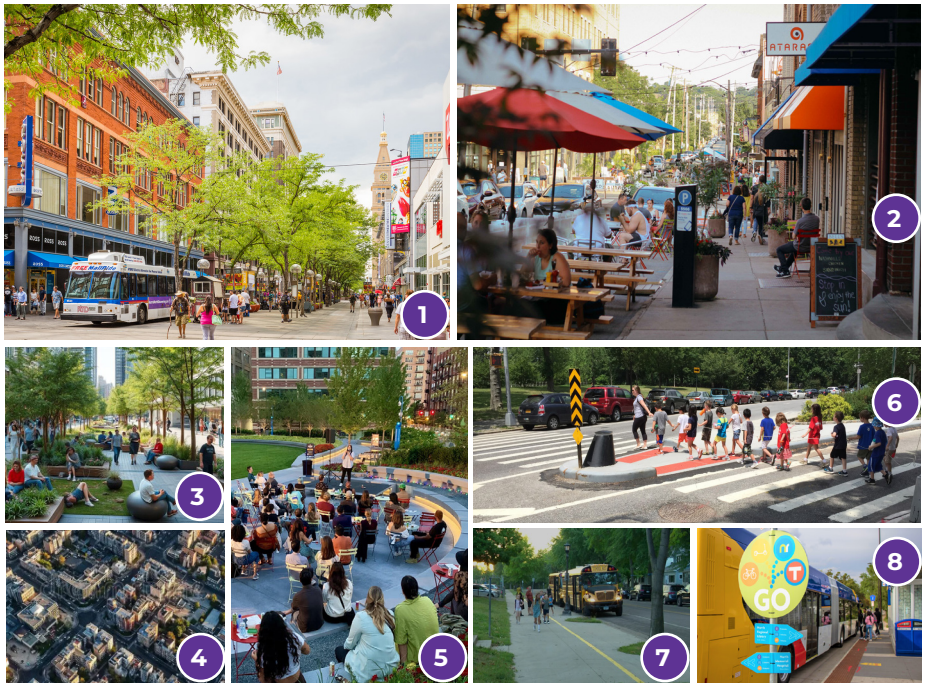
A Place-Oriented City represents "a balanced system that allows driving but makes walking, biking and riding transit safer, more reliable and more convenient, while supporting vibrant, people-centered neighborhoods." This imagined future is positioned to best help to achieve the mission, vision and goals 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

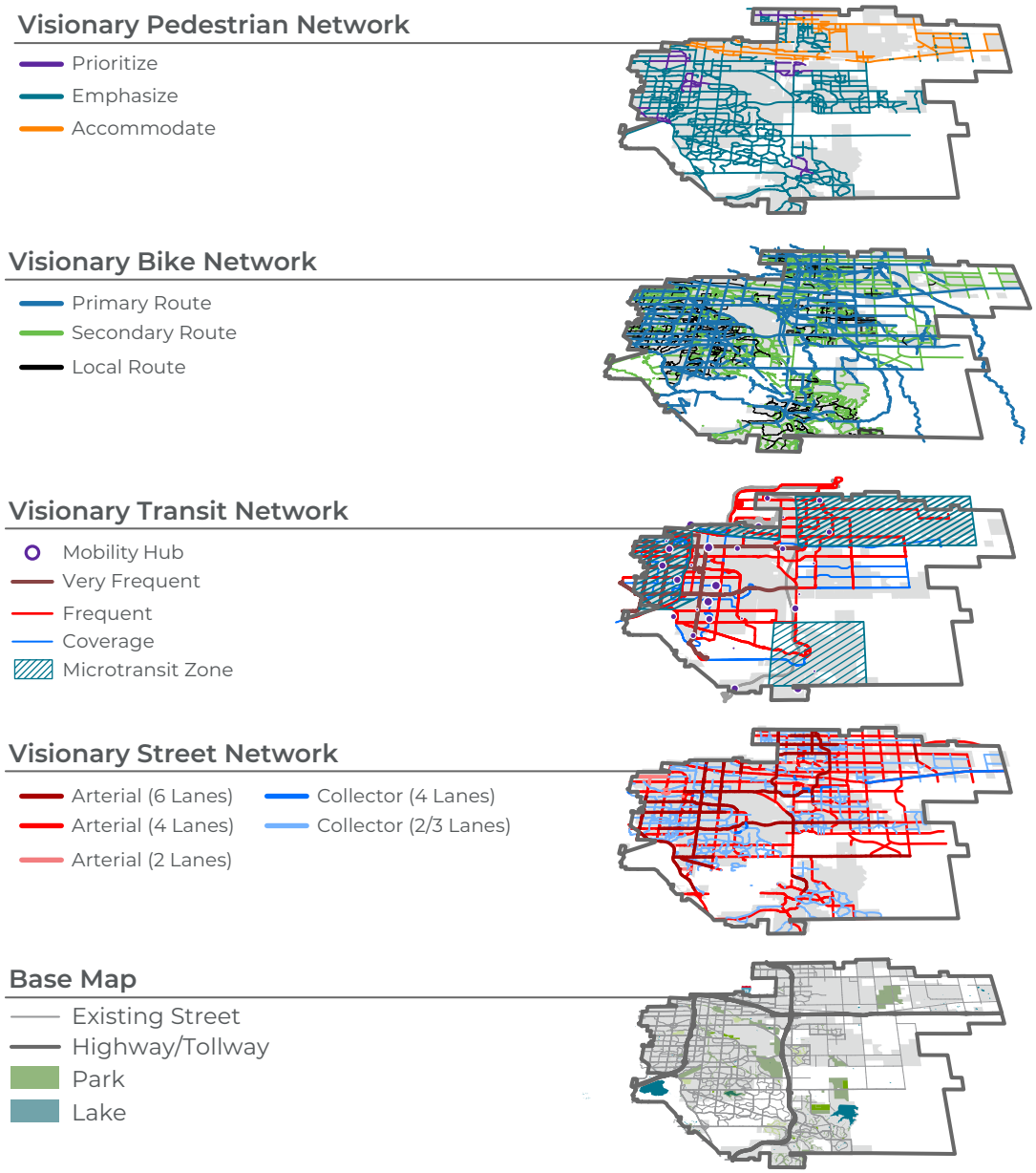
Aurora's Place-Oriented future depends on a true multimodal network where walking, biking, rolling, riding transit, driving and moving goods work together in a safe, connected and efficient system.

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

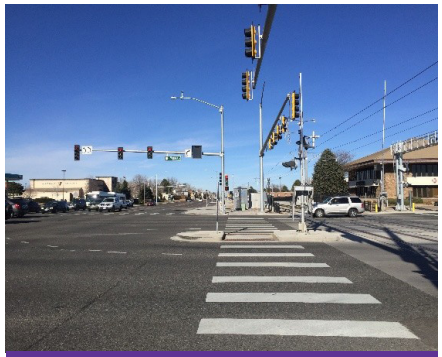
12

NEW OR UPDATED PROGRAMS

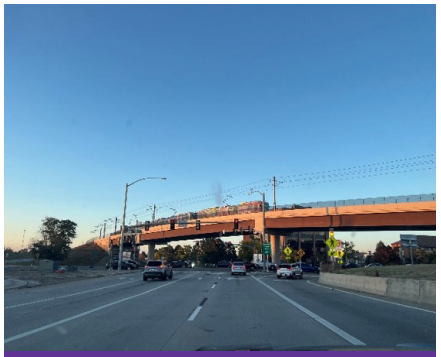
- Safe Routes to School
- Neighborhood Sidewalk Retrofits
- Bicycle Friendly City
- Urban Area Shared Micromobility
- Transportation Demand Management
- Multimodal Counts
- Bus Priority
- Microtransit
- Bus Stop Improvements
- Maintenance Program
- Resurfacing Program Expansion
- GIS & Asset Management Data Updates

Connecting Aurora Project Snapshots

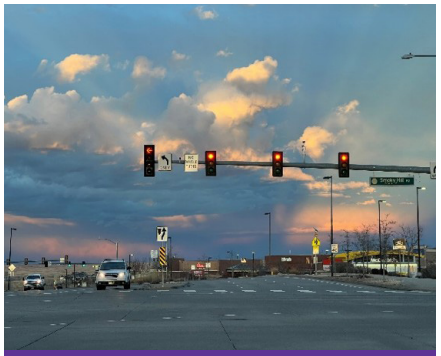
The projects identified in Connecting Aurora will transform the transportation network and provide meaningful options for people to get where they want to go in a variety of ways.



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

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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.

APPENDIX A

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.

APPENDIX B

B State of the System Report

Summary of existing conditions.

APPENDIX C

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?

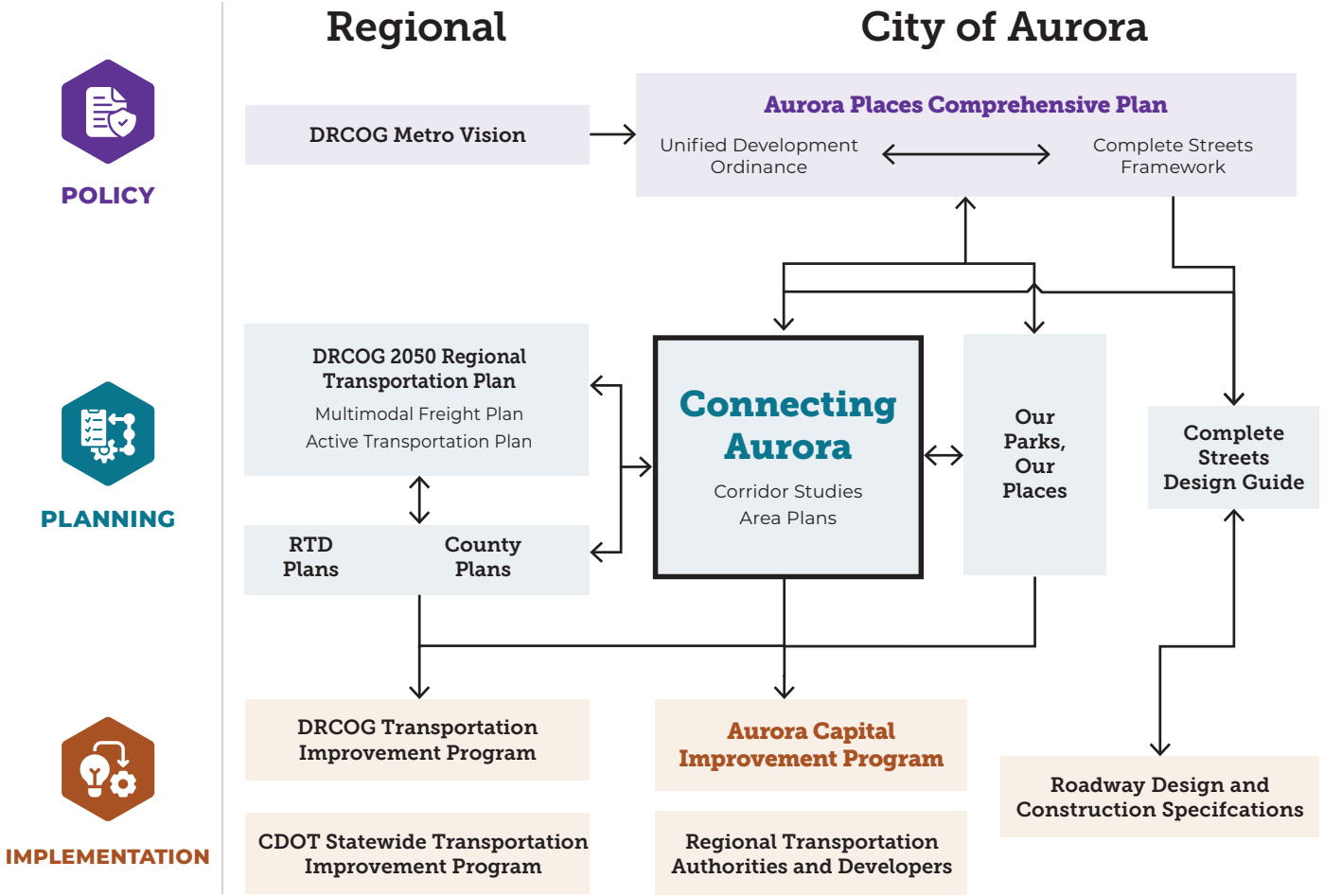
Connecting Aurora is part of greater, longstanding city of Aurora and regional planning efforts focused on improving safety and mobility. Previous planning studies were the starting point for Connecting Aurora. These plans articulate past community goals and objectives, previously identified areas of 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.

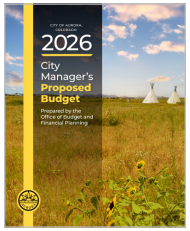
Connecting Aurora is designed to advance broader regional and local goals on transportation, land use, economic development, sustainability and community well-being to achieve a cohesive vision for the future. This plan is the framework for the city of Aurora to be a transportation leader in the region.

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.



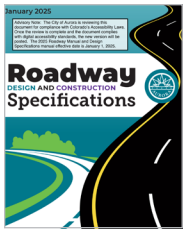
Key city and regional plans



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

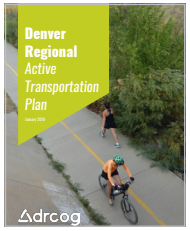
The PROS Master Plan presents a community-guided vision for the future of the city's parks, recreational facilities and open spaces, including trails. Trails are critical mobility facilities, safely connecting people to nature and destinations throughout the city.



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.

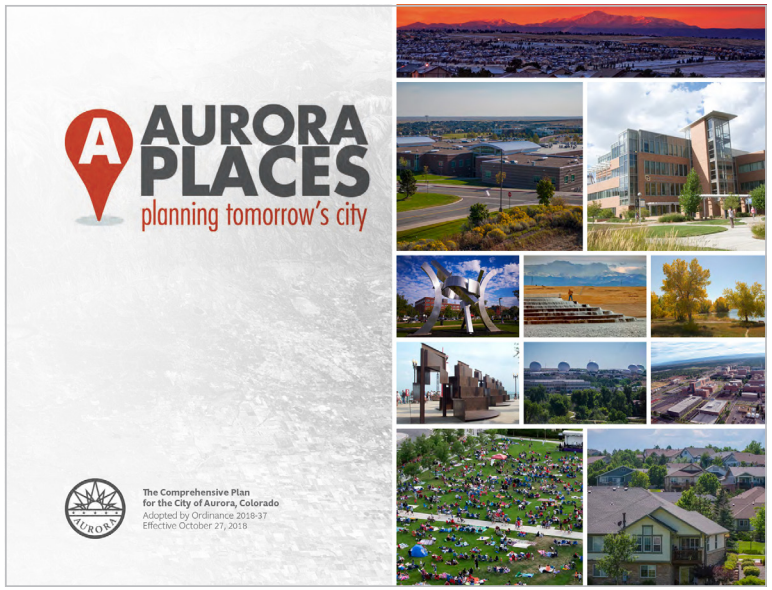
The plan also established a community vision and seven core principles. Each principle frames a core belief and area of focus for the city's planning work. The principle of "Easy Mobility and Active Transportation" and seven associated goals serve as the foundation for Connecting Aurora.

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

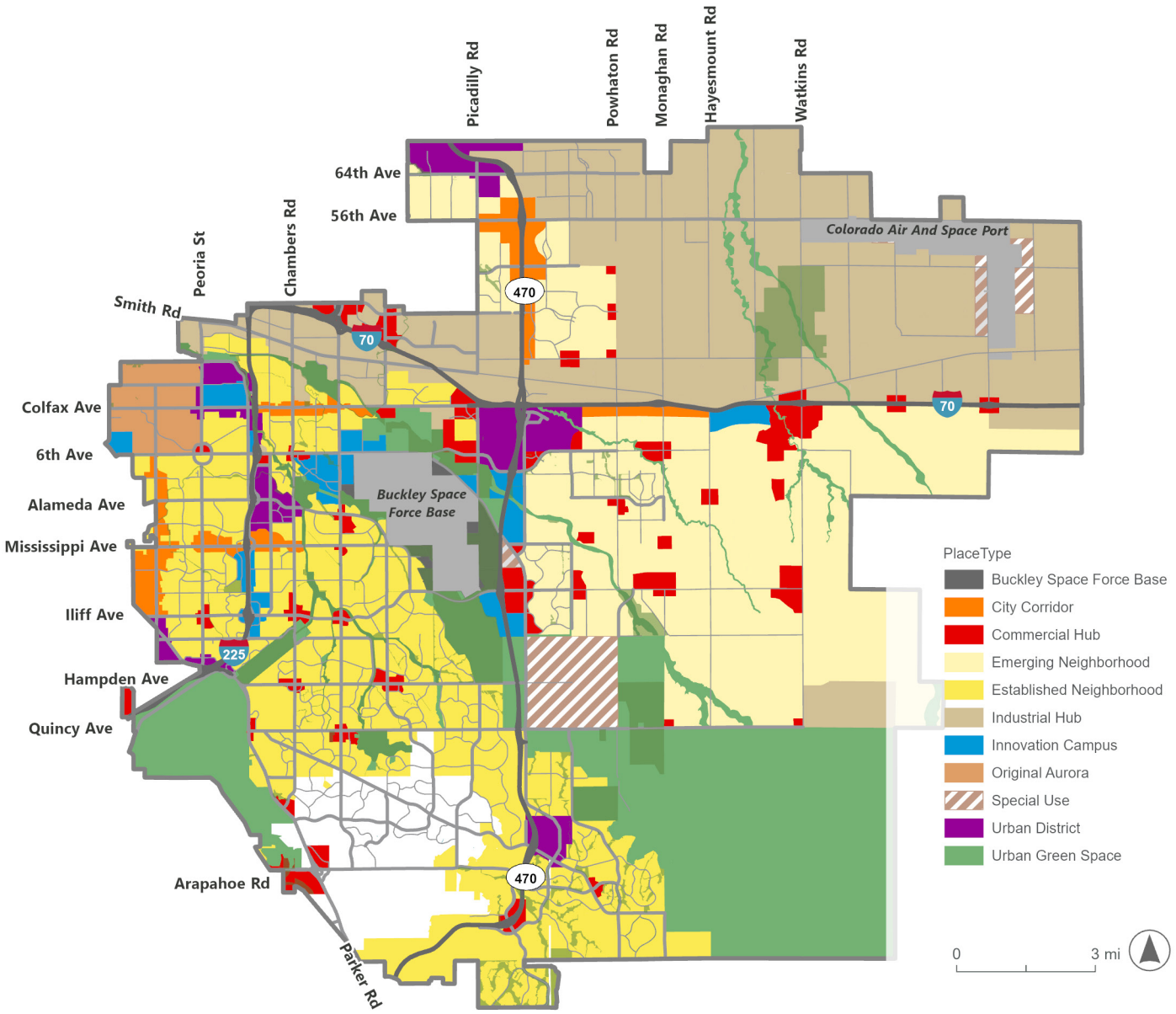
> "An easy-to-use transportation network with multiple choices for travel supports a strong economy, healthy community and flourishing environment."



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.



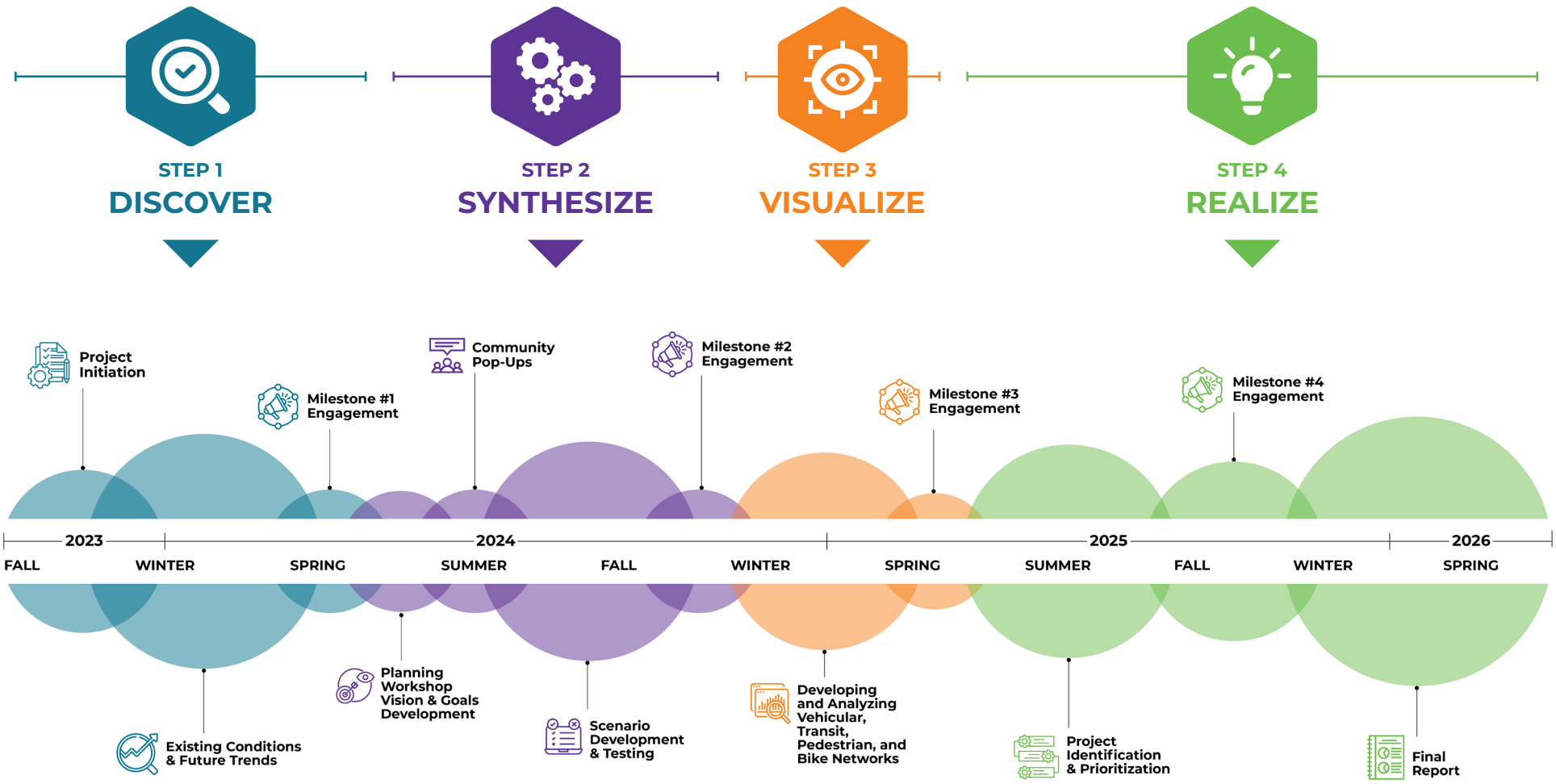
Mobility

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

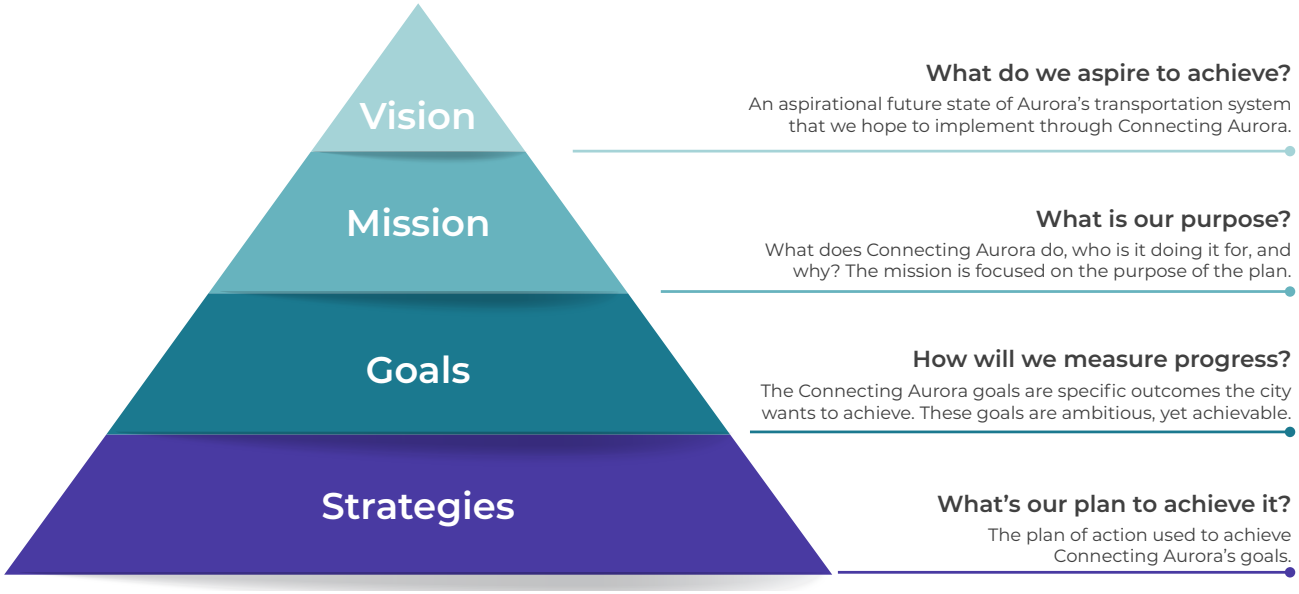
Residents, business and community leaders, city staff and policymakers helped shape the vision and goals for Aurora's future transportation network.

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

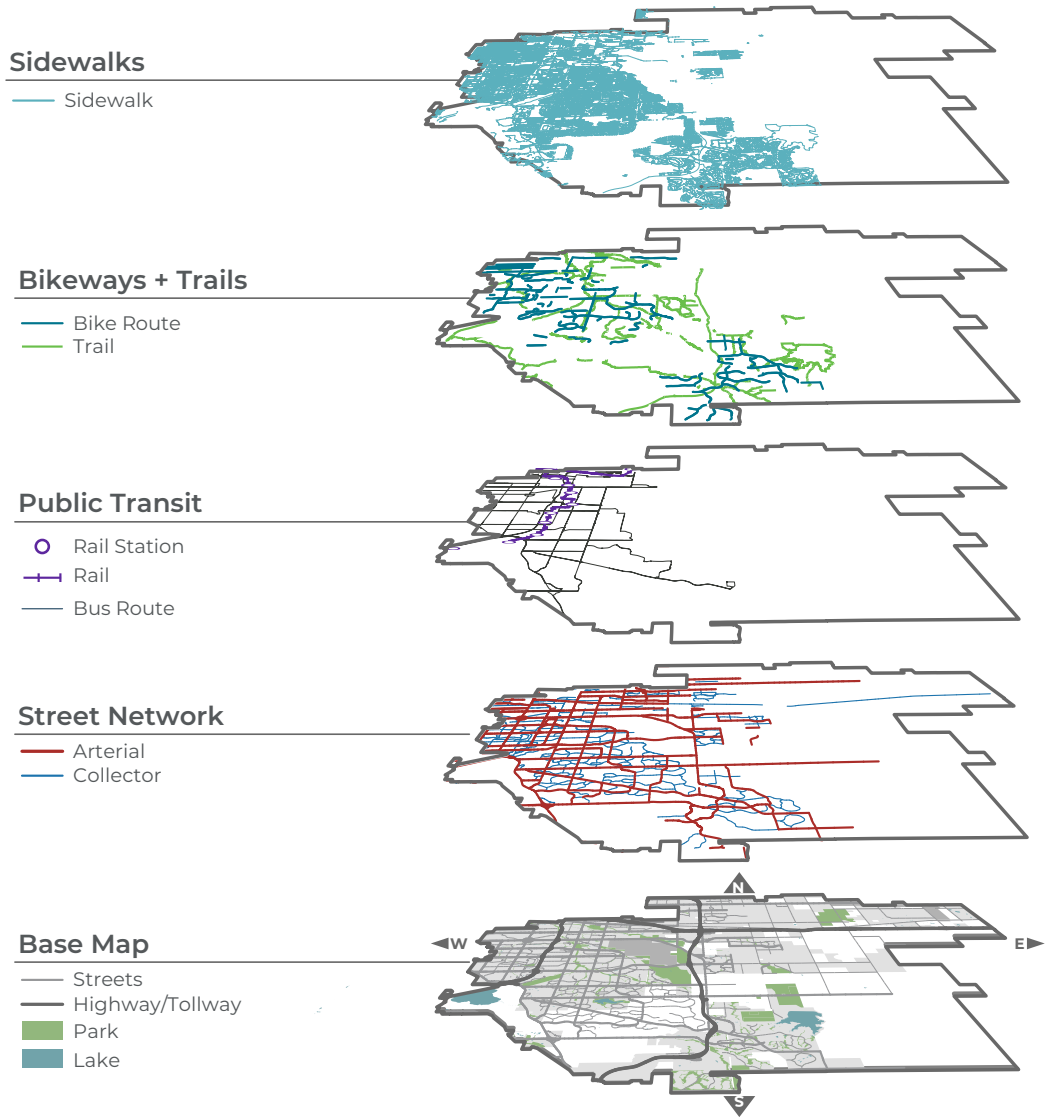
Aurora's street network is the backbone for how people move around the city today. The city maintains roughly 1,365 centerline miles of streets. These streets are organized into a network hierarchy that is designed to facilitate movement and access across the city and the greater region. The network 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.

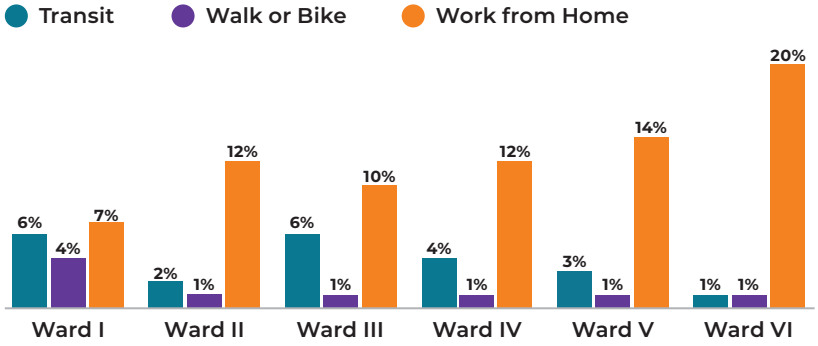
Ward VI, which is larger and suburban in character, has the highest proportion of trips staying within the ward (71%). This is likely due to distance from other parts of the city and the availability of shopping and services within the ward. Ward III, by contrast, has the lowest proportion of trips that 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.

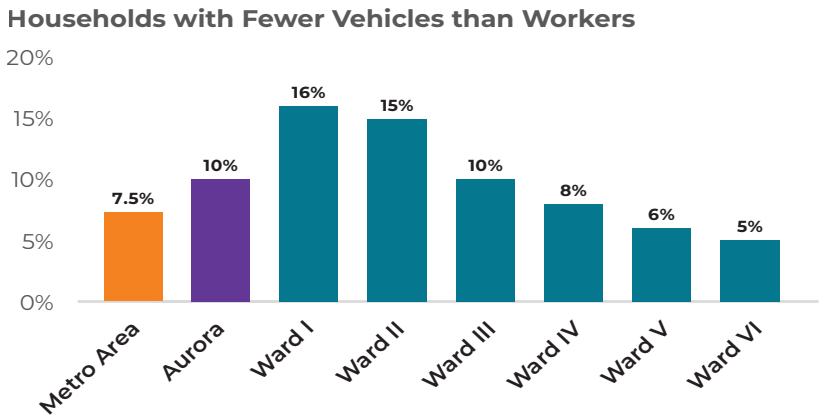
From/ To	Ward 1	Ward II	Ward III	Ward IV	Ward V	Ward VI
Ward I	**96,000**	13,000	24,000	11,000	6,000	3,000
Ward II	15,000	**69,000**	19,000	11,000	14,000	10,000
Ward III	23,000	15,000	**88,000**	28,000	11,000	4,000
Ward IV	11,000	10,000	28,000	**85,000**	18,000	4,000
Ward V	6,000	11,000	11,000	18,000	**84,000**	13,000
Ward VI	2,000	6,000	4,000	4,000	14,000	**82,000**

Source: Replica, 2024

Vehicle Ownership

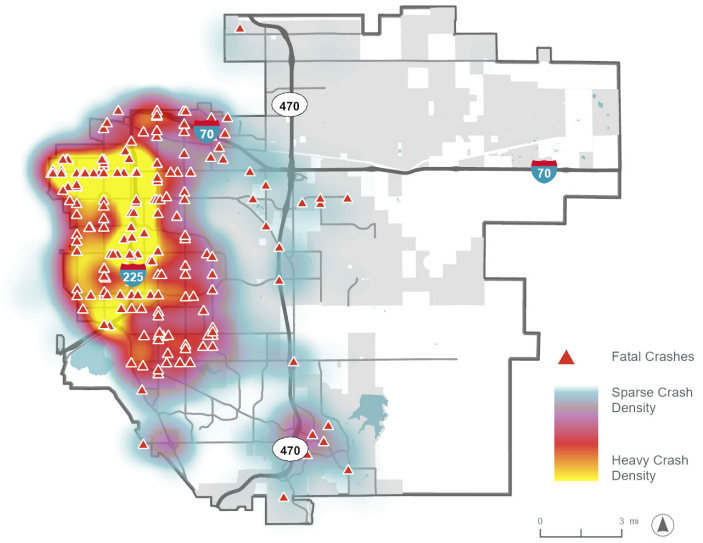
Aurora has a higher proportion of households with fewer cars than workers citywide, specifically Wards I, II and III.

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

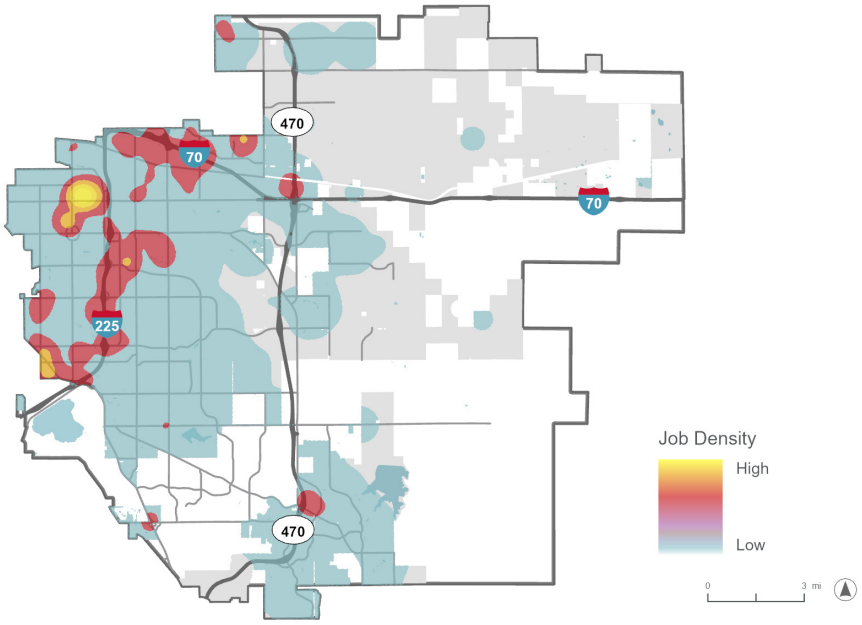
More Aurora residents work elsewhere in the metropolitan area compared people who commute to Aurora for work.

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

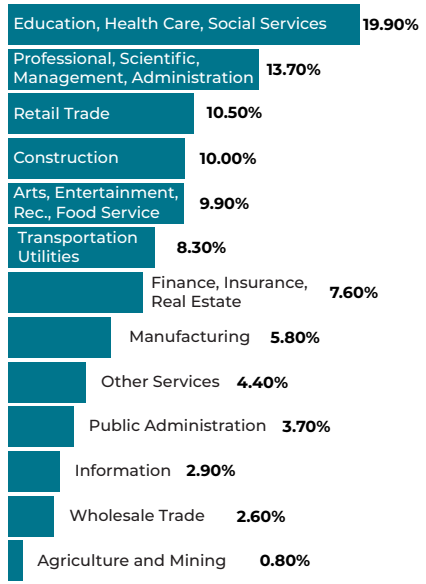
Employment in Aurora is clustered around I-225, I-70 and northwest Aurora.



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

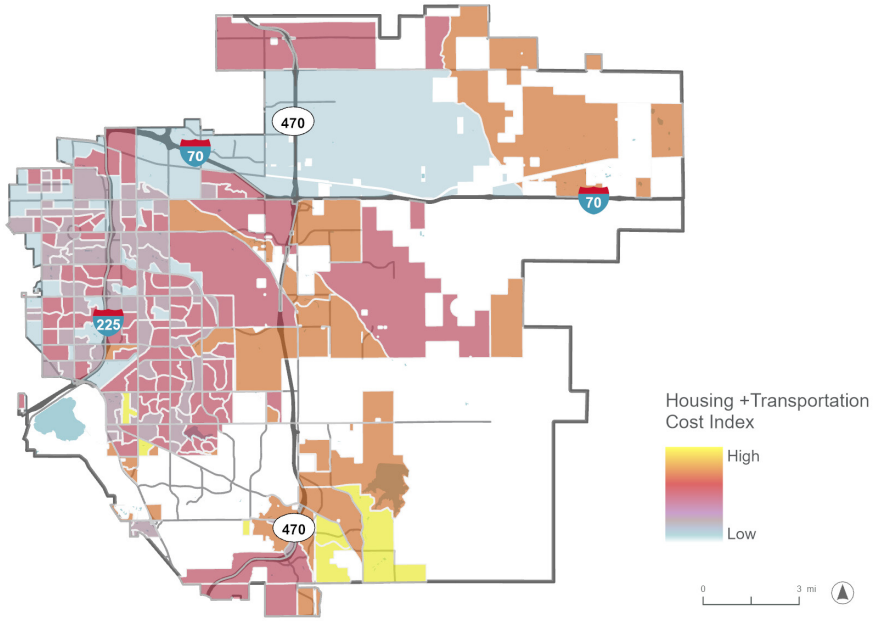
33.8%
of drivers are in management, business, science and arts

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

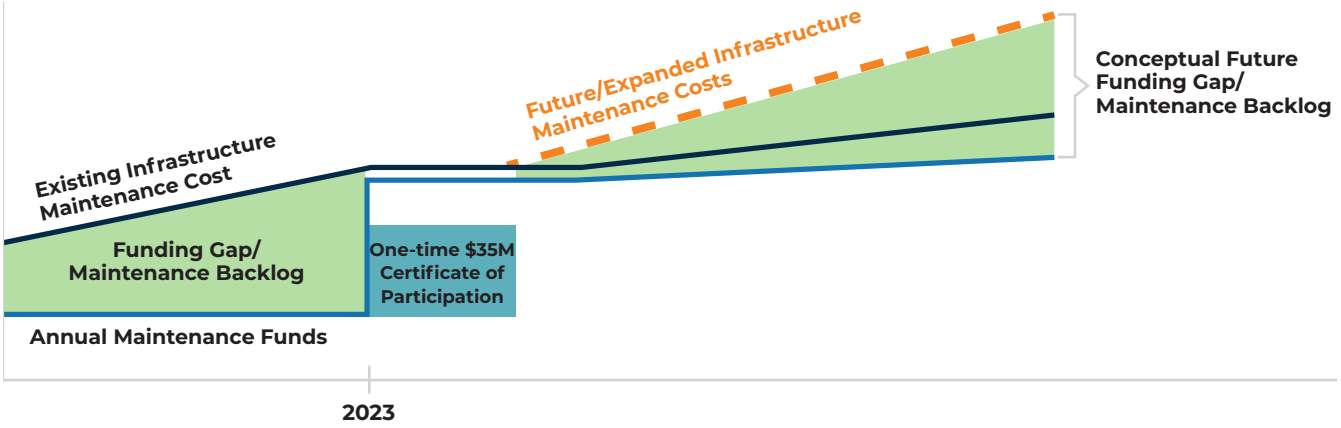
The estimated cost for Aurora to maintain its streets is higher per job and resident than in other cities in the metropolitan area. To maintain a lane-mile of roadway, a City should spend $24,000 per year on average (if the road is already in good condition), according to the American Society of Civil 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

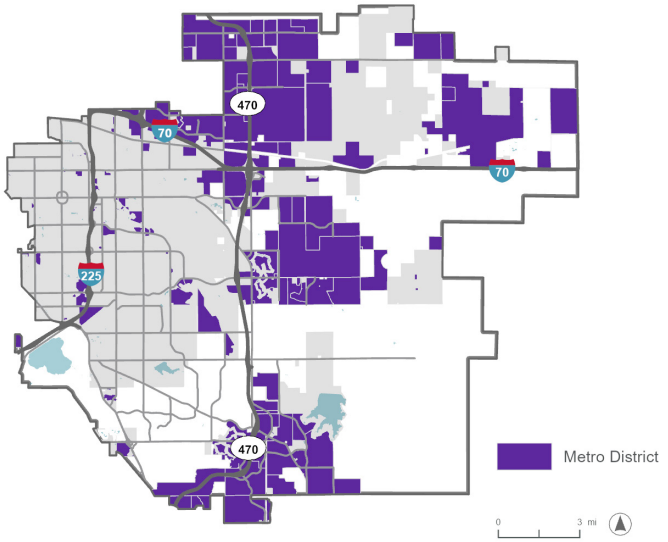
Aurora's Future Funding Gap

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.

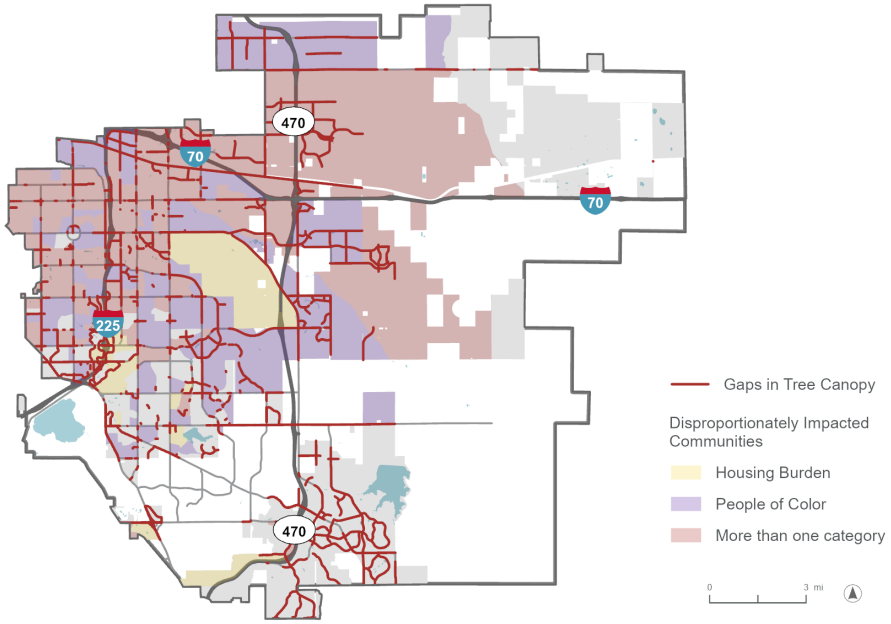
Heat

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

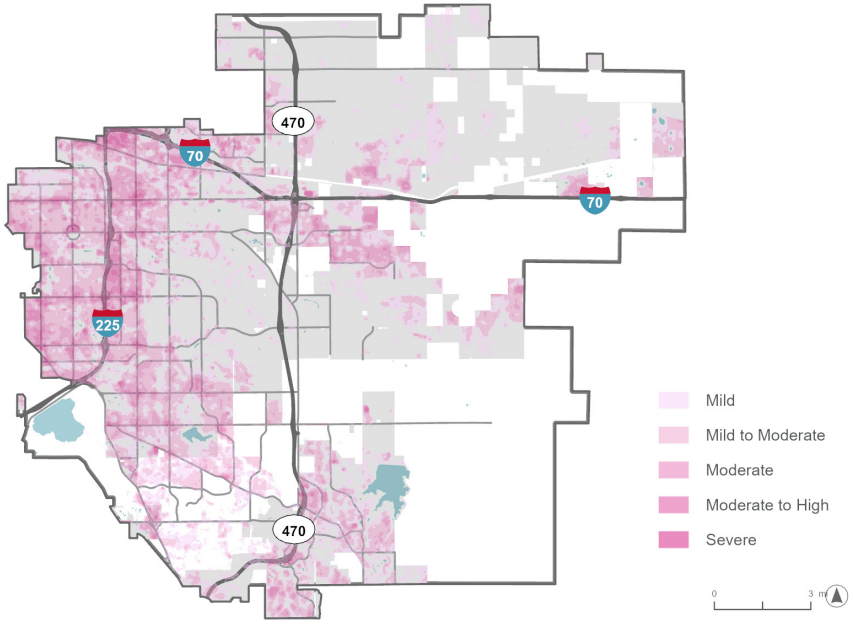
26%

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

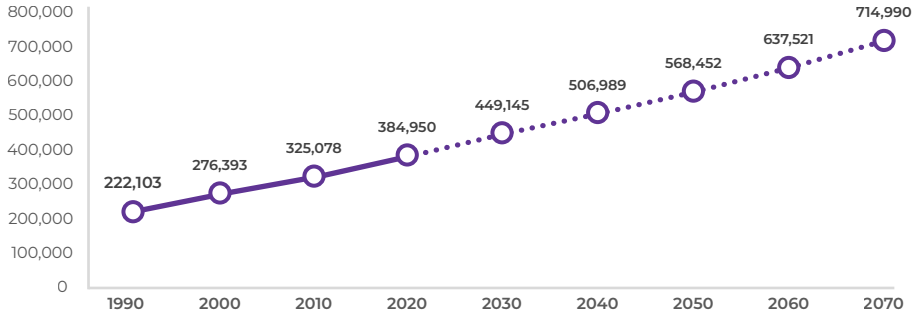
Aurora strives to be a city where people of all ages can safely travel to the places and the destinations they need and want to get to every day.

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

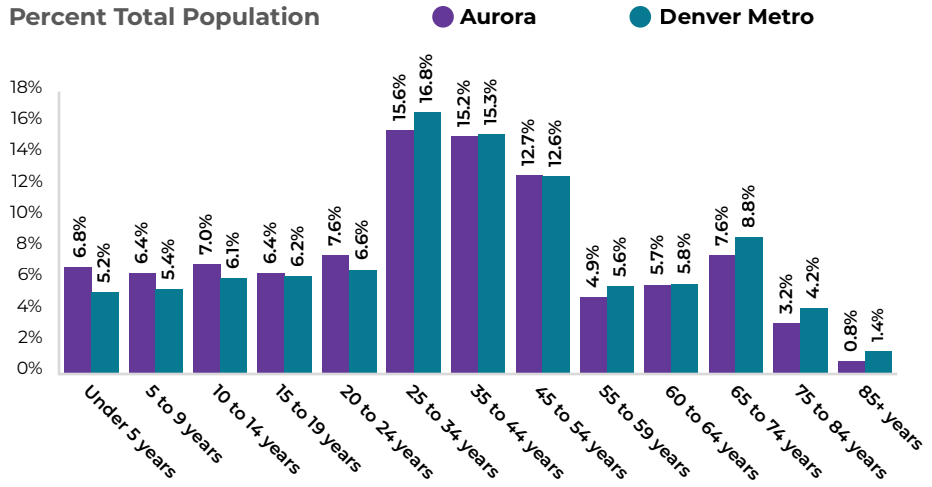
Aurora's population is rapidly growing and is projected to nearly double in 30 years. How Aurora chooses to grow to support the population will impact the transportation system.



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.

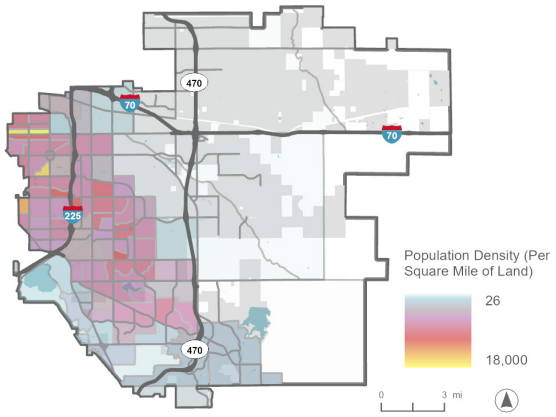


Source: U.S. Census Bureau, American Community Survey, 2022

Population Density

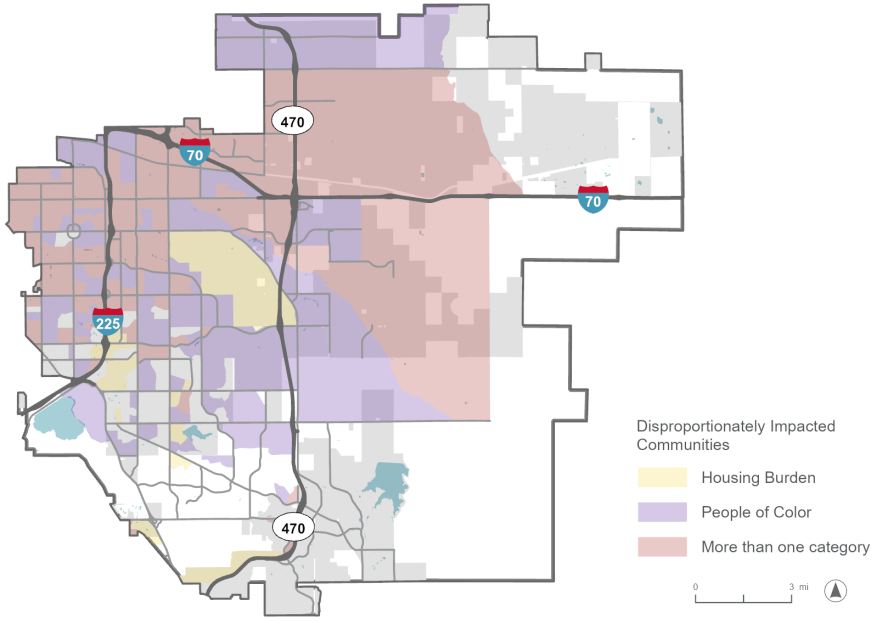
The population is concentrated in western Aurora. High-density areas often have destinations that are closer together, making riding transit, walking, rolling or biking more viable options.

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.

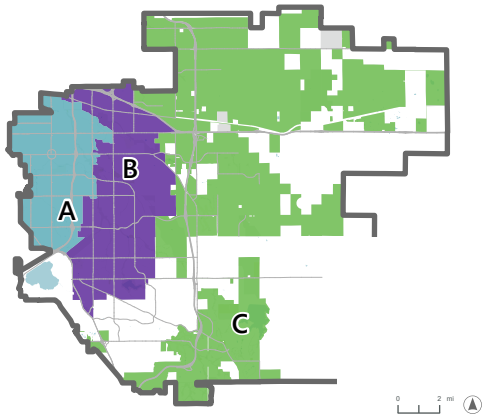
This development approach has strained the transportation system, making it more expensive and difficult to properly maintain. As more planned developments are built, their network design should align with the vision and goals set out in Aurora Places and Connecting Aurora, along with other code, criteria 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

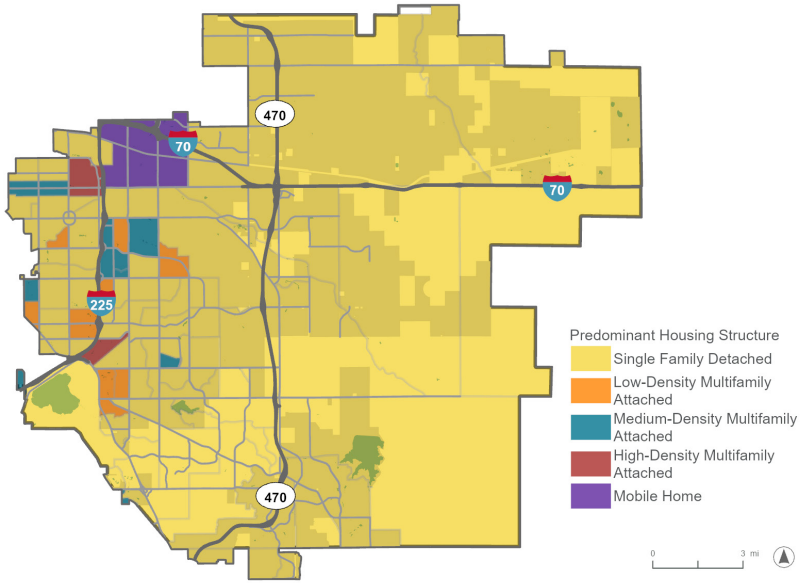
Aurora Subareas

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



4

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

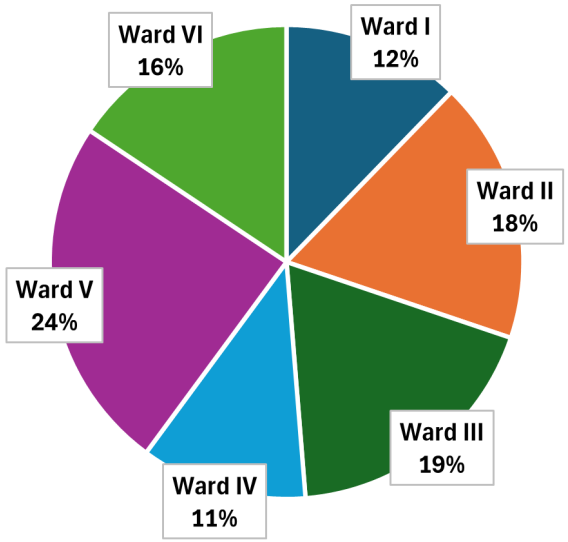
Engagement Methods

- 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

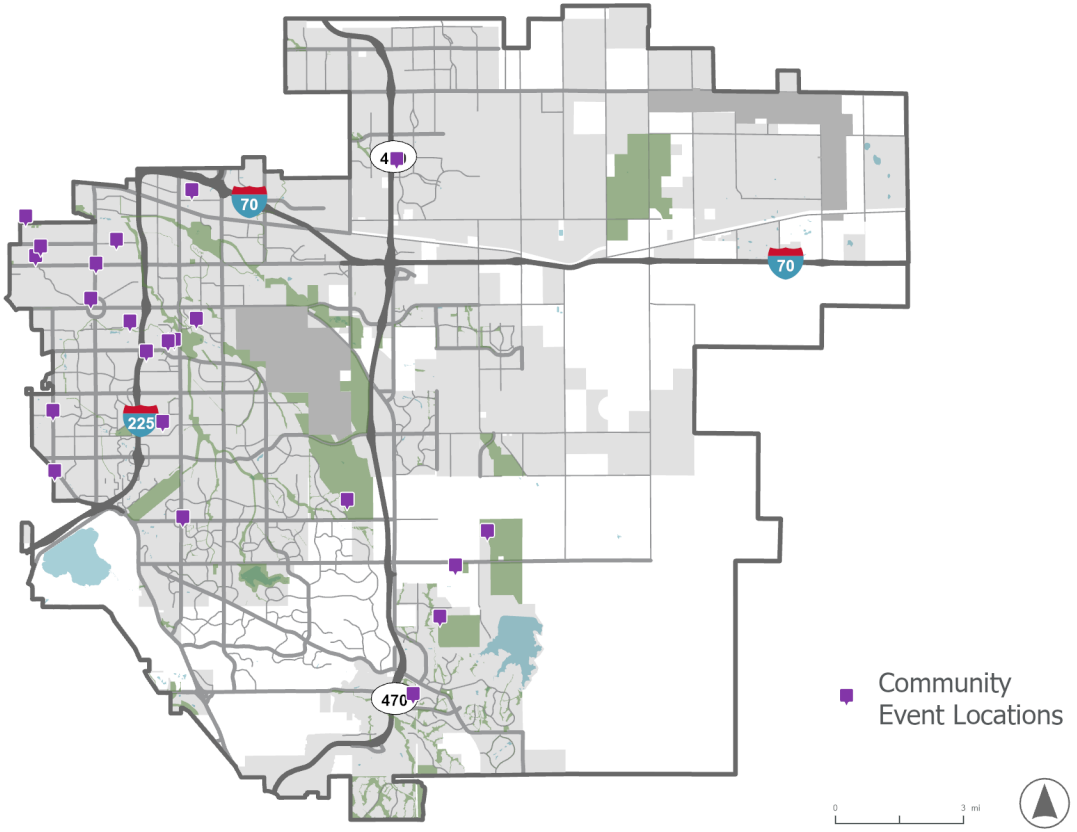


**Based on the 1,484 individuals who disclosed their ward in the online surveys.*



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.

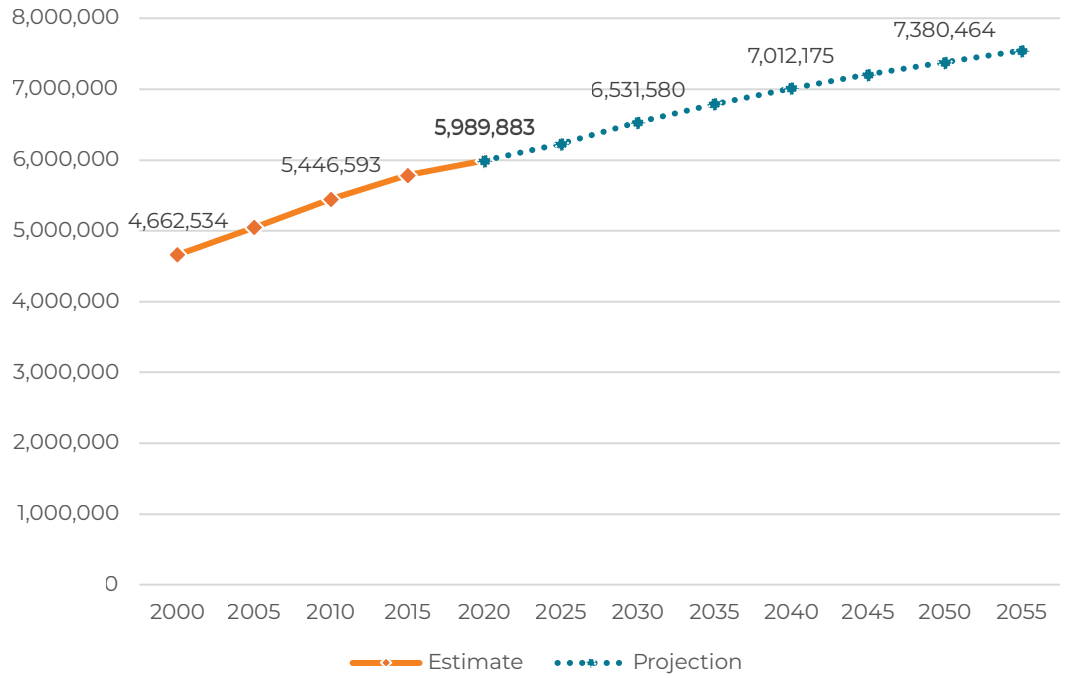
The low-density growth presents challenges for providing and funding high-quality transit. Frequent and reliable transit service is typically more affordable in areas with higher density and ridership demand is stronger.

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.

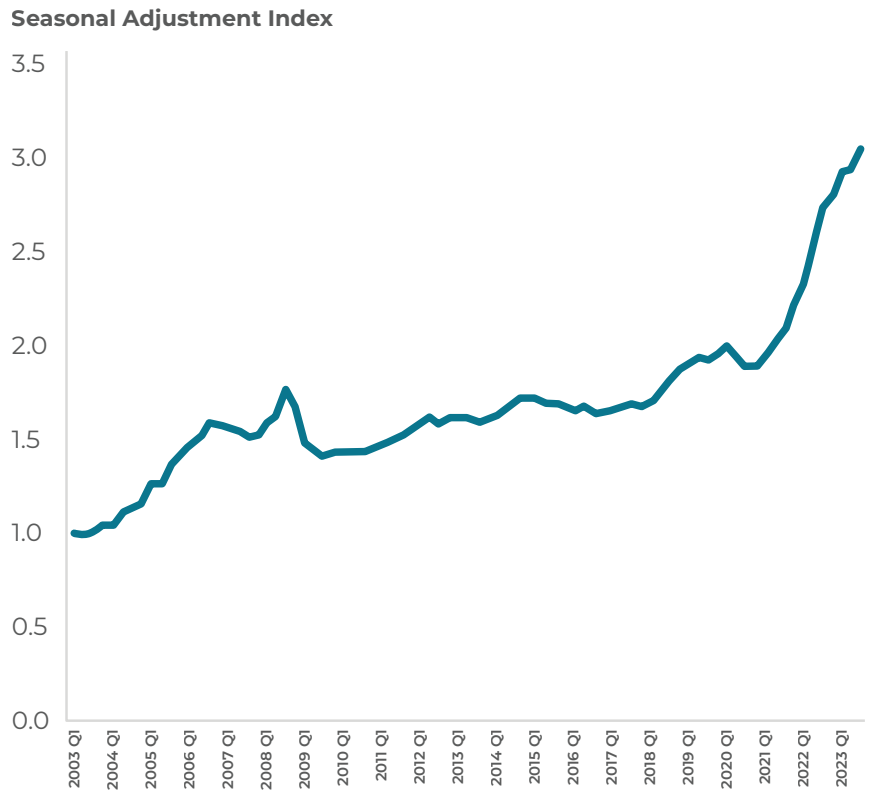


Colorado's Population is Growing



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 ...

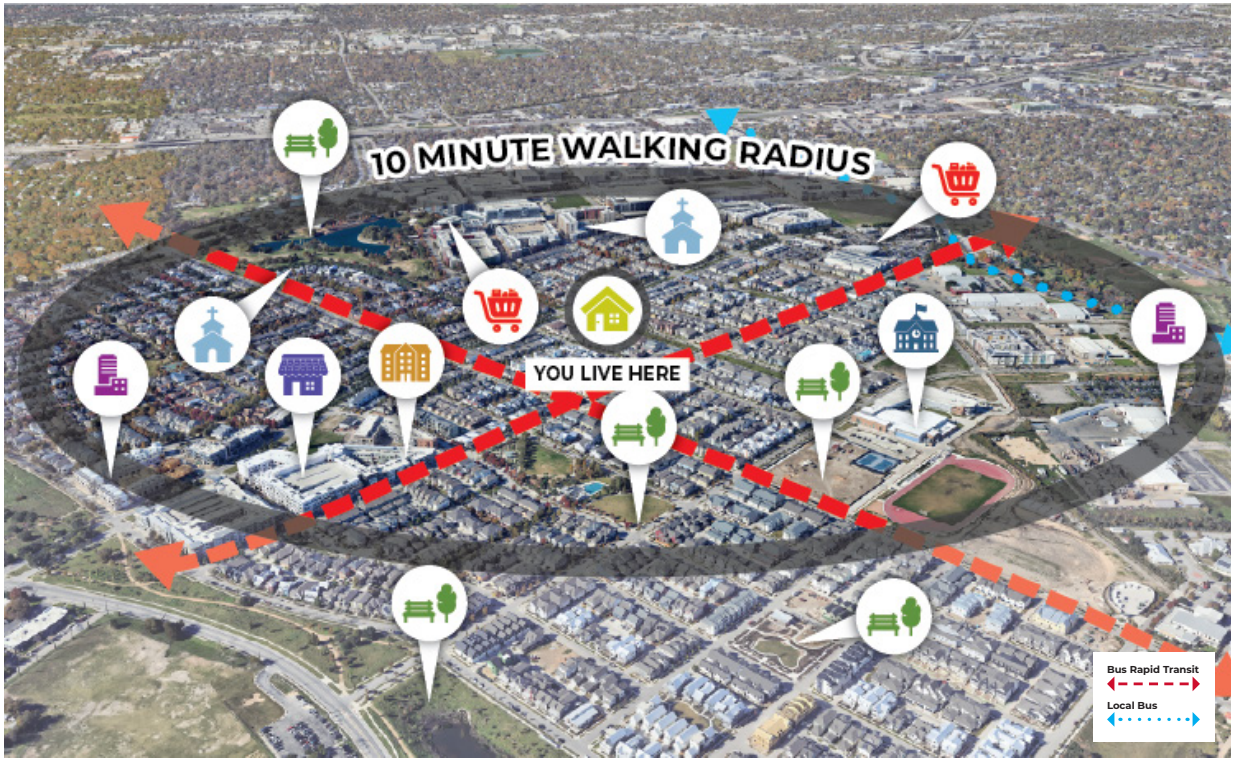
The Place-Oriented City improves the quality of life for Aurorans by increasing the number of convenient, affordable and safe mobility options. Choice is fundamental to this scenario.

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

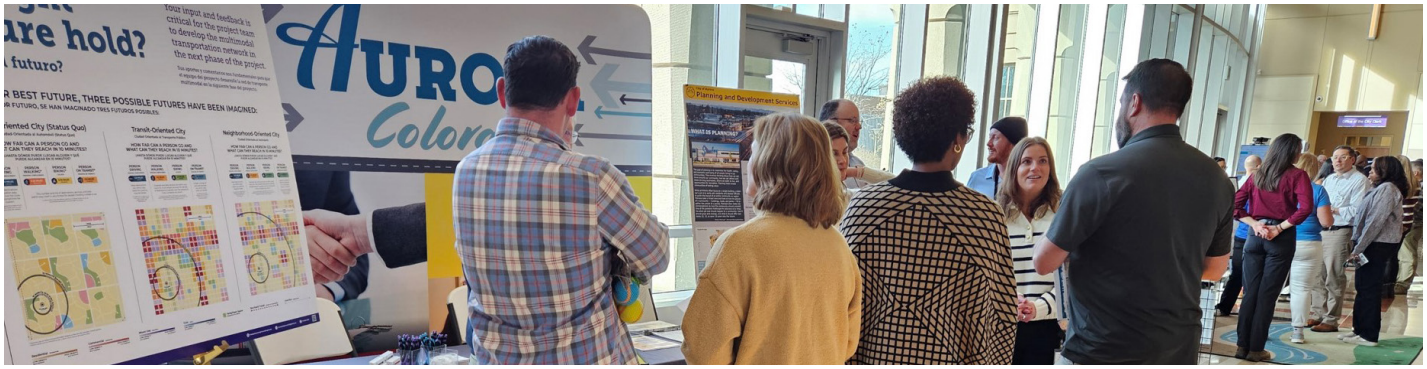
Every Auroran has unique transportation needs and daily travel preferences.

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.

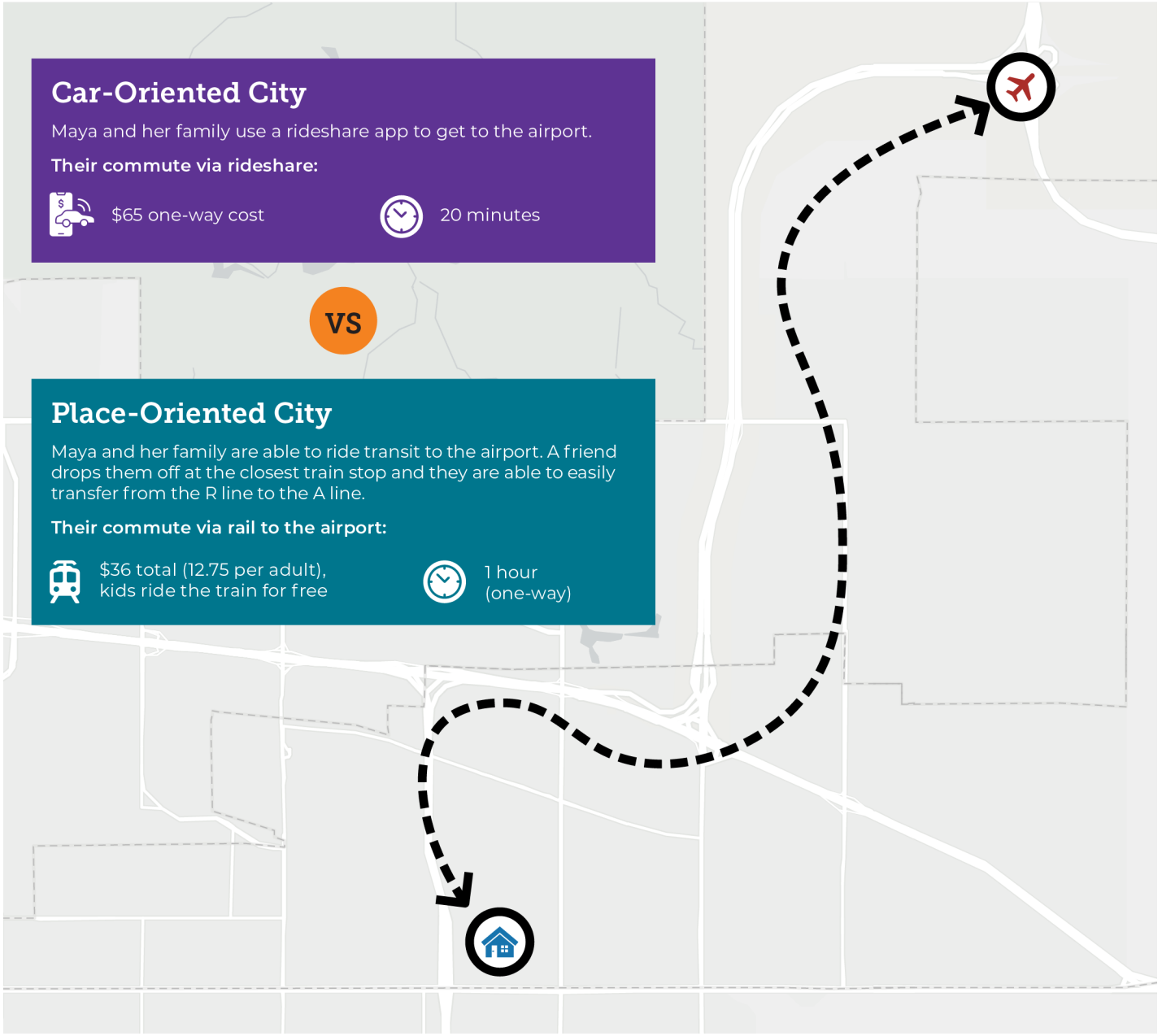
Car-Oriented City (Status Quo)

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.



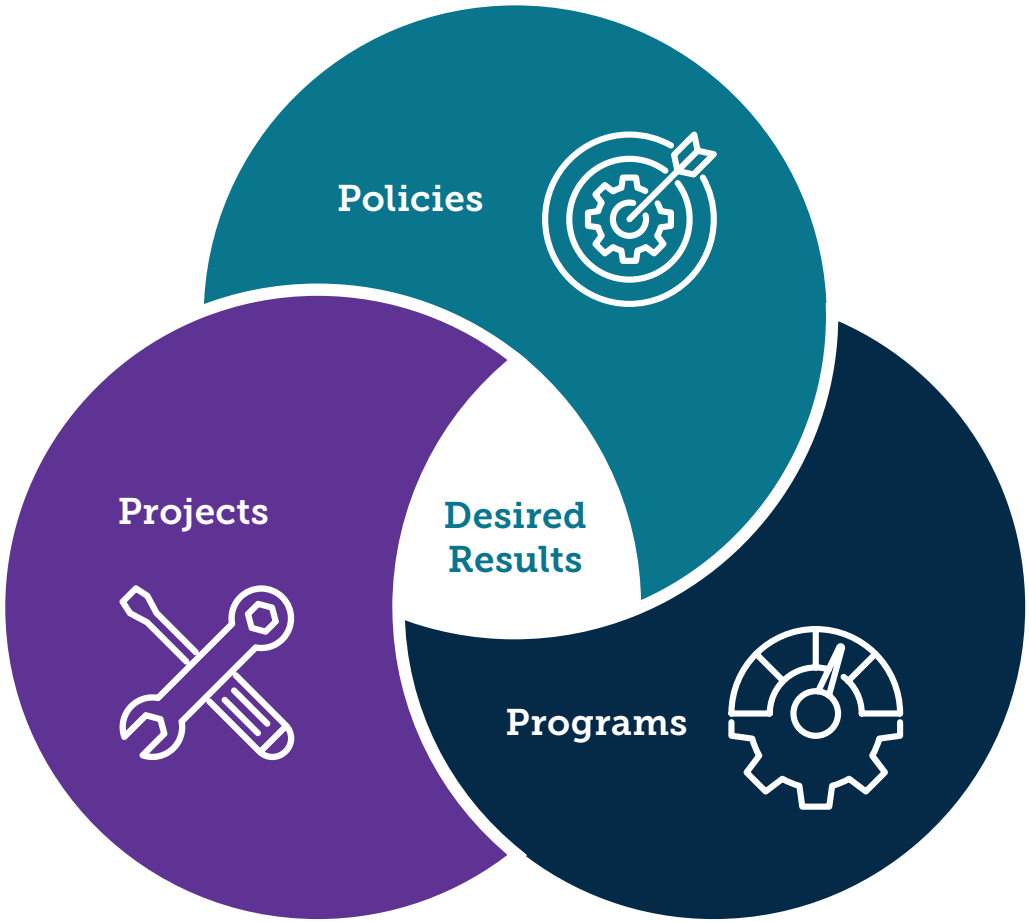
Partnerships

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.

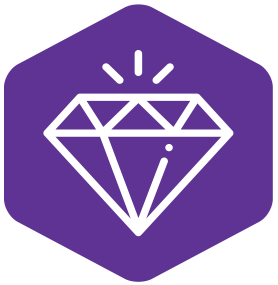
The core philosophy behind the Design Guide will be to emphasize that streets serve many purposes, including

- 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.

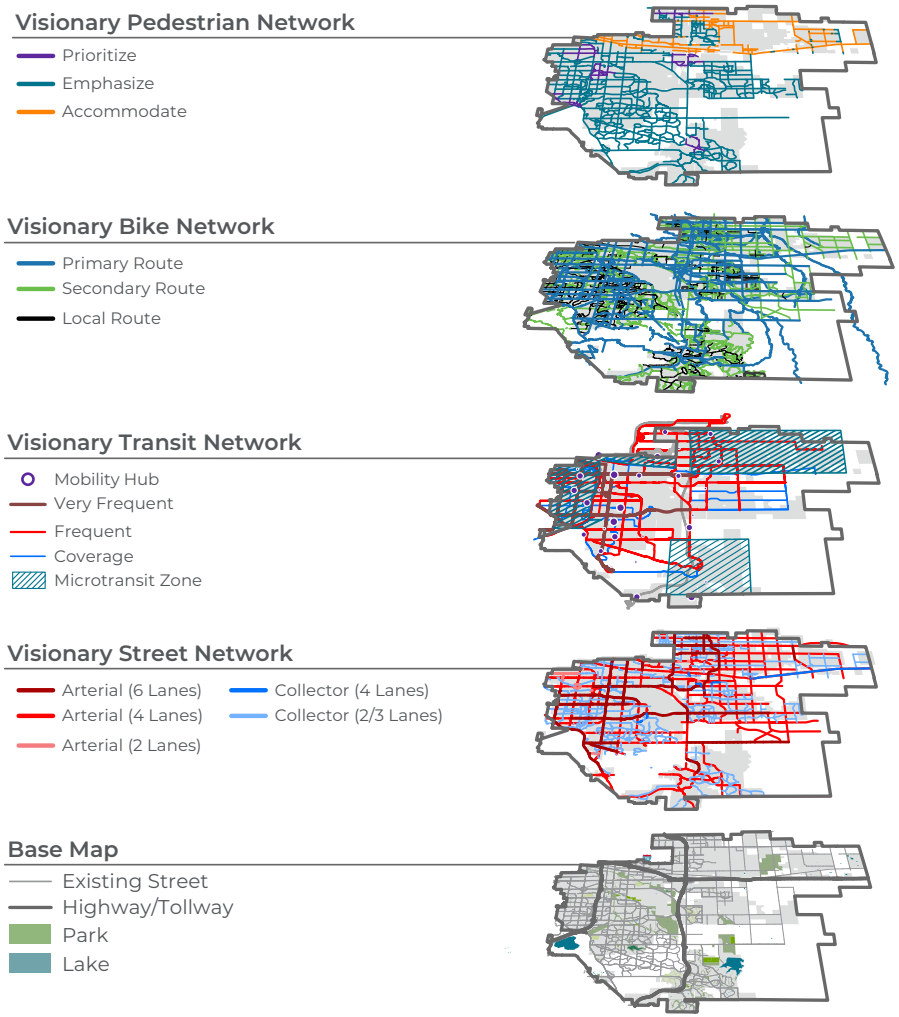
Modal Visionary Networks

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.

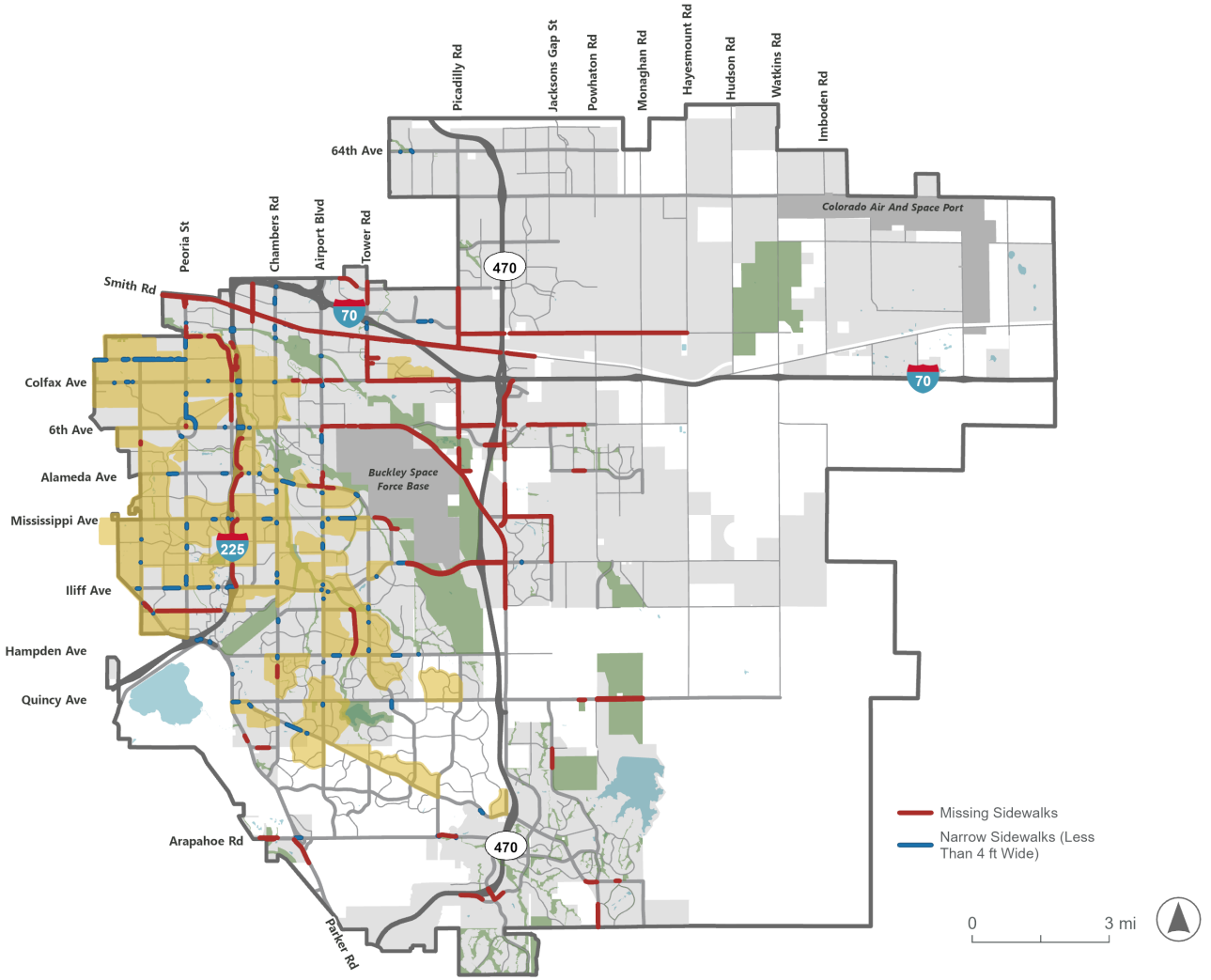
Aurora's pedestrian infrastructure by the Numbers

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.

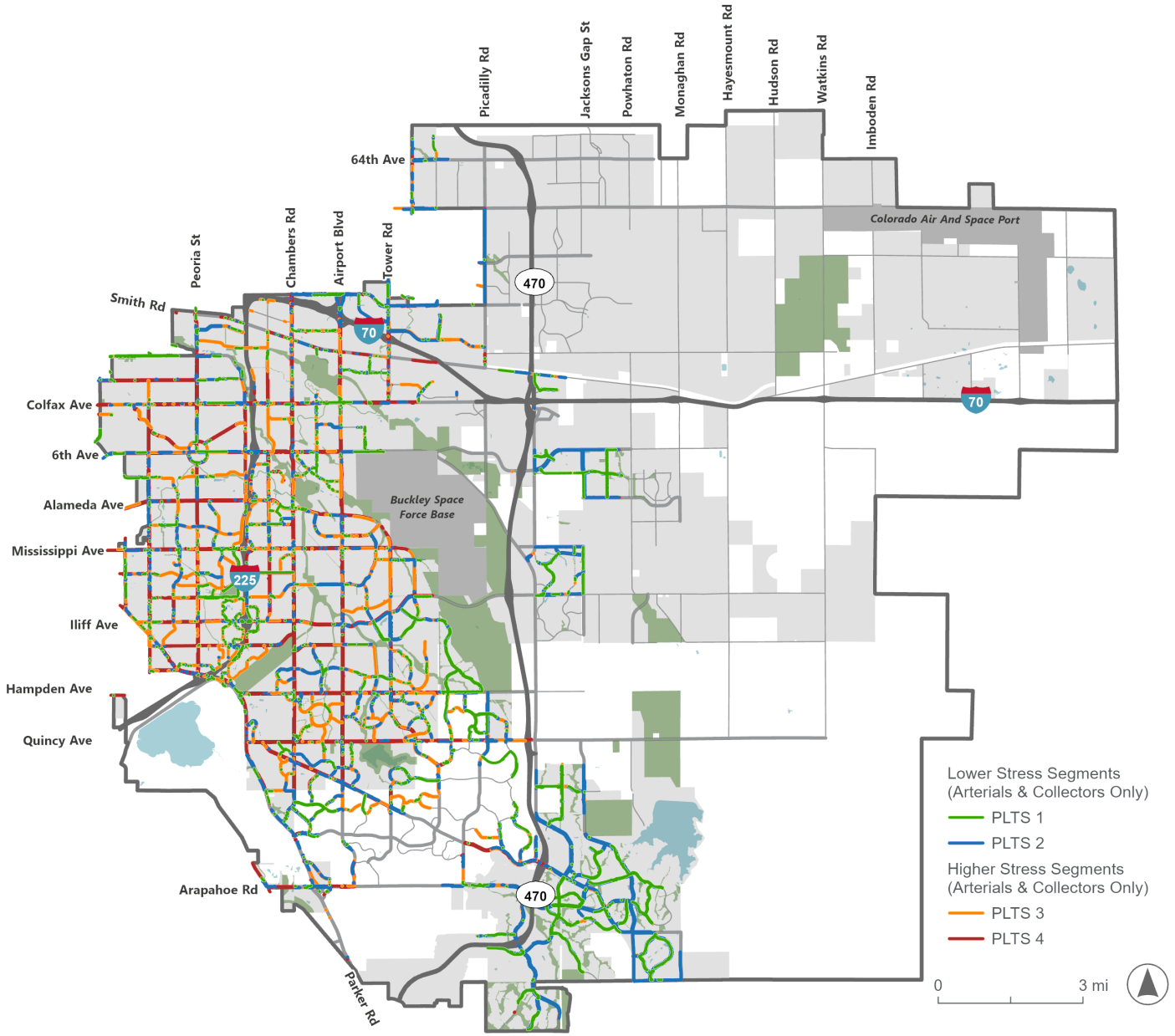
Many arterials and collectors west of E-470 are high stress (PLTS 3 or PLTS 4), indicating uncomfortable and often unsafe conditions for people walking. These roads often have segments of narrow or missing sidewalks adjacent to high-speed traffic. In contrast, roads in East Aurora have lower stress PLTS 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.

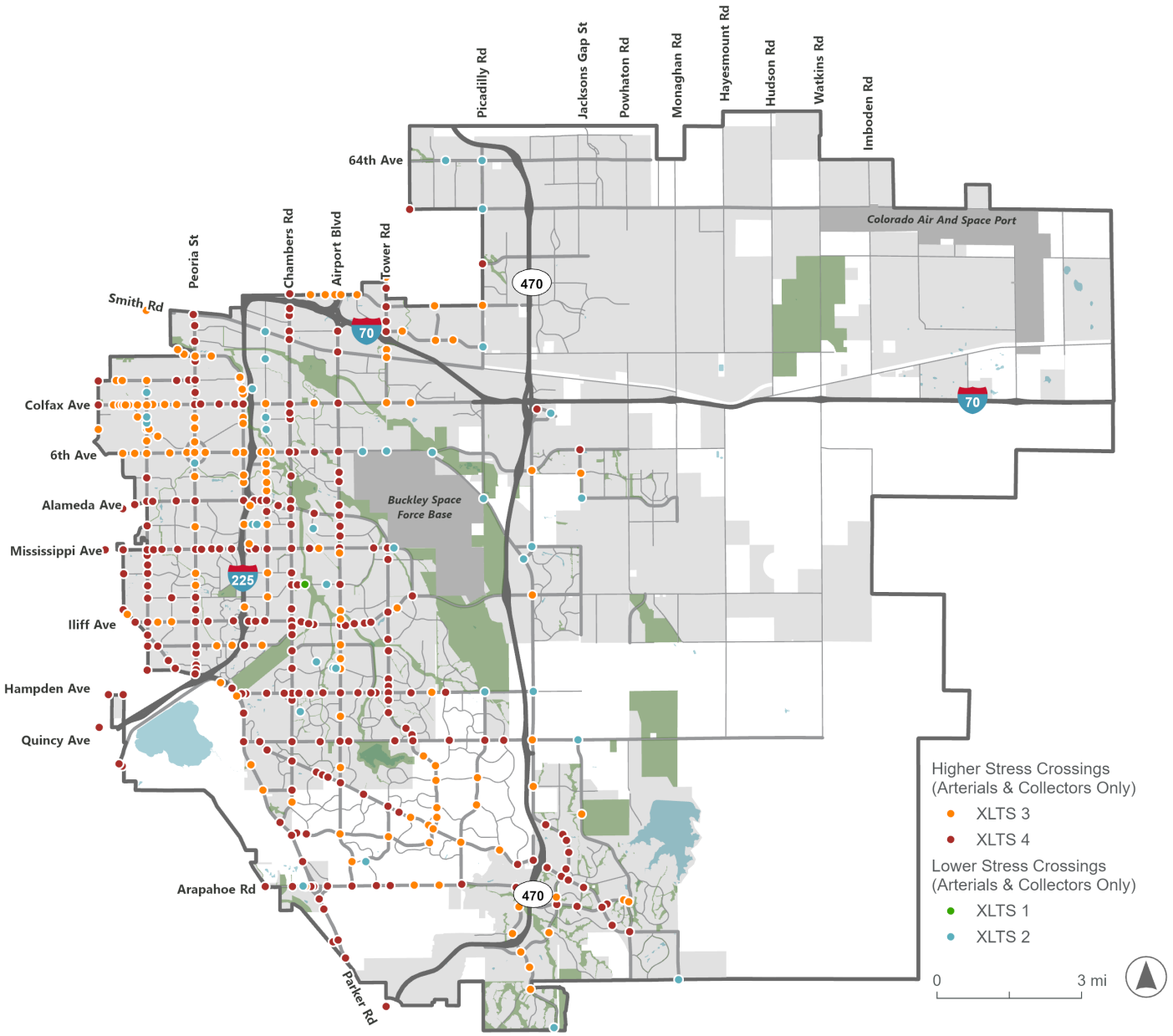
Most arterial crossings in Aurora are high stress, with crossings rated as XLTS 3 or 4. These challenging crossings are especially prevalent along major arterials.

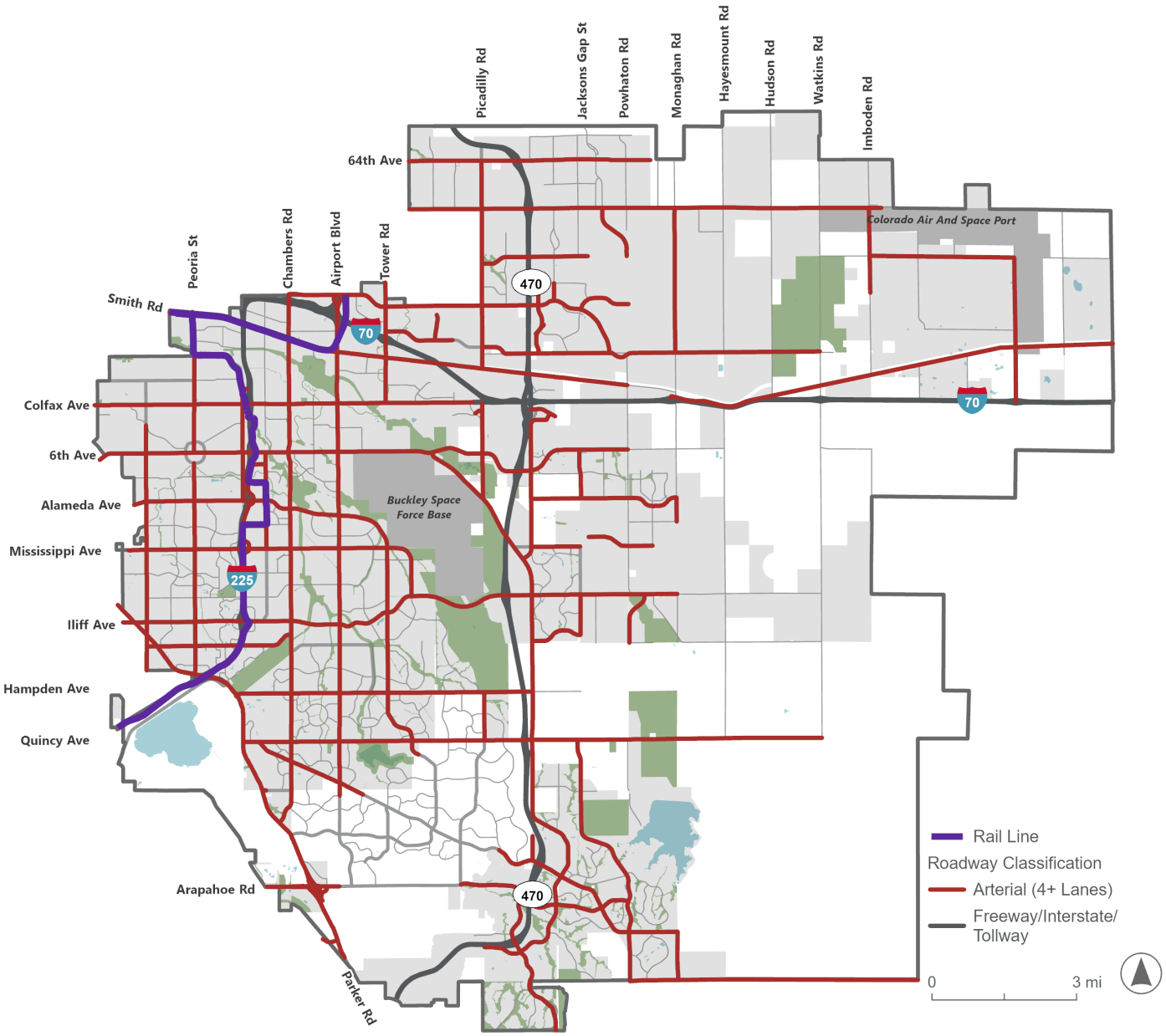
Key Challenge

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

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.

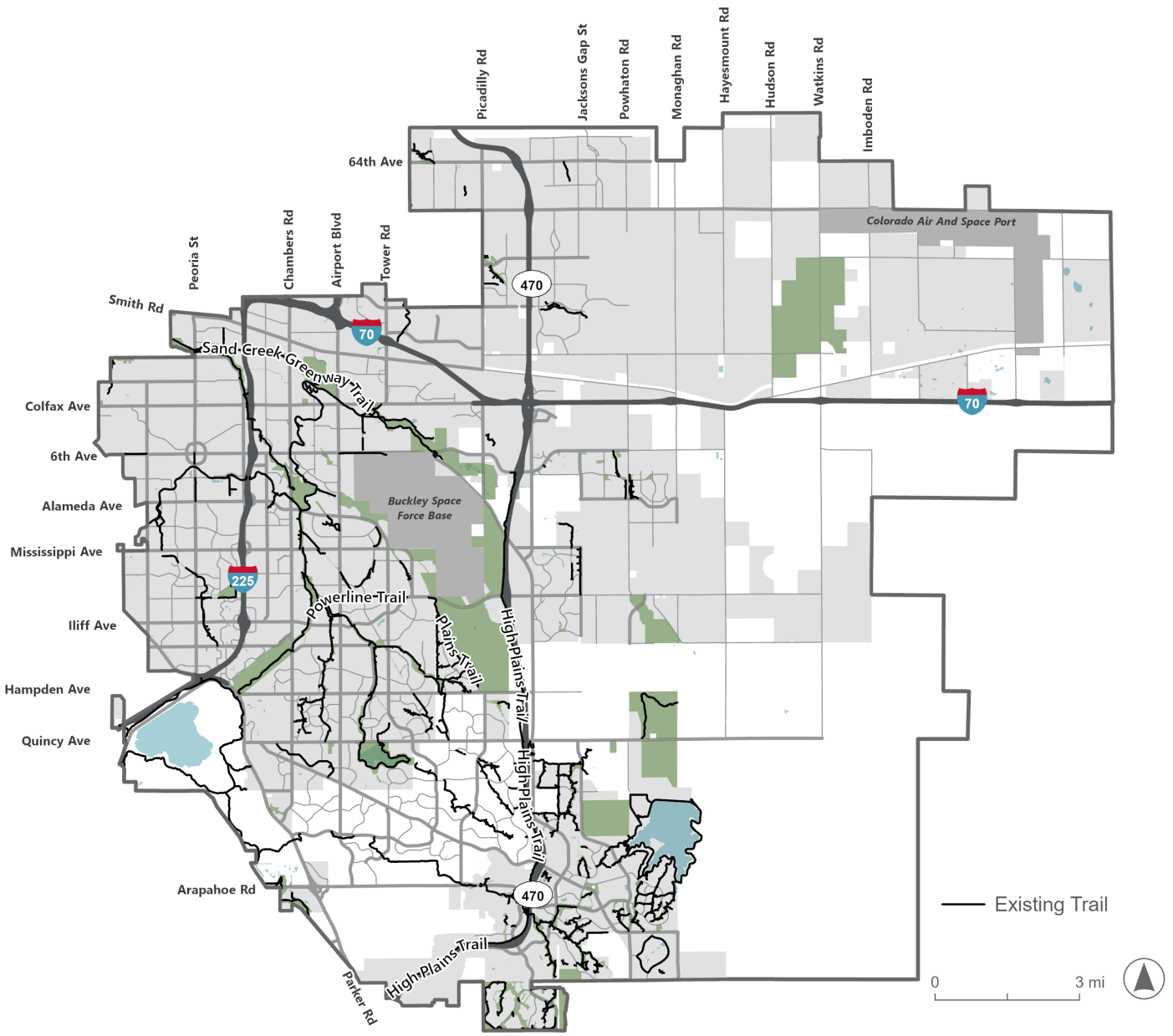
Aurora's trails are managed by the city's PROS Department.

Key Challenge

CONNECTIVITY

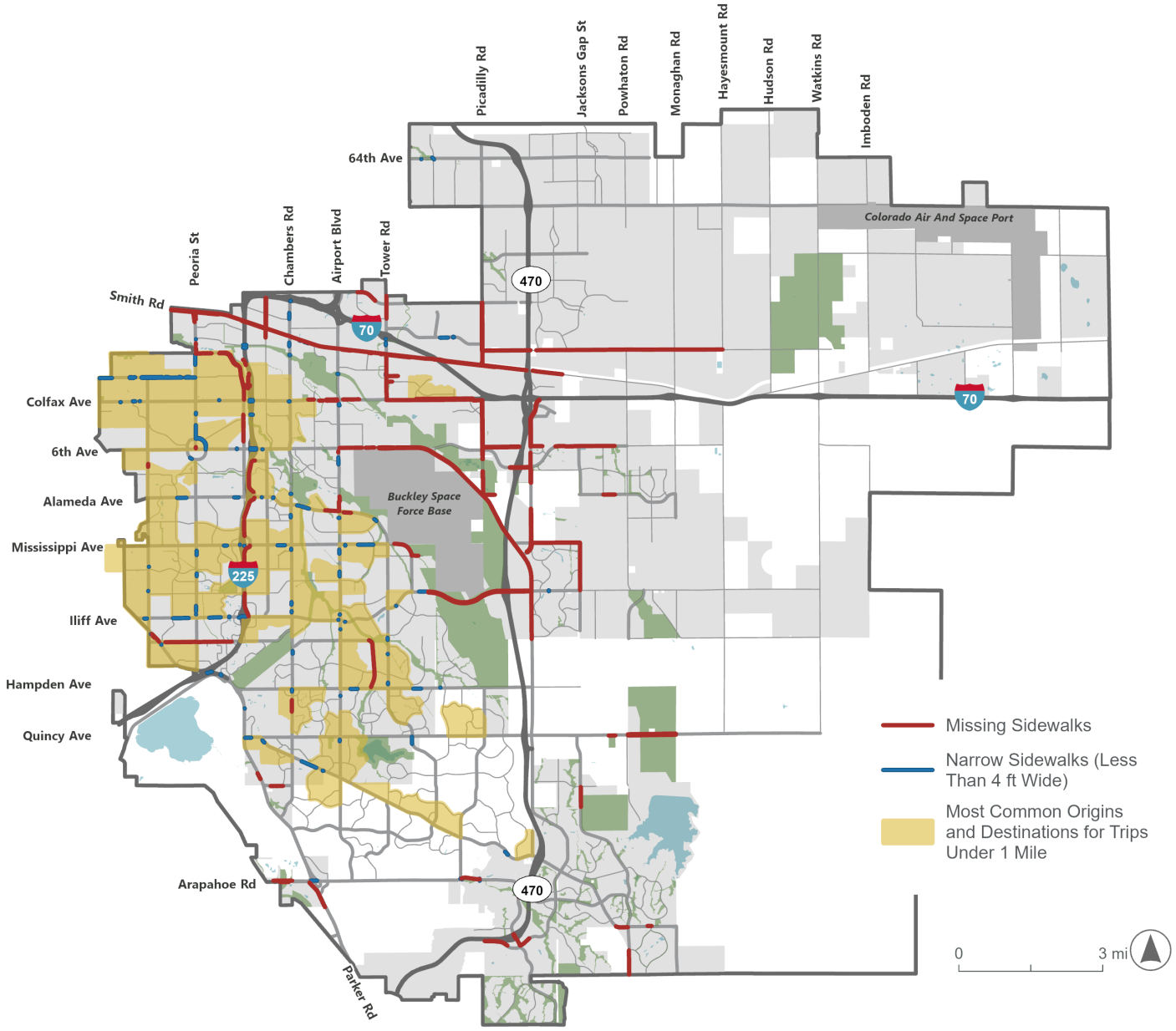
More than 65 miles of Aurora's trail system are less than one mile long and are disconnected from the larger network. In its master plan, Our Parks, Our Places: A Plan for Aurora's Parks, Recreation and Open Space, PROS called attention to the need to expand connectivity of the trail system.

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.

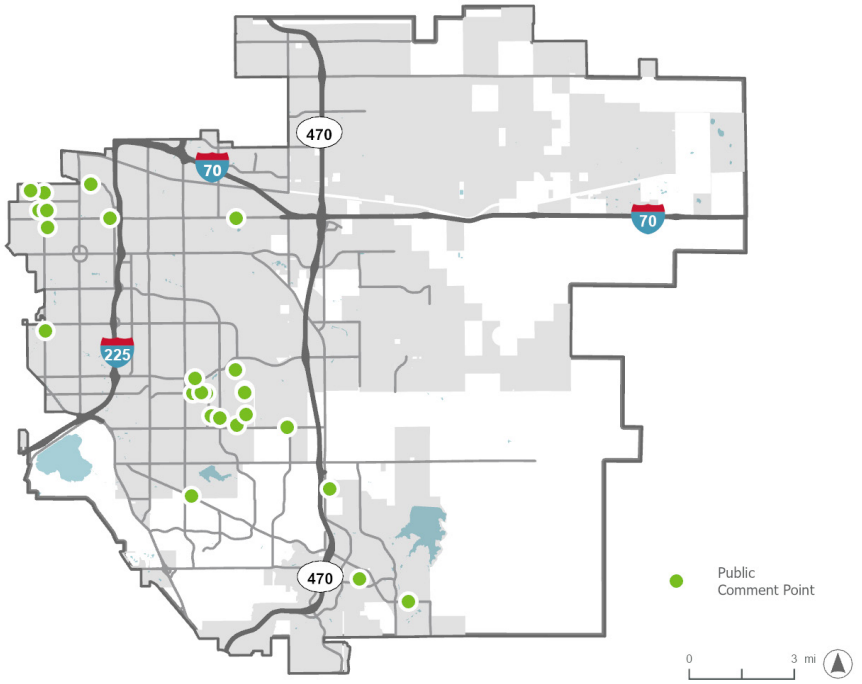
Opportunities to Improve Walking Conditions

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.

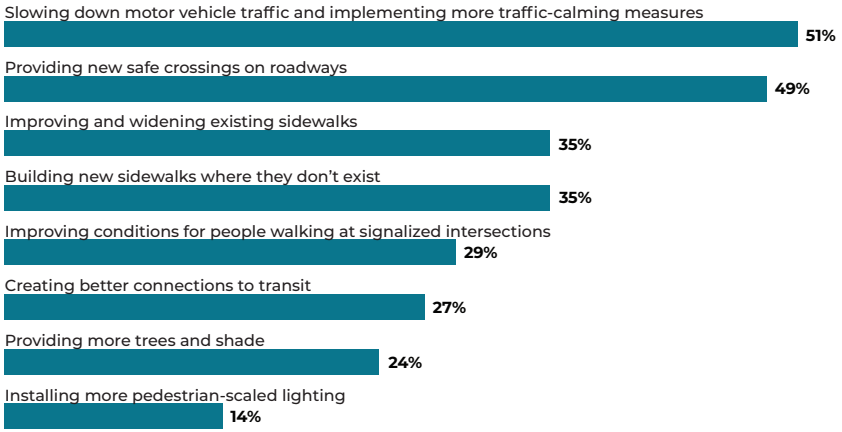
Milestone 1 Walking-Specific Comments



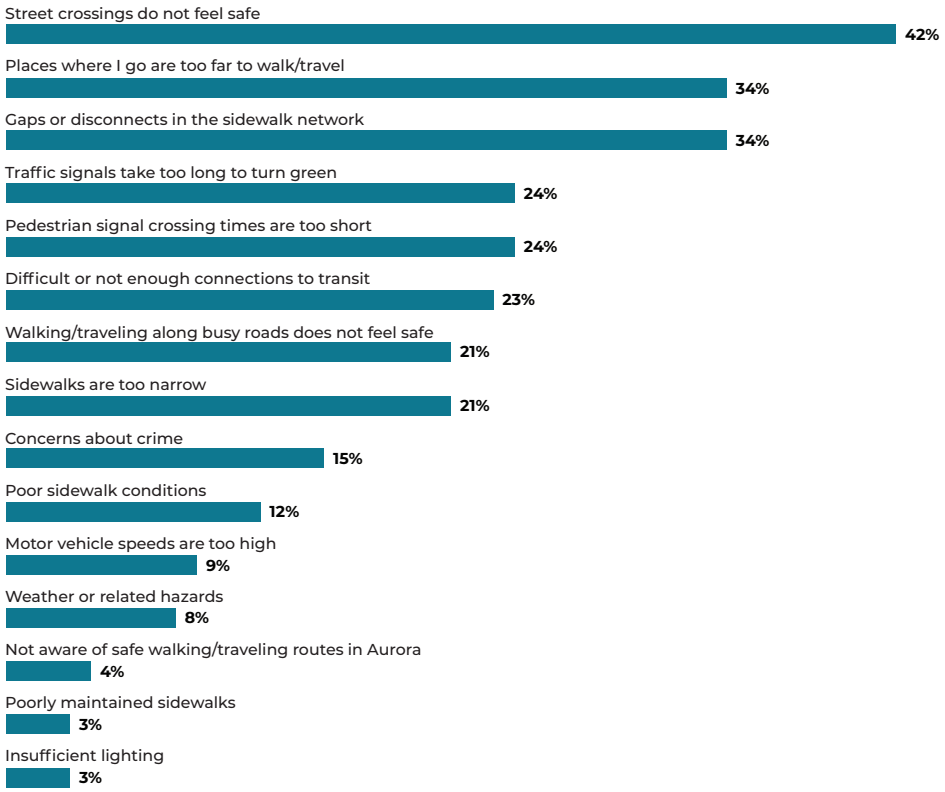
“Being a pedestrian in most of Aurora is hard. The streets and development are all made for cars. Very uncomfortable for pedestrians. ”

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.

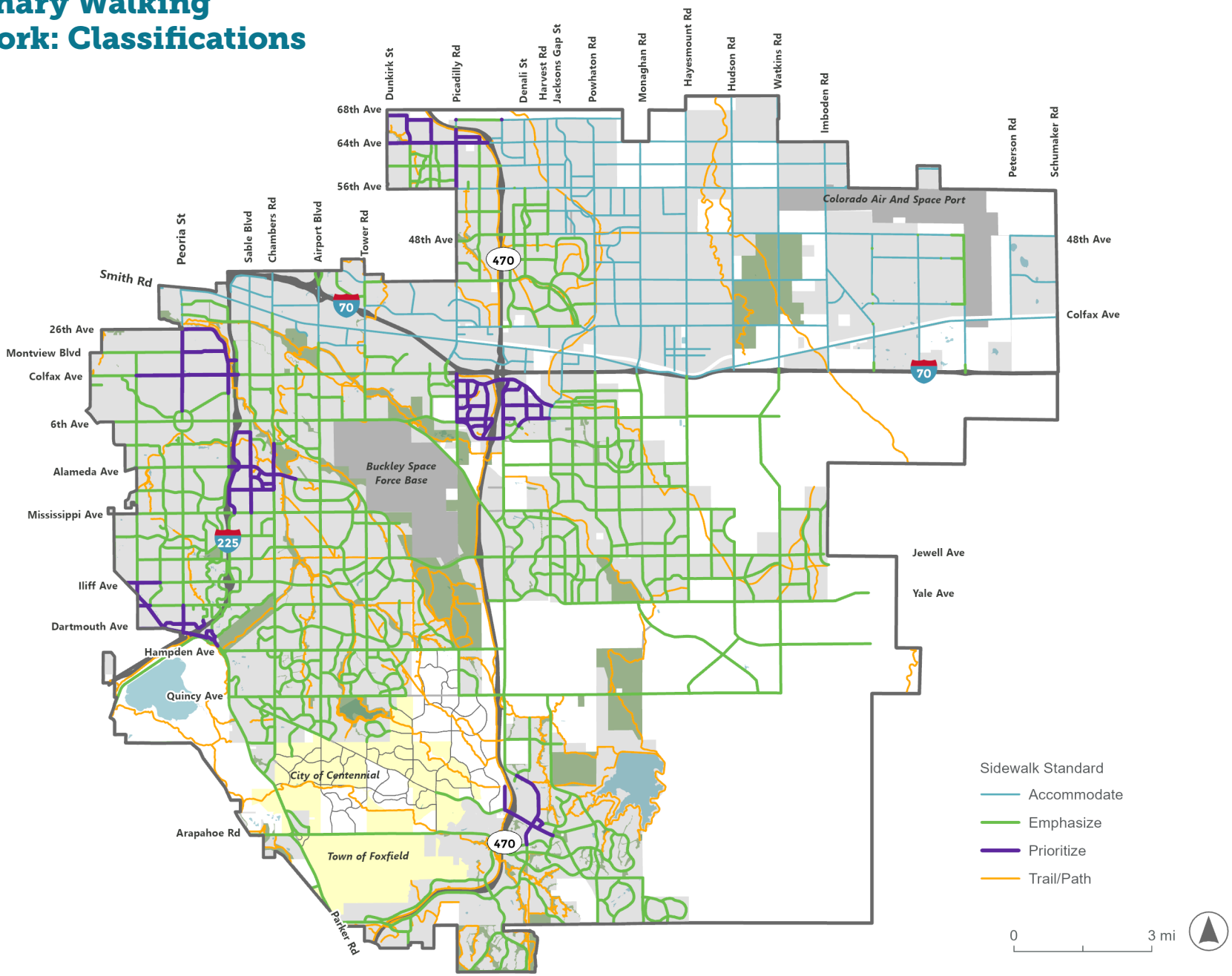
Walking Standard	Intent	Key Design Guidance
Prioritize	Facilities are high quality, with ample width and supporting amenities. Primary links are safe, attractive and designed for high levels of pedestrian activity.	Refer to the city's Uncontrolled Pedestrian Crossing Guidelines and Street Design Guide.
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.

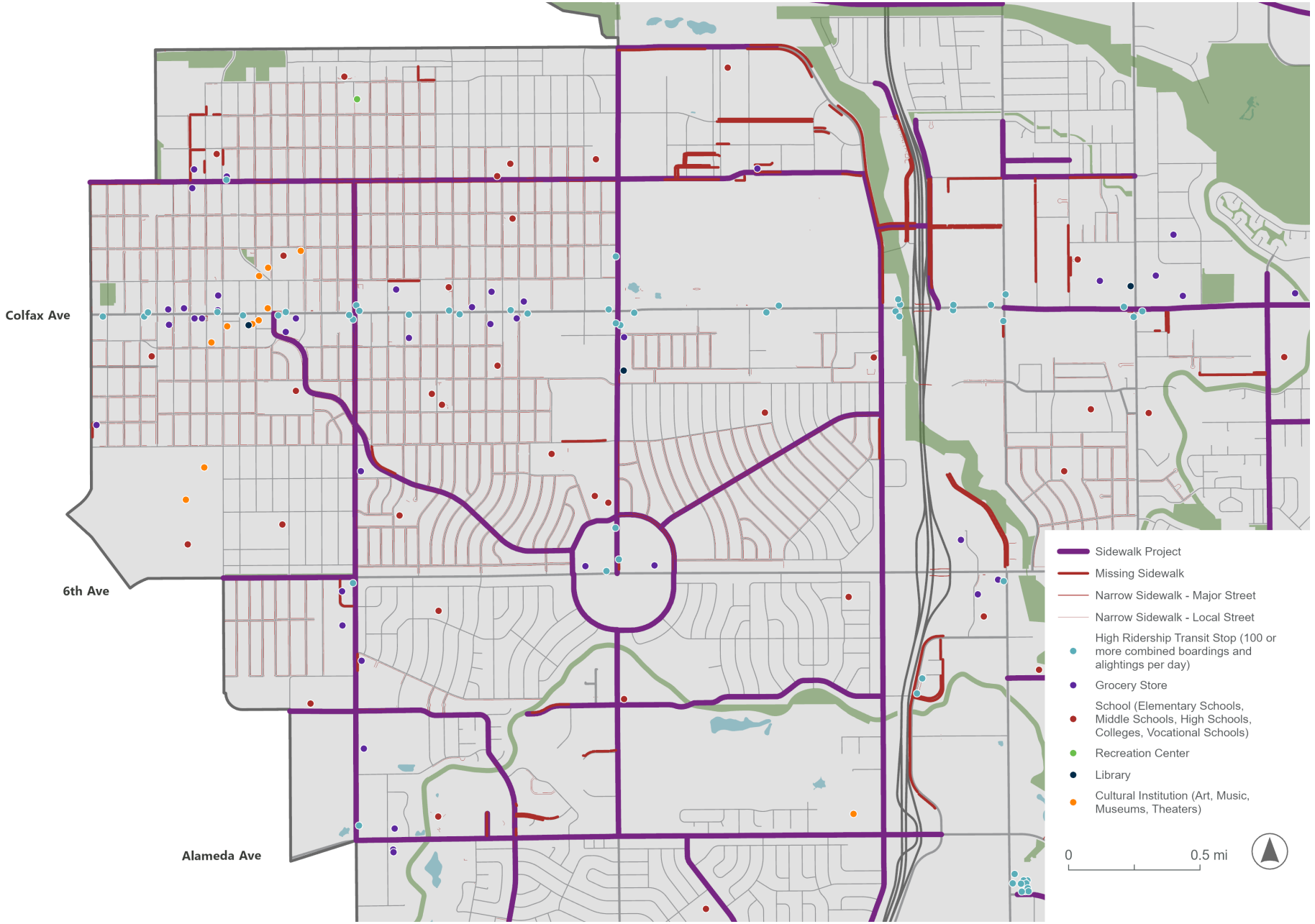
Prioritization: The city has an existing process to prioritize sidewalk projects that uses the following criteria: Environmental Justice Area, BRT corridor, High Injury Network, critical corridor, pedestrian focus area, short trip opportunity zone, congested corridors, active transportation corridors, 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.

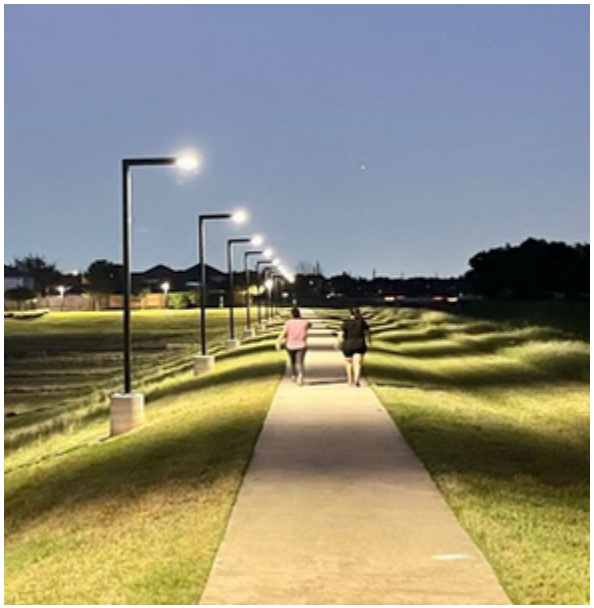
Construction: Reconstruction would not occur one parcel at a time. Instead, projects would be bundled by logical units, such as full blocks or multiple blocks, for cohesive and efficient implementation. Phasing would depend on funding availability, readiness of right-of-way or utility coordination and 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

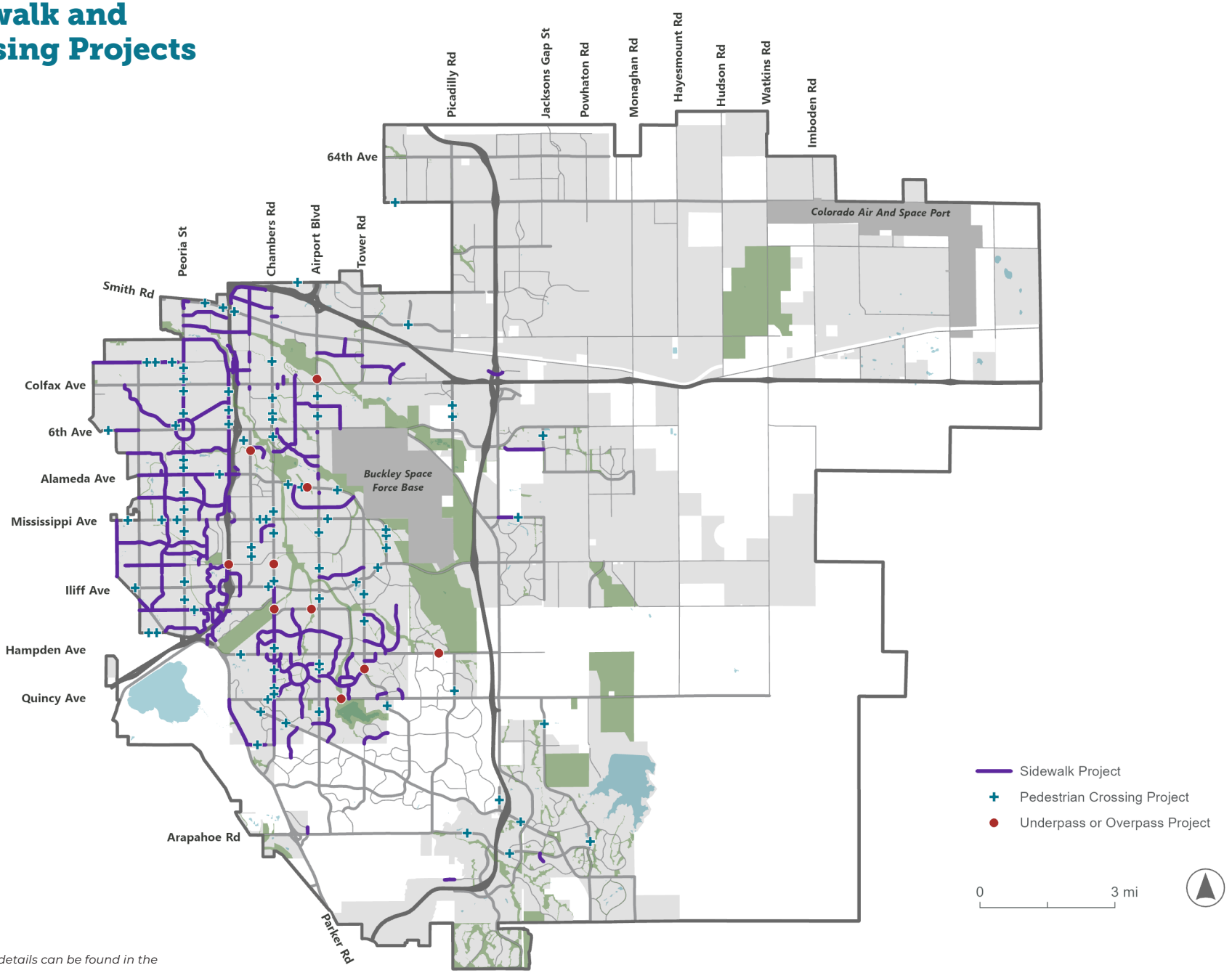
The crossing projects will create safe opportunities for people walking and rolling to cross arterials at locations without traffic signals, all-way stops or roundabouts. Crossing projects will support safe walking access to key destinations and transit stops. Appropriate treatments for these crossings 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.

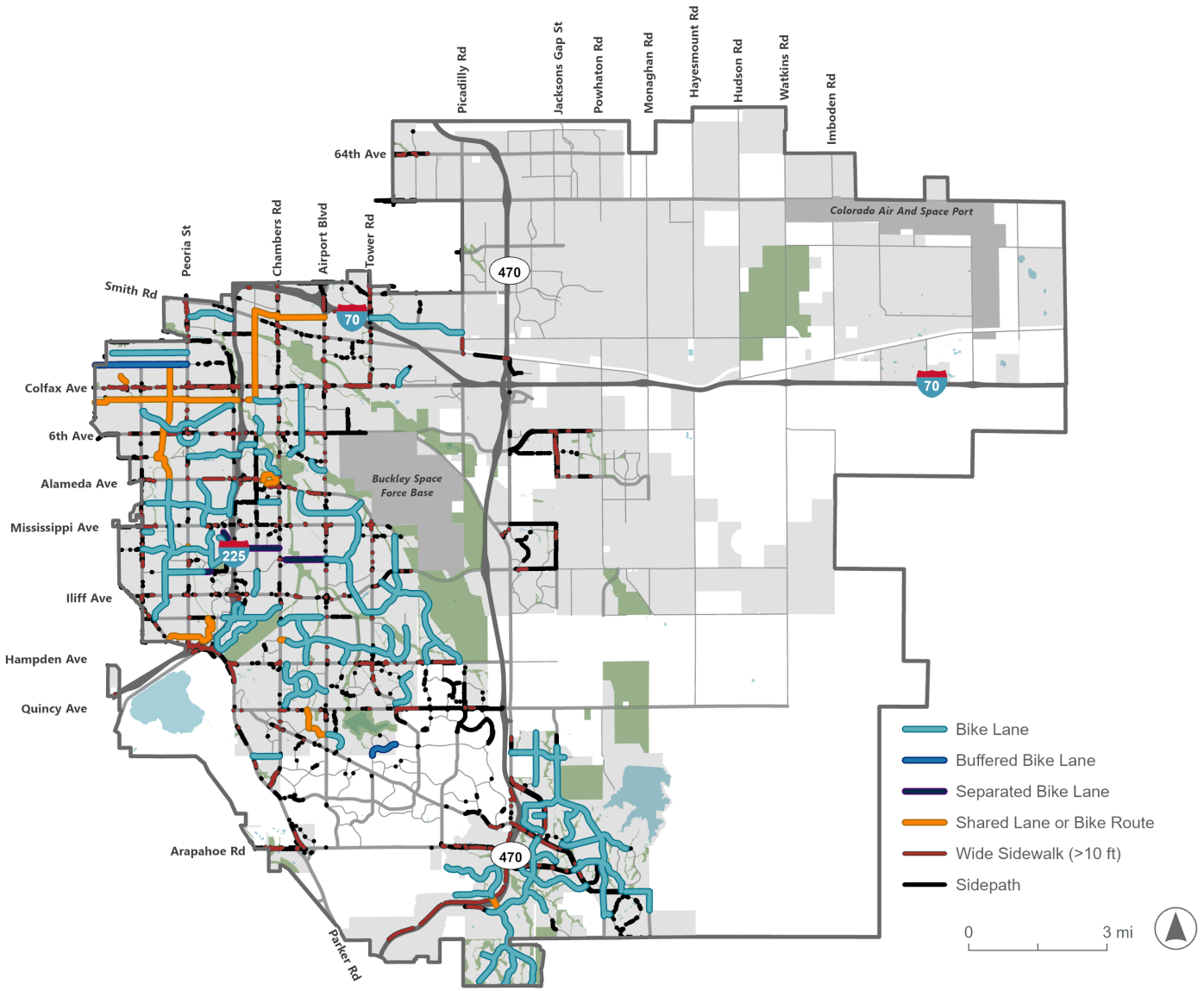
Key Challenges

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

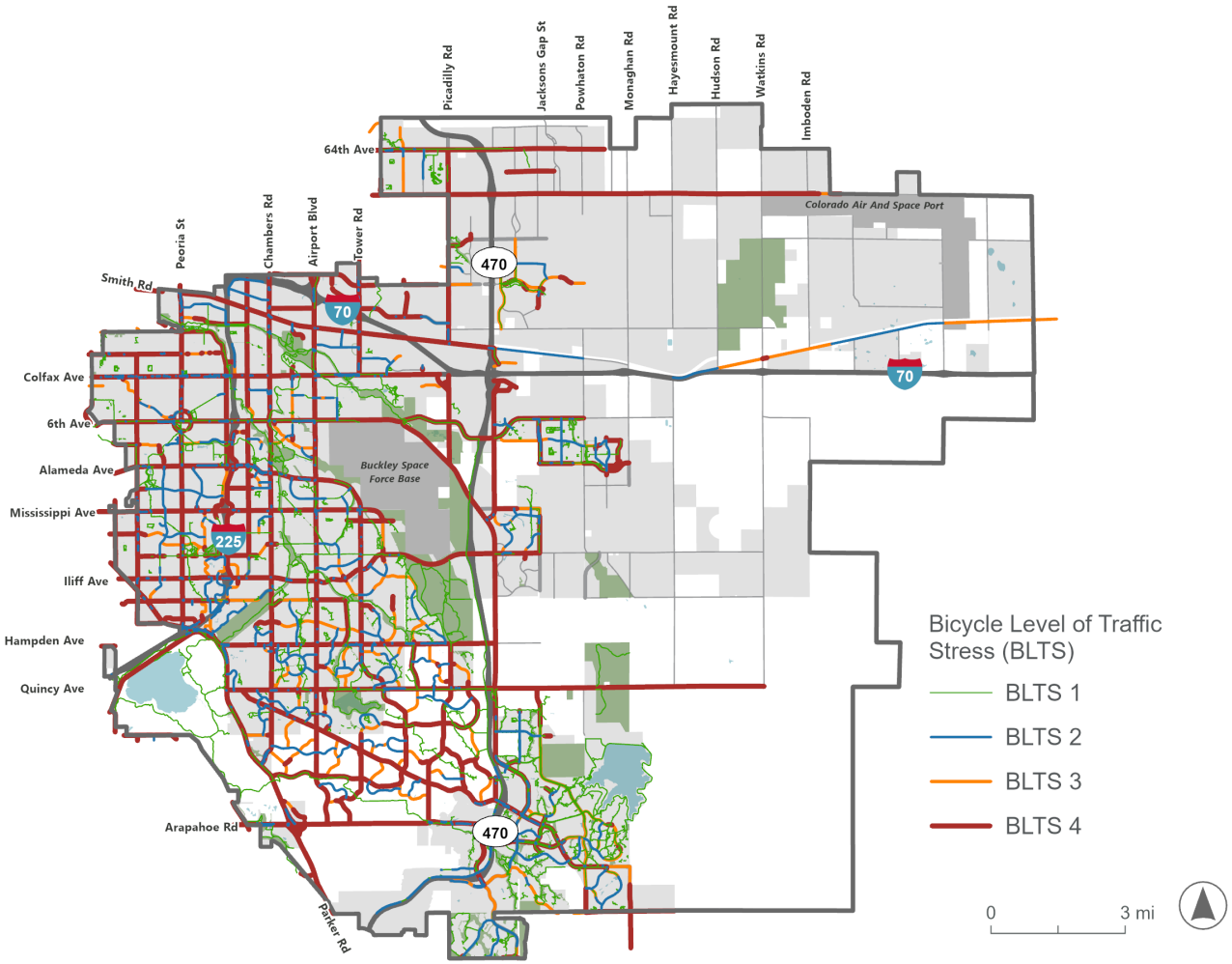
Existing Biking Infrastructure in Aurora

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.

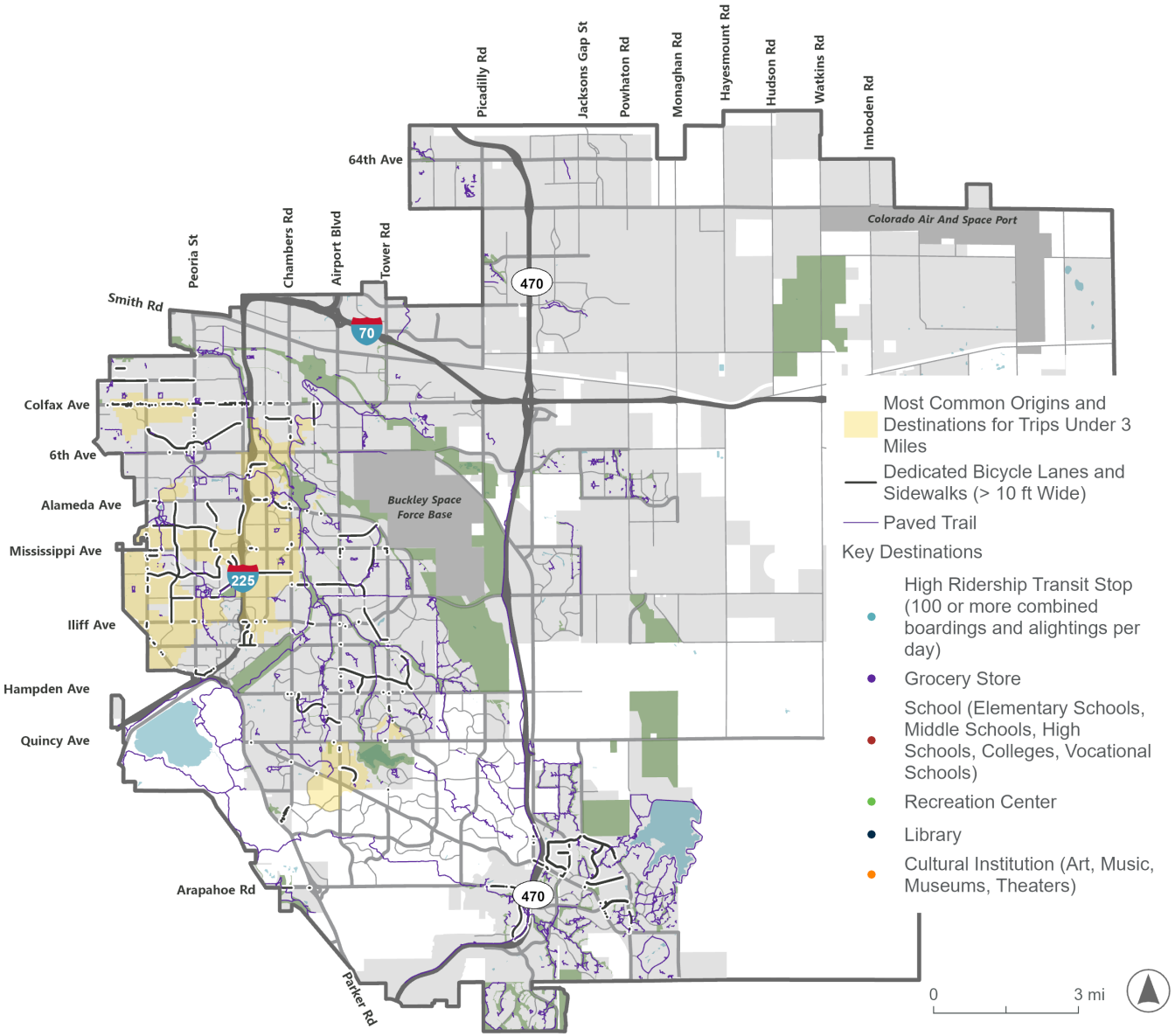
There several areas where there are short trips between neighborhoods and key destinations. However, these areas lack a robust network of dedicated bikeways to support the short trips.

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.

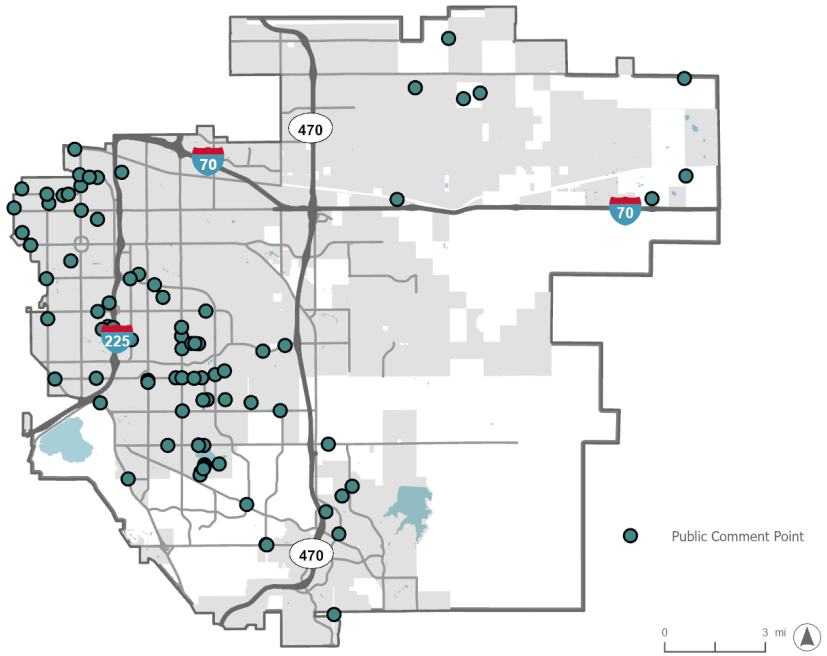
Opportunities to Improve Biking Conditions

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



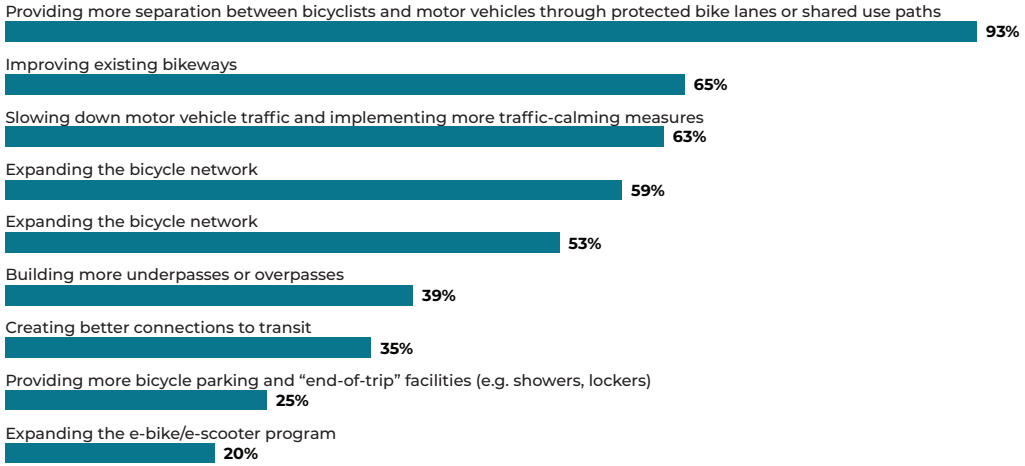
> "Given the amount of vehicle traffic, getting around by foot or bike feels very unsafe."
>
> **SURVEY PARTICIPANT**

Aurora by the Numbers

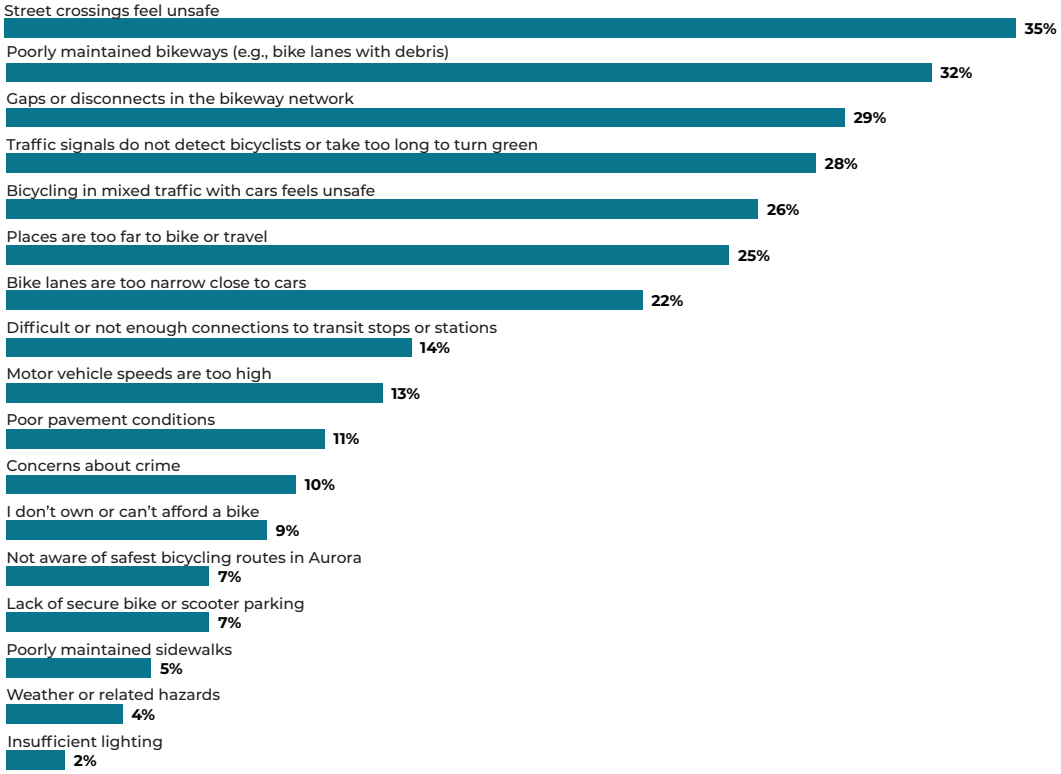
18%

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

Connecting Aurora: I-225 to Picadilly

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.

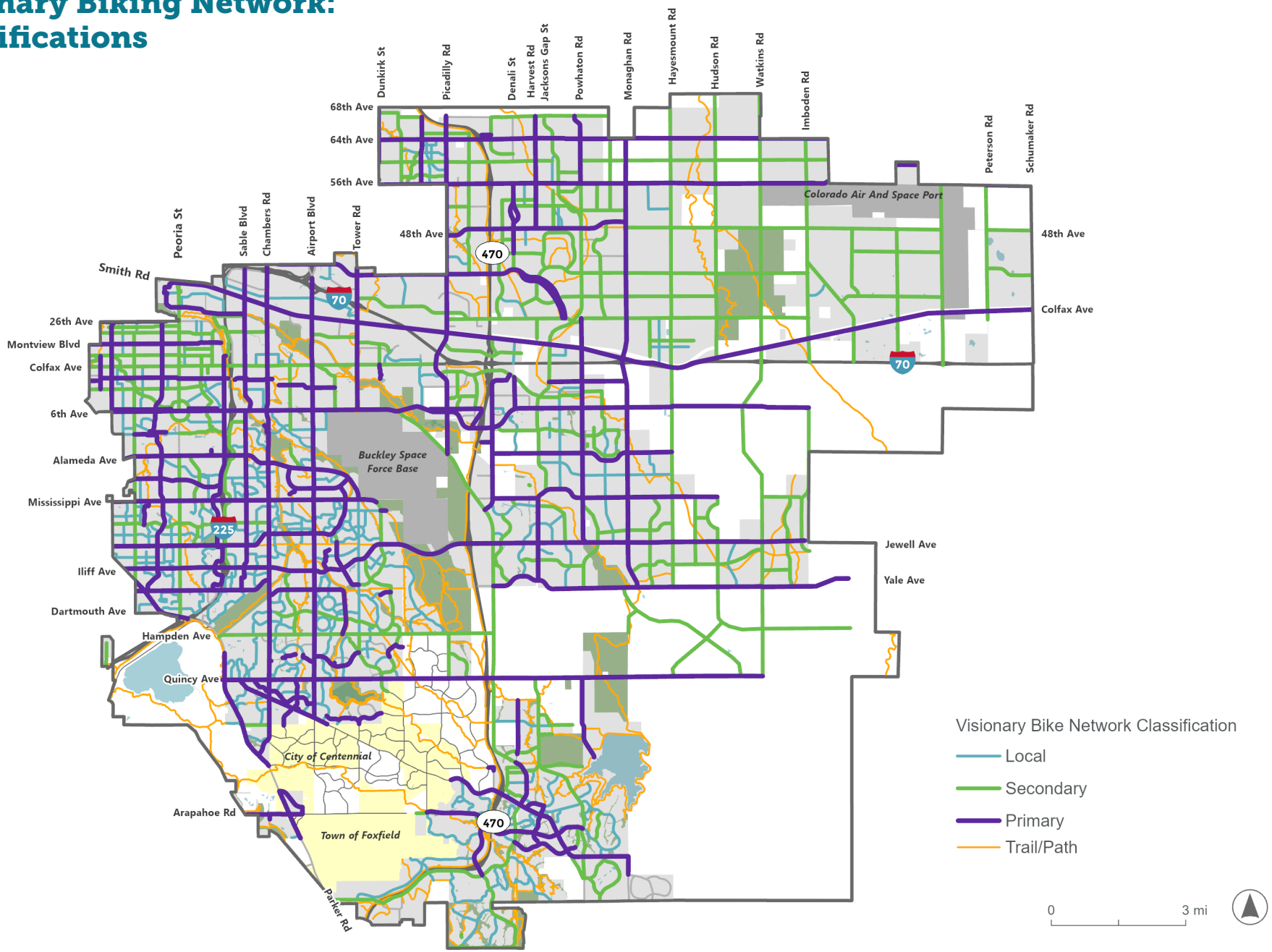
Biking Network Classifications

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:

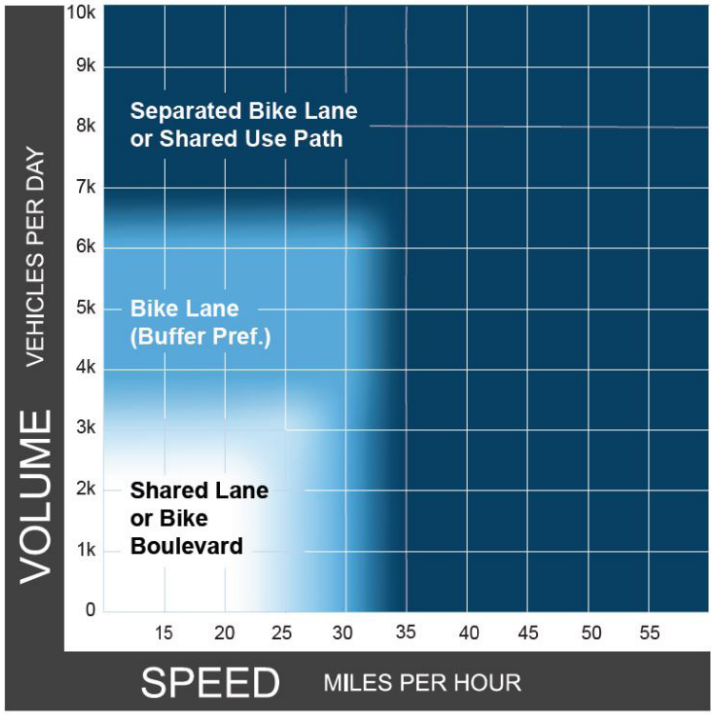
- Arterials were assigned a shared use path with full separation between people biking and cars.
- Collectors were assigned a separated bike lane. However, if anticipated volumes are below 6,000 ADT, a buffered bike lane is acceptable.
- Select local roads in northeast Aurora were assigned bike lanes 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.

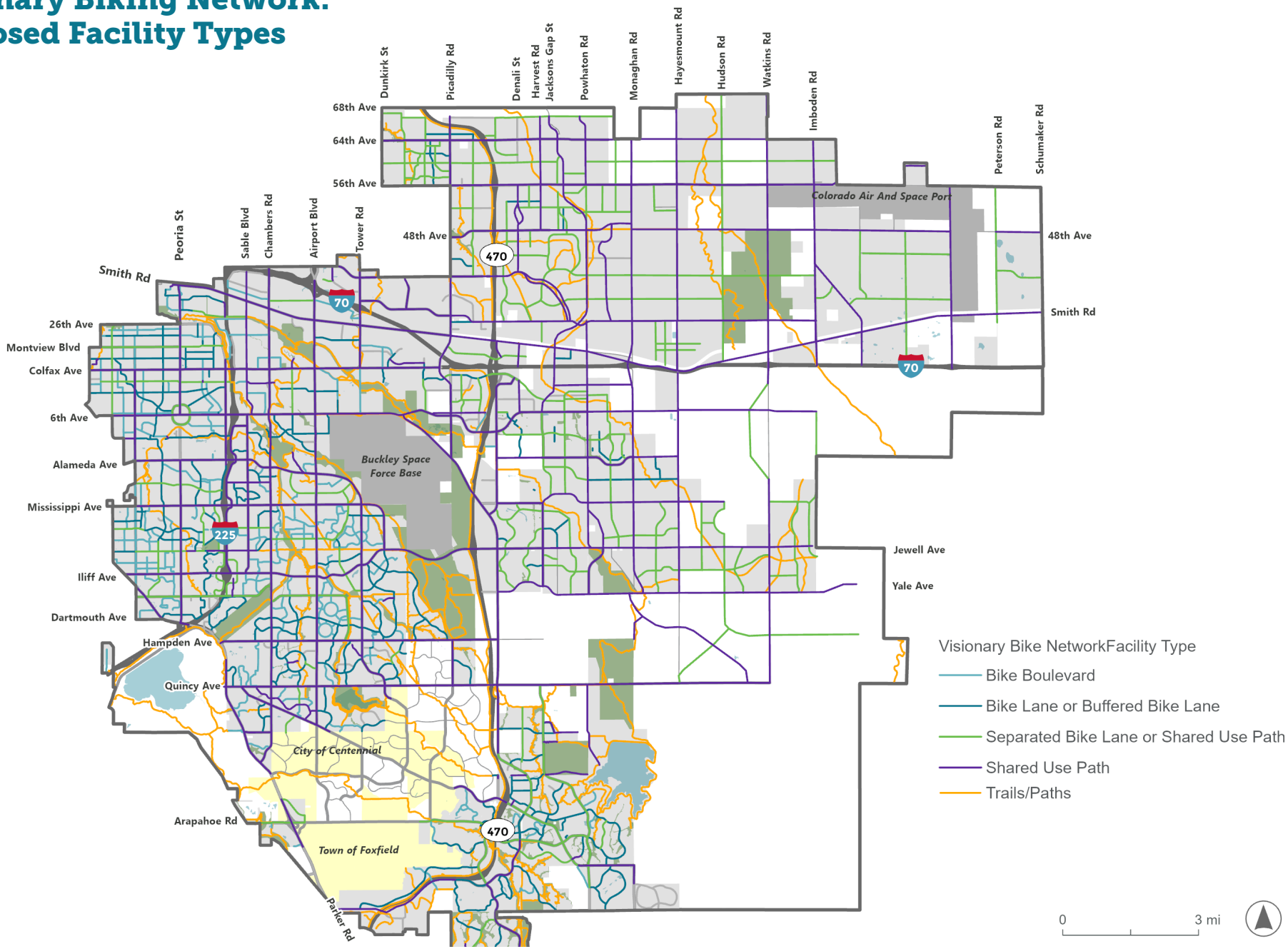
Desired Bikeway Type

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

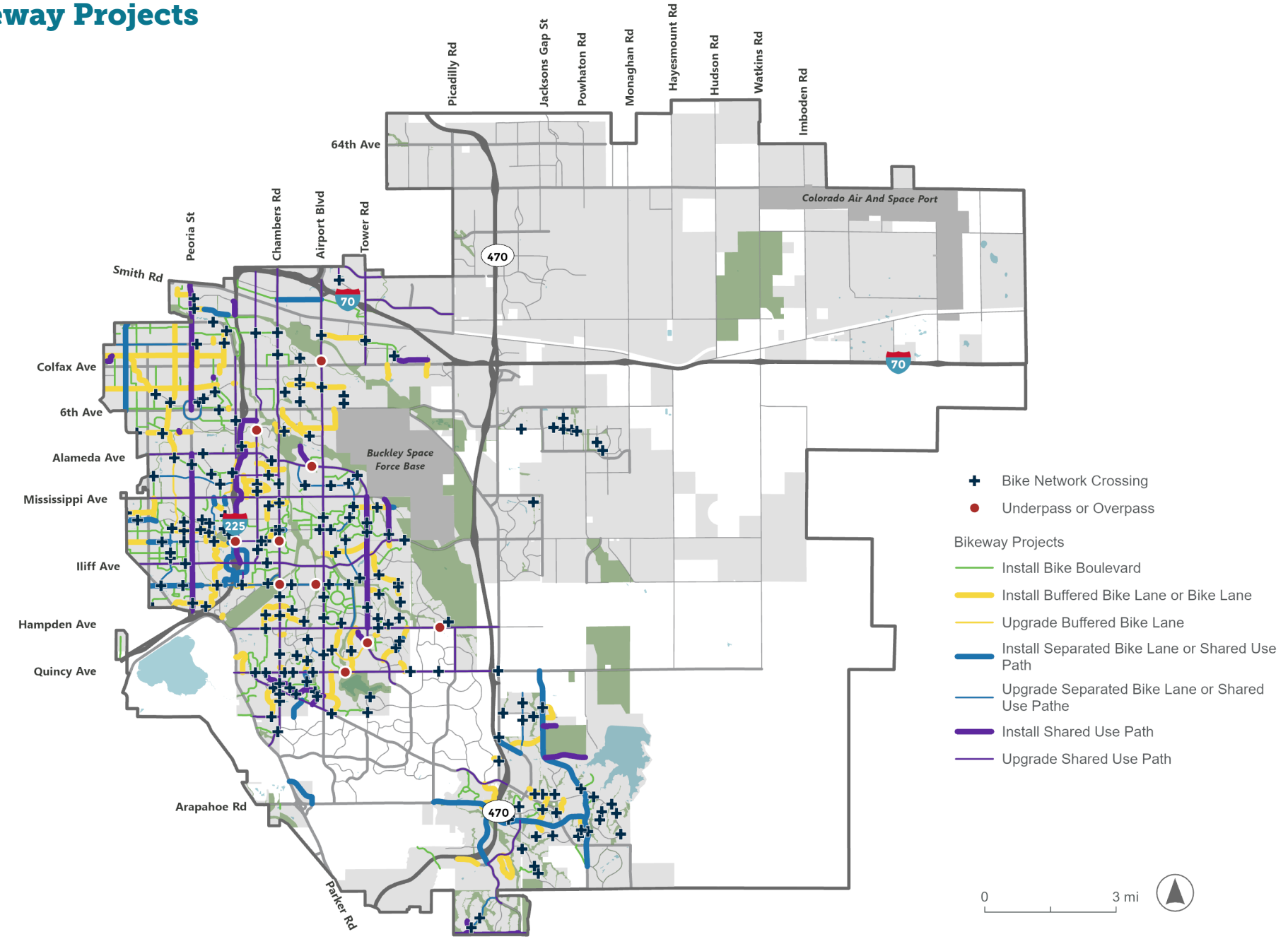
Focus on creating safe opportunities for bicyclists to cross arterials at locations currently without traffic signals, all-way stops or roundabouts that serve key destinations or provide important network connections. Crossing projects will require future study and evaluation prior to implementation.



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.

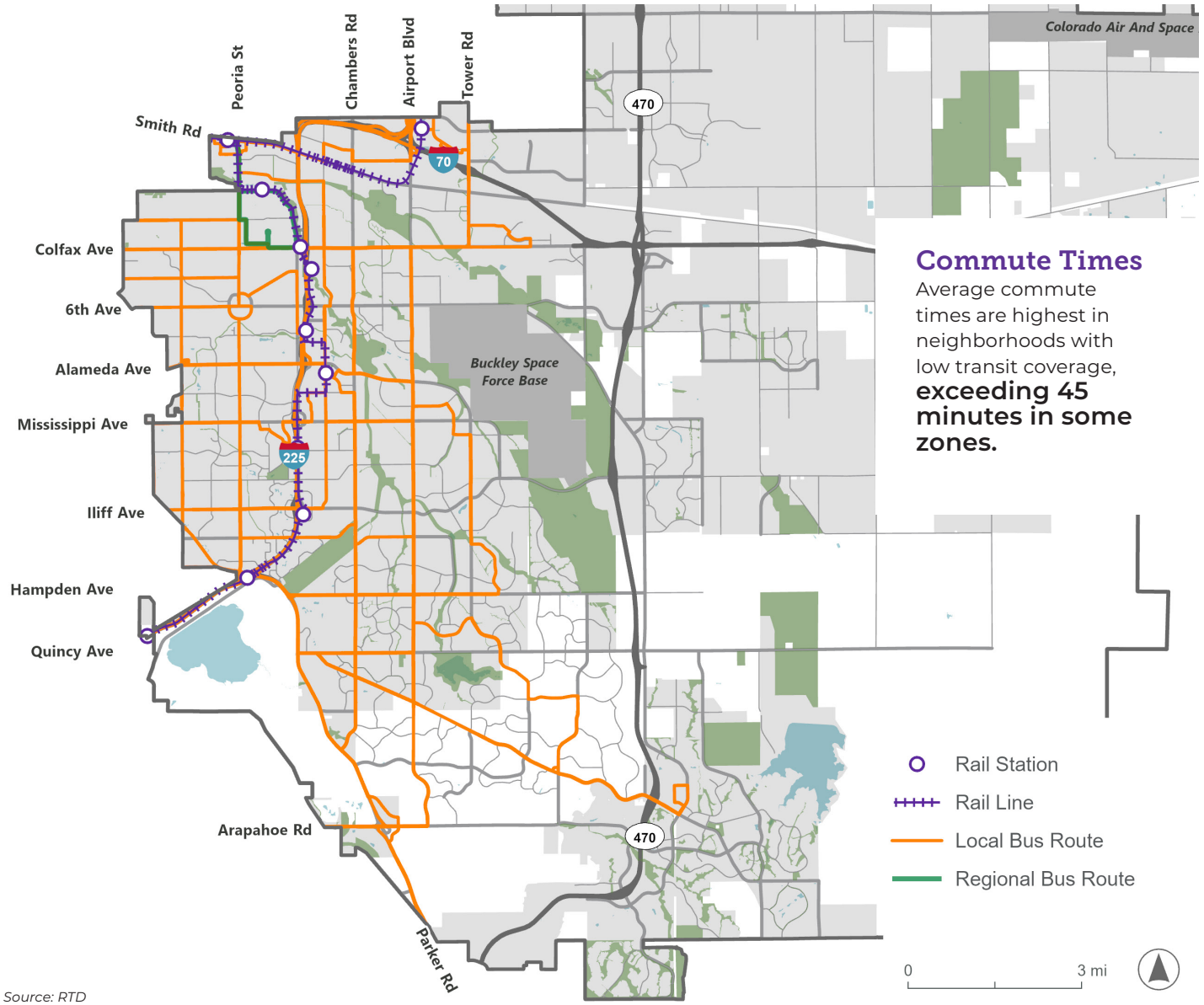
Riders can use a variety of transit options to travel. Aurora is currently served by 30 RTD bus and rail routes, including 24 local bus routes, one regional Flatiron Flyer route, two light rail lines and one commuter rail line. These collectively comprise 20% of all RTD routes. A new BRT line is currently under construction on Colfax Avenue from Yosemite Street to I-225.

Key Challenge

SERVICE AVAILABILITY

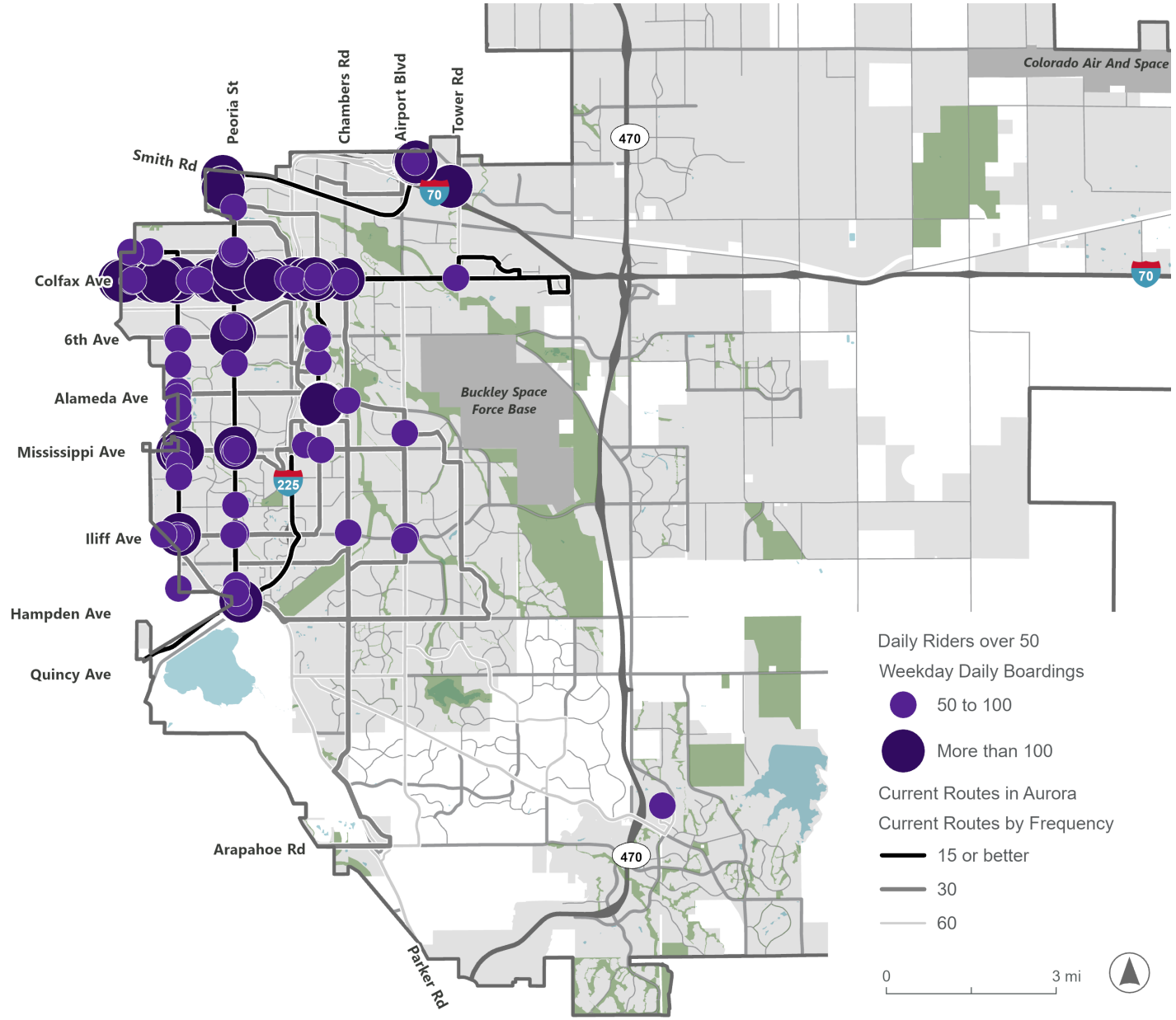
Only one of RTD's bus routes extends east of E-470. The most used corridors—Colfax Avenue, Havana Street and Peoria Street—account for a large share of Aurora ridership. However, large parts of the city remain underserved or entirely unserved.

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

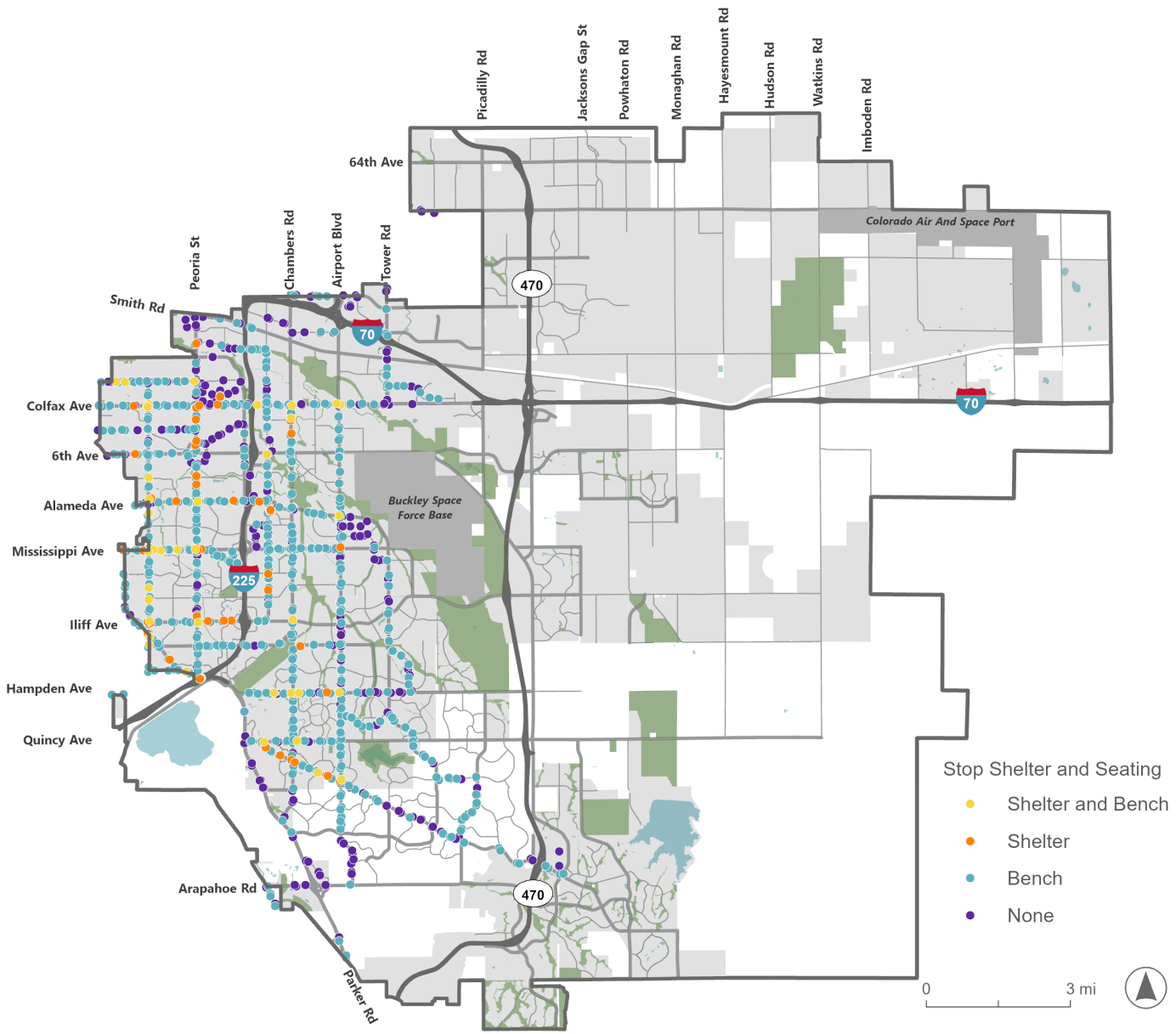
INFREQUENT AND SLOW SERVICE

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.

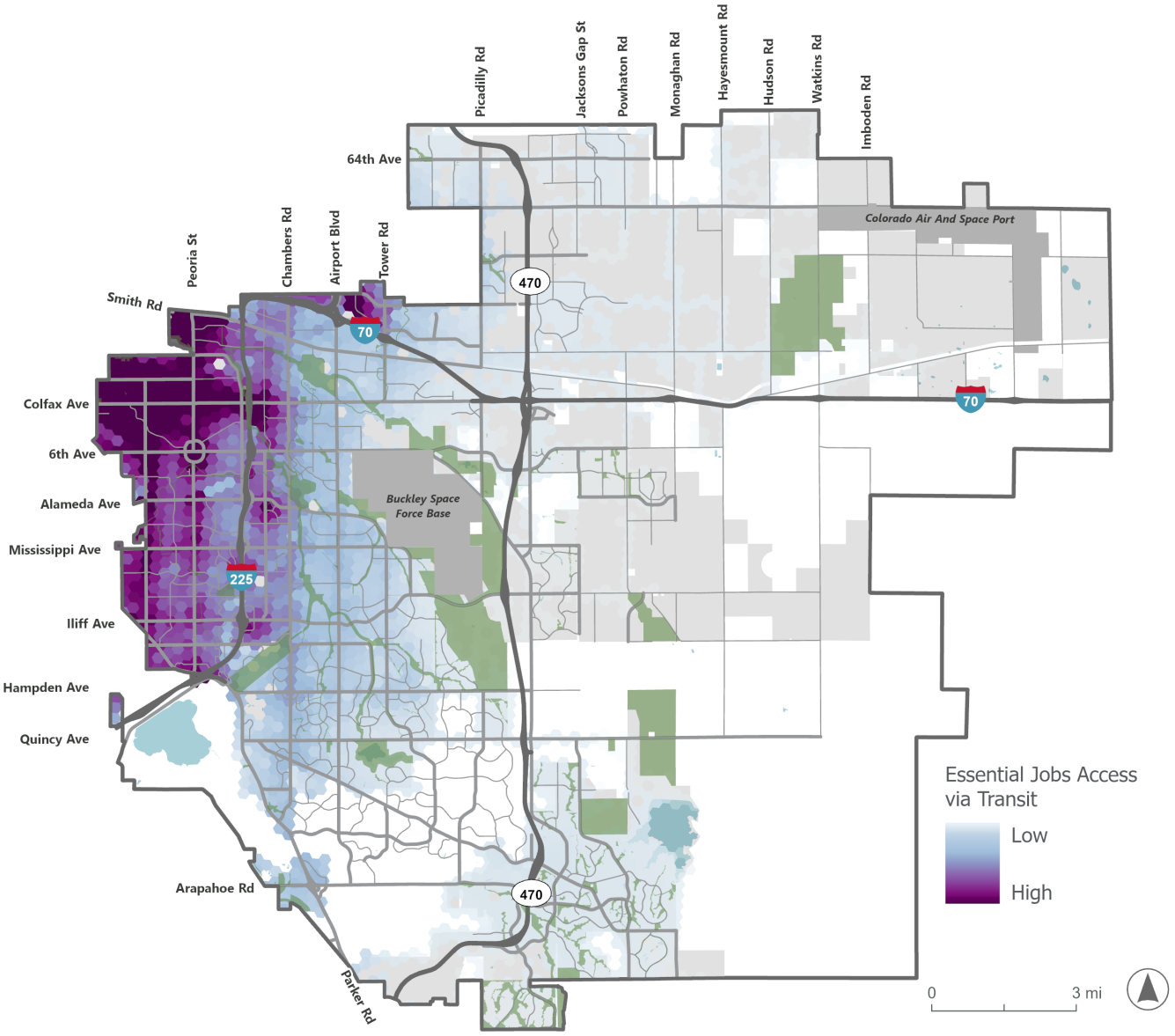
Areas experiencing residential growth have little or no fixed-route transit service, for example east of E-470 and along I-70. More than 60% of households in recent growth areas are more than 0.50 mile from any RTD fixed-route service.

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

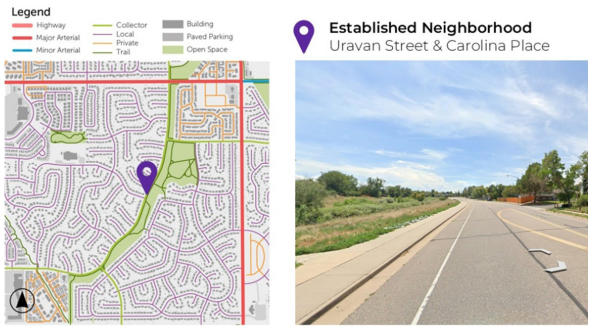
Three Distinct Transit Geographies

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

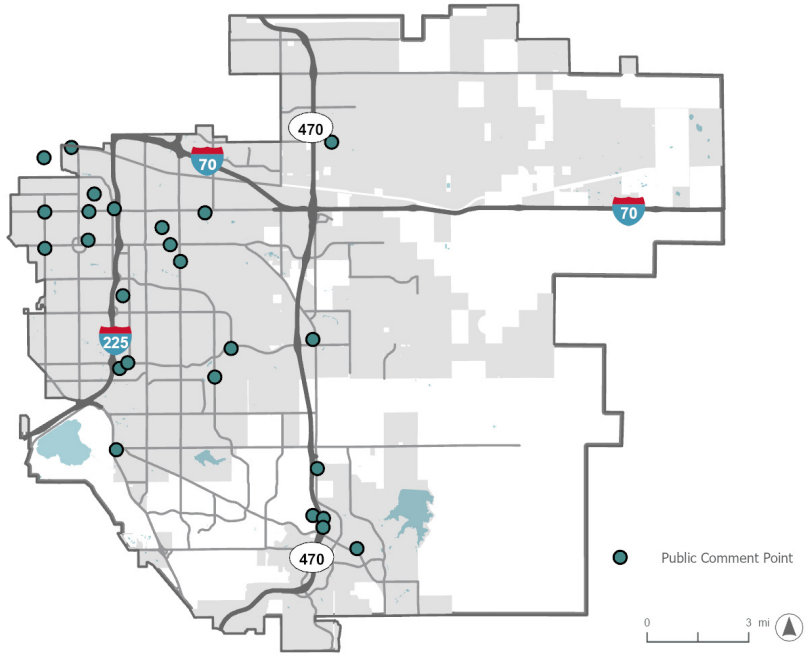
Survey participants were asked to indicate their top three transit improvements. The top three were:

- 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



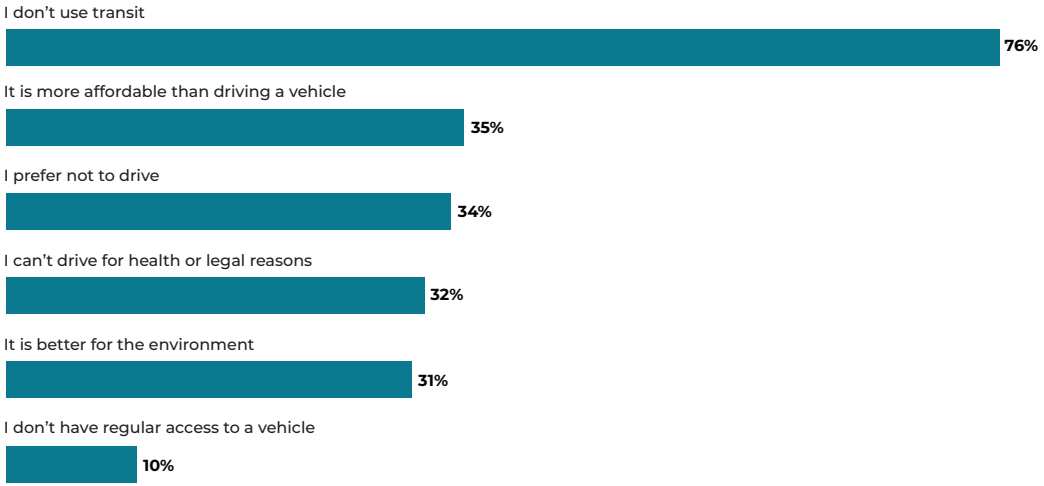
> “Would love more bus service to NW Aurora! Lots of folks ride the bus in this area, but buses can run at difficult times or not often enough.”
>
> **SURVEY PARTICIPANT**

Aurora by the Numbers

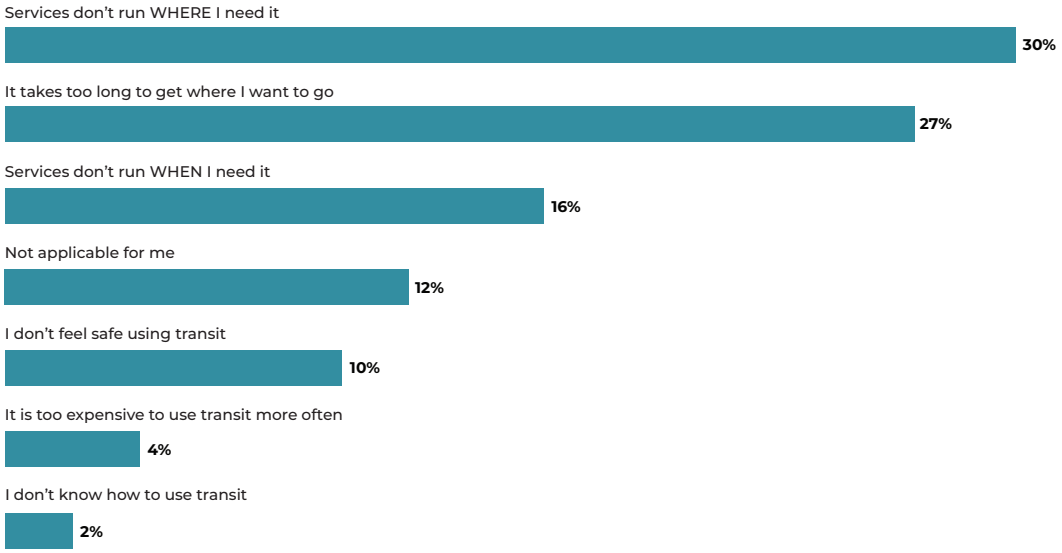
~30%

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:

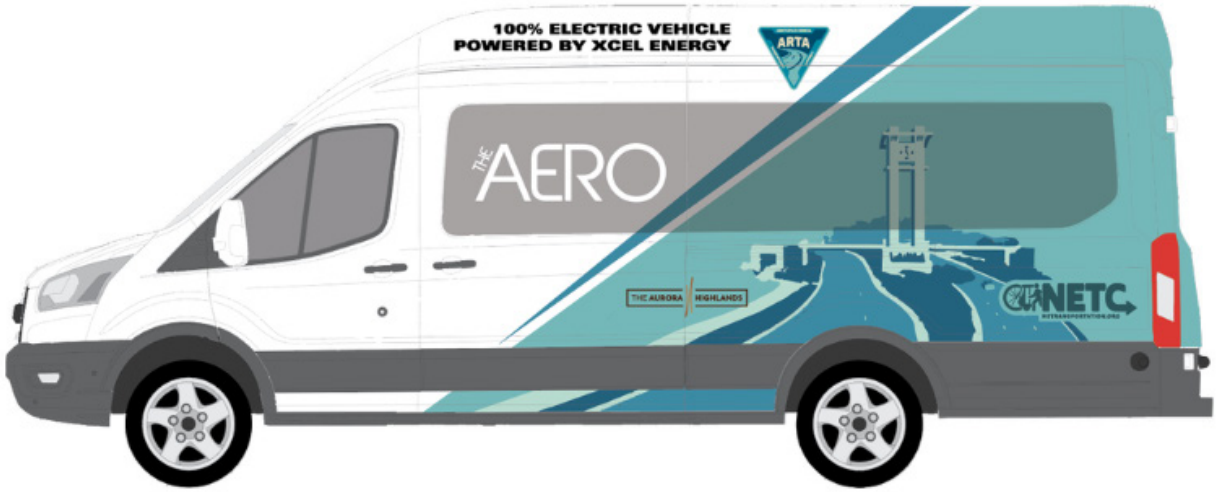
- Implementing first- and last-mile solutions like bicycle and pedestrian connections, park-and-ride facilities, bikeshare and rideshare to improve accessibility to transit stations.
- Establishing mobility hubs to support multimodal connections at major transit locations.
- Designating certain corridors 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.

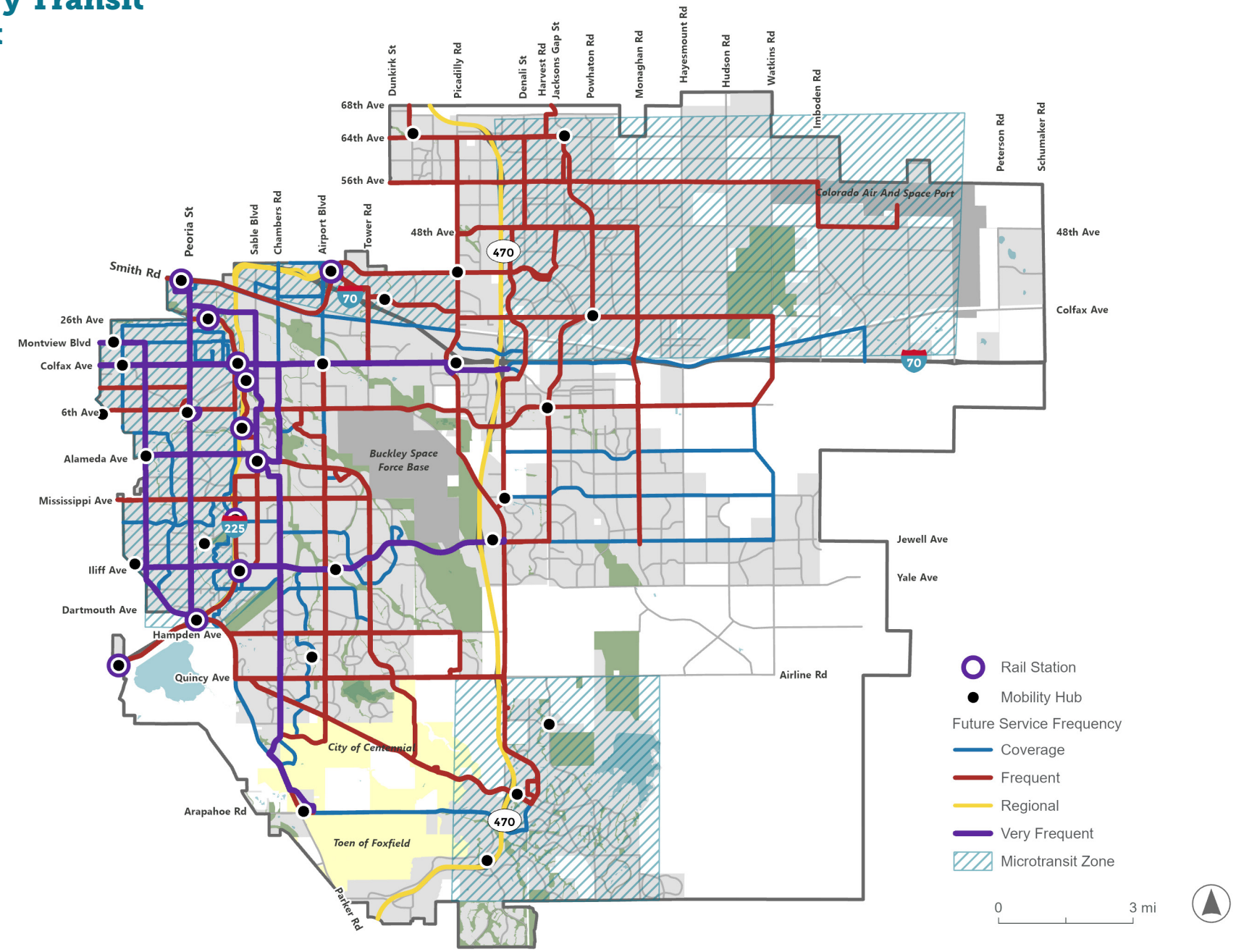
Future Service Corridors

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.

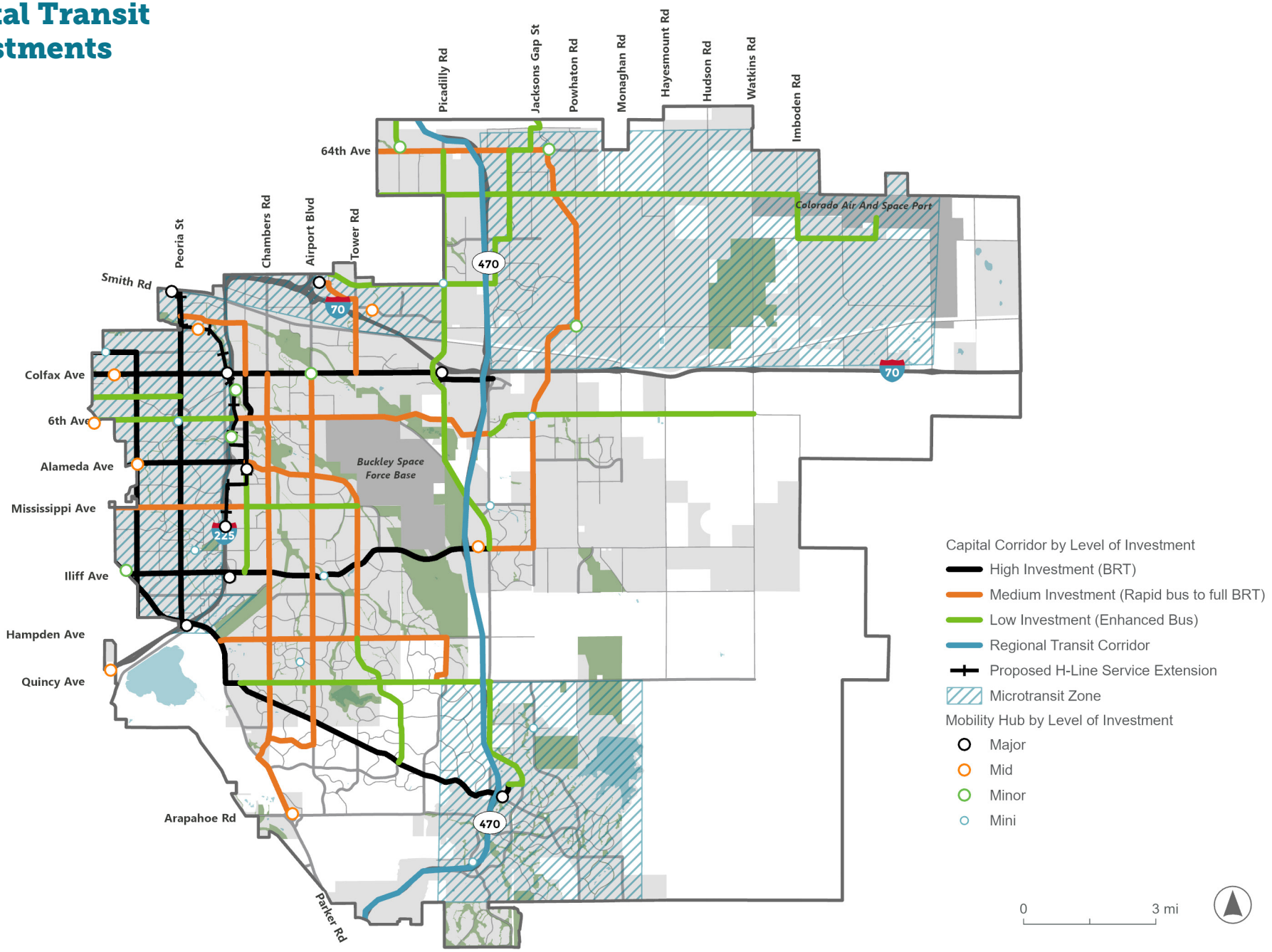


Mobility Hubs

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

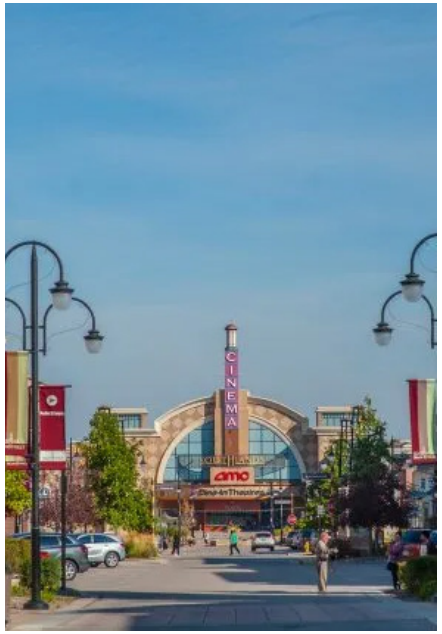
People Driving

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

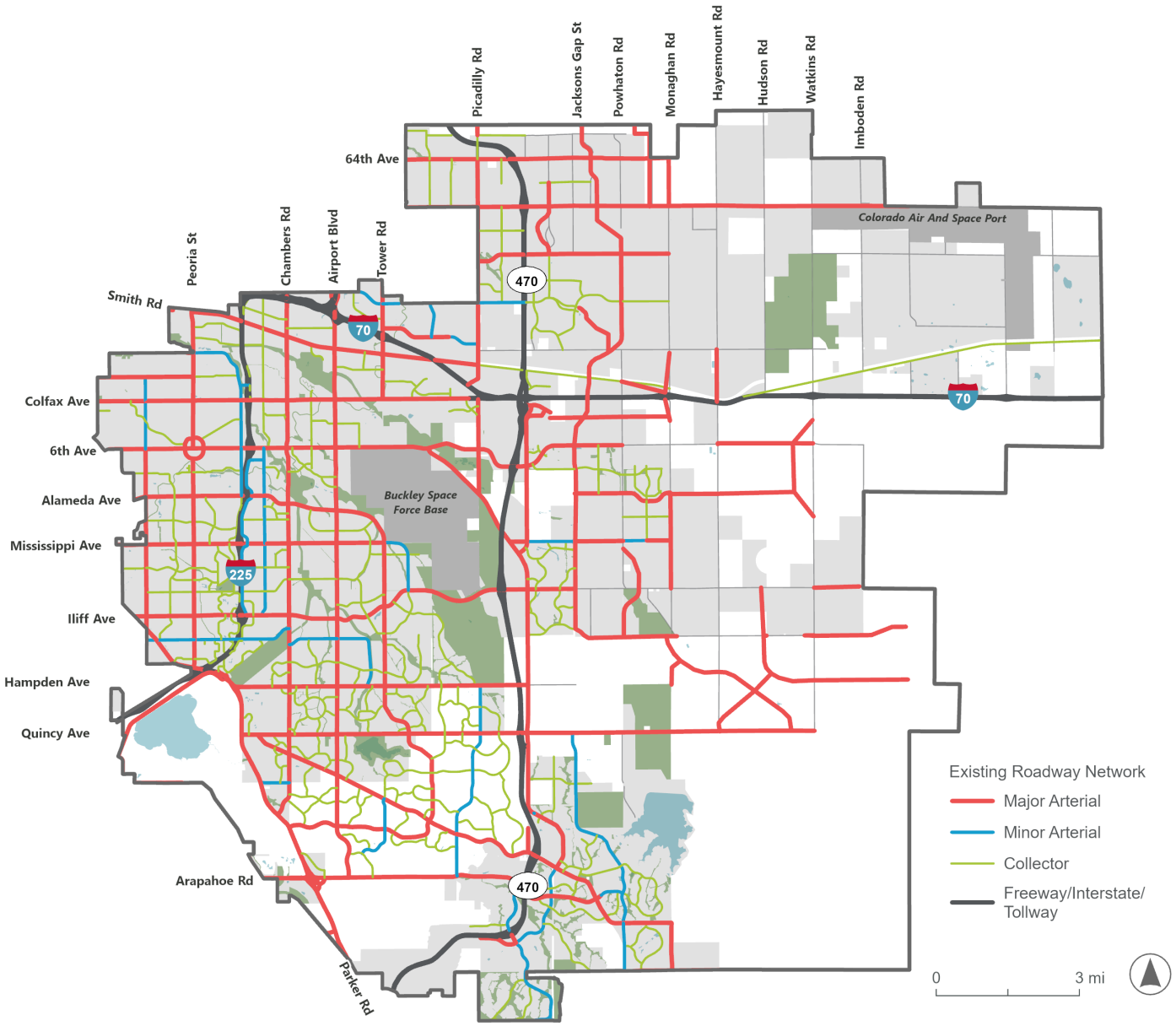


Local street: Virginia Place



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

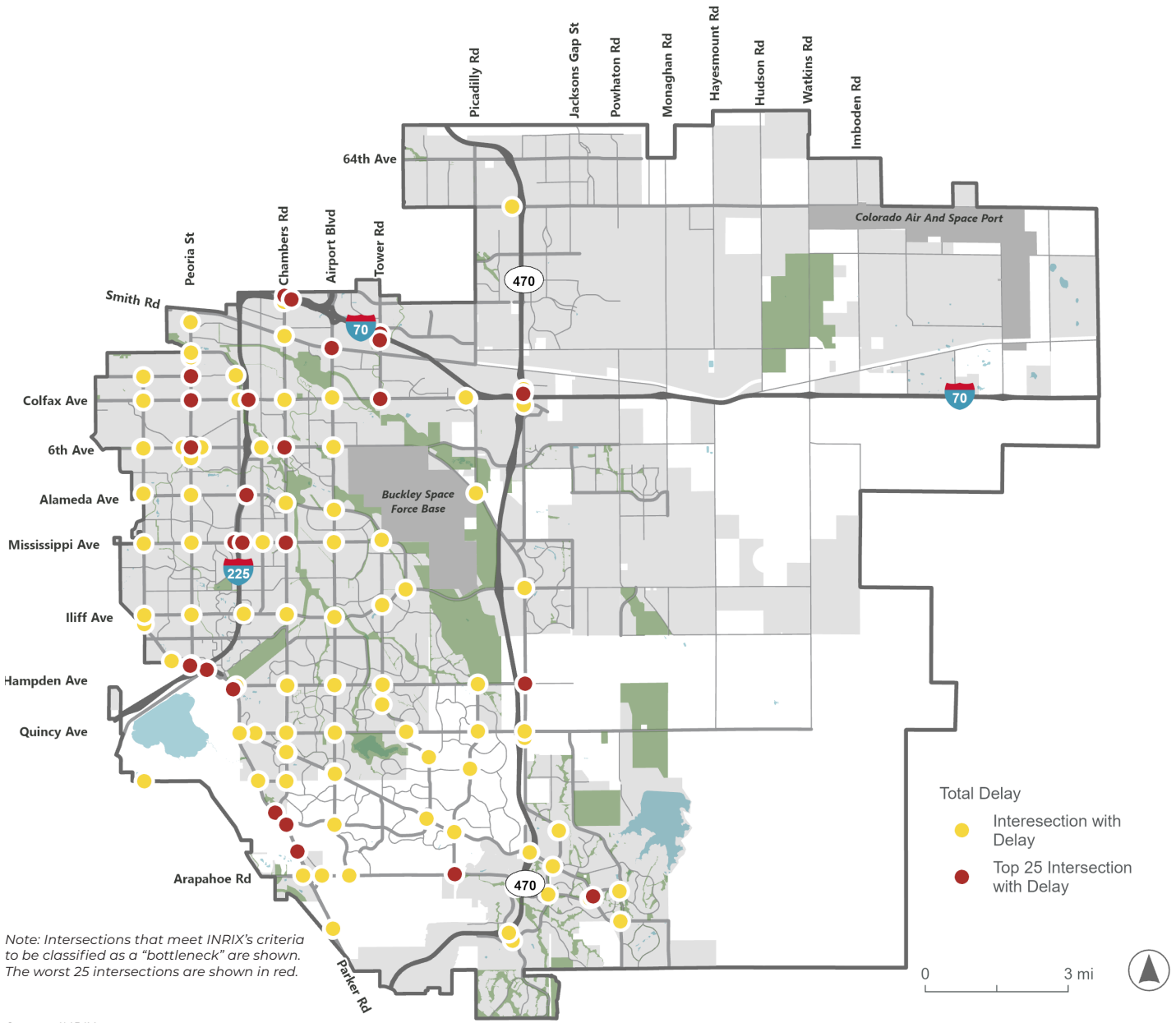
Source: See State of the System Report, Appendix F

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

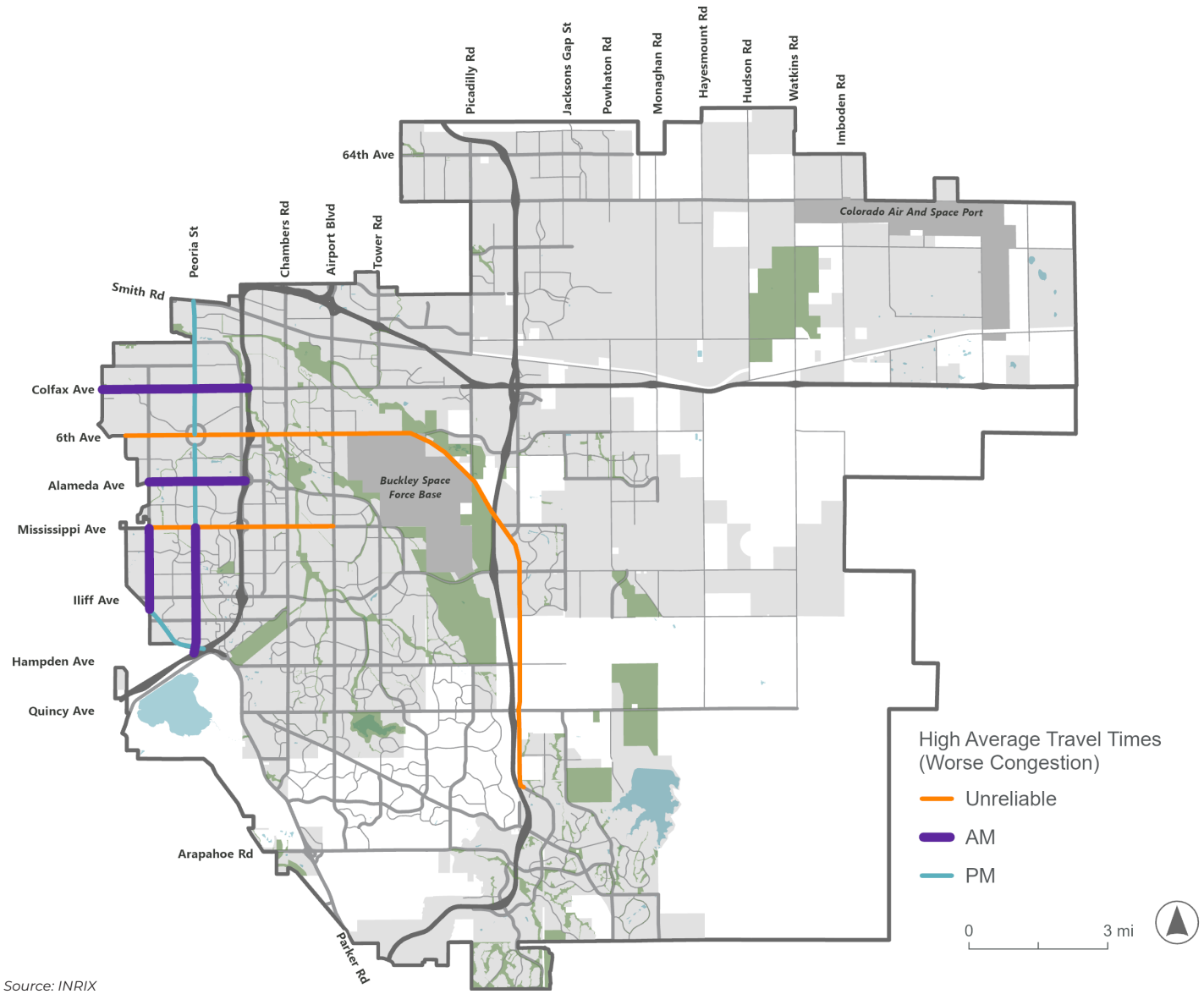
Travel time is the amount of time it takes to travel from one point to another along a corridor. It indicates how efficiently the transportation system is functioning, and it can indicate corridors where drivers experience inconsistent trip times.

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.

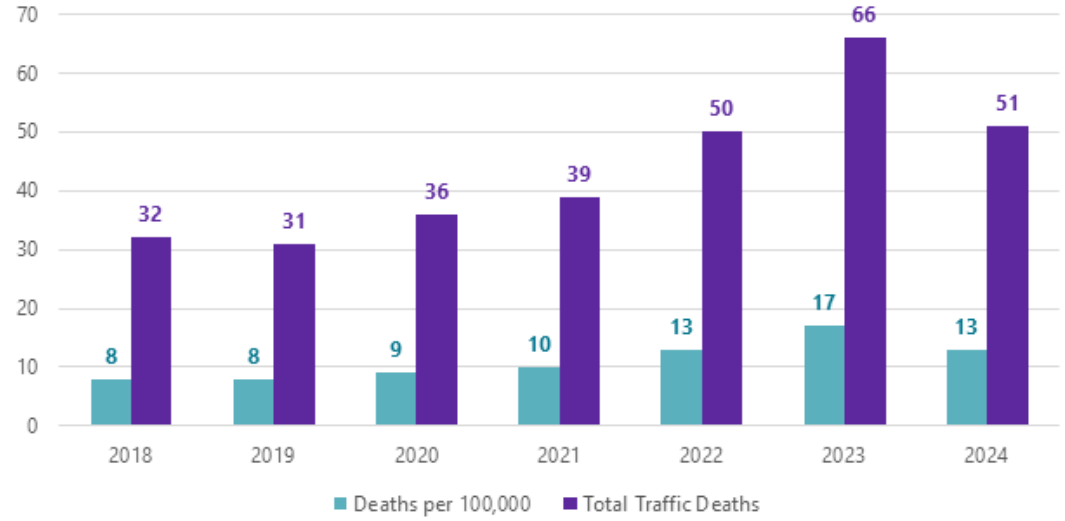
Fatal Crashes

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

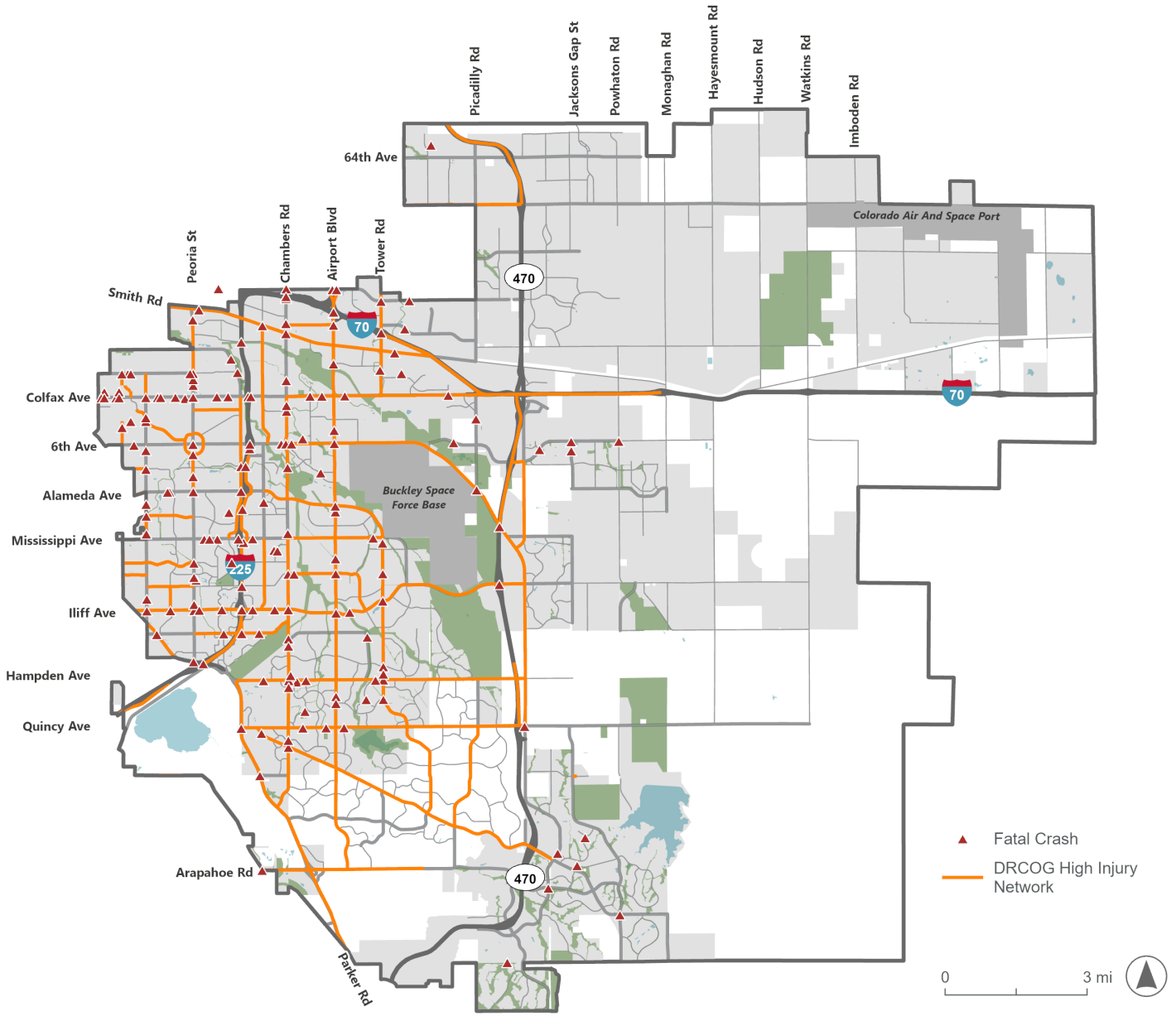
DESIGNING SAFER STREETS

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.

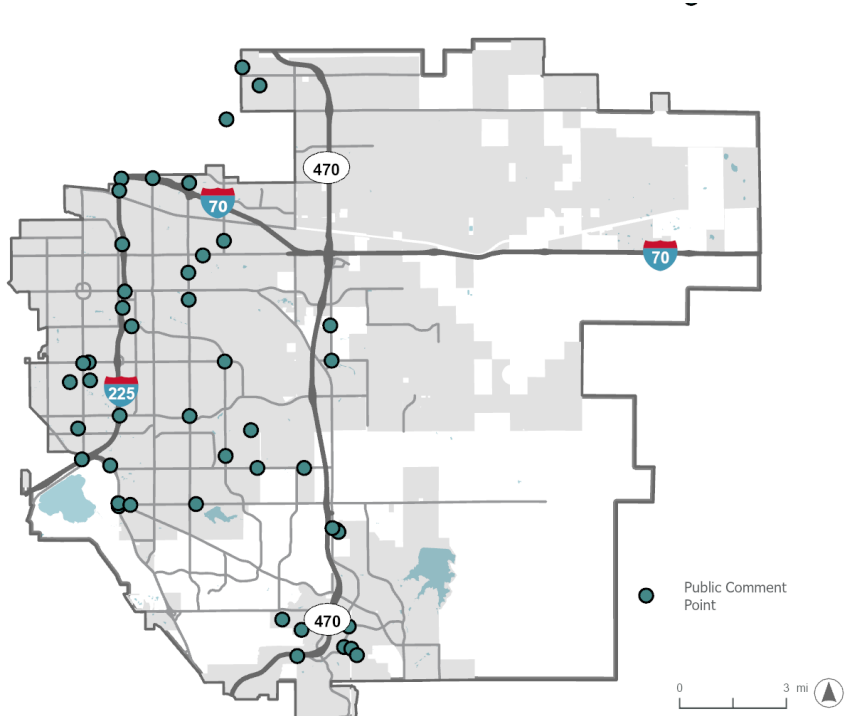
Navigating poorly maintained roads was ranked as the third highest driving challenge.

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.

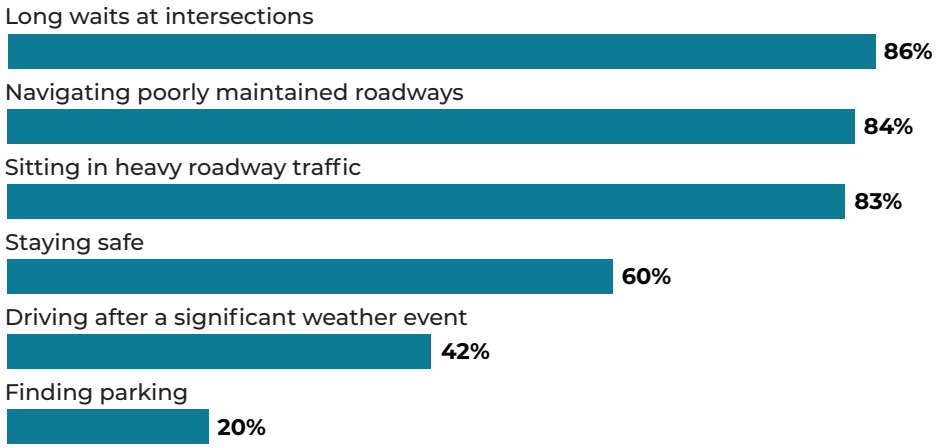
Locations highlighted as areas of concern during engagement



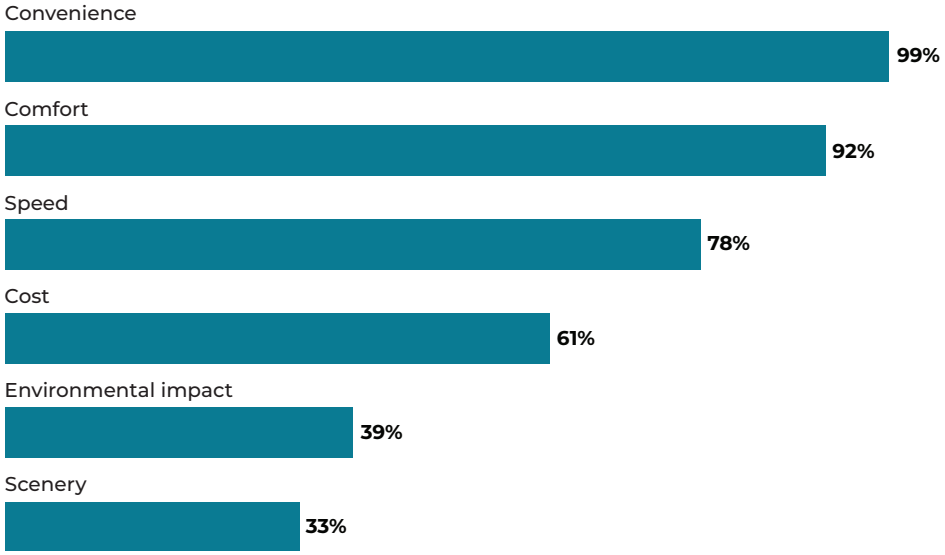
> “Street networks and infrastructure is lacking east of E-470. Creating significant traffic issues, and limiting travel options for those that don’t want to use or can’t afford to use the tollway.”

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.

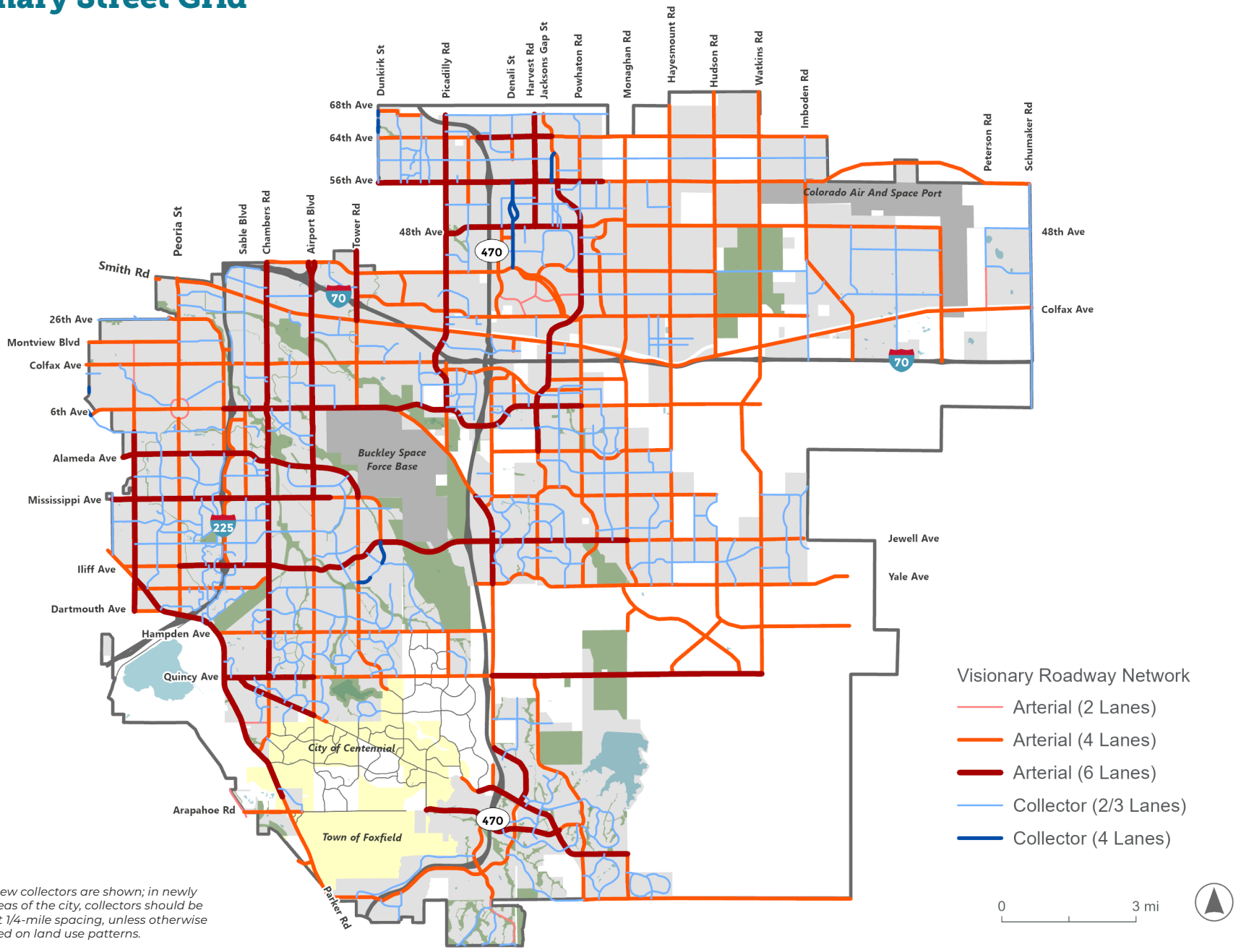
Collectors

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

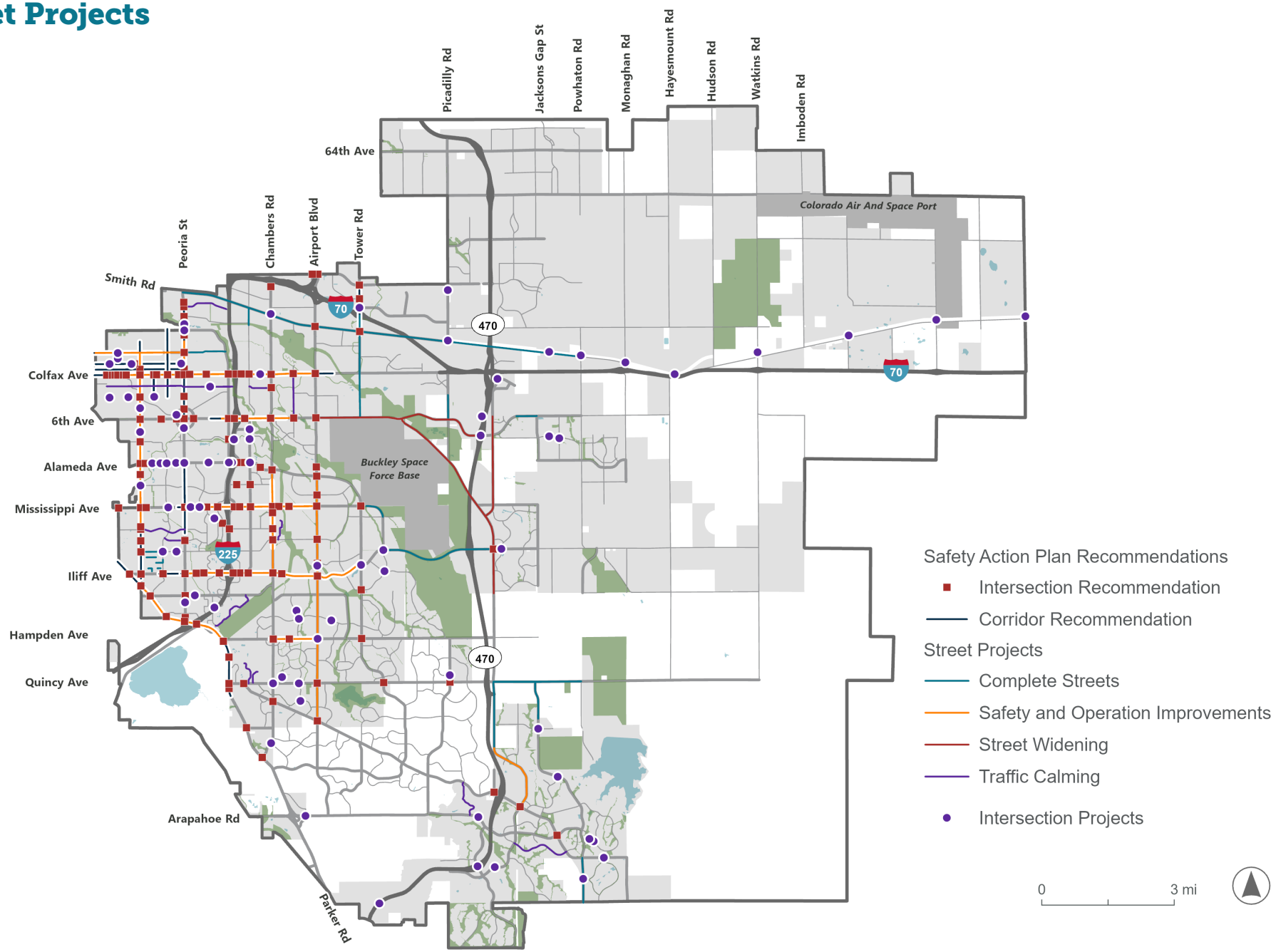
Intersection and Bridge Projects

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.

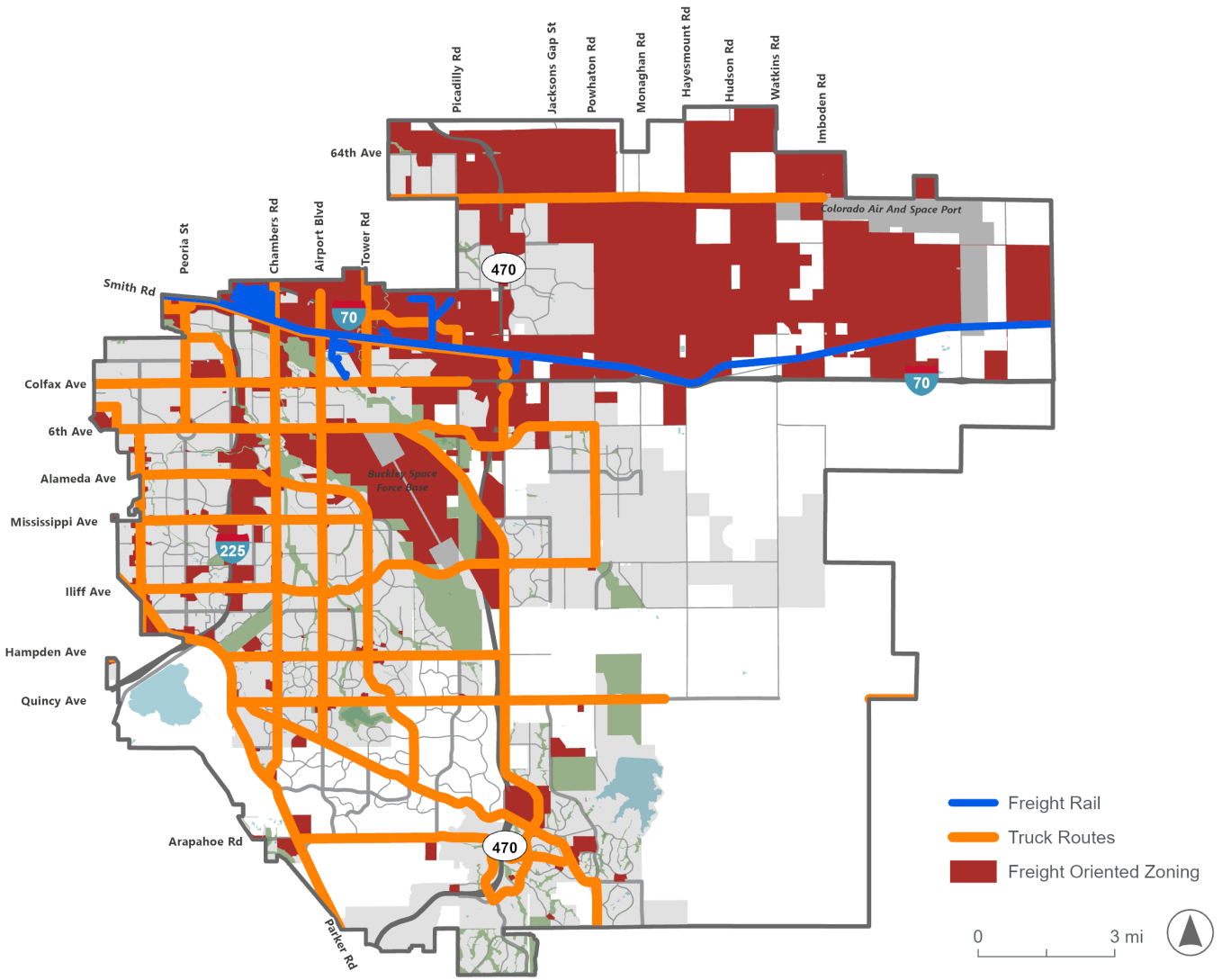
Northeast Aurora, particularly north of I-70, is the primary hub for freight activity. This area was identified in DRCOG's 2019 Regional Multimodal Freight Plan as a regional freight focus area because of its concentration of industrial land uses, availability of large undeveloped parcels and its future 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.

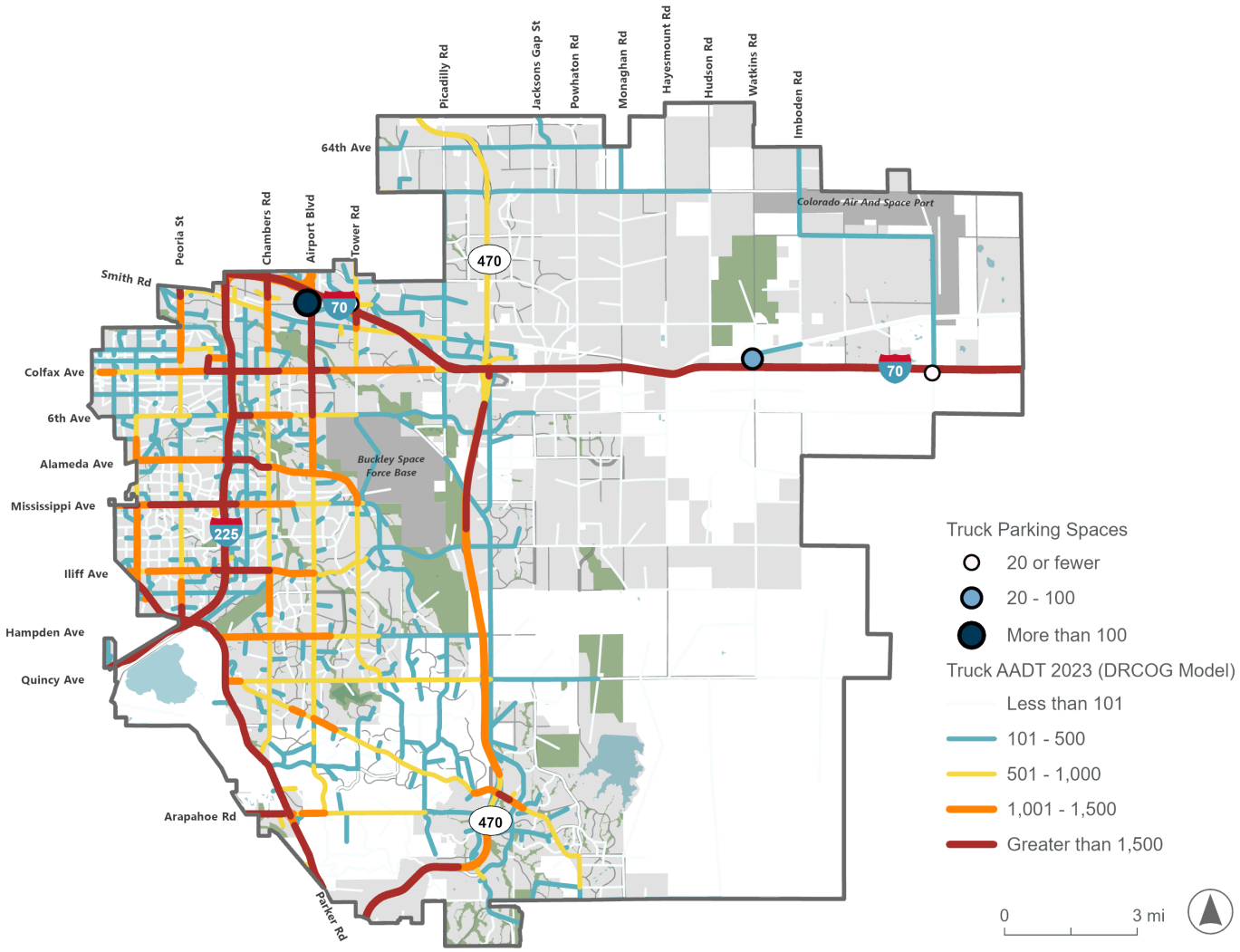
Designated Truck Routes and Freight Rail

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

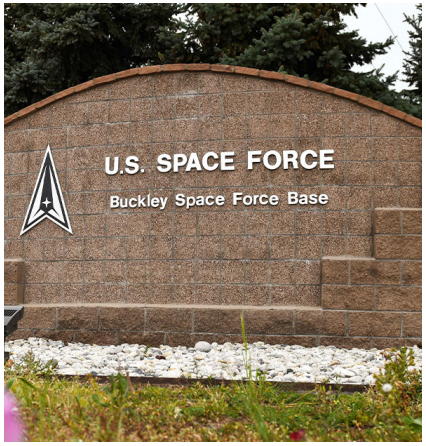
UNIFIED DEVELOPMENT ORDINANCE

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.

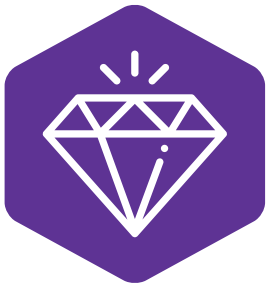
Visionary Freight Network

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

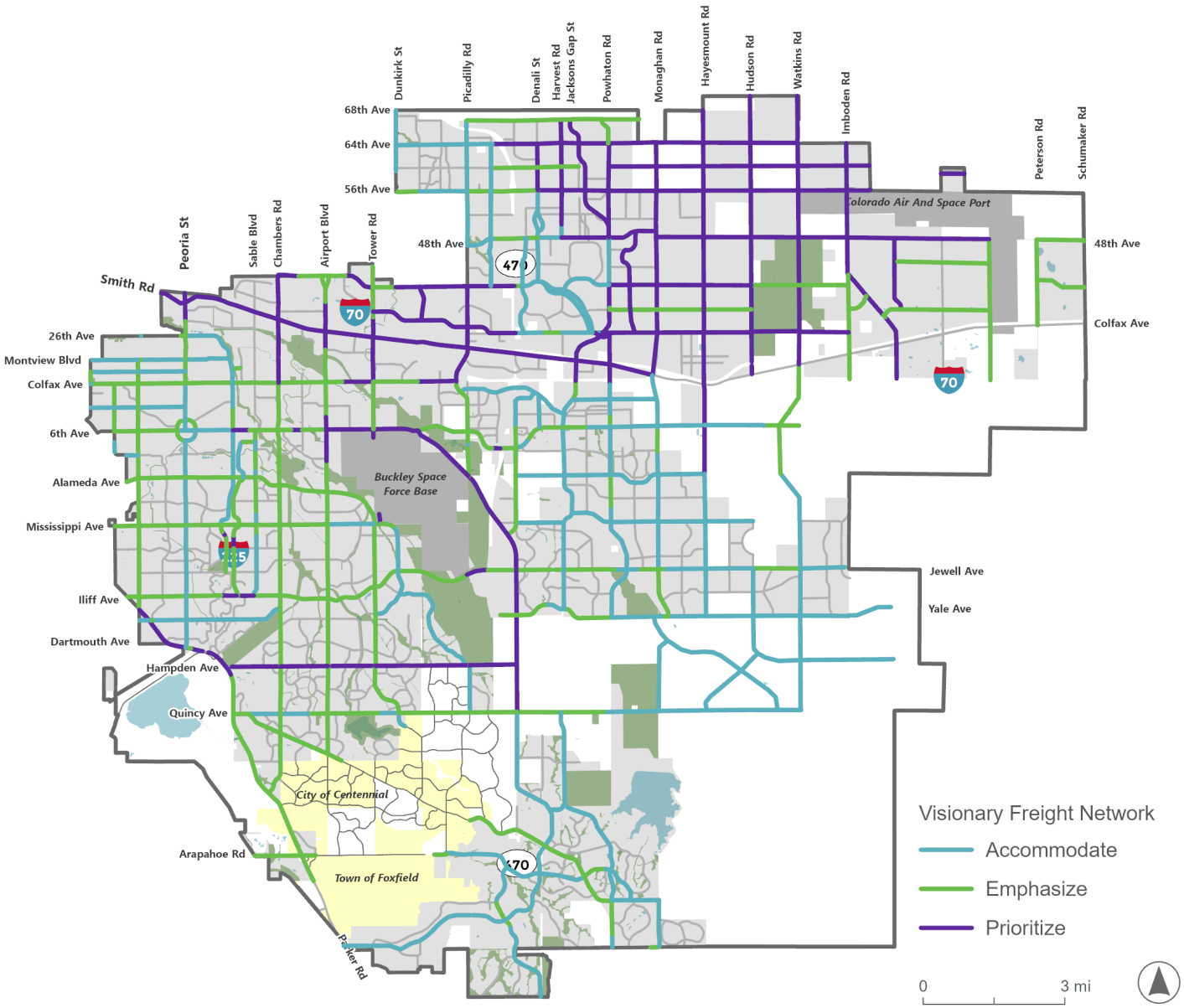
These arterials are key connections between industrial areas and commercial zones. They will carry a higher share of trucks; however, they will not be designed for trucks at the expense of other transportation modes. Types of improvements will include wider turn radii at intersections, ITS to manage 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

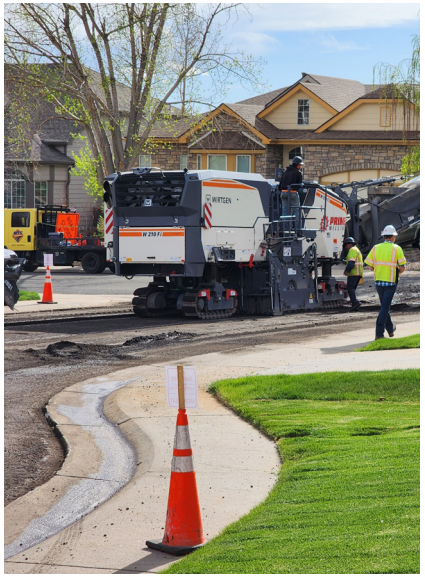
The city uses Transportation Capital Impact Fees, Transportation Maintenance Fund (TMF) and Capital Projects Fund (CPF) to fund transportation repairs and improvements. The annual TMF allocation has ranged from $25 million to $31 million in the last five years. The CPF allocation has ranged from $53 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

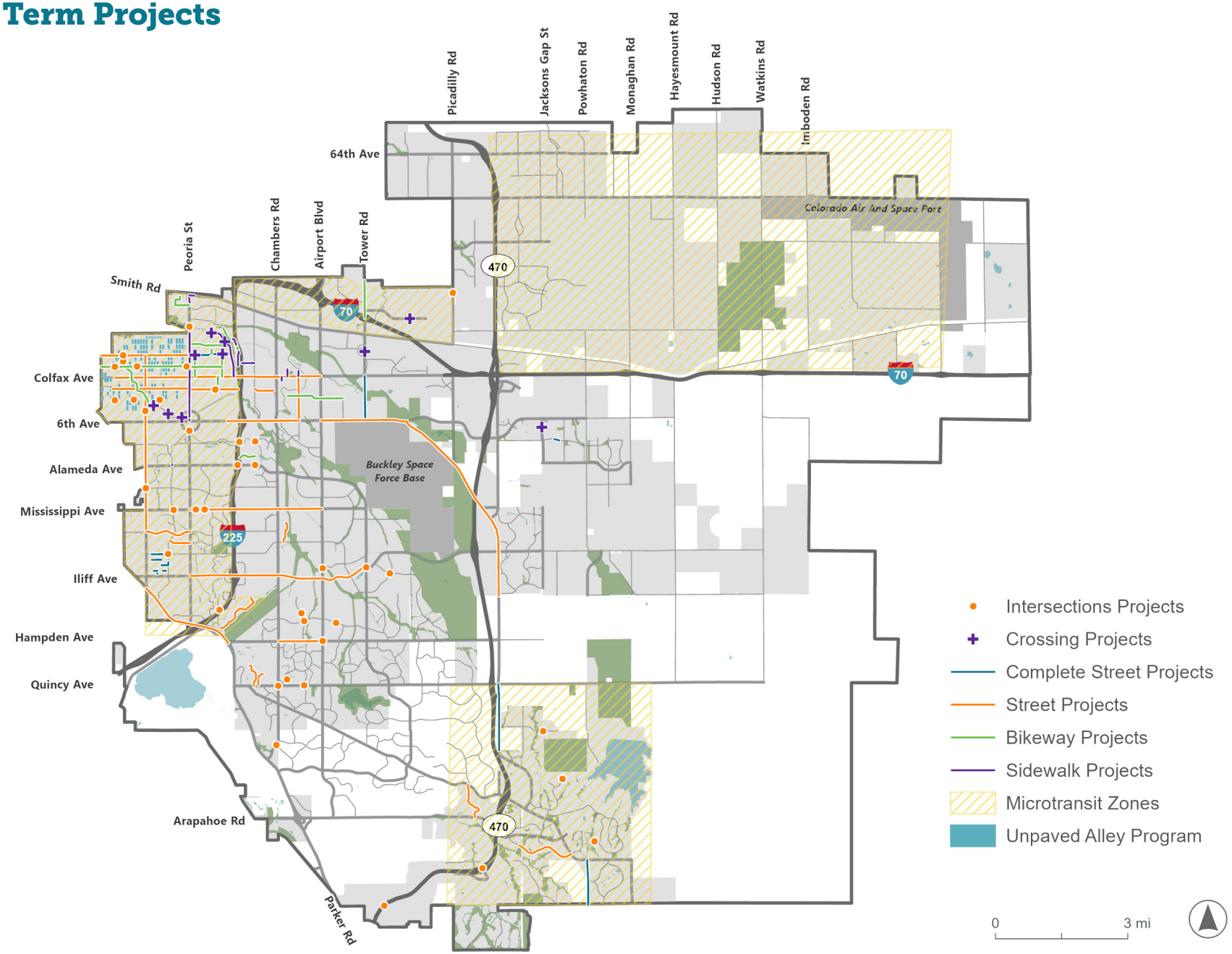
Advance our transportation system improvements through transparent and responsive public engagement.



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!



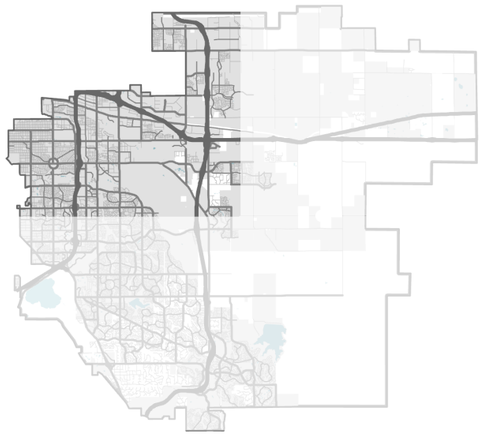
Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Appendix A
Detailed Project Maps

Street Projects



Street Project

Intersection Project

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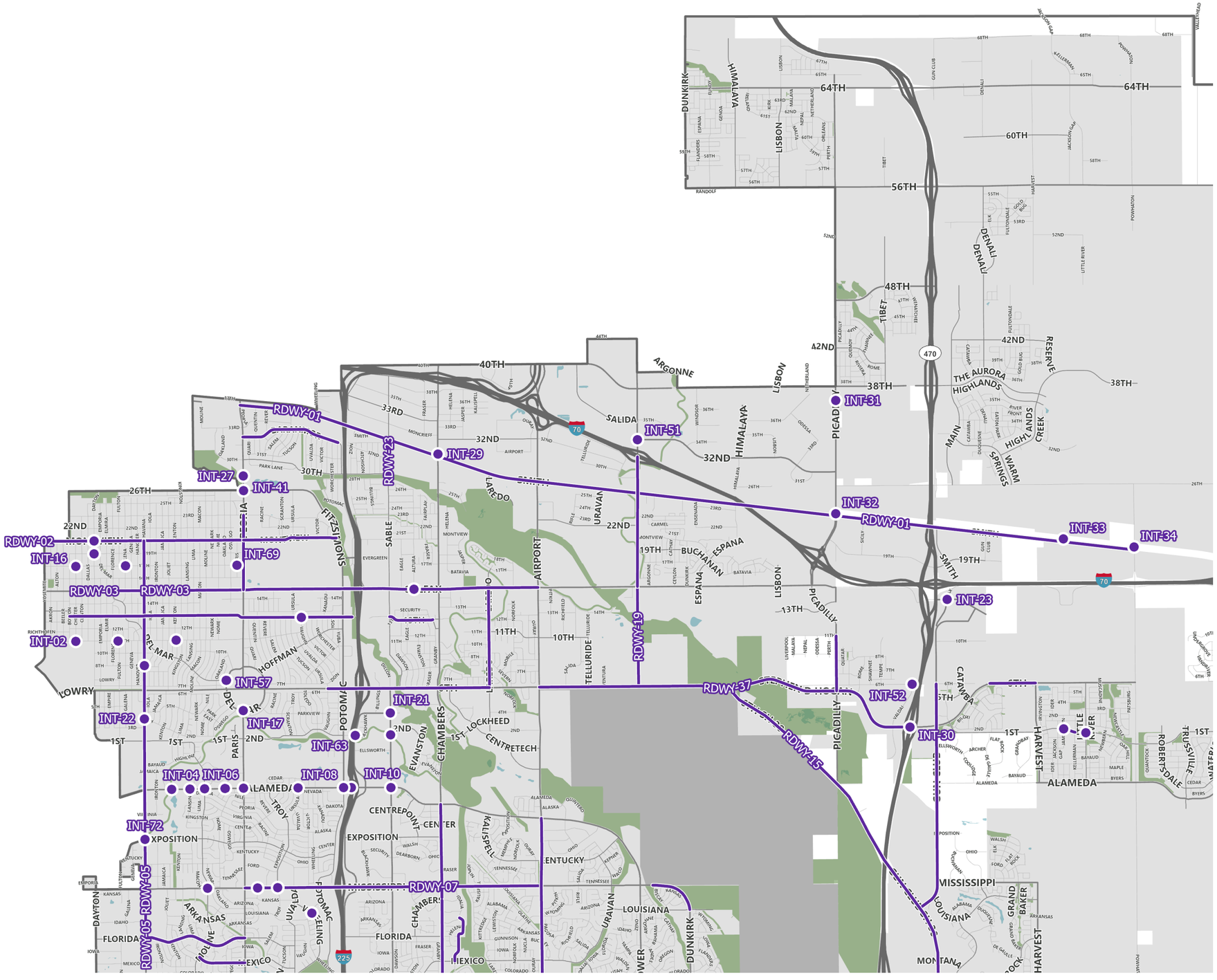

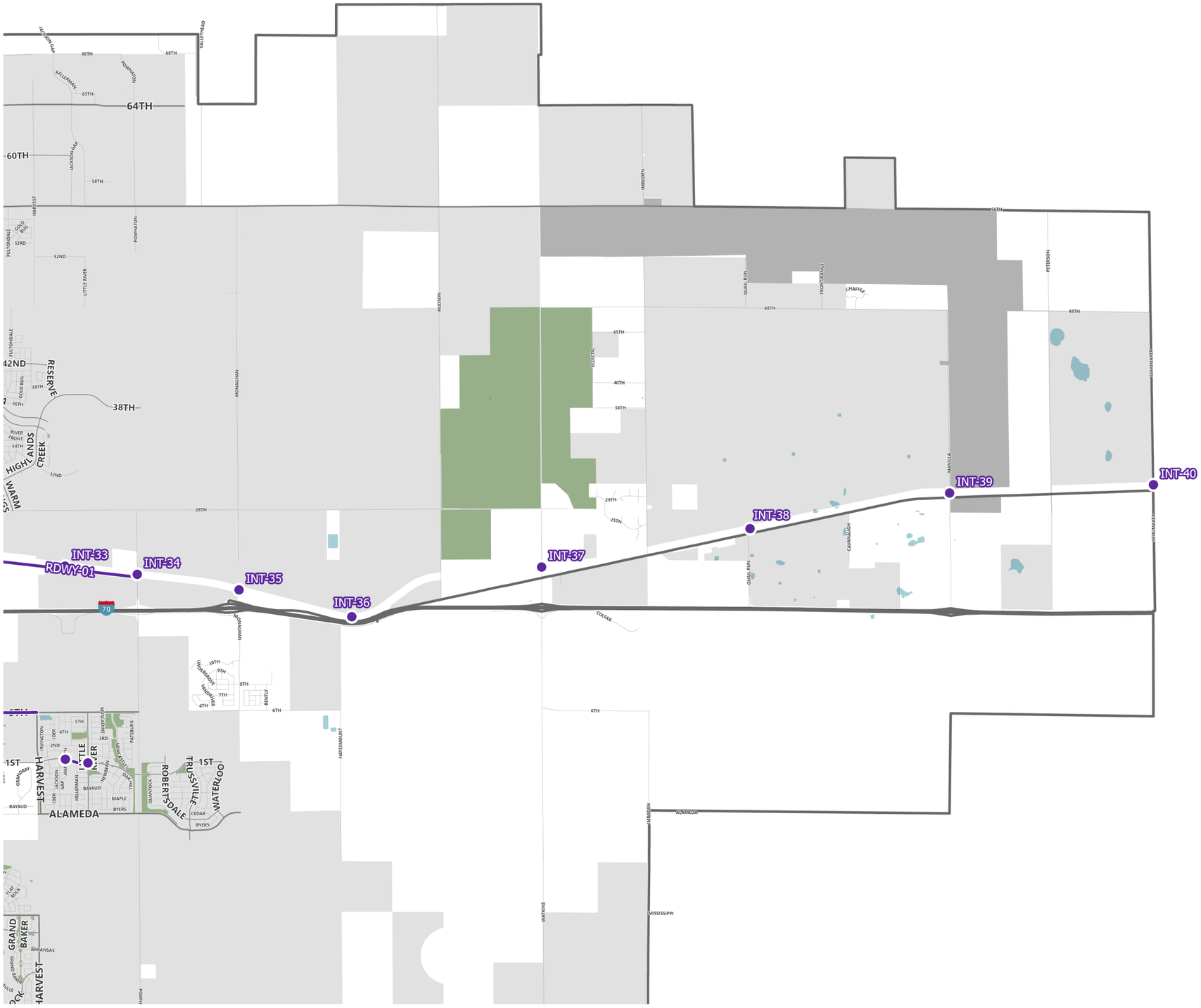

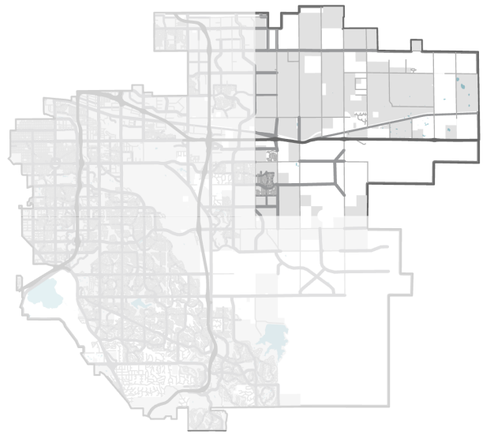

Street Project

Intersection Project

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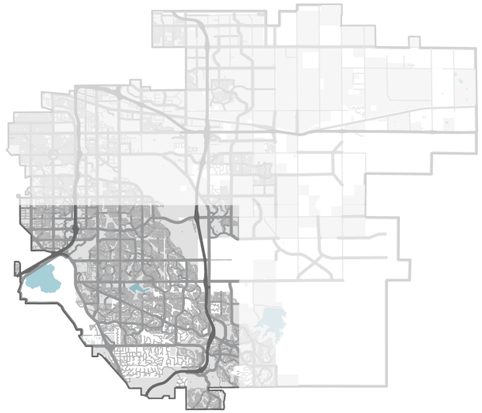

Street Project

Intersection Project

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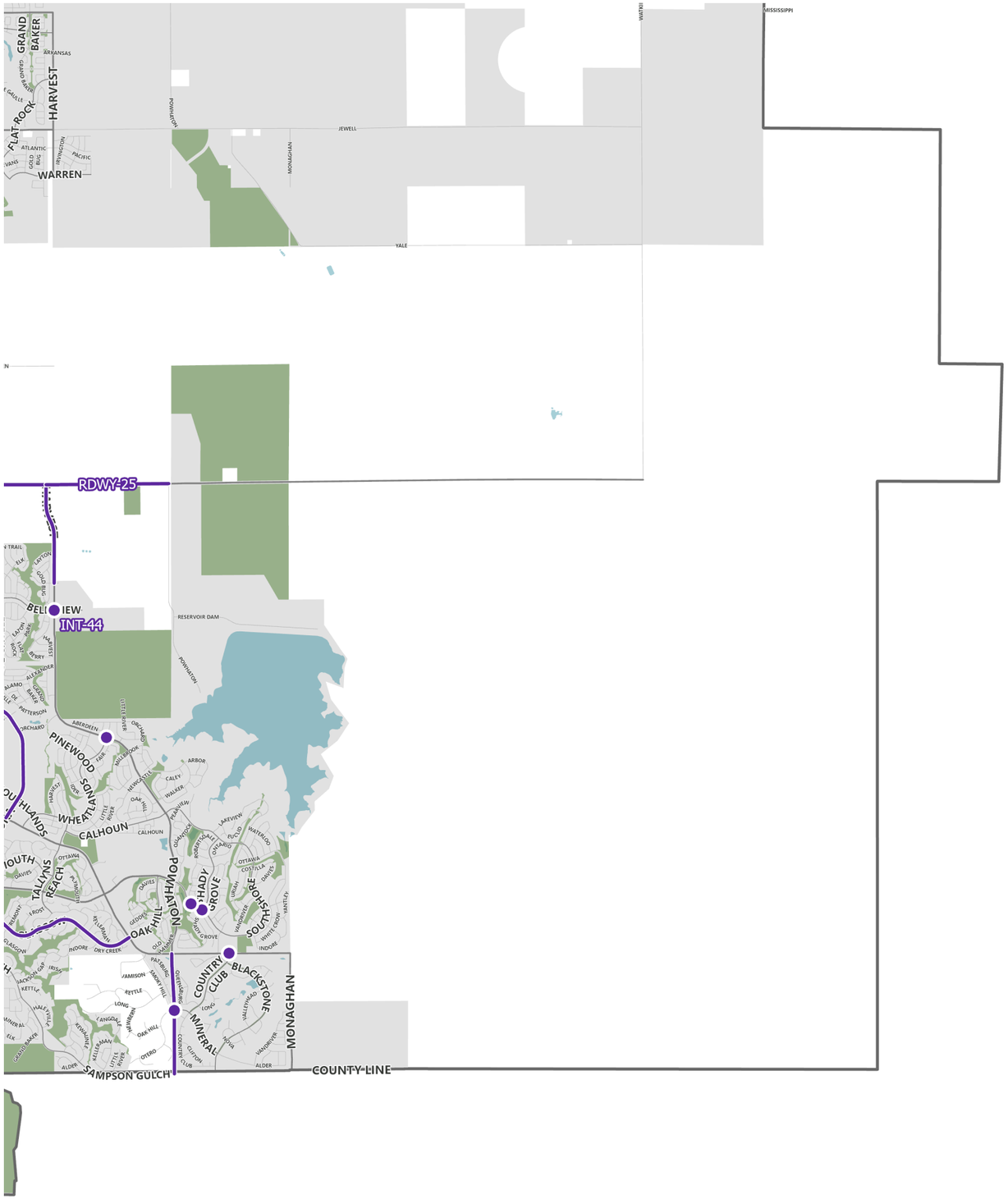
RDWY-25
INT-44
BELLEVIEW
PINEWOOD SPRINGS
WHEATLAND
CALHOUN
TALLYNS REACH
POWHATON
OAK HILL
HADY GROVE
SOUTHSHORE
COUNTRY CLUB
BLACKSTONE
MINERAL
MONAGHAN
RESERVOIR DAM
SAMPSON GULCH
COUNTY LINE
FLAT ROCK
HARVEST
GRAND BAKER
ARKANSAS
ATLANTIC
PACIFIC
WARREN
JEWELL
YALE
MISSISSIPPI
Street Project
Intersection Project
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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

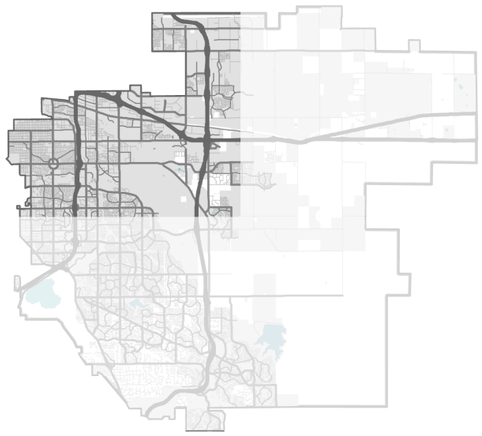
Intersection Projects

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

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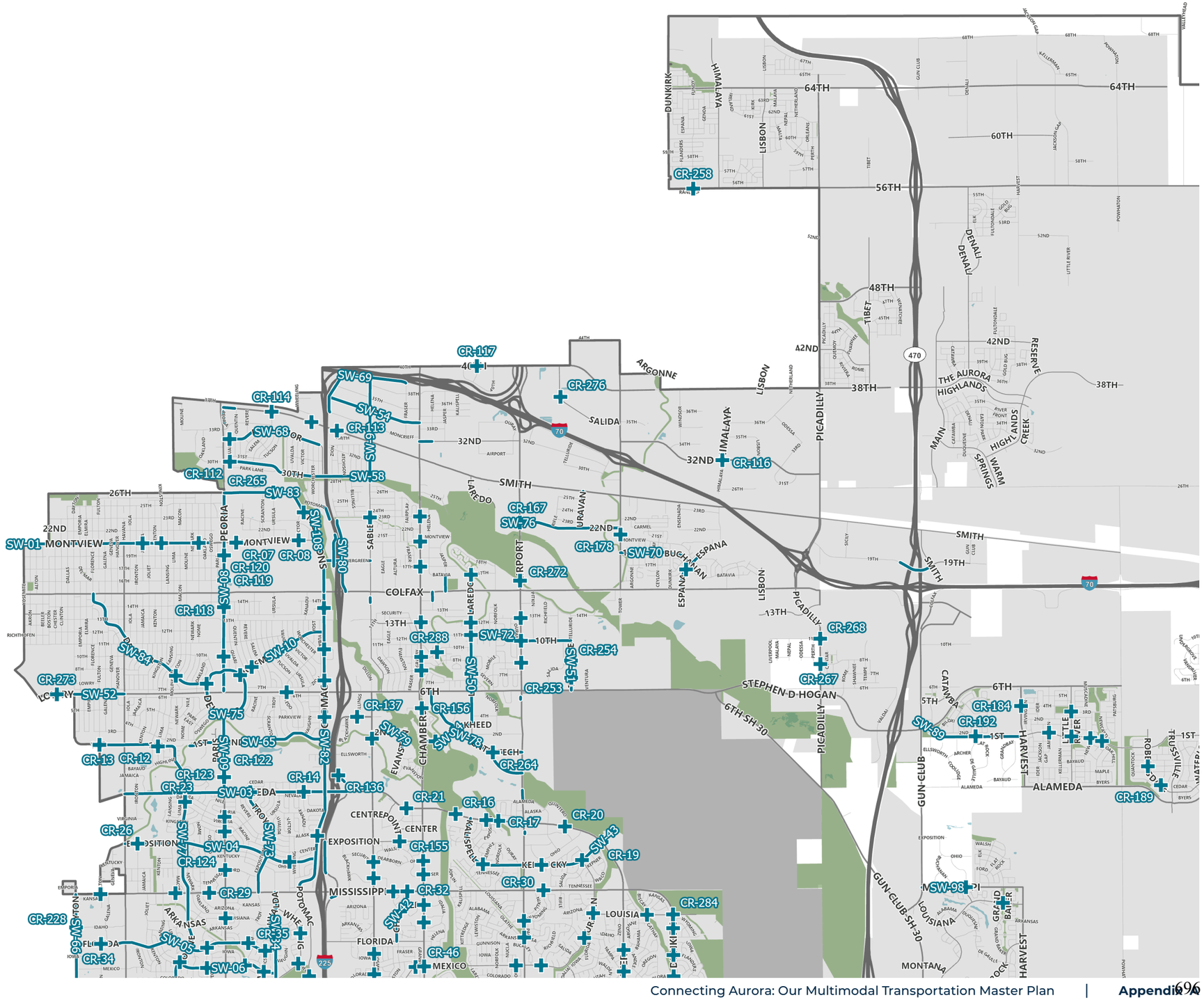

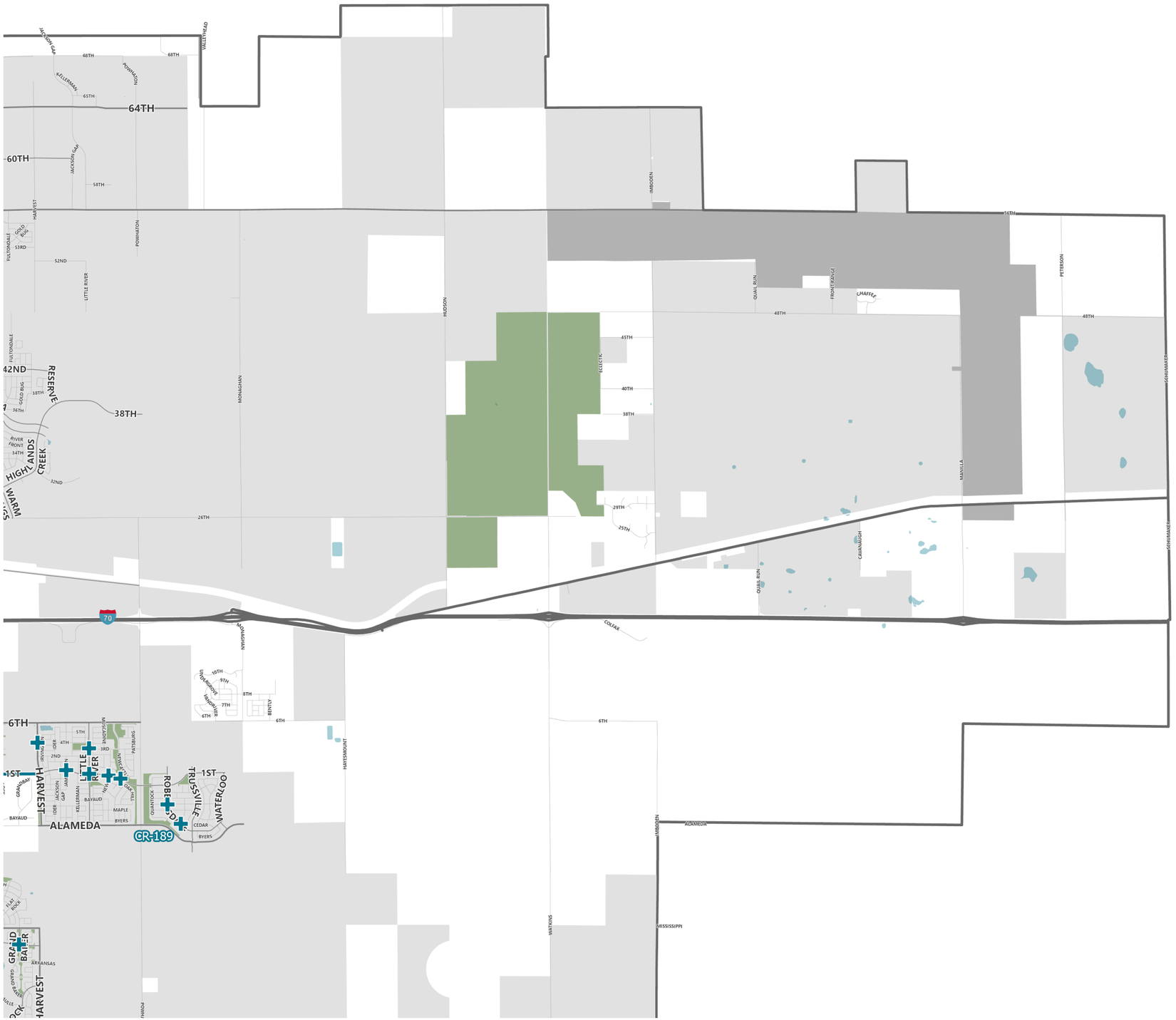

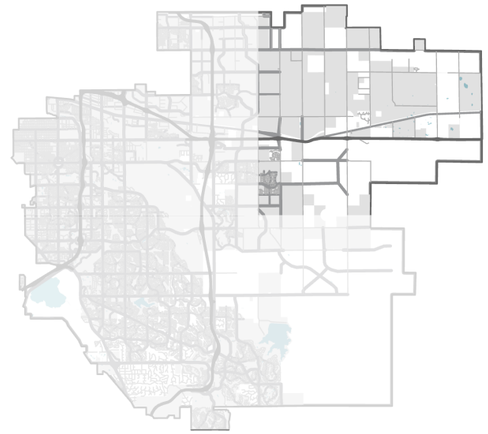

Sidewalk Projects

Crossing Project

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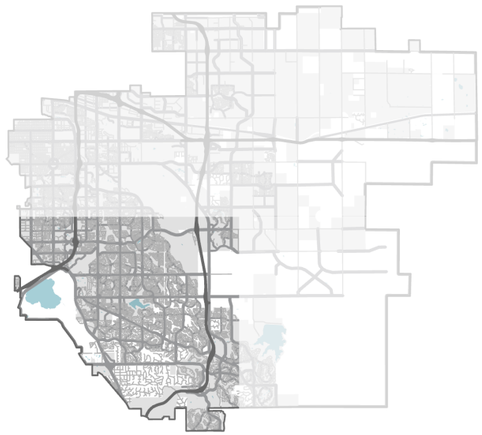

Sidewalk Projects

Crossing Project

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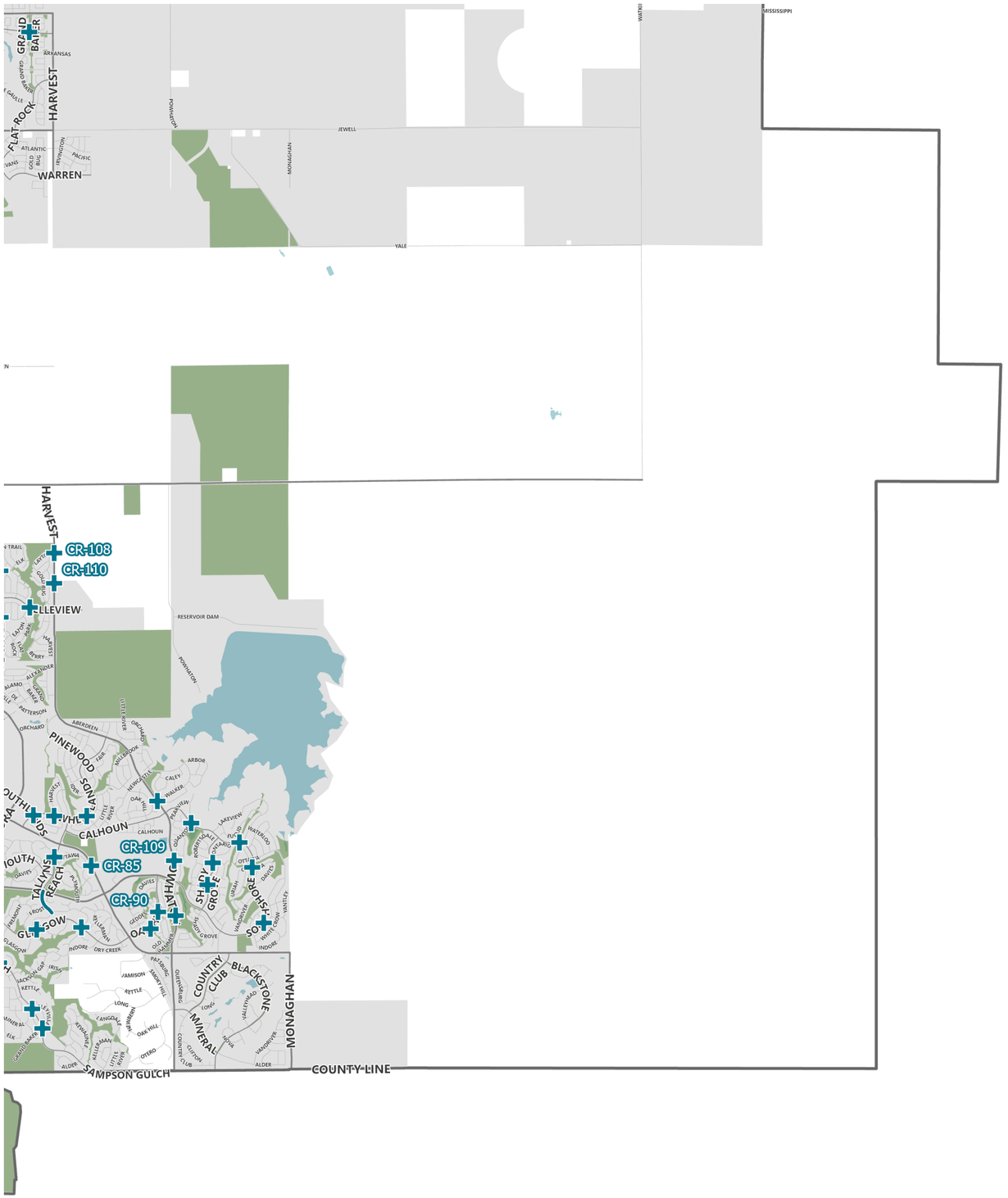

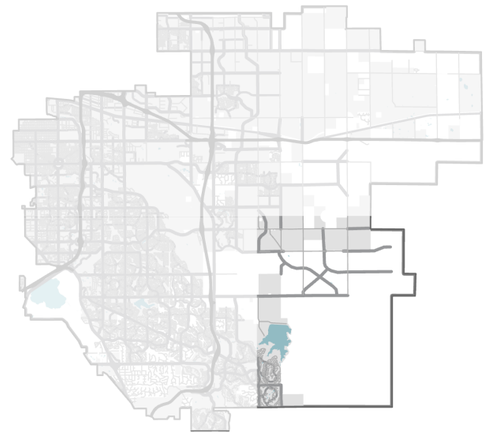

Sidewalk Projects

Crossing Project

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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

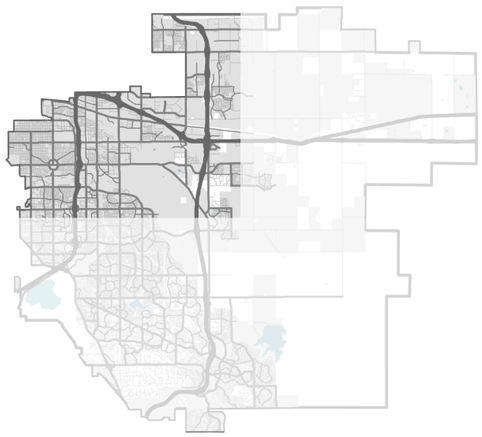
Pedestrian Projects (cont'd)

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

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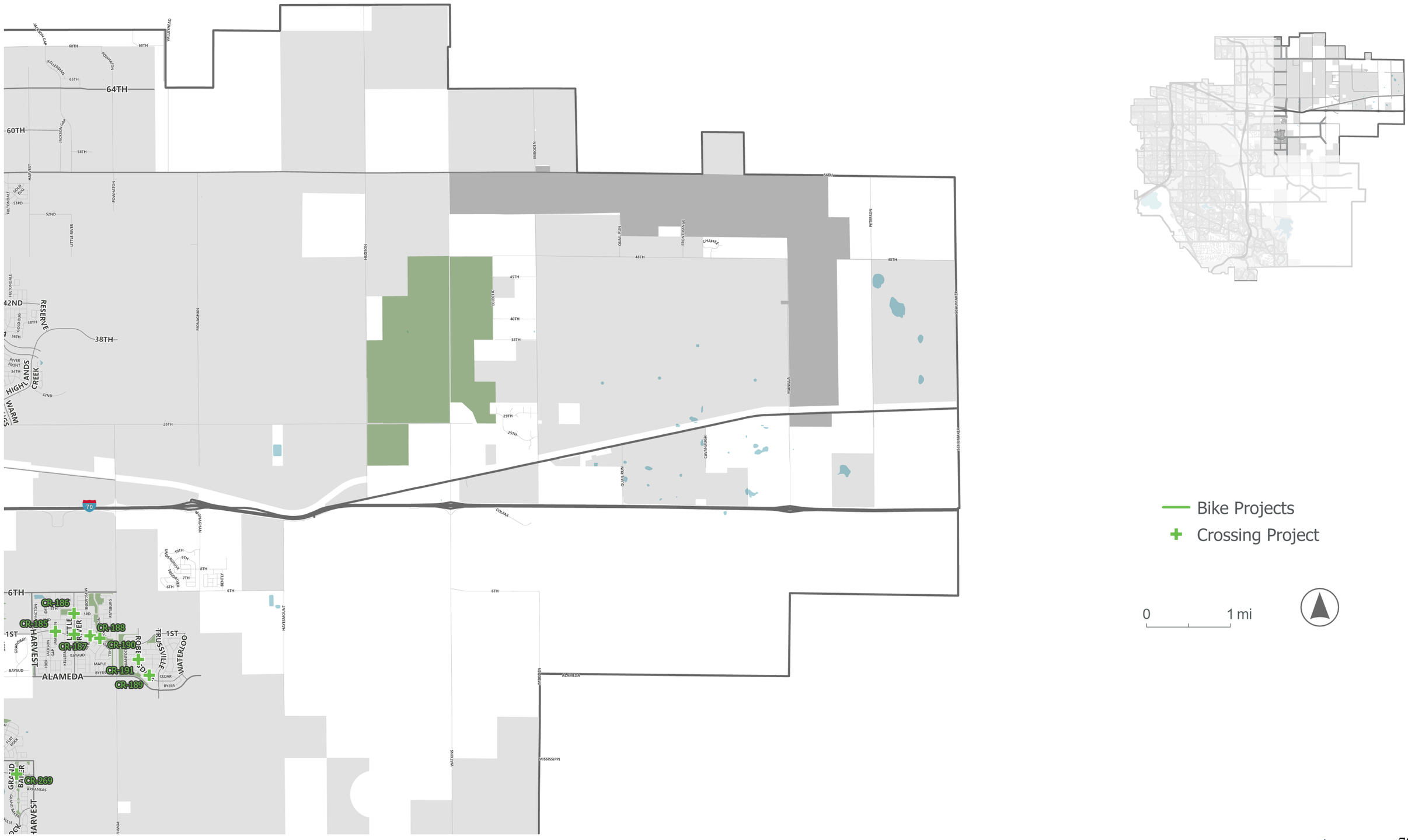
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HIGHLANDS
CREEK
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MONAGHAN
HUDSON
ECLECTIC
QUAIL RUN
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Bike Projects
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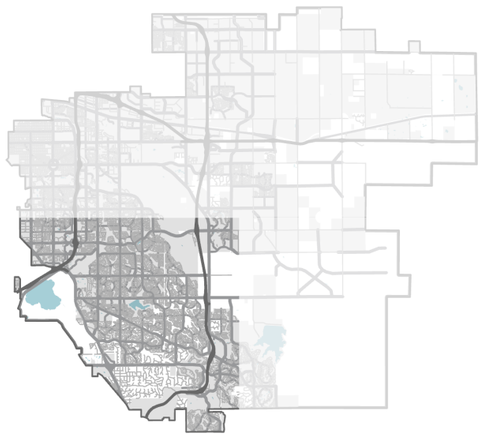

Bike Projects

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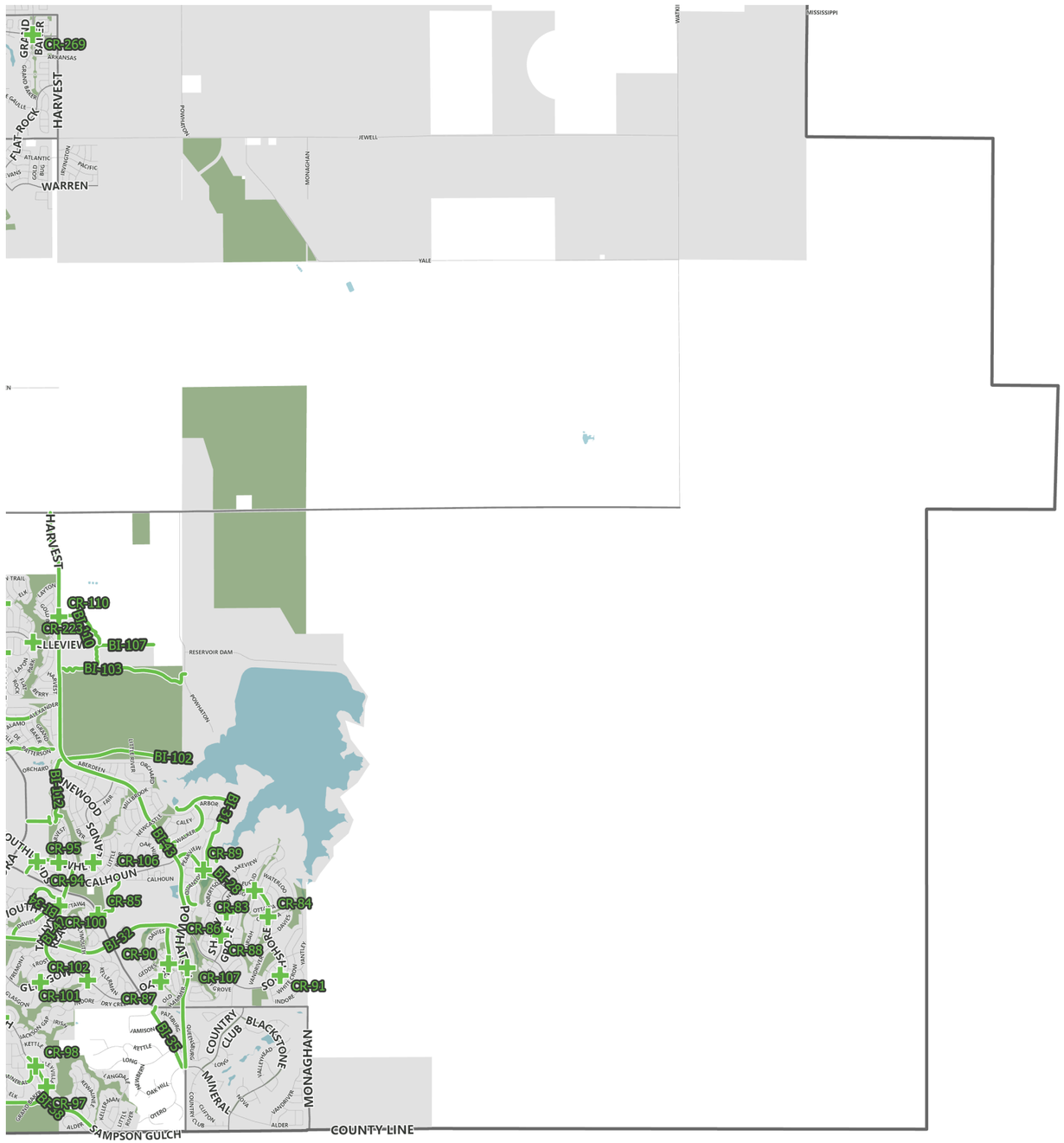

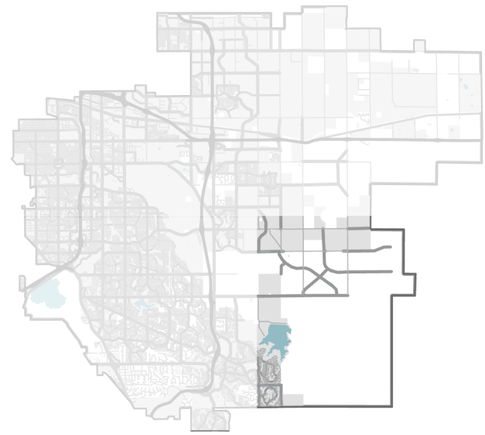

Bike Projects

Crossing Project

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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

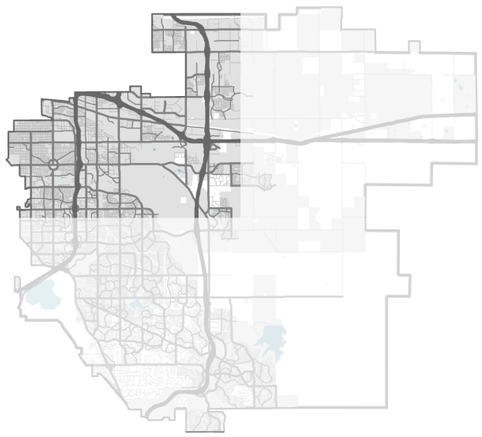
Bikeway Projects (cont'd)

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

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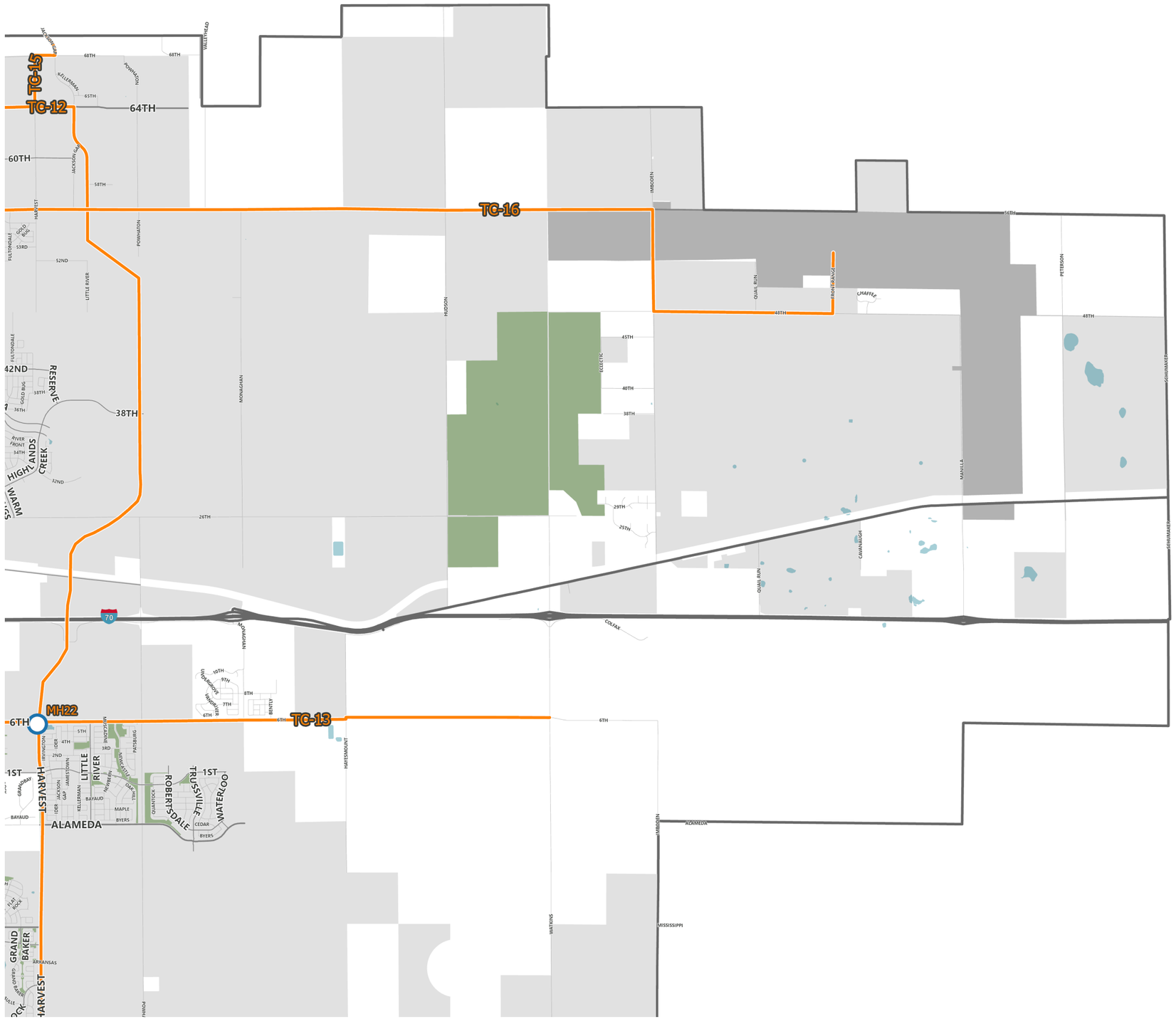
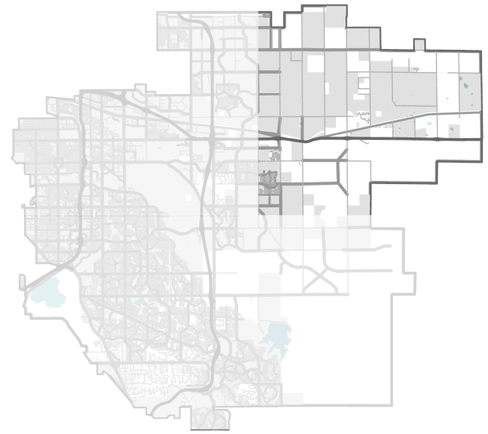




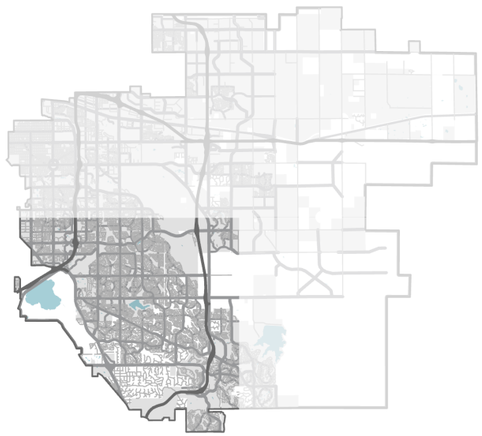
- Transit Projects
- Microtransit Service Area

MobilityHub_Projects_202603

Mobility Hub by Level of Investment

- Mini
- Mini
- Mid
- Mini
- Minor

0 1 mi



Transit Projects

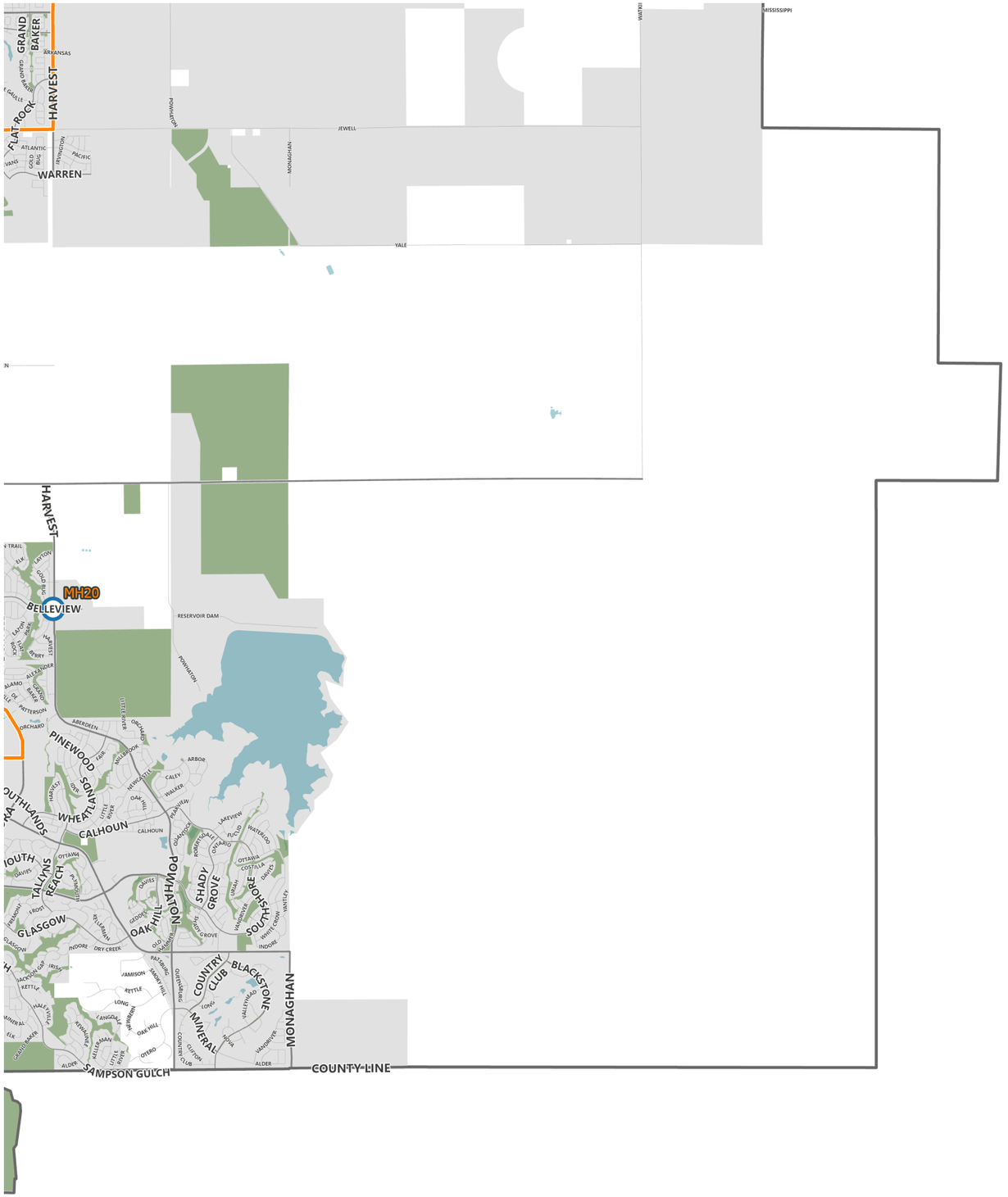
Microtransit Service Area

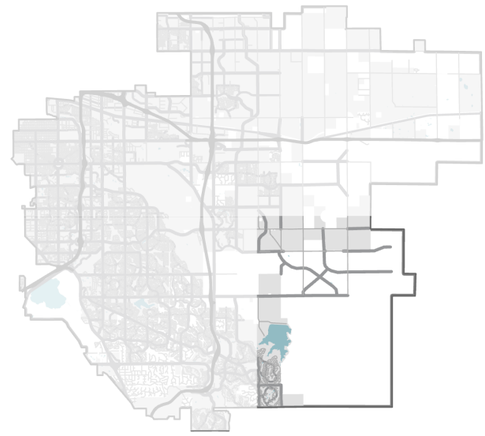
MobilityHub_Projects_202603

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:

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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

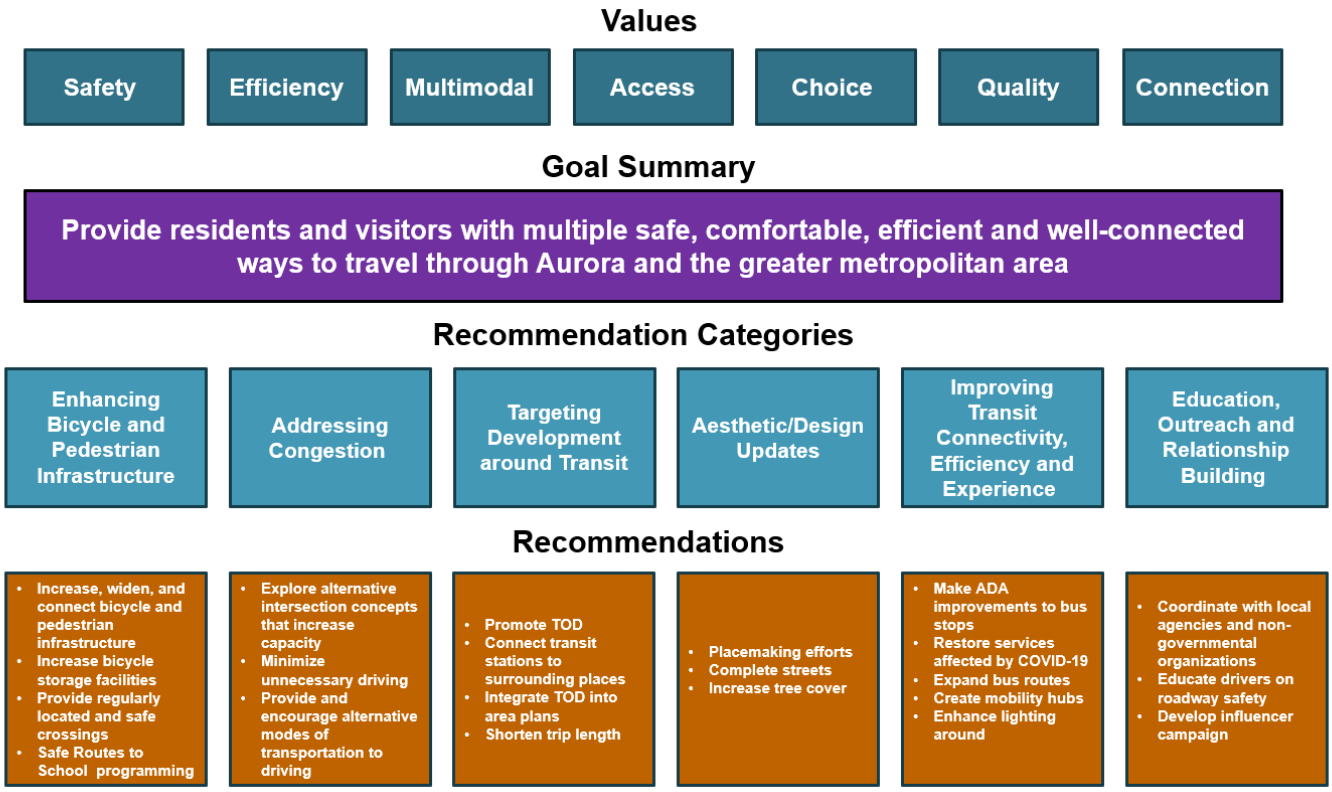
Scale	Plan Code	Document Title	Year	Document Description
				Aurora. This study includes a timeline and the magnitude and intensity of likely multimodal transportation improvements.
	A.5	Southeast Area Transportation Study	2007	Identifies the corridors, alignments, and interconnections in need of improvements 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%*		

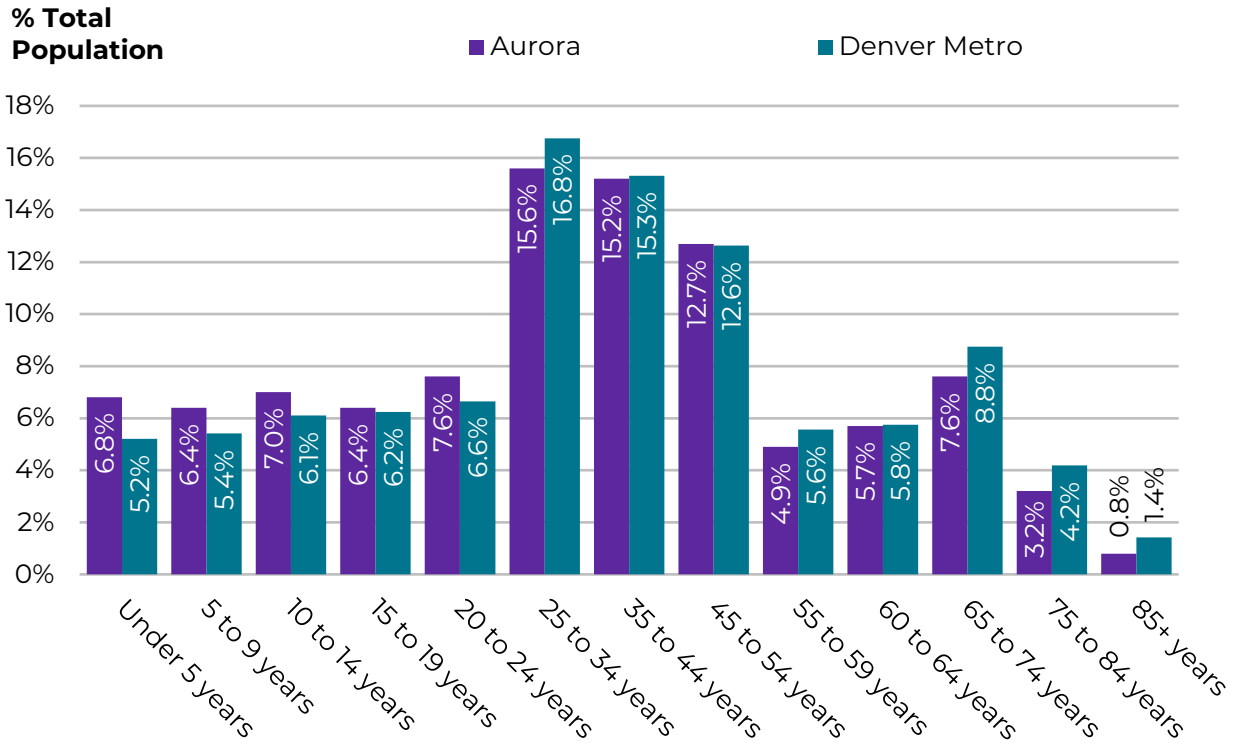
Source: City of Aurora; Colorado Dept. of Local Affairs; U.S. Census; Economic & Planning Systems

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.

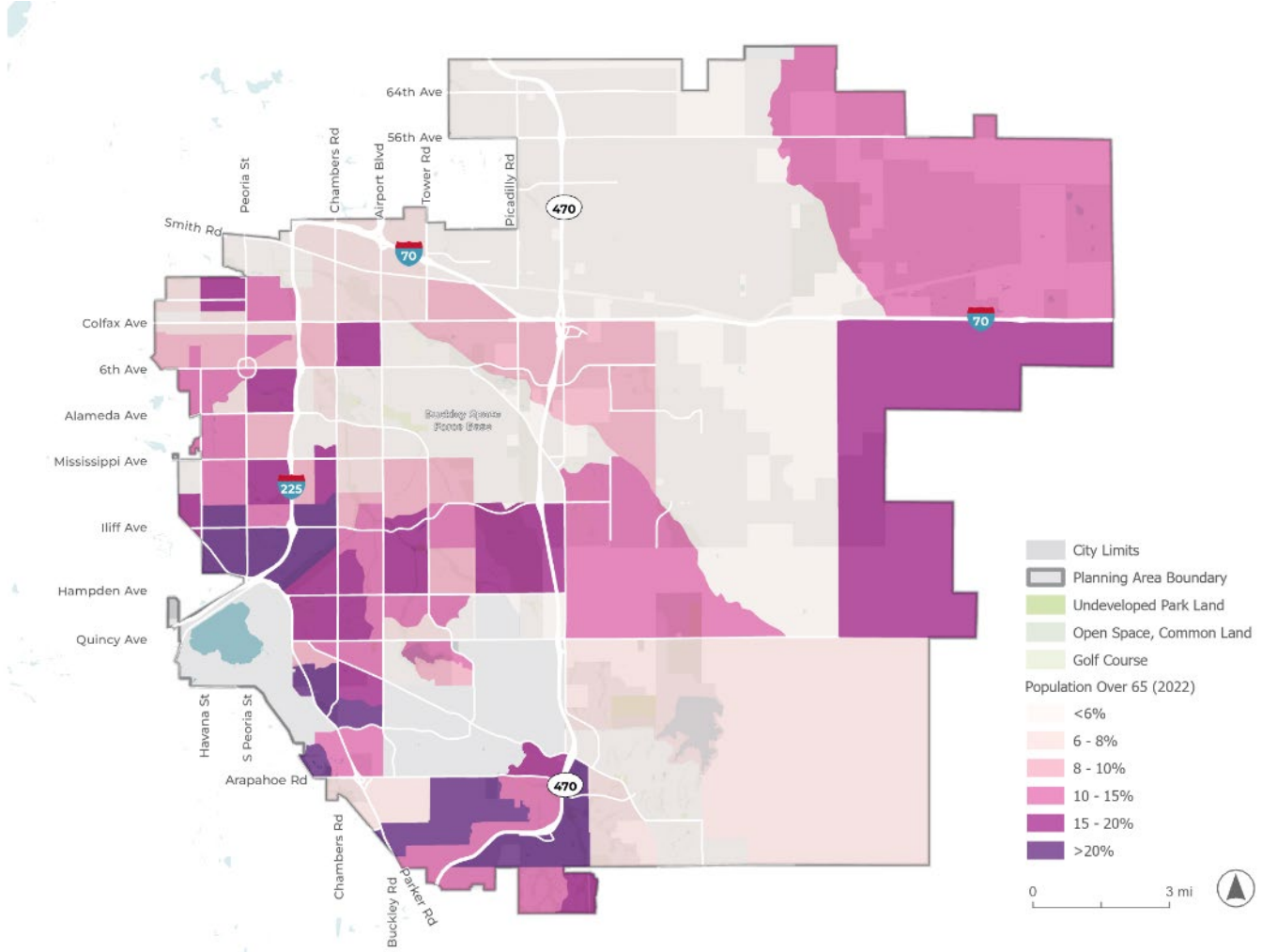
Table 3-3. Age Distribution by Ward

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

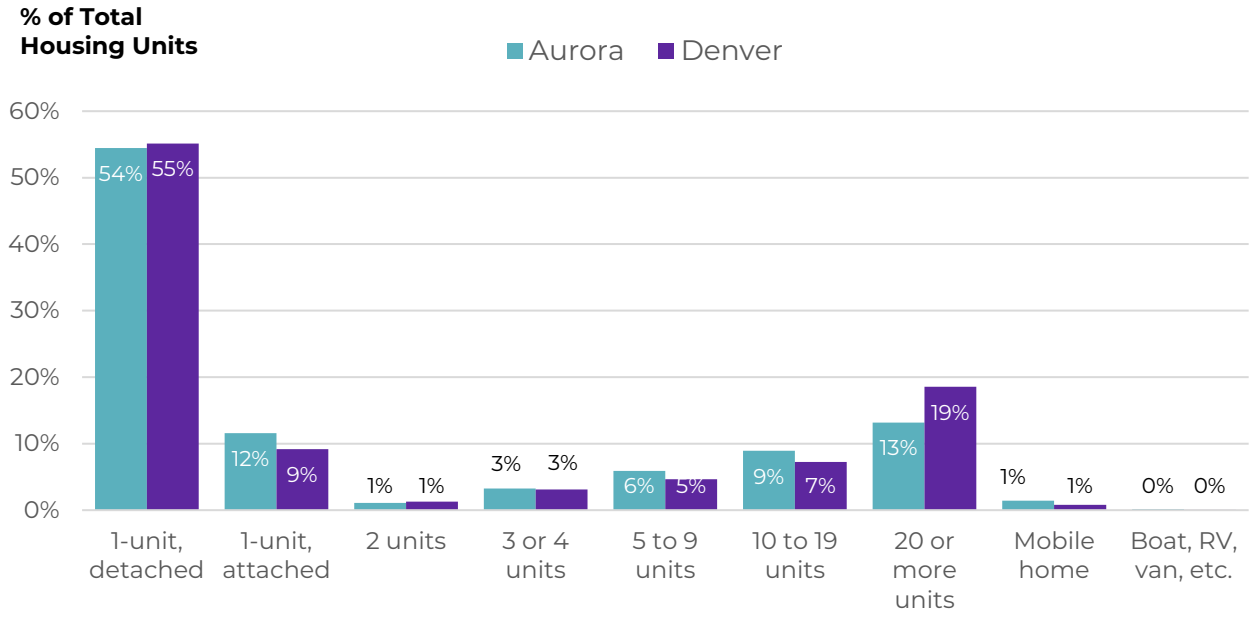
Housing typology directly influences people's travel behaviors and demand for transit services. Different housing types—such as single-family homes, multi-family units, or mixed-use developments—create distinct transportation needs and challenges. For instance, suburban areas with predominantly single-family 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



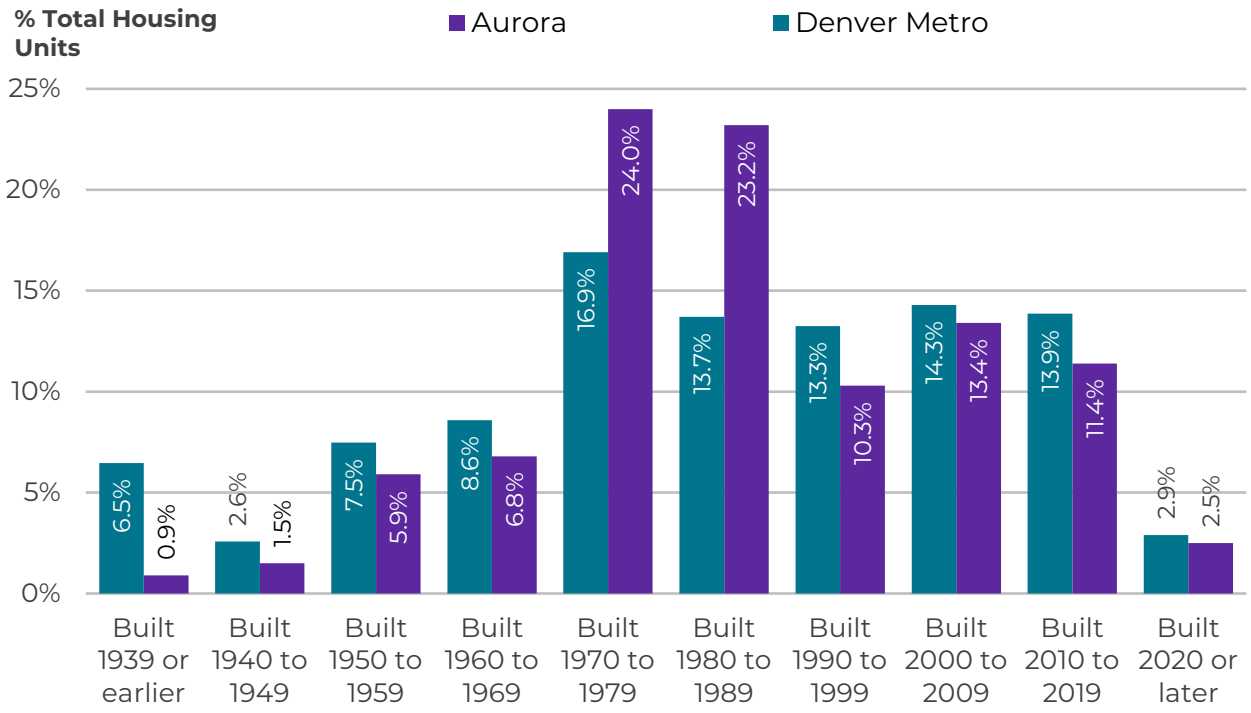
Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

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

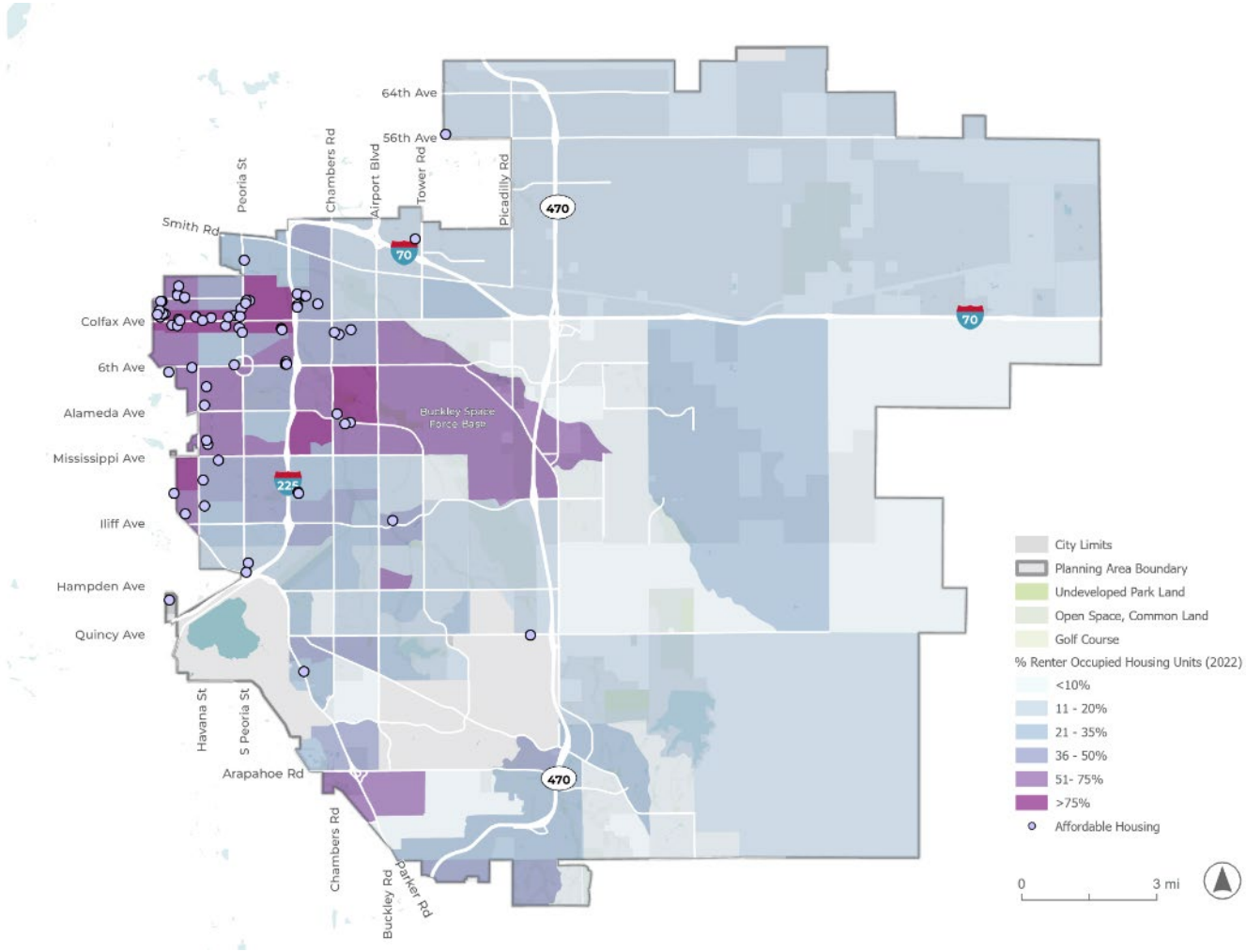
Table 3-5. Housing Tenure by Ward

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.

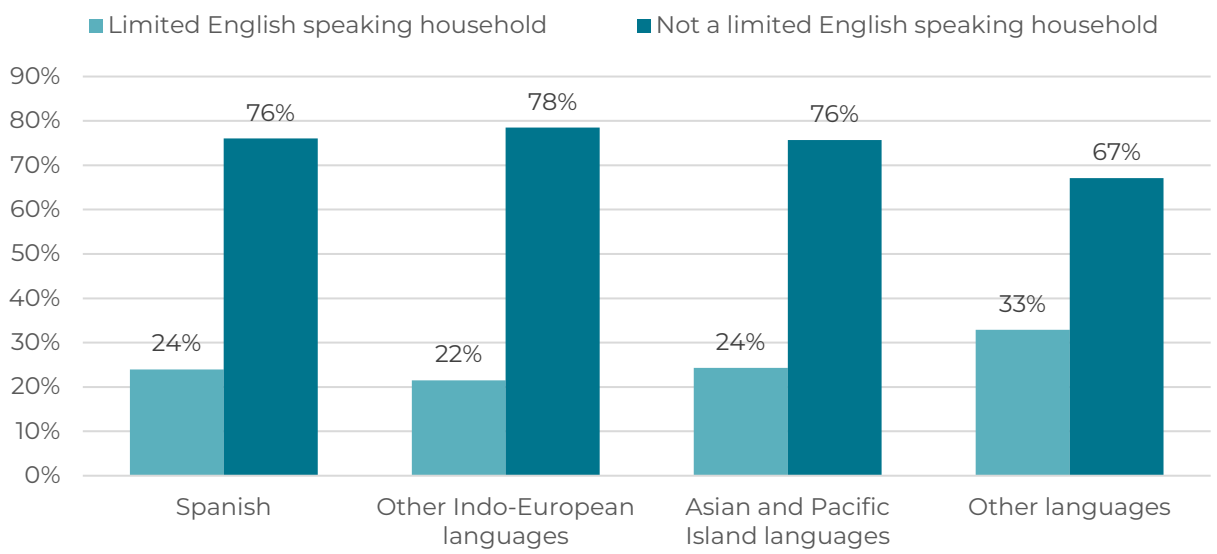
Following these individual metrics, a series of combined metrics is compiled and mapped using the Environmental Justice Index developed by the U.S. Centers for Disease Control (CDC). The Environmental Justice Index (EJI) indicators are categorized into three main areas: Social Vulnerability, Environmental 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.

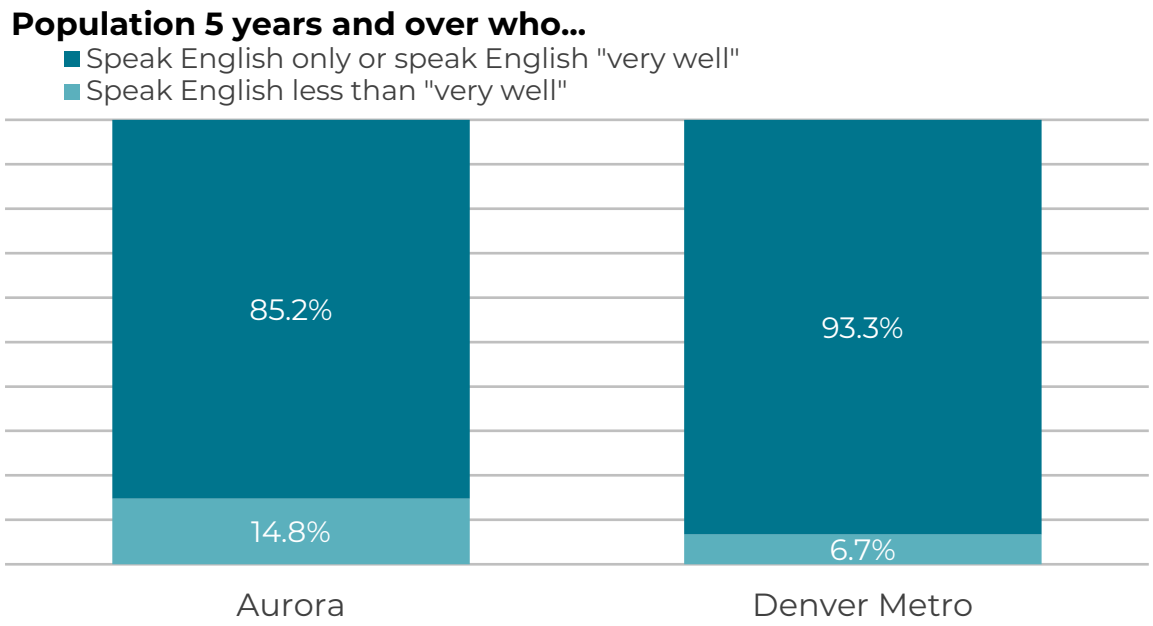
Figure 3-6. Households by Limited English-Speaking Status, Aurora, 2022



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



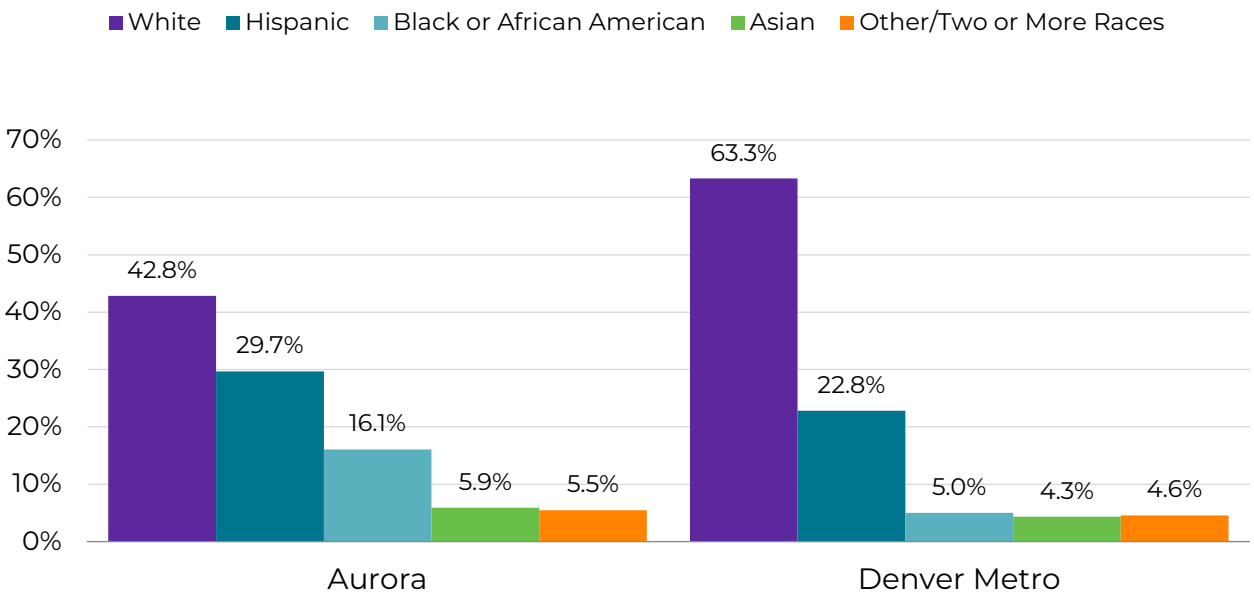
Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

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.

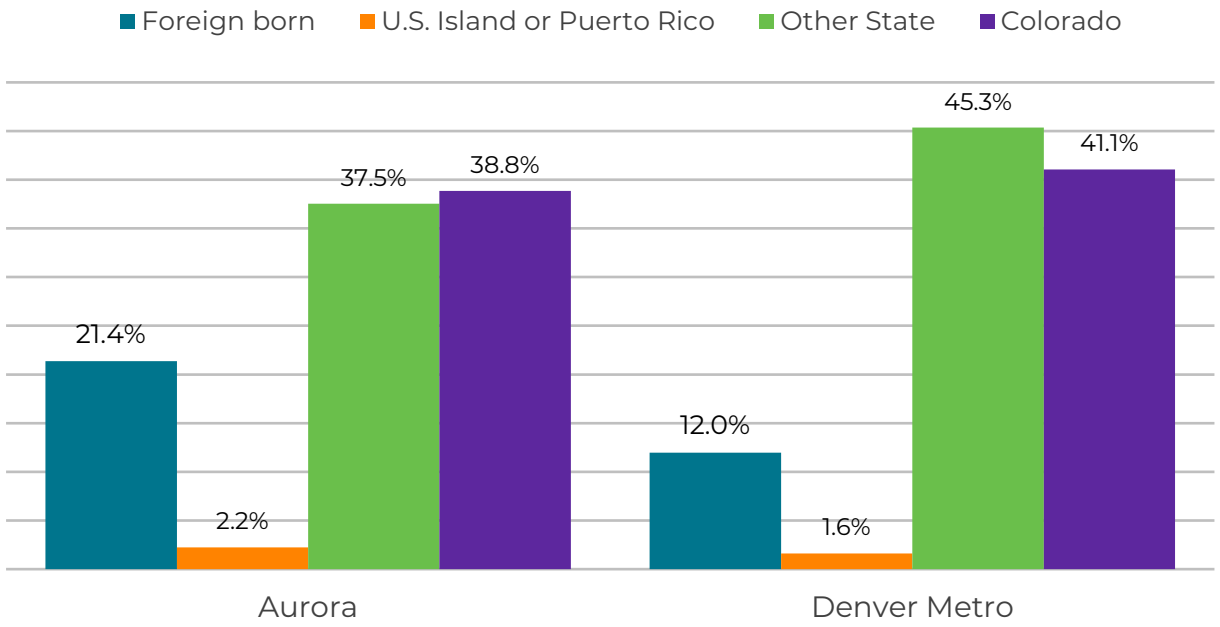
Table 3-6. Race and Ethnicity by Ward

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



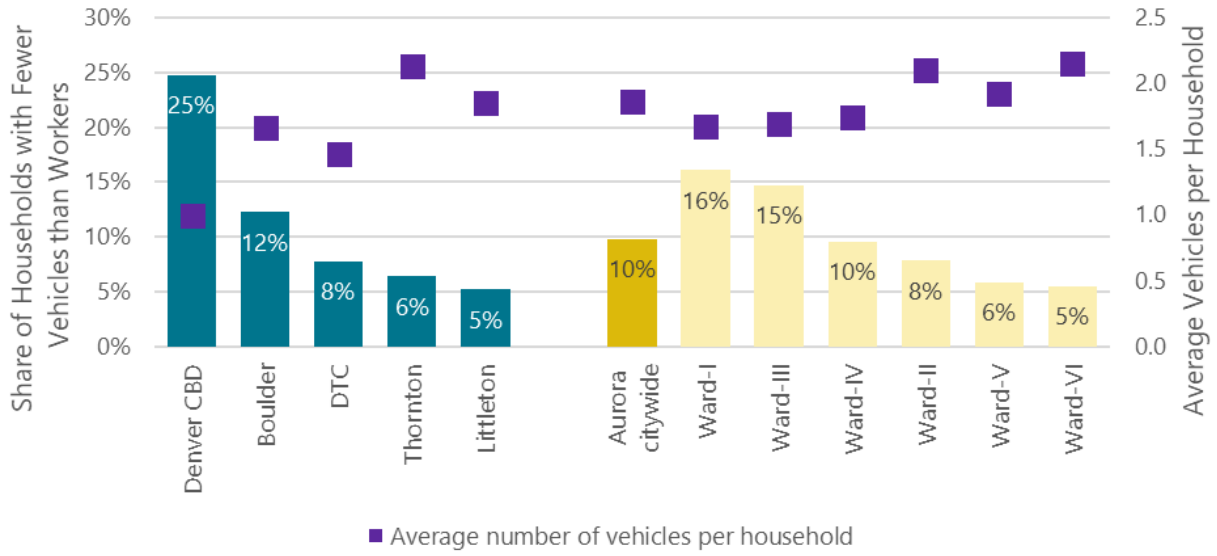
Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

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.

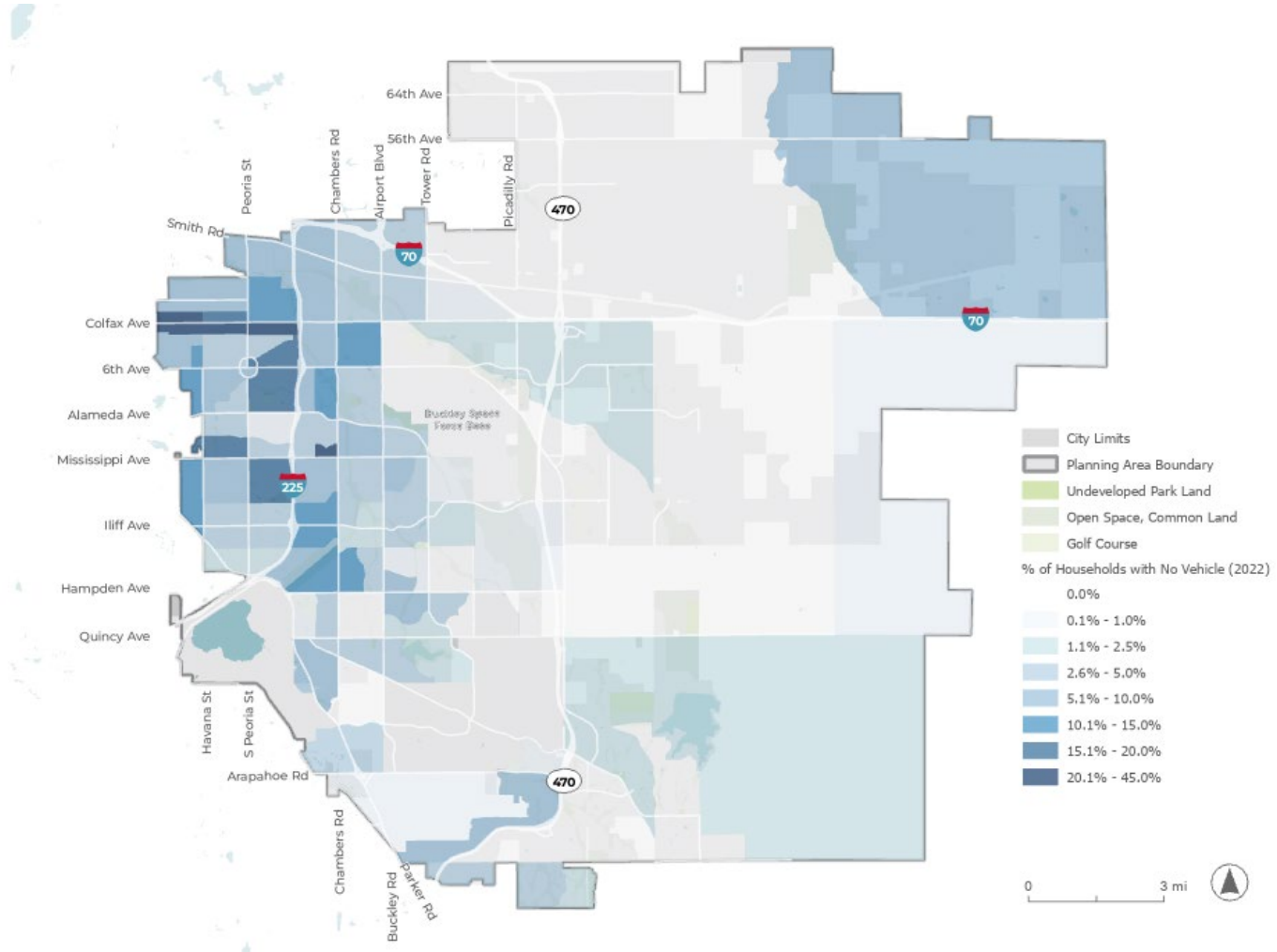
Figure 3-10. Vehicle Availability, 2022



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



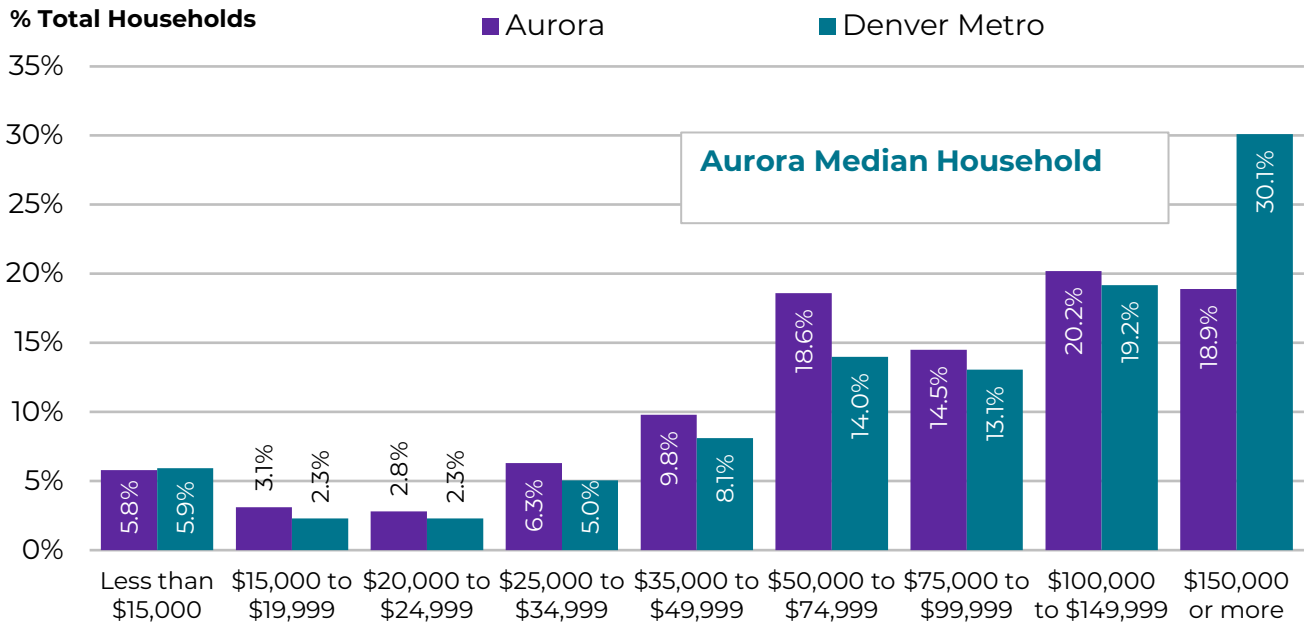
Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

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

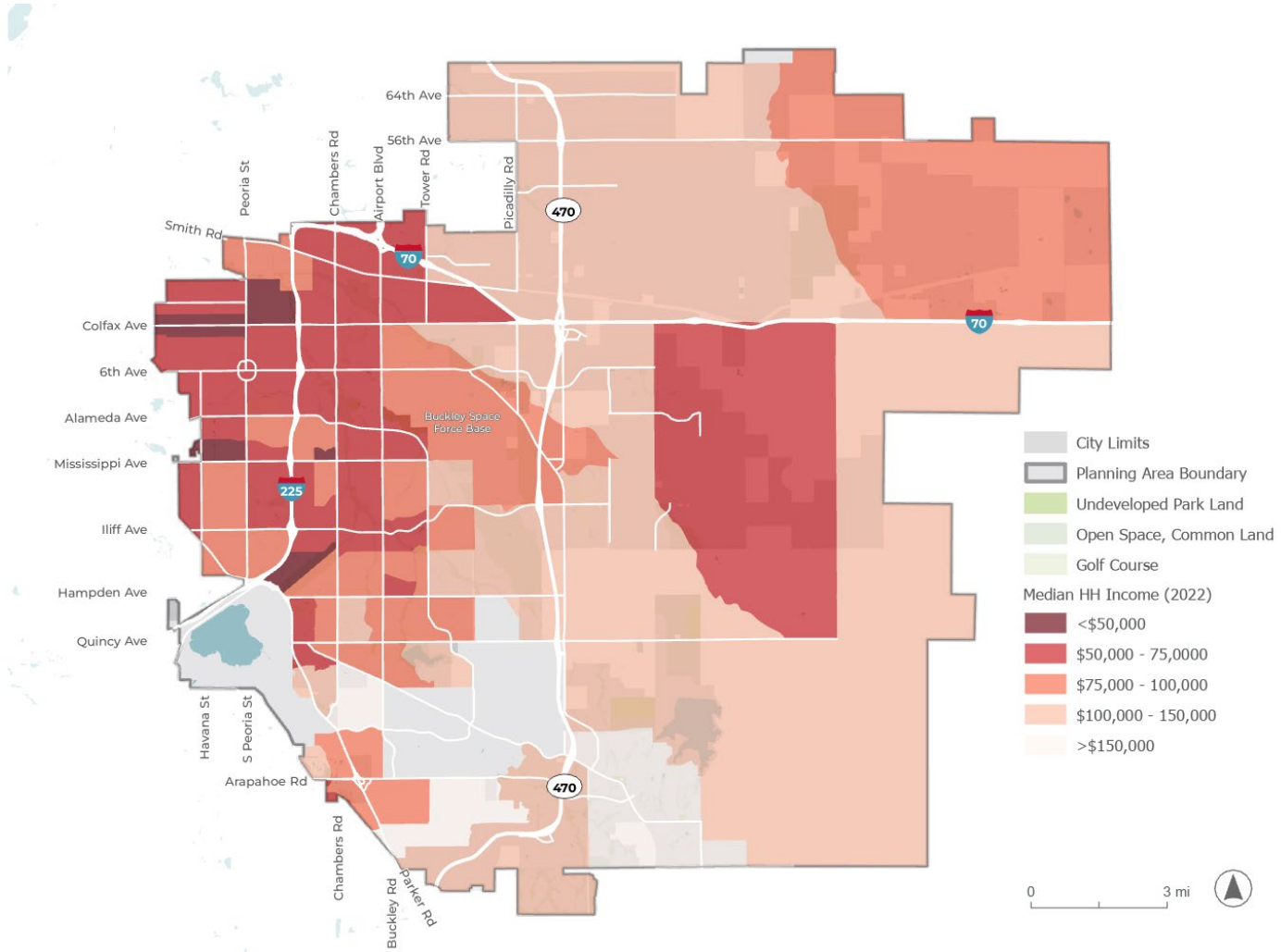
The median household income, when evaluated by Ward, shown in Table 3-7, indicates that Wards I and III have a higher concentration of lower-income households compared to the rest of Aurora. This pattern is demonstrated in Figure 3-14.

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

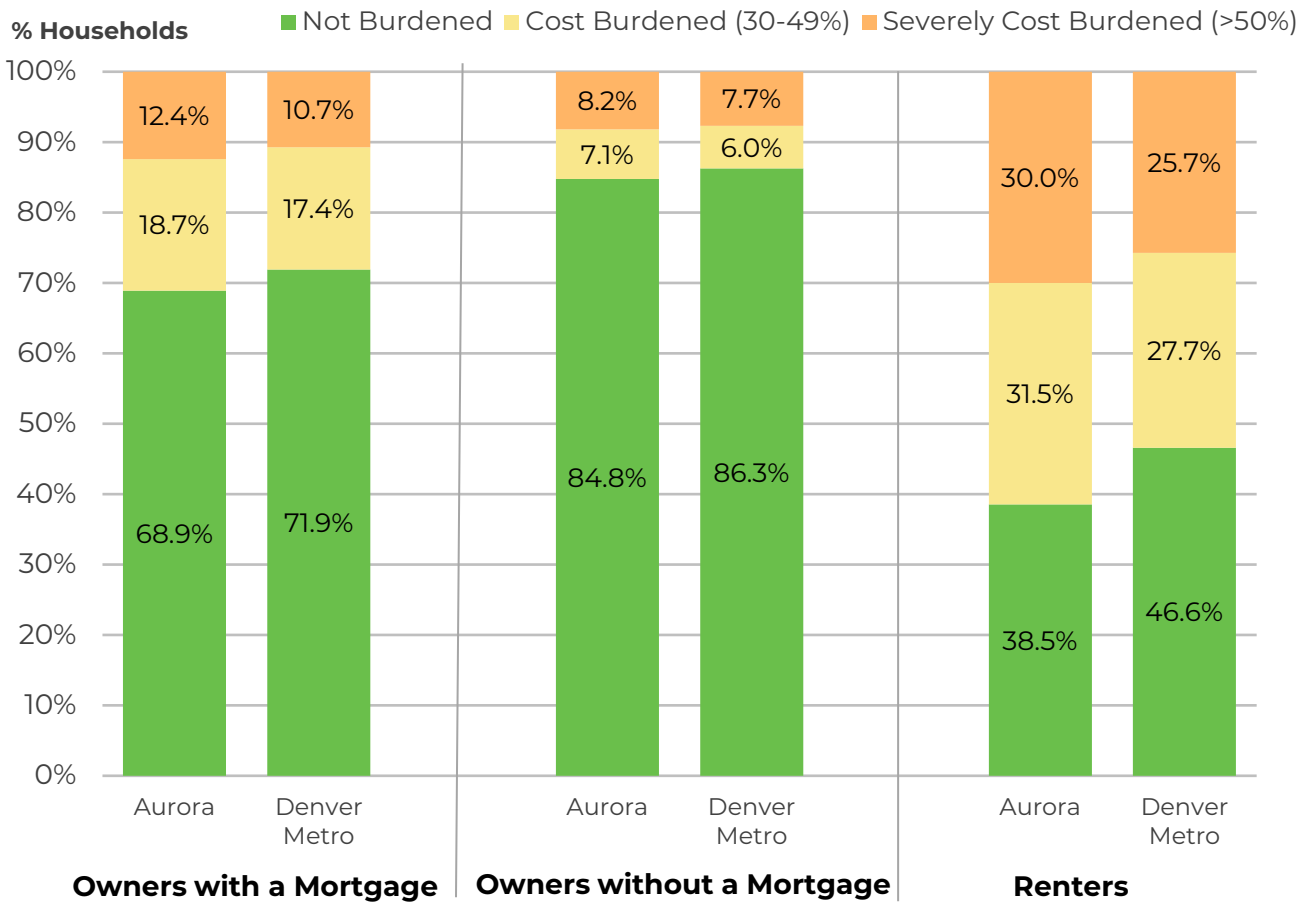
The U.S. Department of Housing and Urban Development (HUD) defines cost-burdened households as those that spend 30 percent or more of their income on housing-related costs, and severely cost-burdened households as those that spend over half of their income on housing. In Aurora and the Denver Metro area, 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.

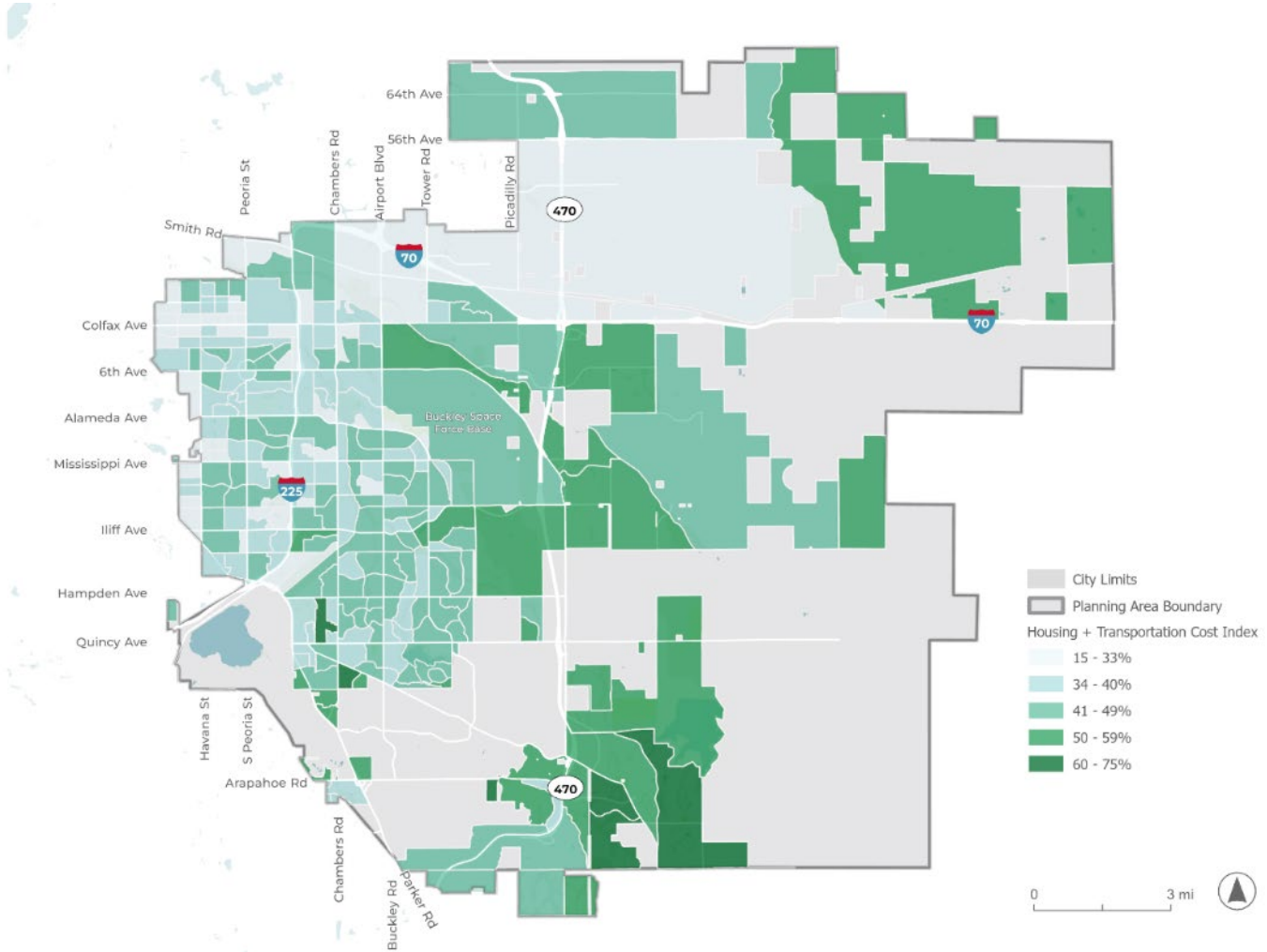
In Aurora, households spend an average of 41 percent of their income on housing and transportation. Transportation costs are higher in more suburban and rural areas that have fewer mobility options, compared to households near activity centers, as shown in Figure 3-16.

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

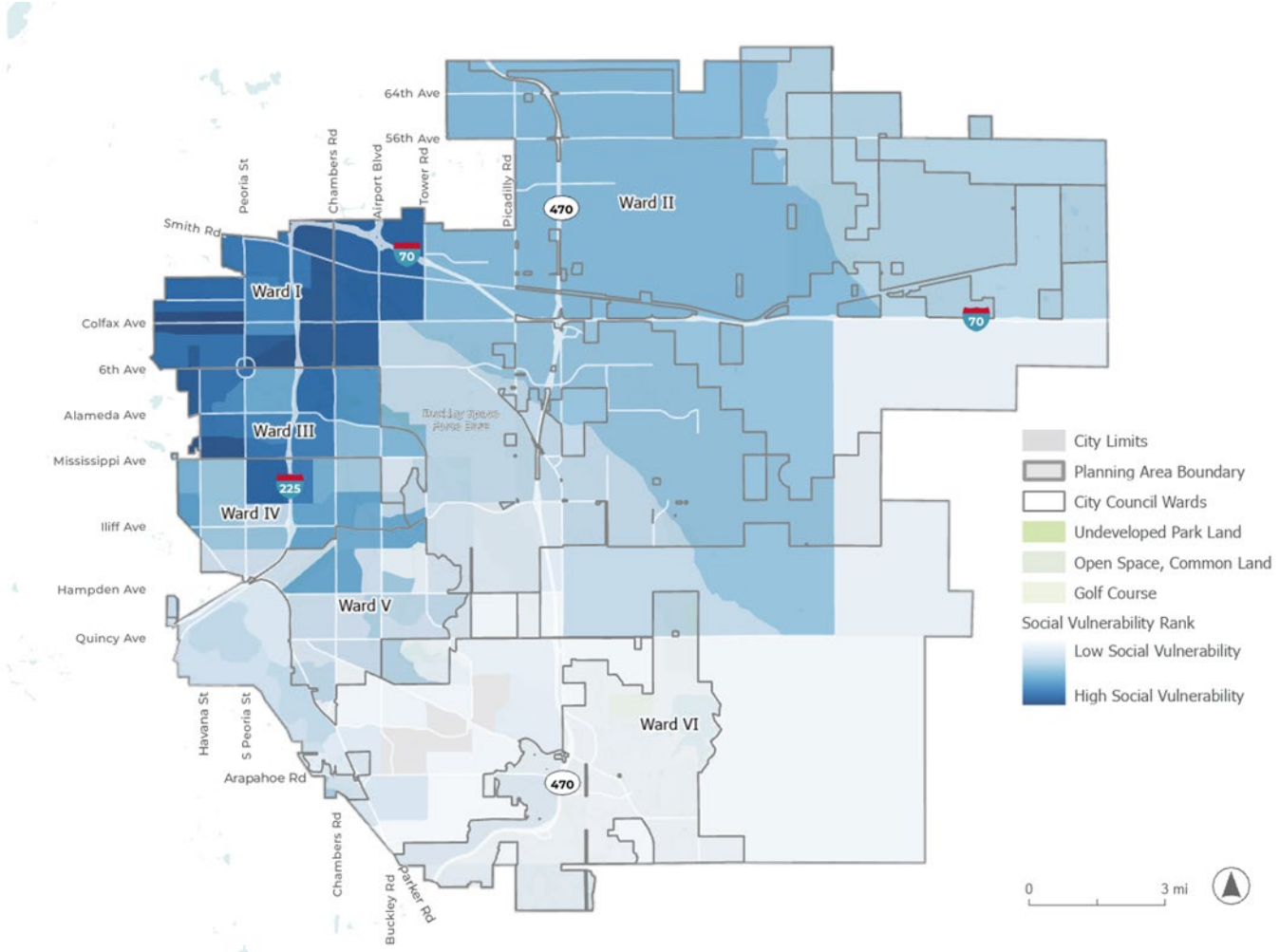
Overall Environmental Justice Rank	Social Vulnerability	Racial/ Ethnic Minority Status	Minority Status
		Socioeconomic Status	Poverty
			No High School Diploma
			Unemployment
			Housing Tenure
			Housing Burdened Lower-Income Households
			Lack of Health Insurance
			Lack of Broadband Access
		Household 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



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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.

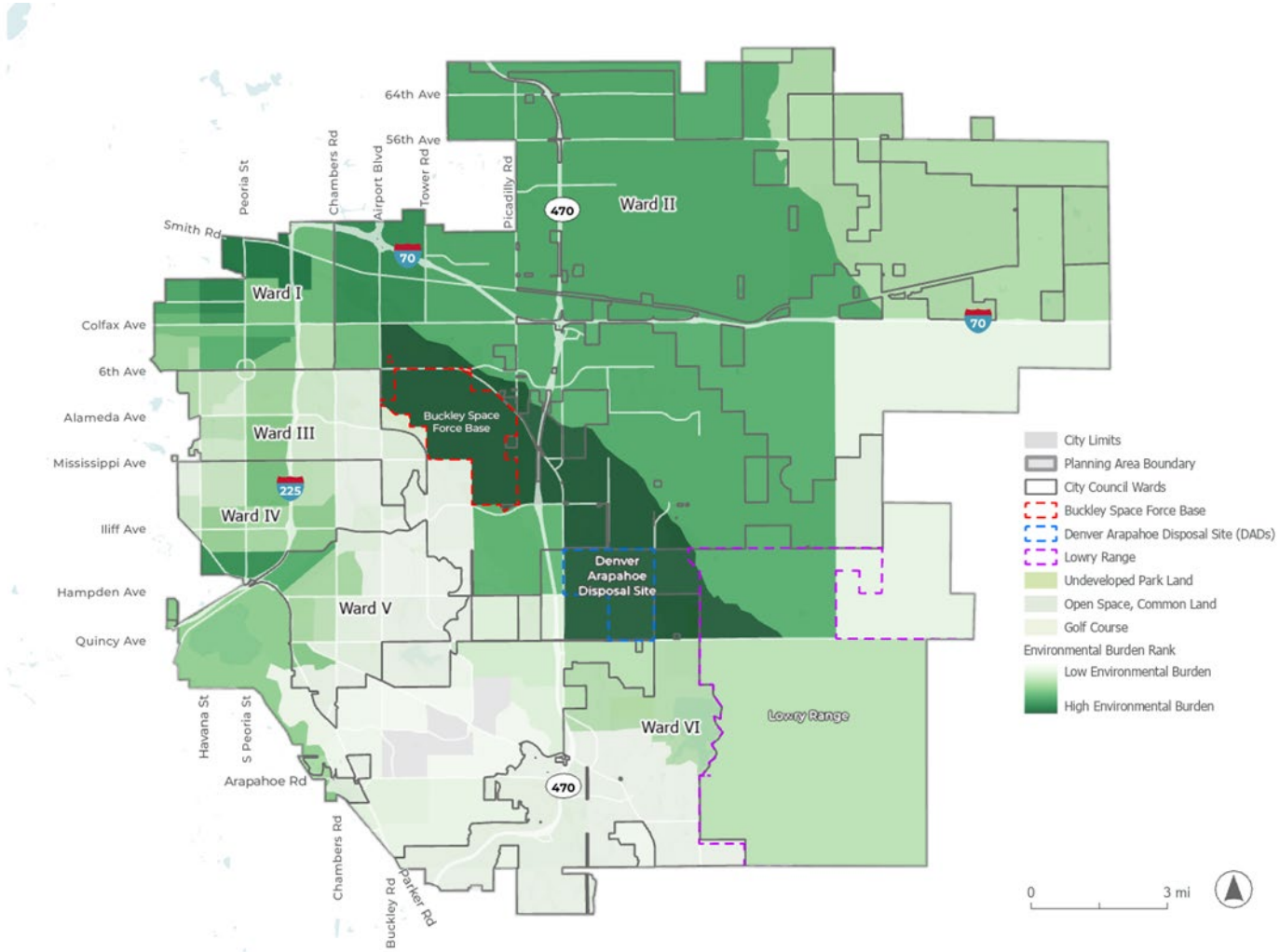
3.2.1.3 Health Vulnerability

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

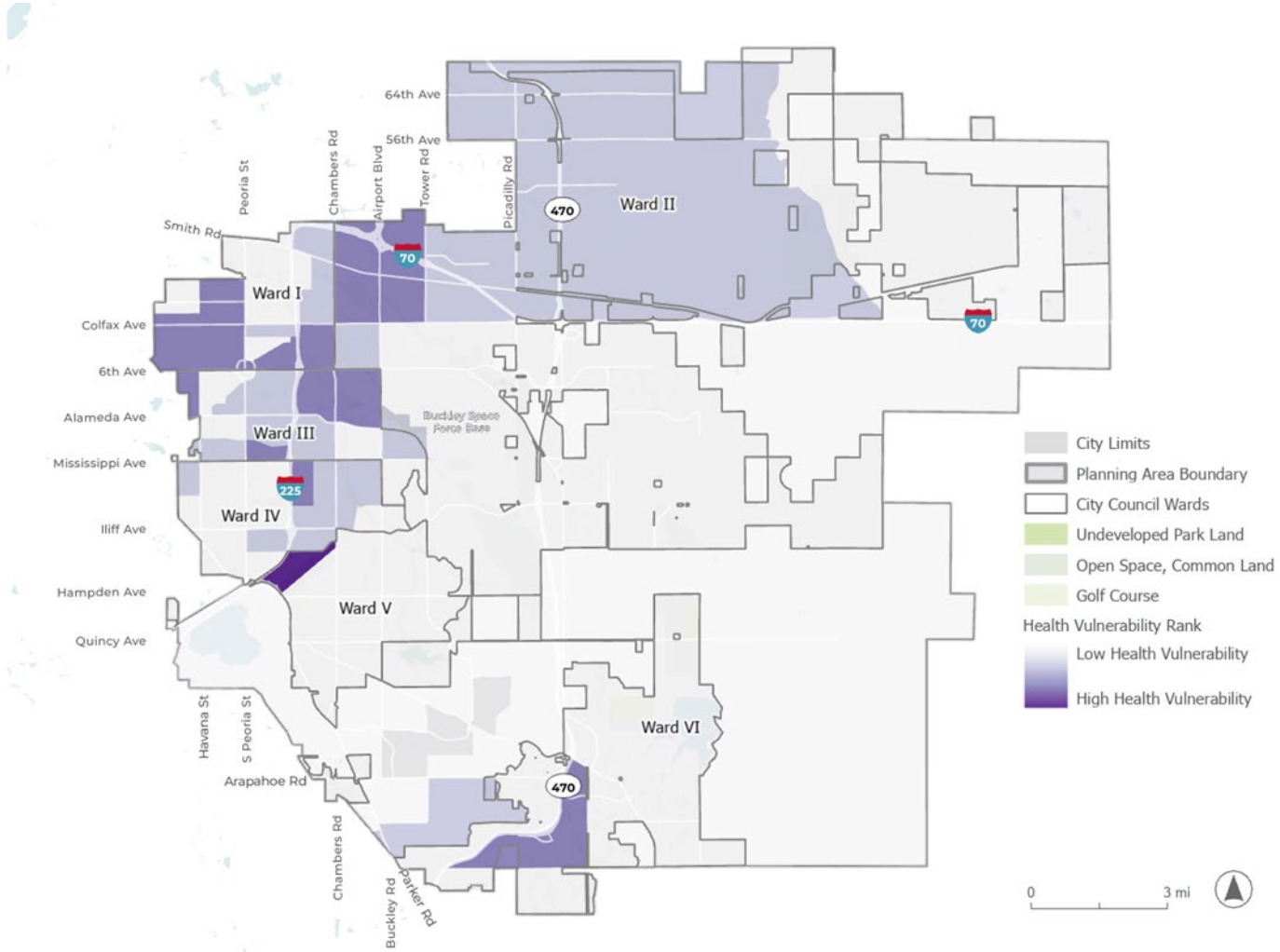
Overall Environmental Justice Index rankings (Figure 21) represent the summation of percentile rankings from the social vulnerability, environmental burden, and health vulnerability modules. The higher an area ranks, the more vulnerable an area is. This overall ranking shows that through a health and 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



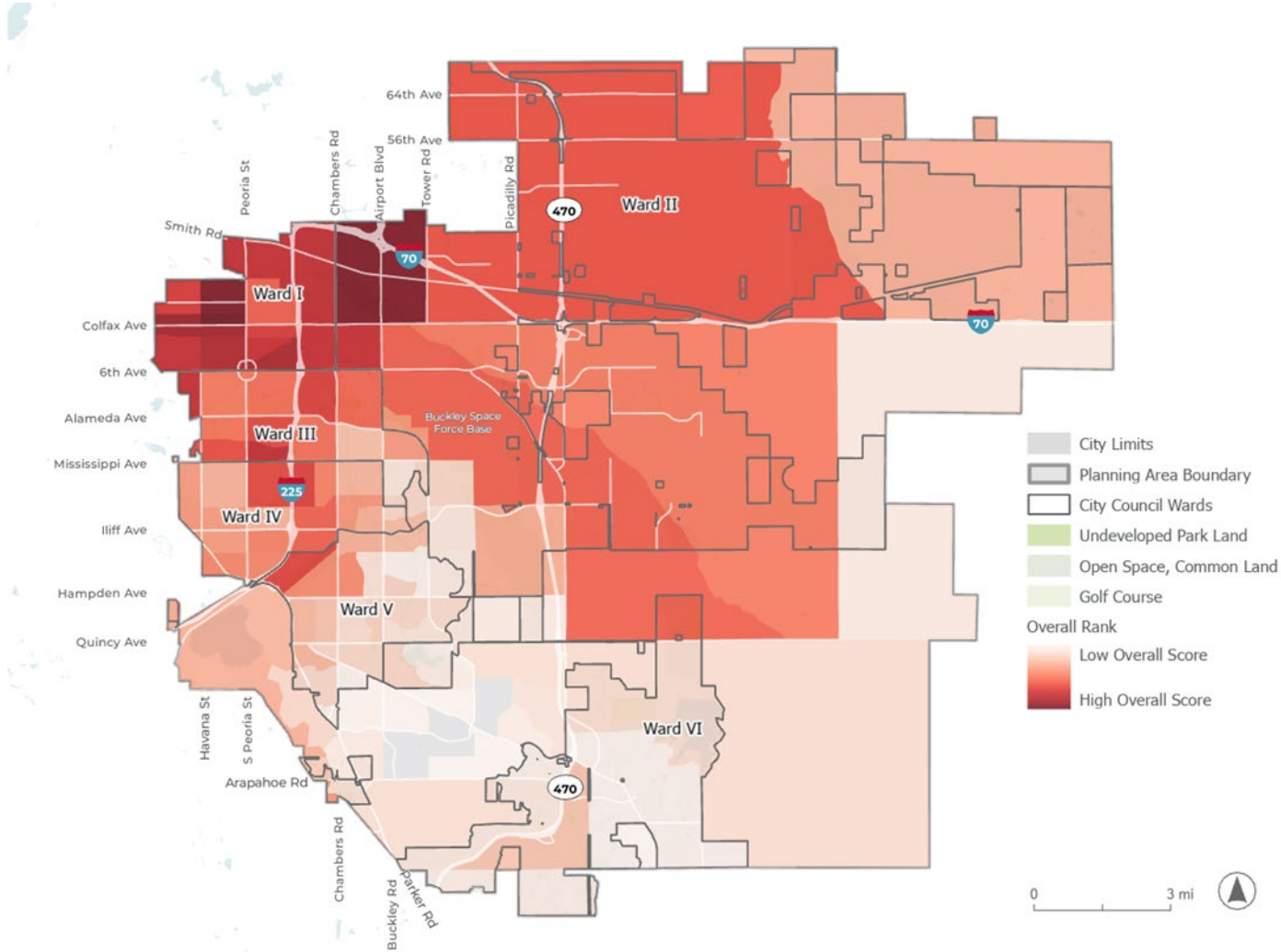
Source: Centers for Disease Control and Prevention and Agency for Toxic Substances Disease Registry. 2022 Environmental Justice Index. https://www.atsdr.cdc.gov/placeandhealth/eji/index.html

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.

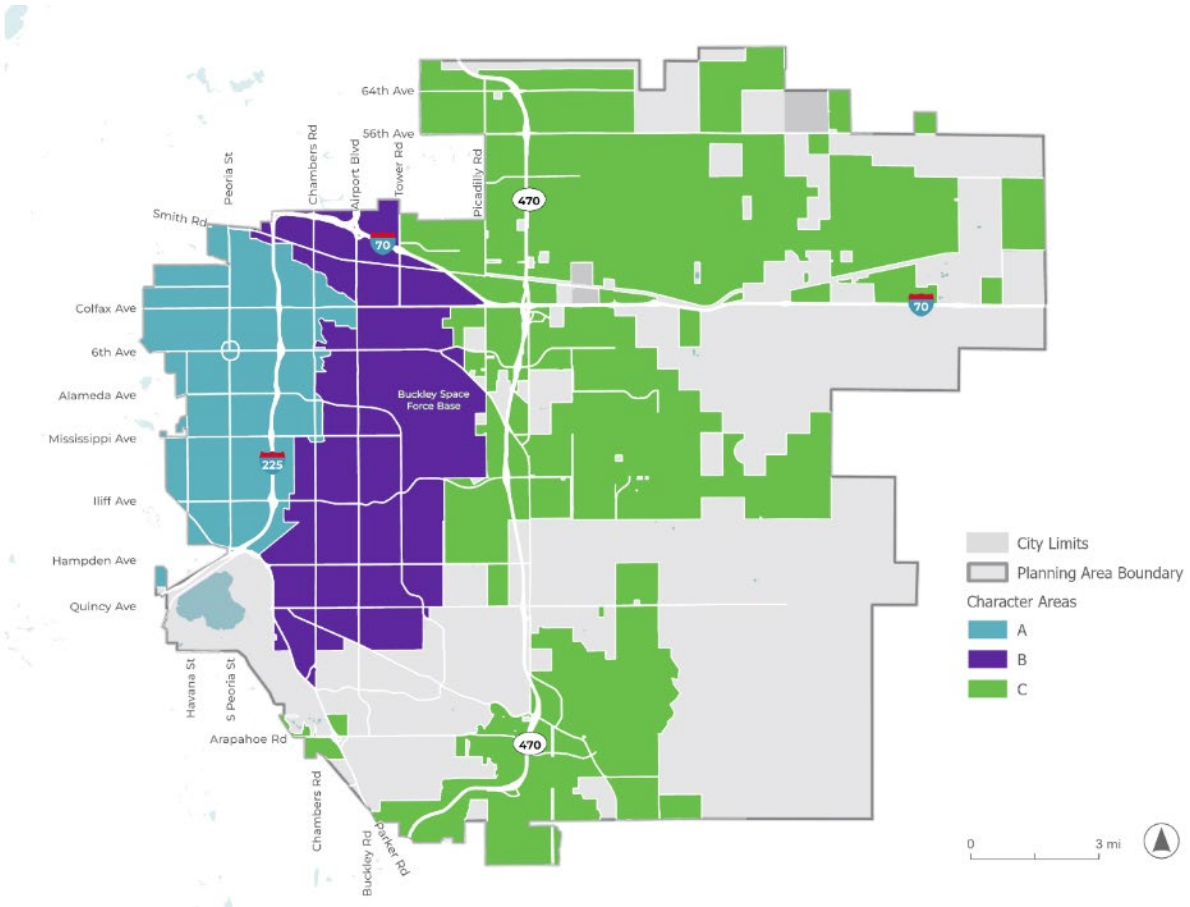
3.4 Aurora's Places

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.

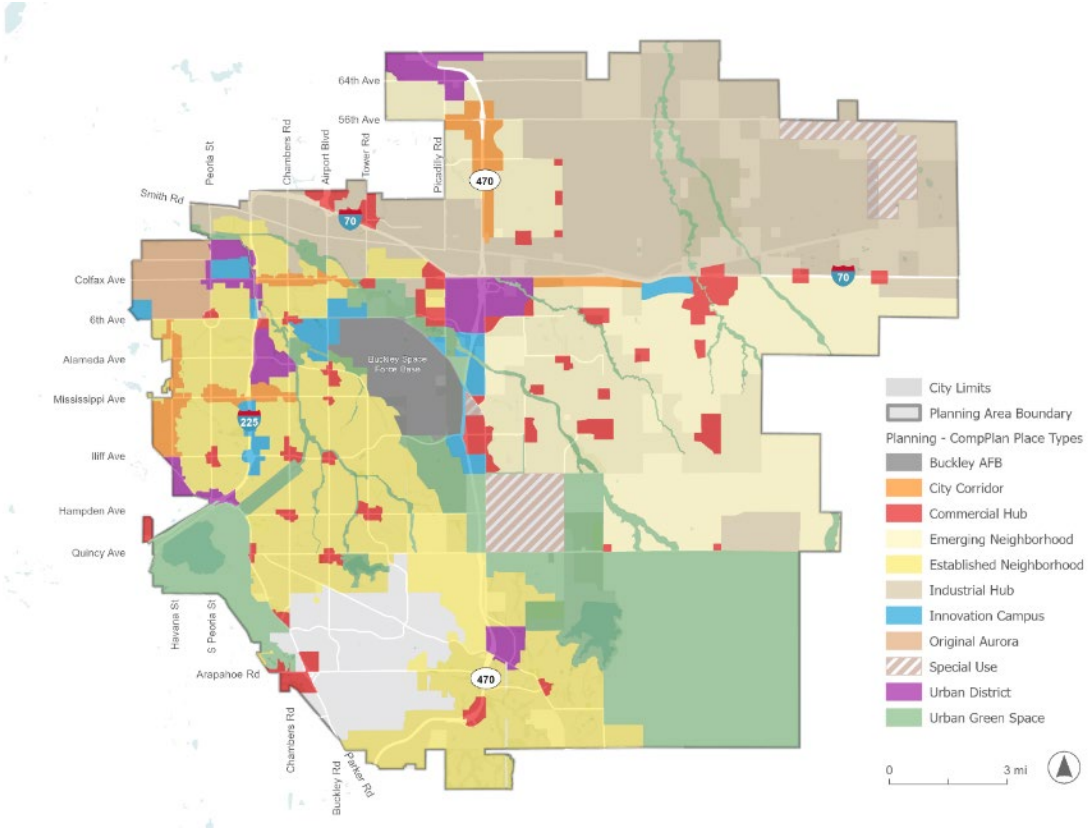
Subarea C is east Aurora, which is mainly undeveloped agricultural land and prairie. The area is under greater pressure as demand for industrial storage facilities and housing intensifies. The street grid has yet to be developed and will occur as new neighborhoods and commercial areas are constructed.

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.

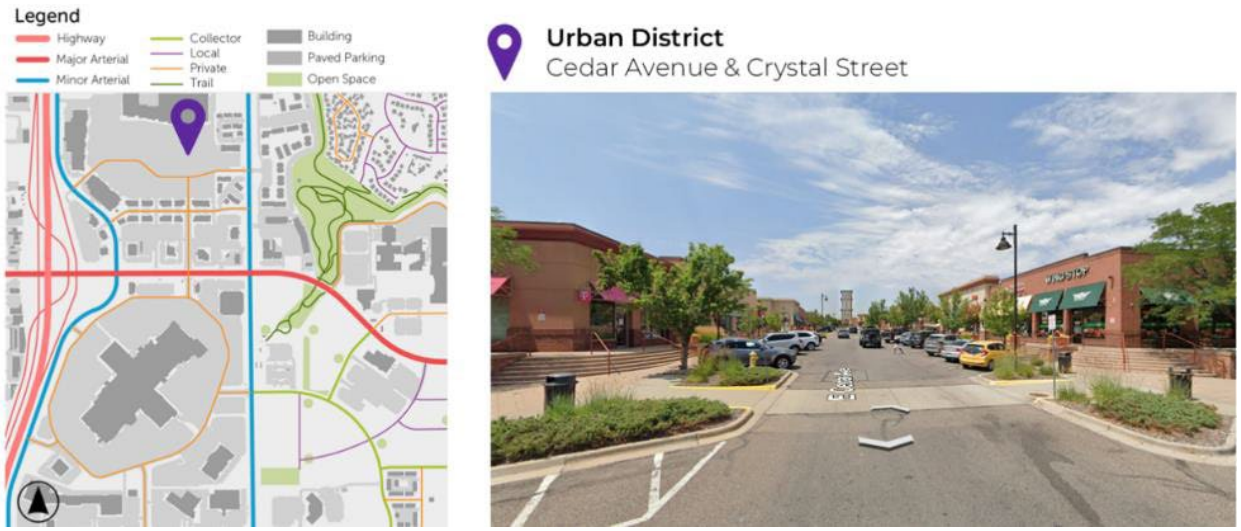
Desired Condition

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.

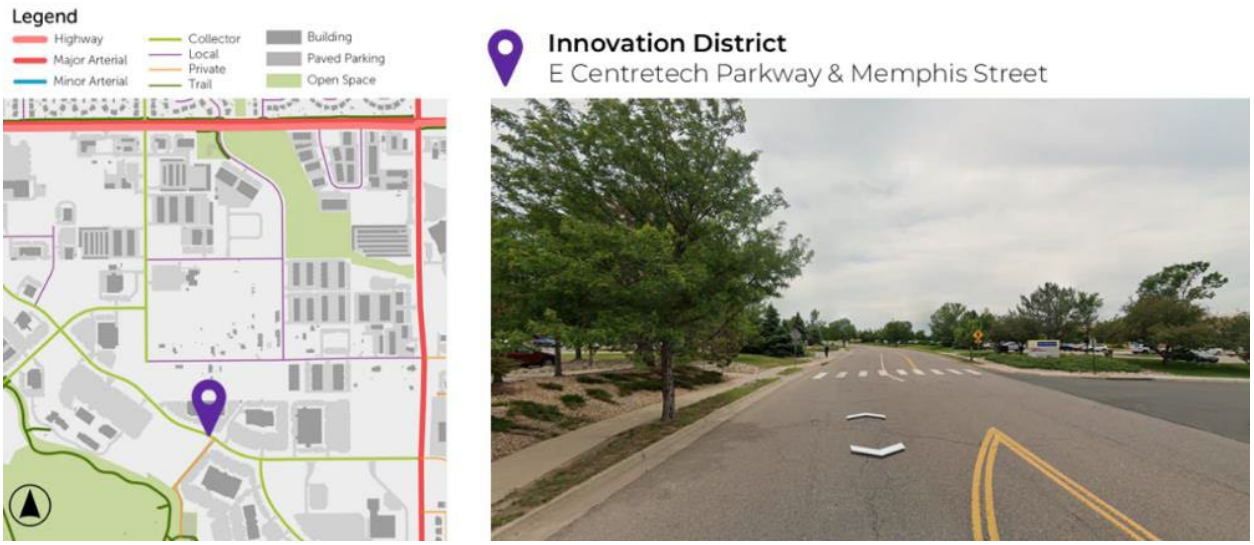
Desired Condition

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.

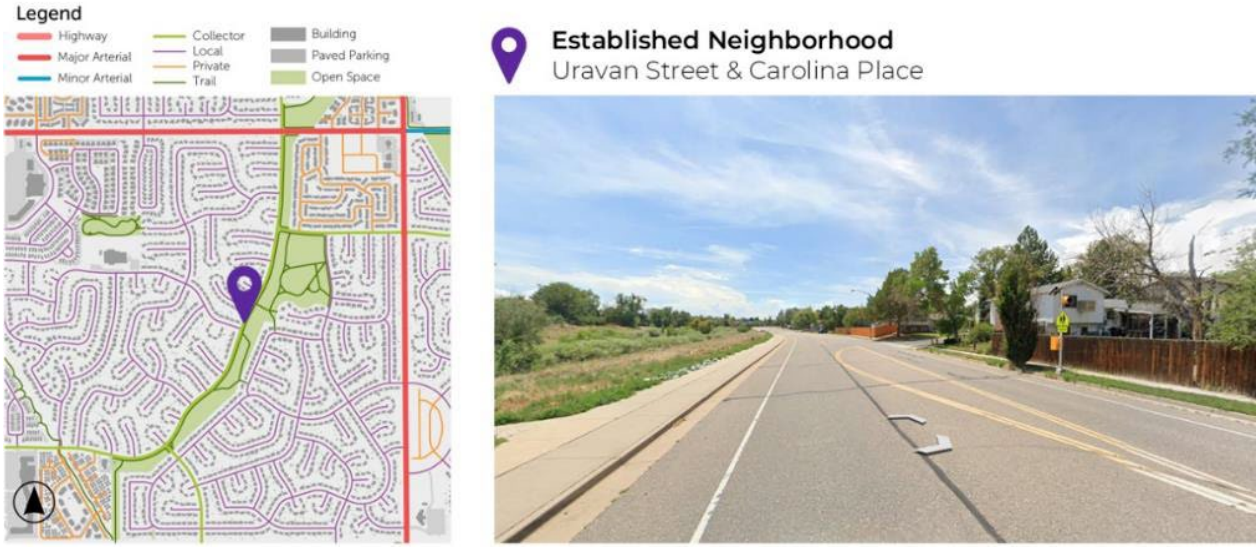
Desired Condition

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.

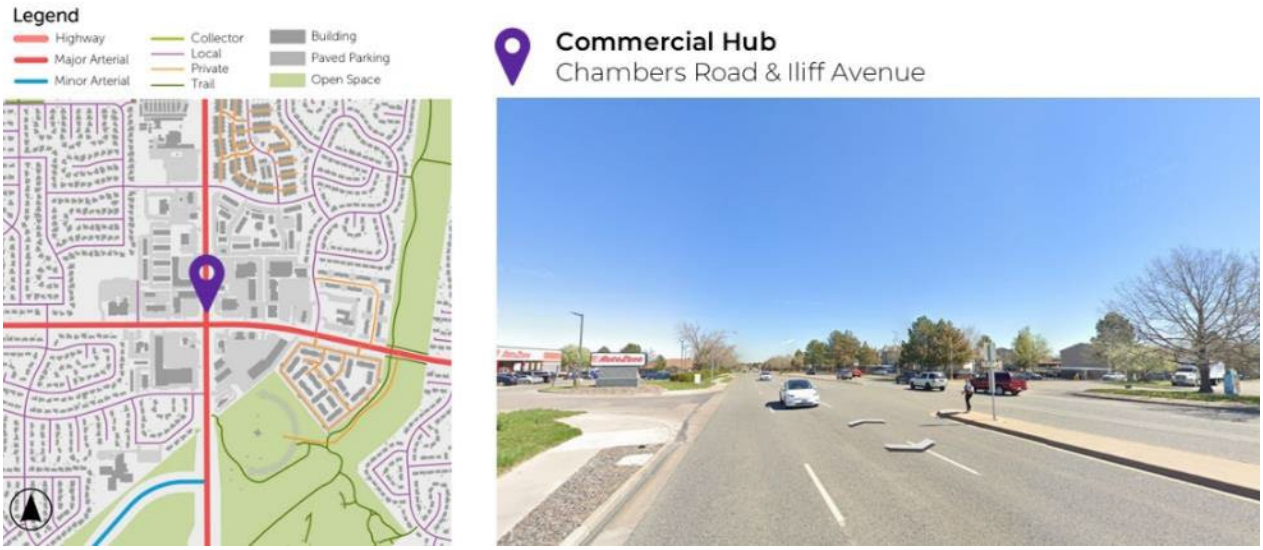
Desired Condition

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.

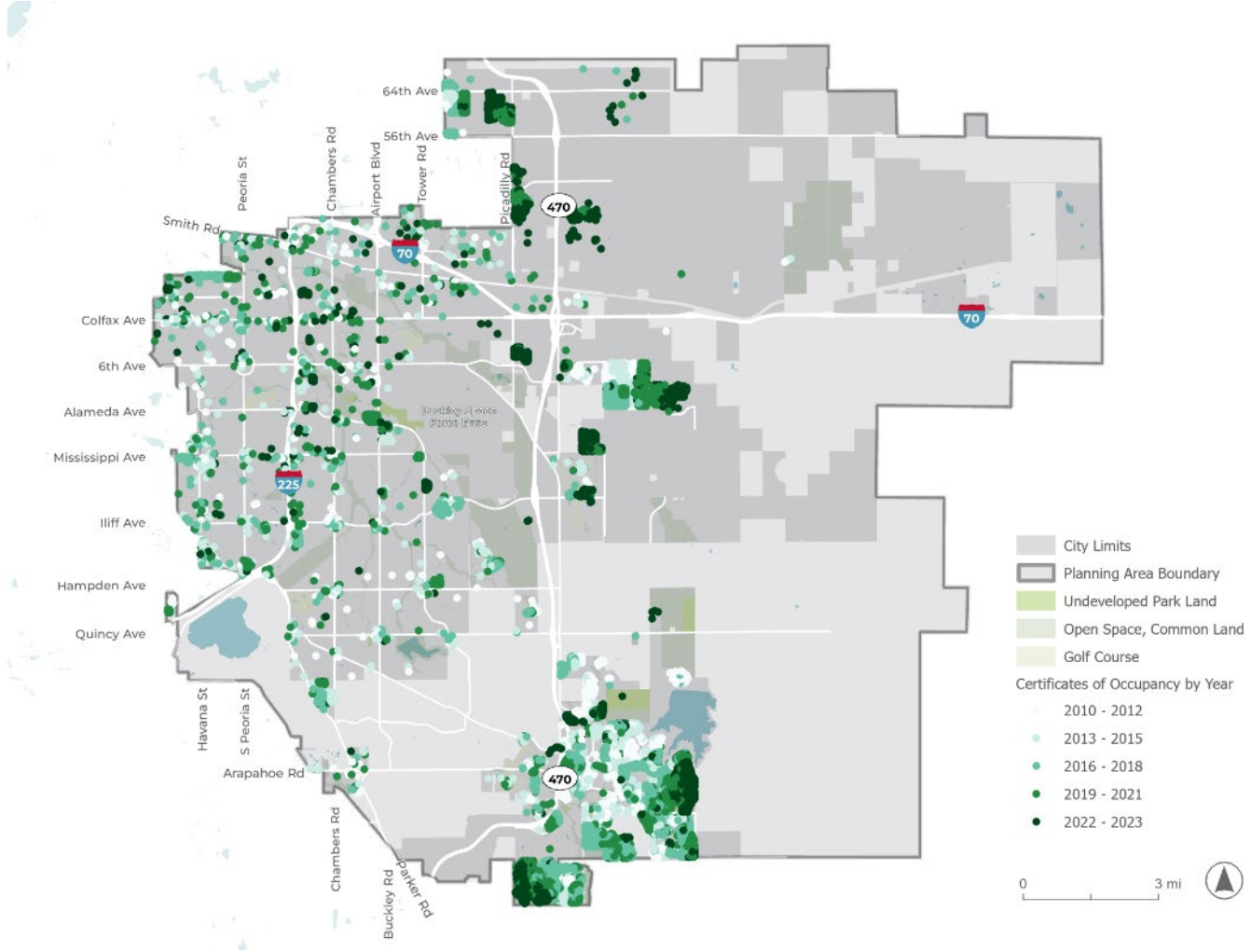
The City of Aurora tracks certificates of occupancy (completion) for single-family dwelling units. Residential construction has accelerated in Aurora over the past five years. From 2010-2016, approximately 850 new single-family units were built each year compared to 1,800 per year from 2017 through 2023 (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).

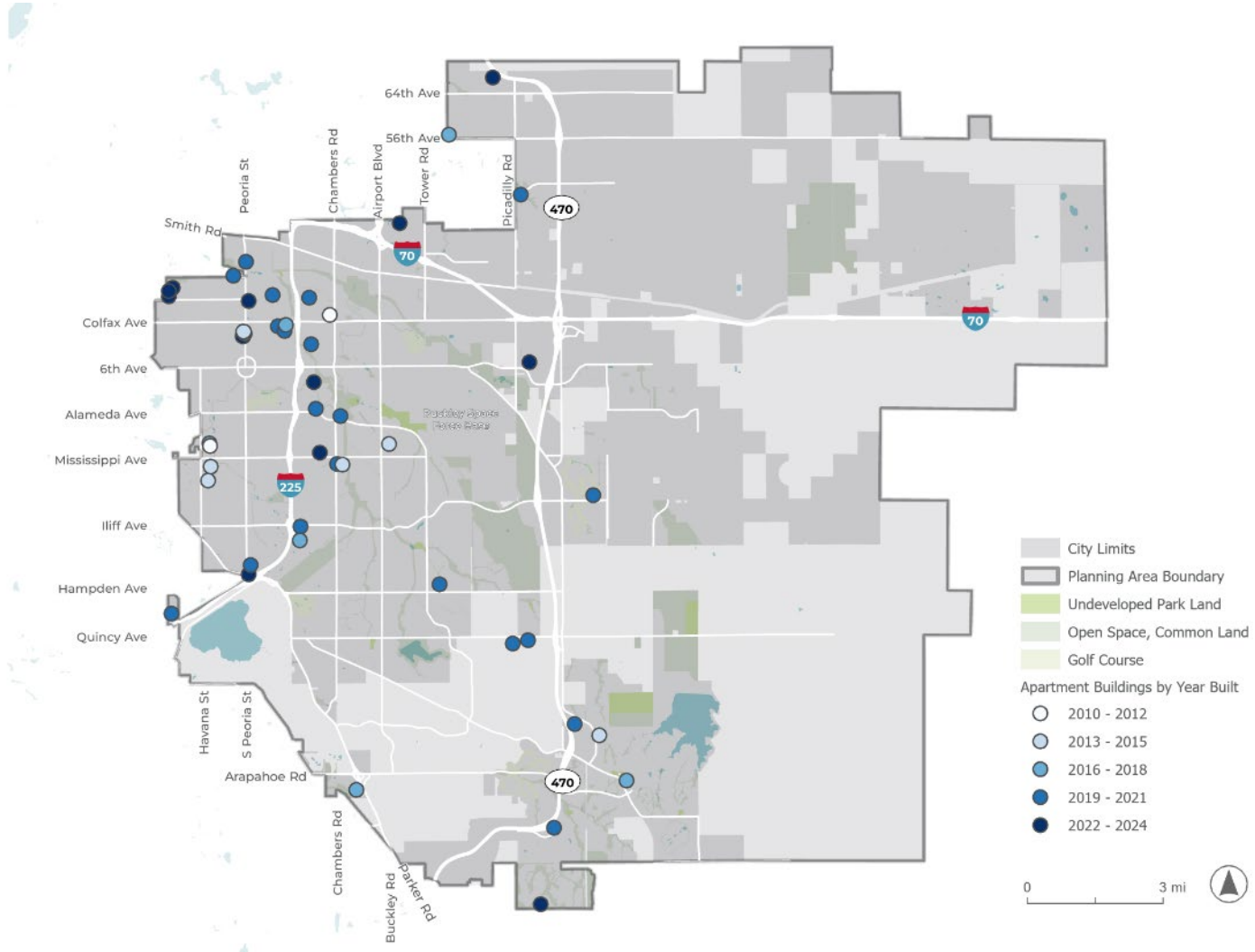
Table 3-11. Multifamily Inventory, Aurora, 2010-2024

	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

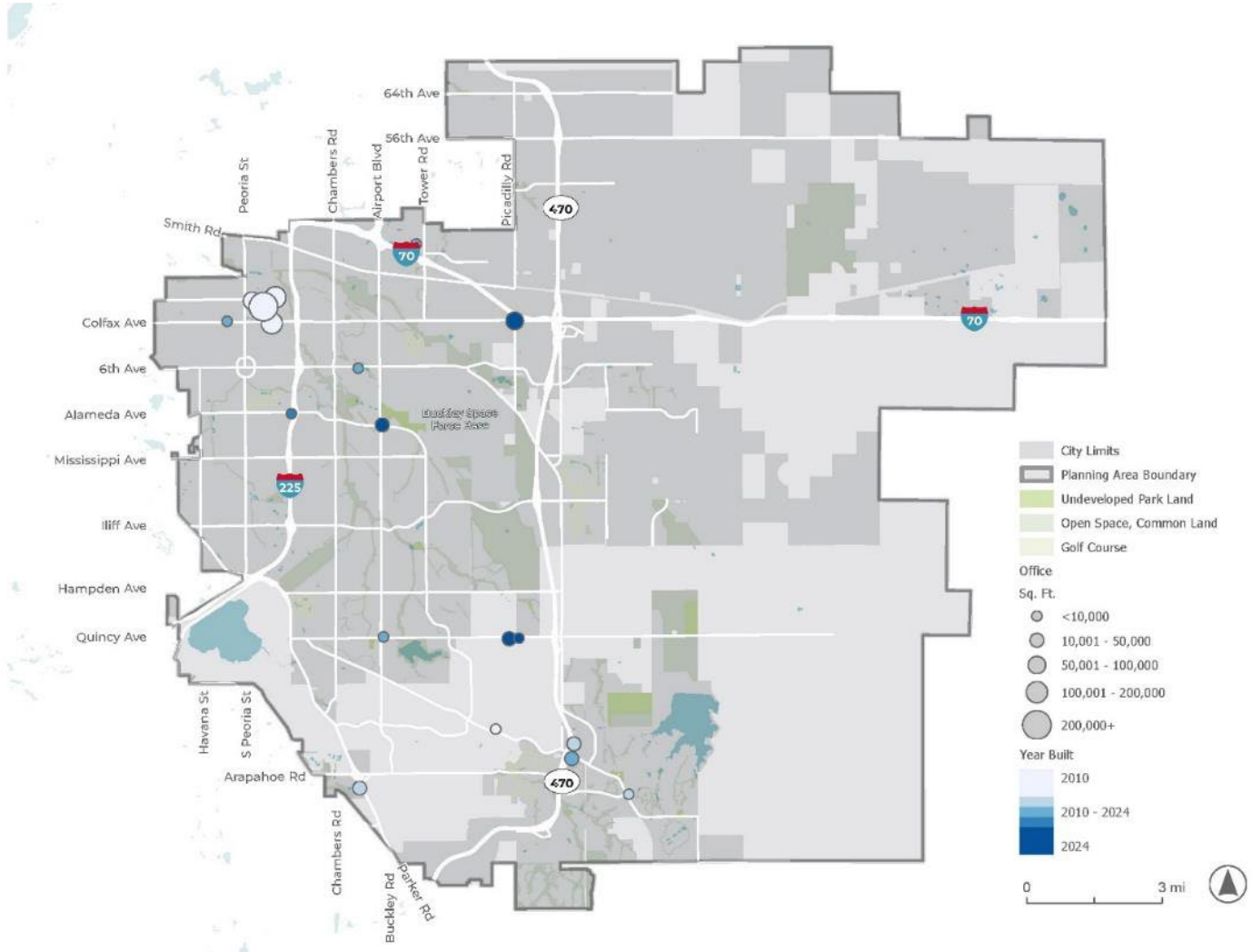
The location and scale of office development impacts commuting patterns and peak-hour traffic. Compared to the industrial and healthcare markets, the office market in Aurora is small. Since 2010, 371,000 square feet of office space have been developed, which is a growth rate of 0.3 percent per year (Table 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).

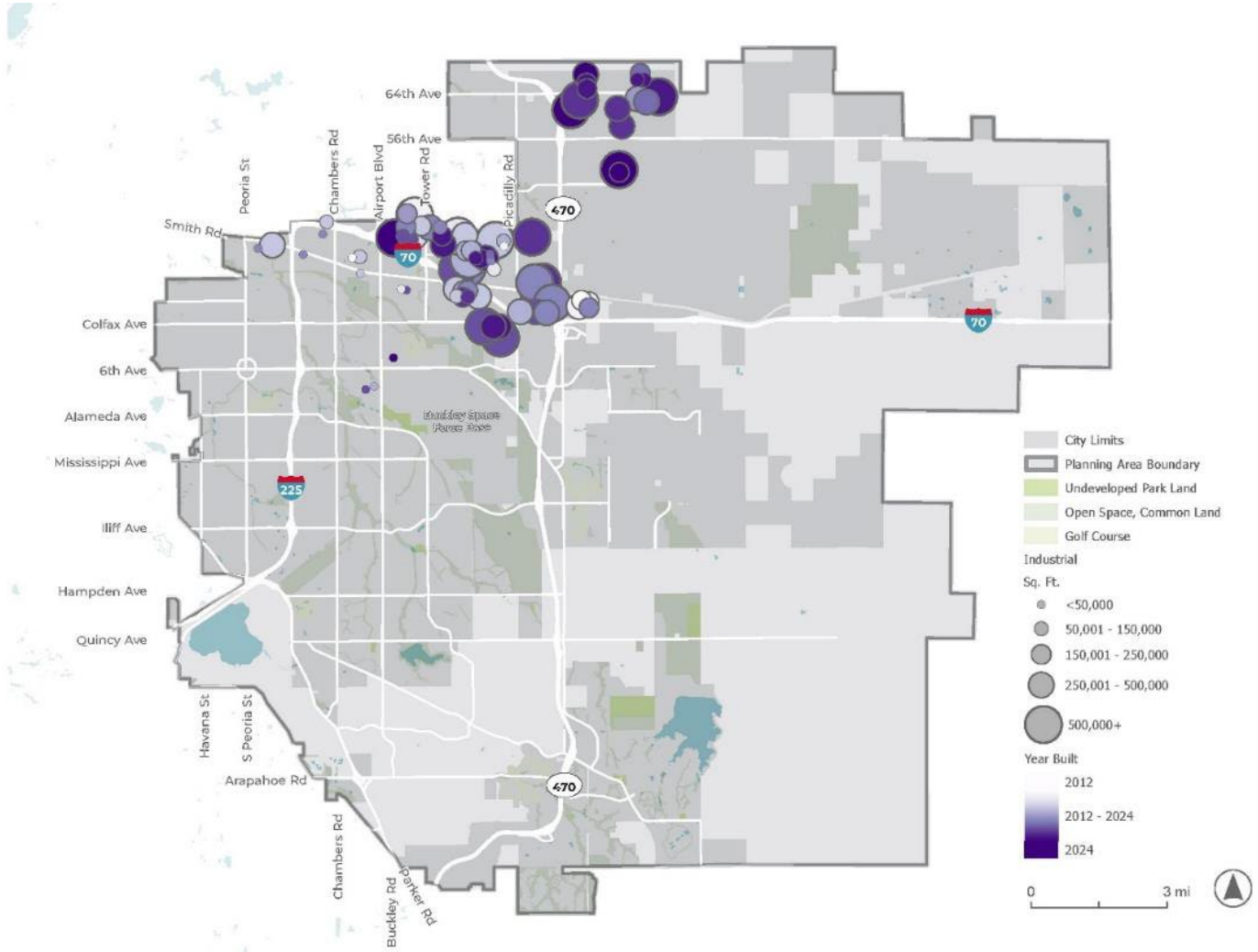
Table 3-13. Denver Metro Area Industrial Inventory, 2010-Q1 2024

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.

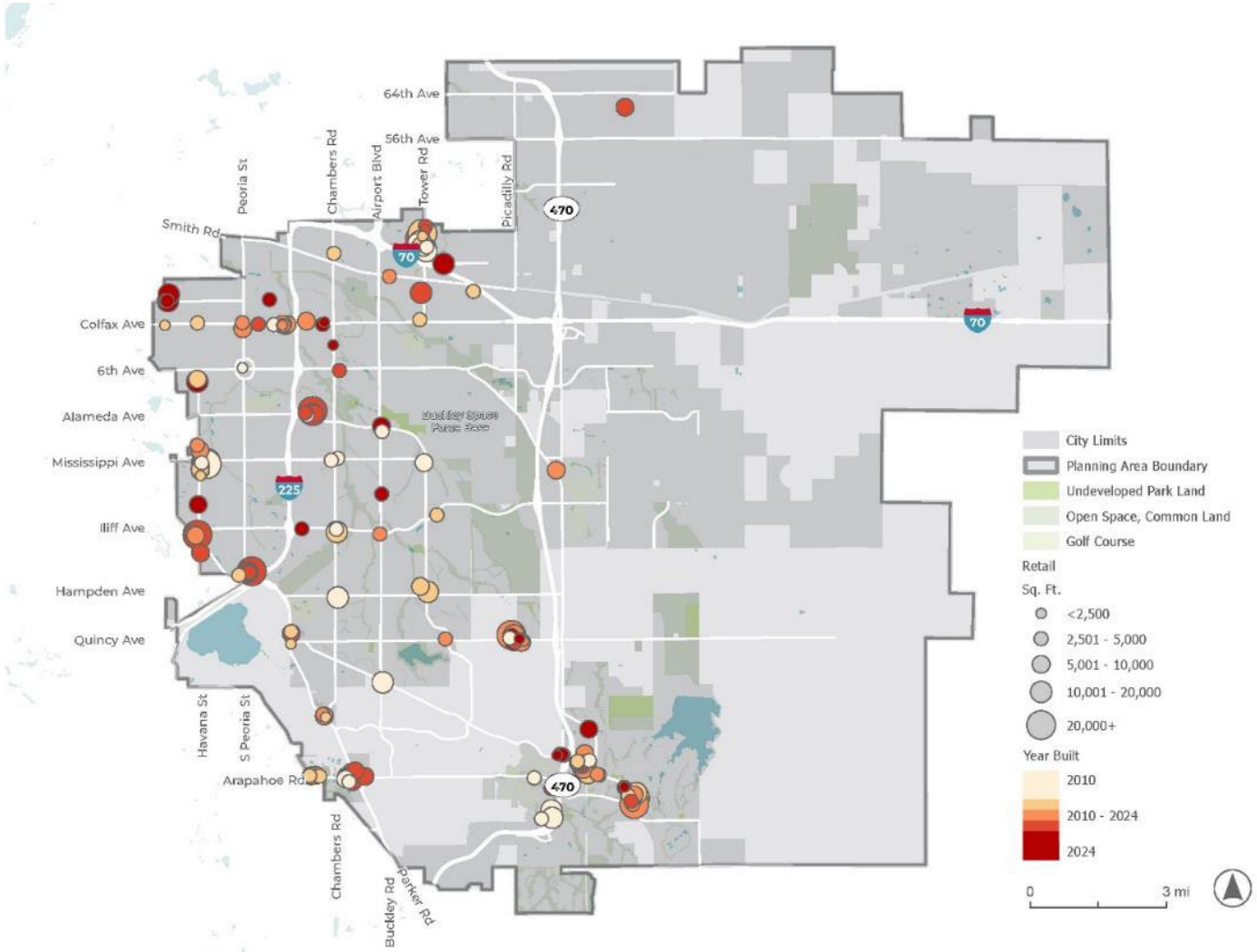
Table 3-14. Retail Inventory, Aurora, 2010-Q1 2024

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.

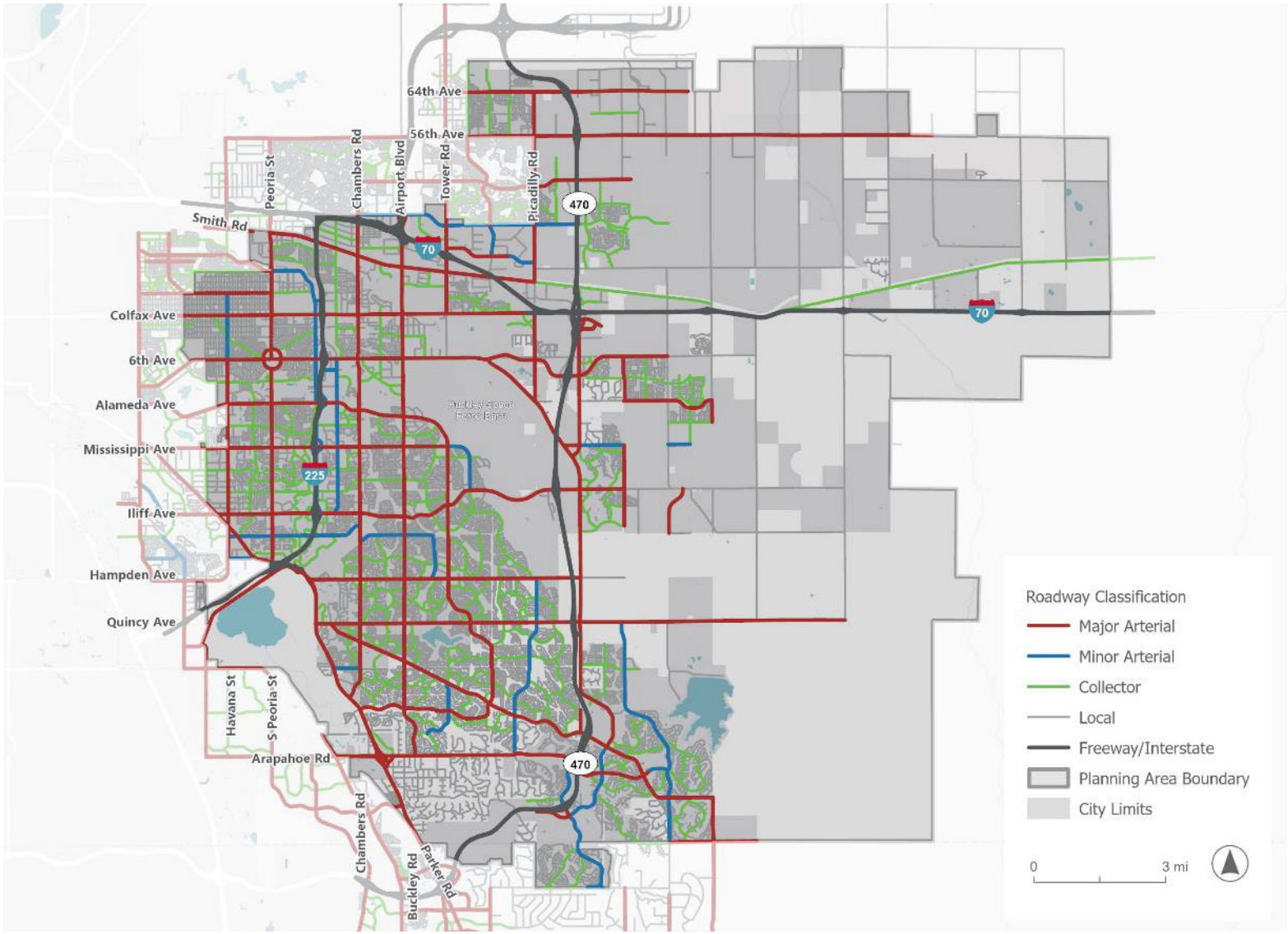
4.1 Street Network

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.

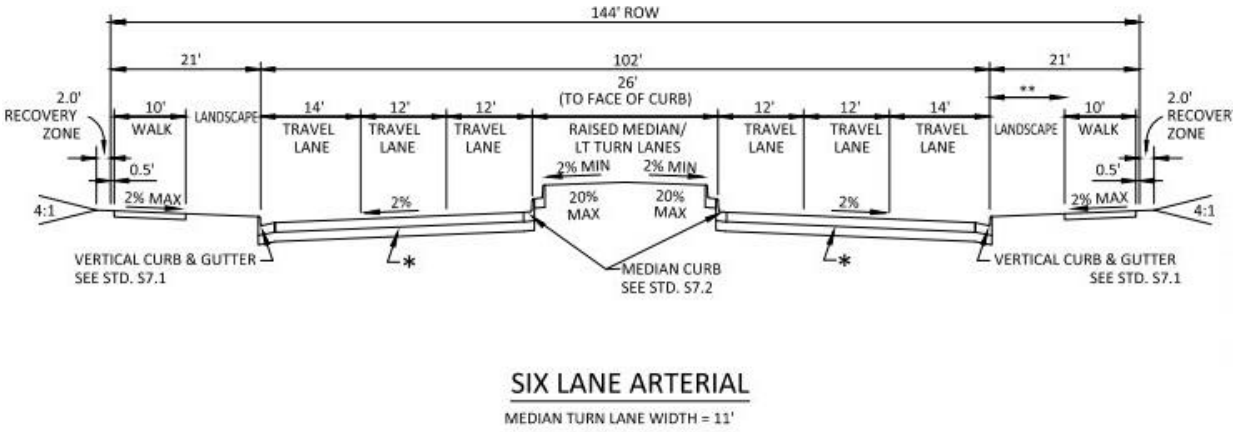
Figure 4-1. Aurora Roadway Classification



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.

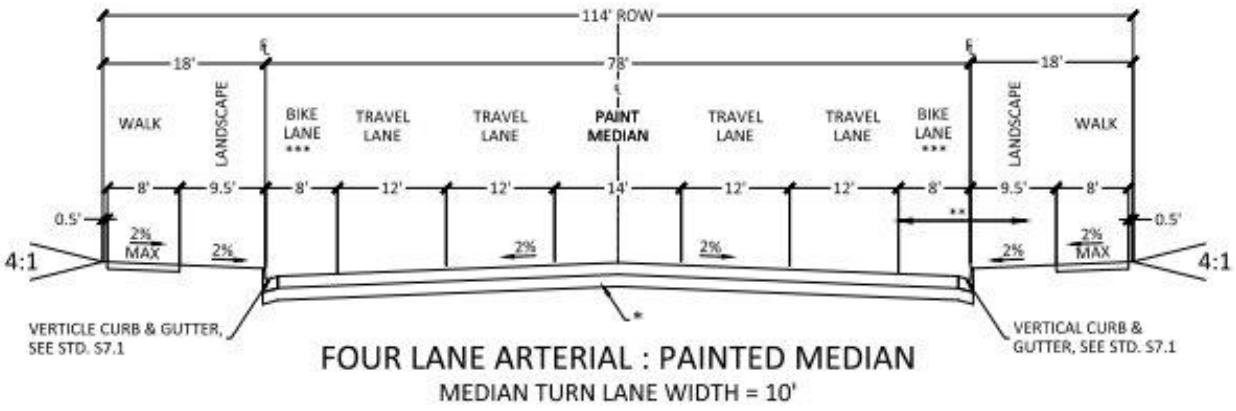
Figure 4-2. Six Lane Arterial Cross Section



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.

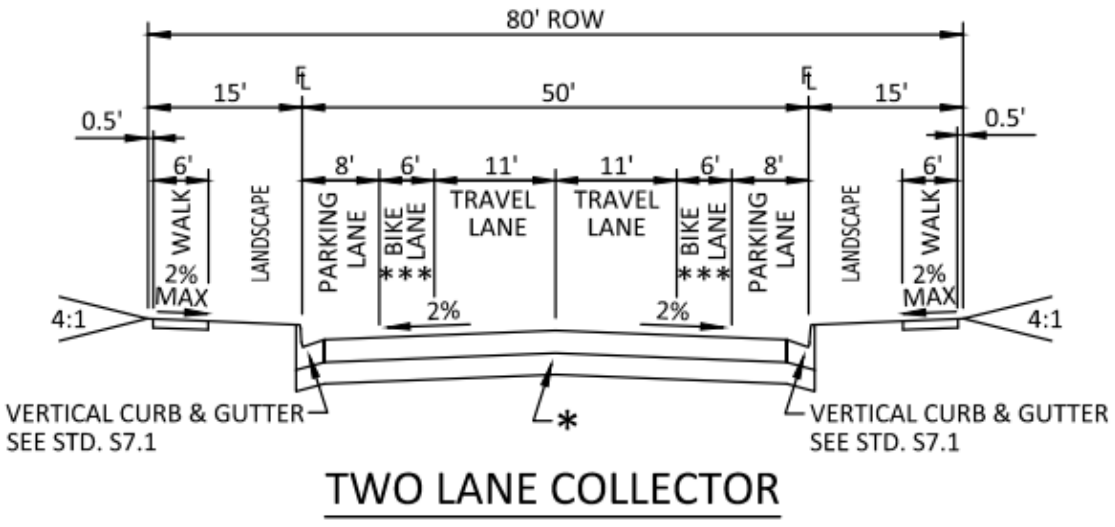
Figure 4-3. Four Lane Arterial: Painted Median



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

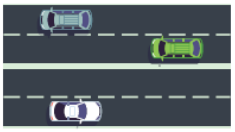
Roadway capacity is a measure of a roadway's ability to accommodate vehicular traffic volume, categorized by the desired Level of Service (LOS) for the roadway. LOS is a quantitative measure that is used to categorize how drivers experience traffic. For this evaluation, LOS is measured in two ways: 1) 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



A: FREE FLOW
Low volumes and no delays



D: STABLE FLOW
Speeds considerably affected by change in operation conditions; high-density traffic restricts maneuverability, volume near capacity



B: STABLE FLOW
Speeds restricted by travel conditions, minor delays



E: UNSTABLE FLOW
Low speeds; considerable delays, volume at or slightly over capacity



C: STABLE FLOW
Speeds and maneuverability closely controlled because of higher volumes



F: FORCED FLOW
Very low speed, volumes exceed capacity, long delays with stop-and-go traffic

Figure 4-6. Arterial Recommended Level of Service Thresholds based on Vehicles per Day

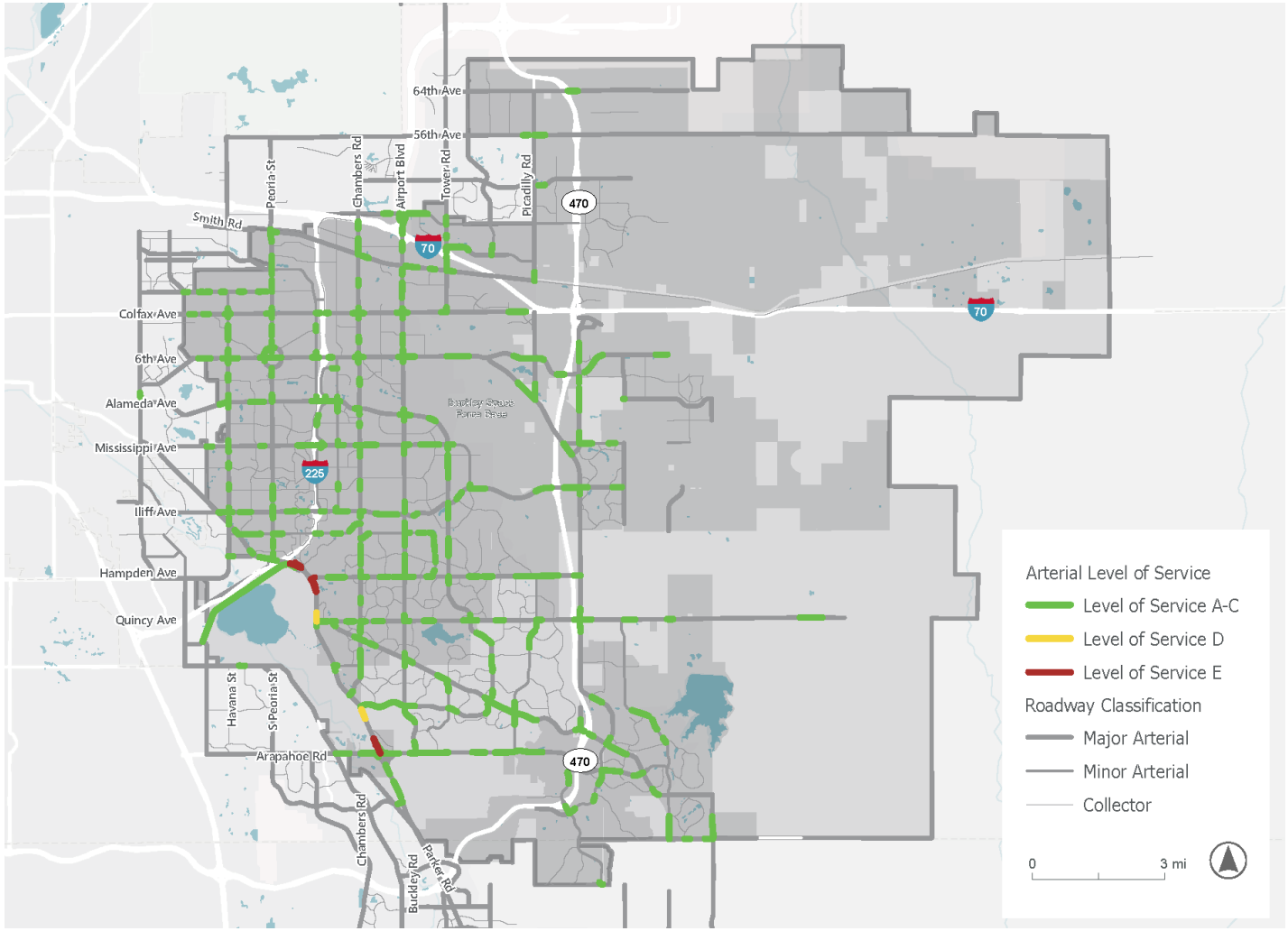
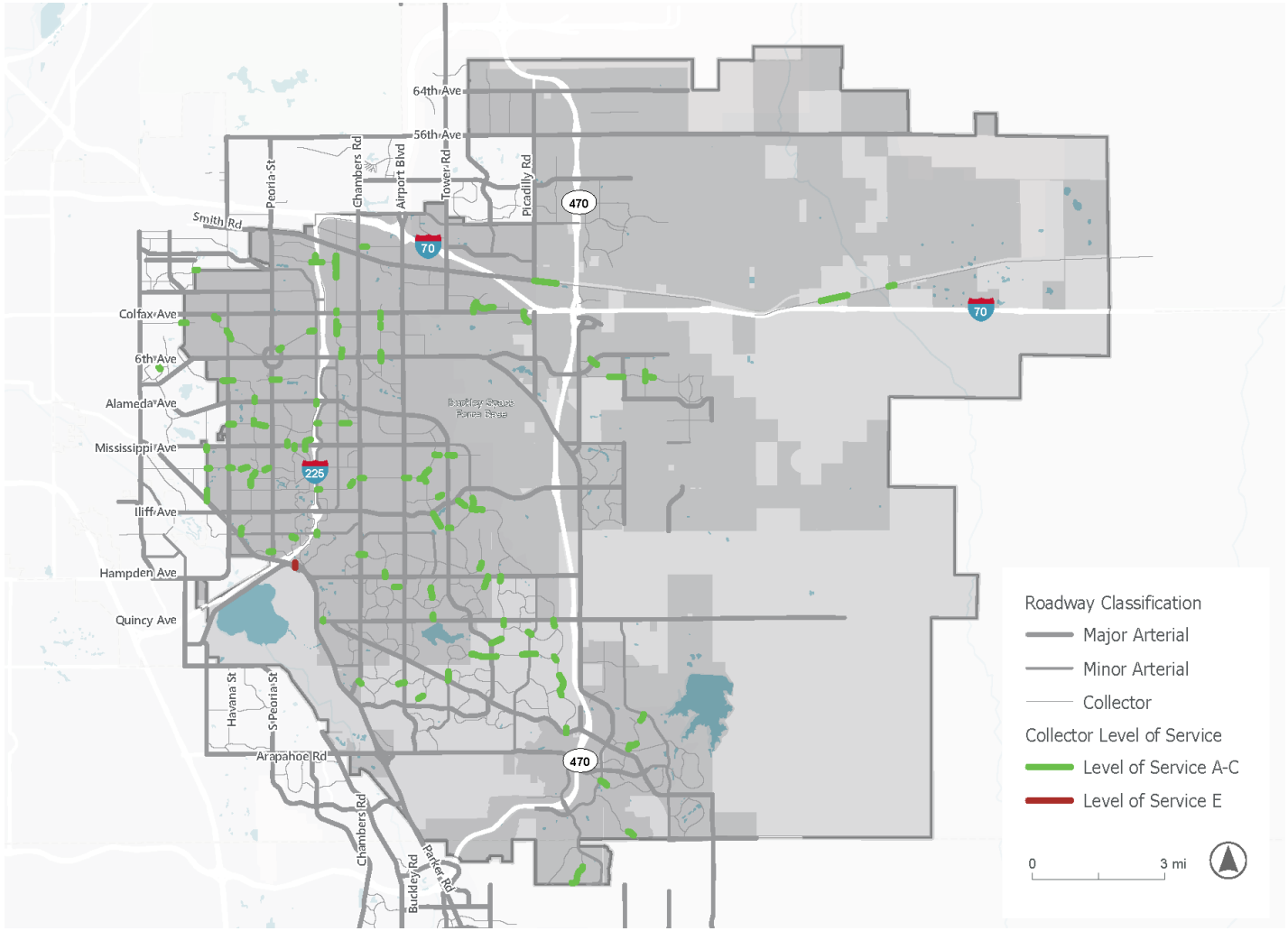


Figure 4-7. Collector Recommended Level of Service Thresholds based on Vehicles per Day



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)

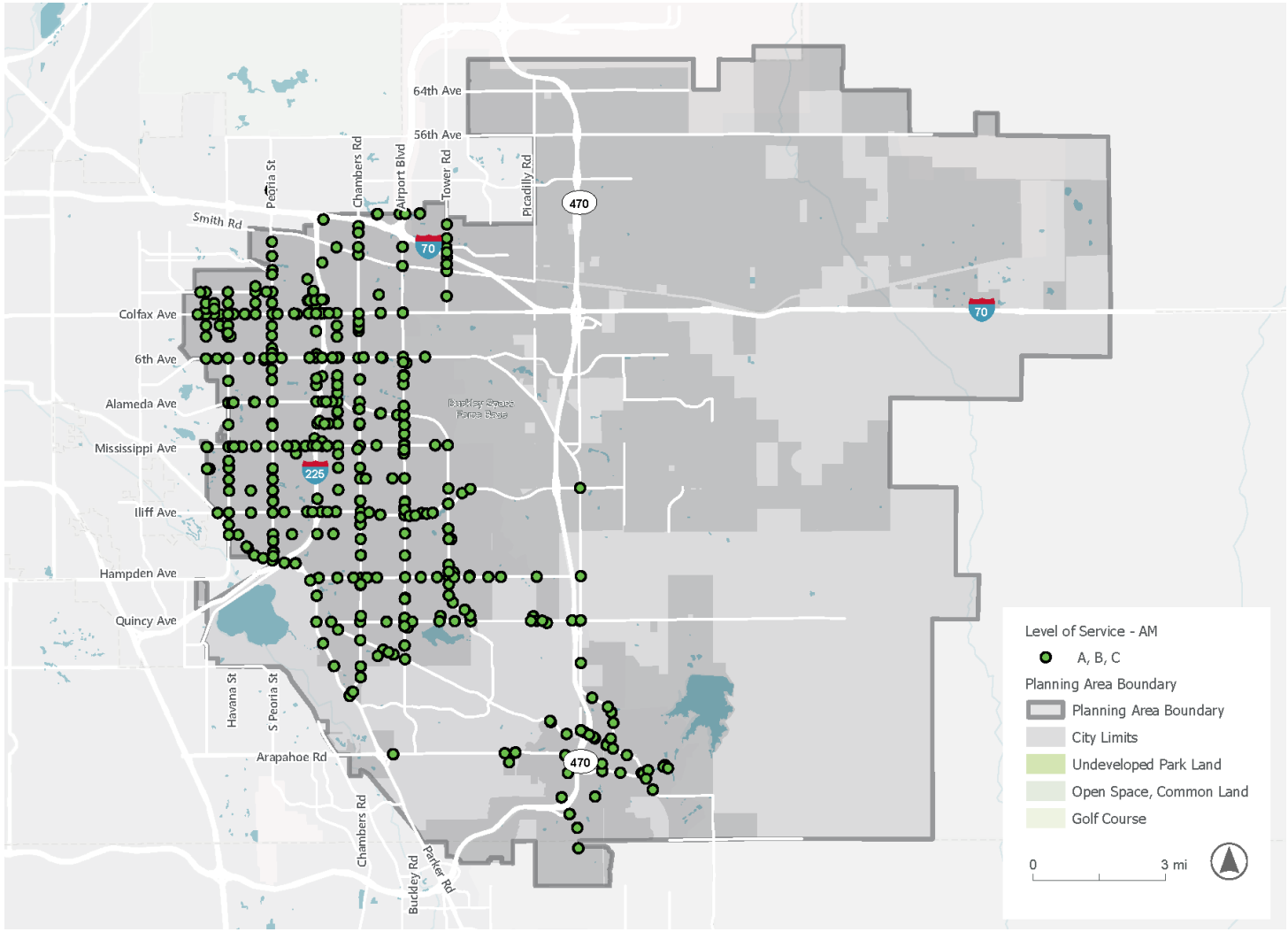


Figure 4-9. Intersections Operating at LOS D-F (AM Peak)

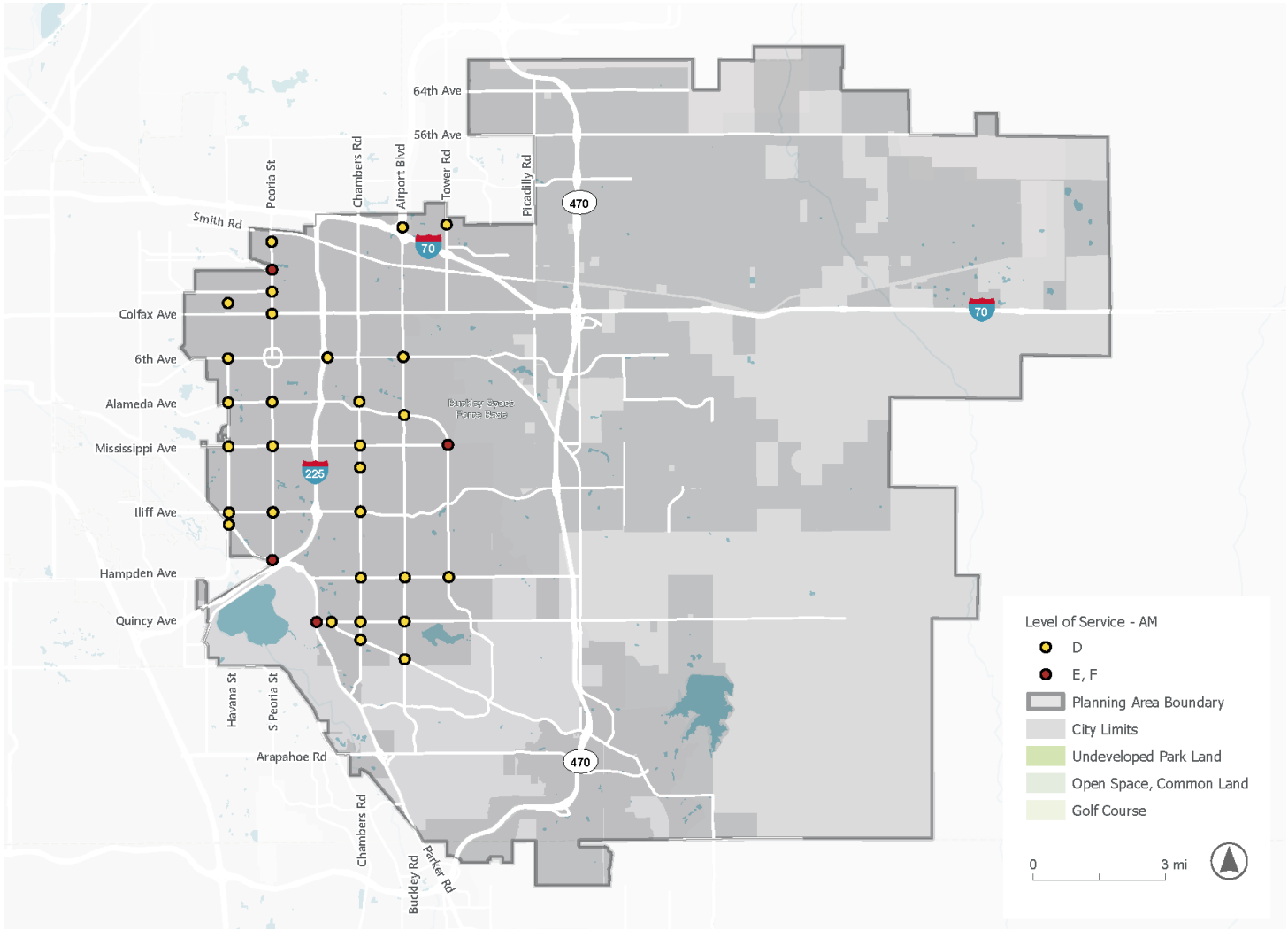


Figure 4-10. Intersections Operating at LOS A-C (PM Peak)

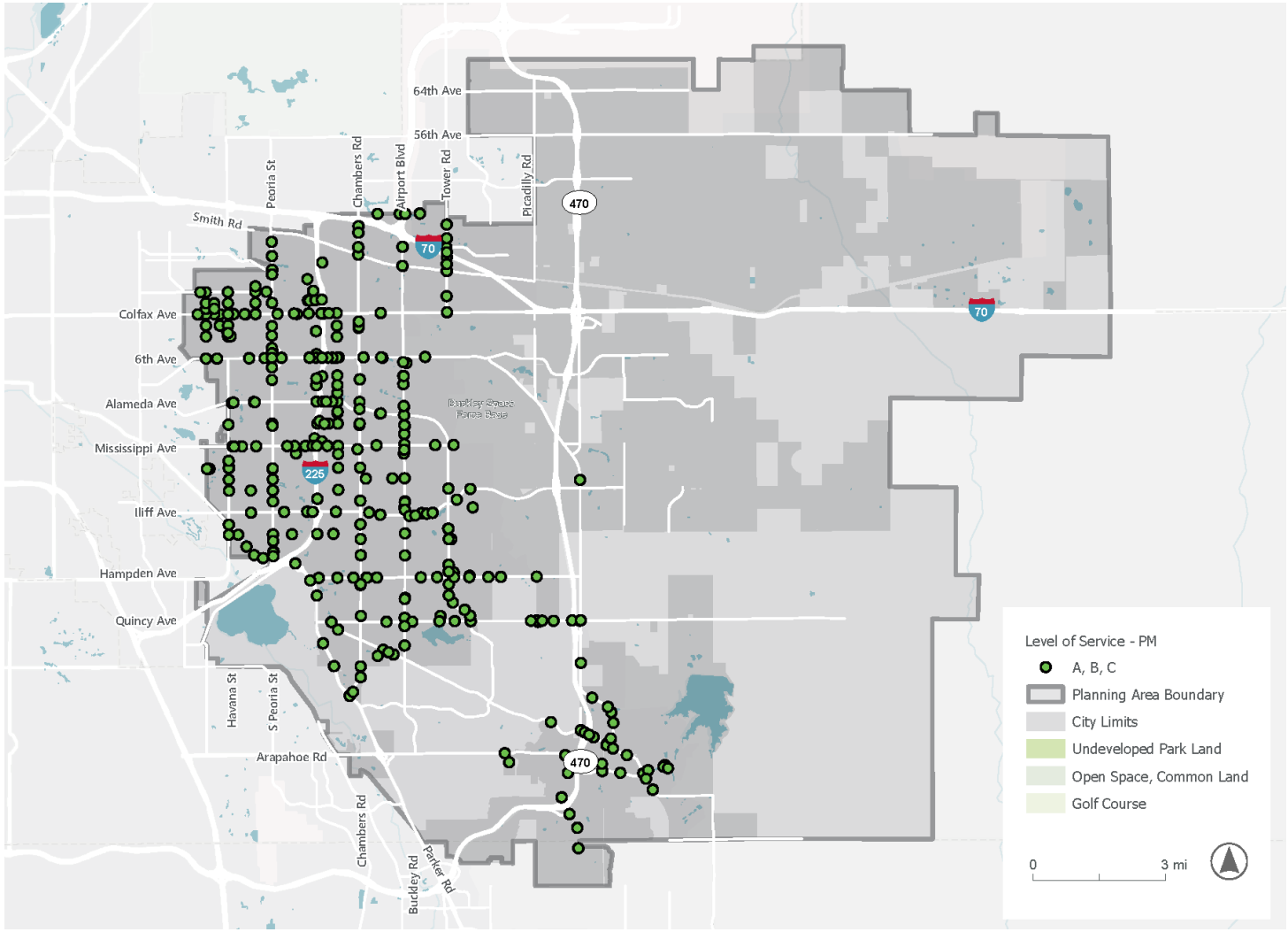
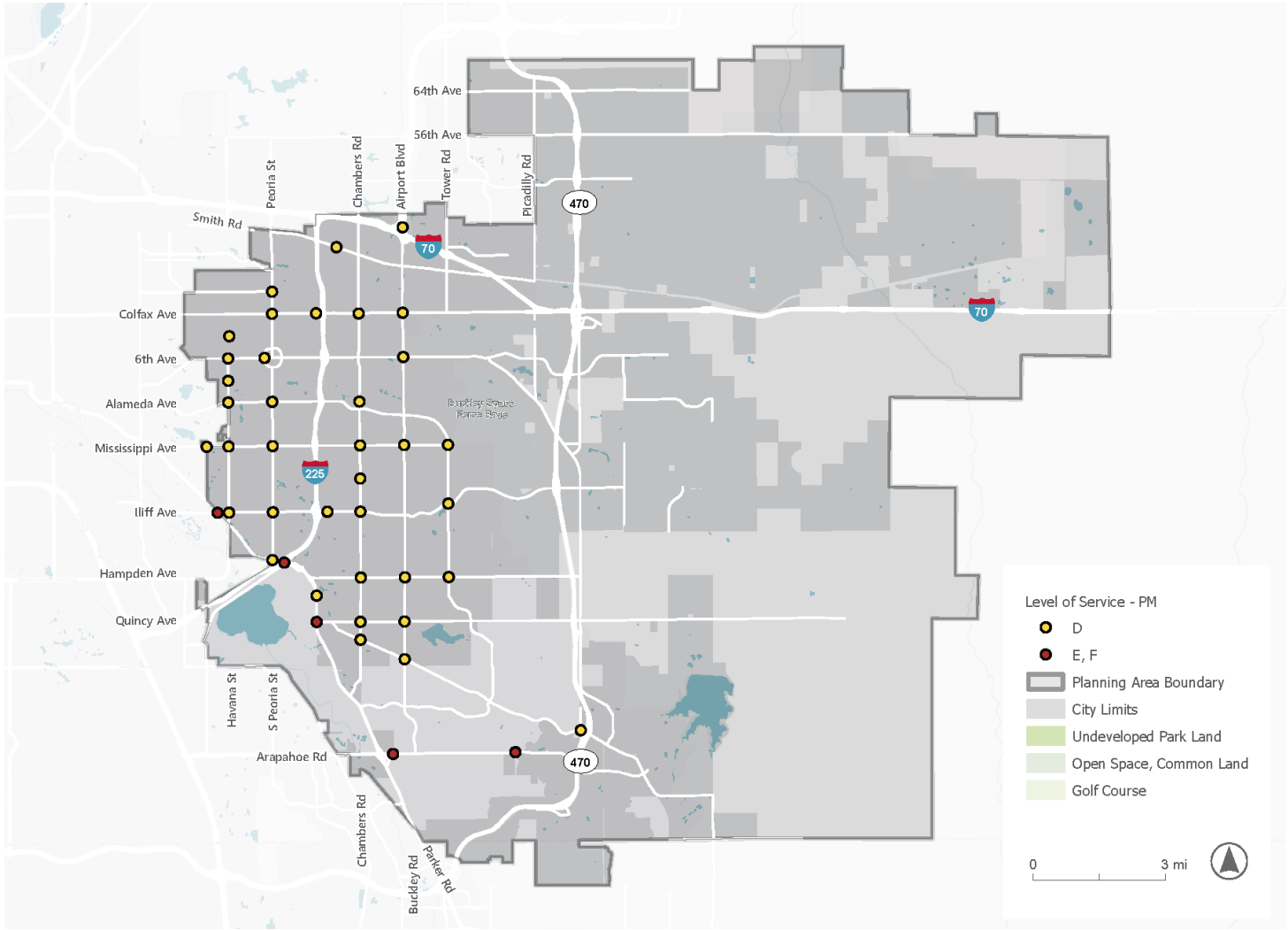


Figure 4-11. Intersections Operating at LOS D-F (PM Peak)



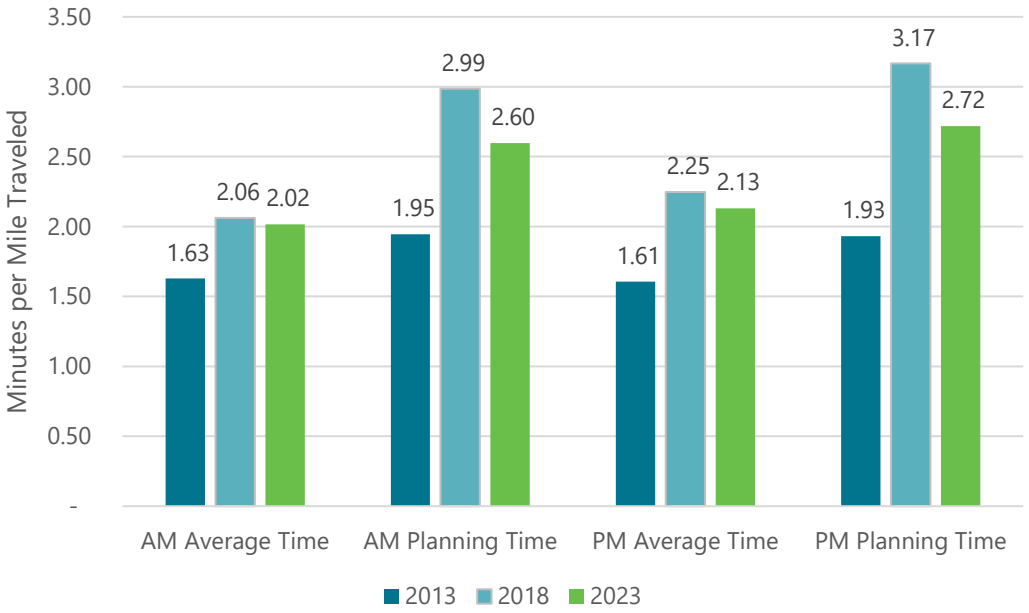
4.2 Travel Times

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)

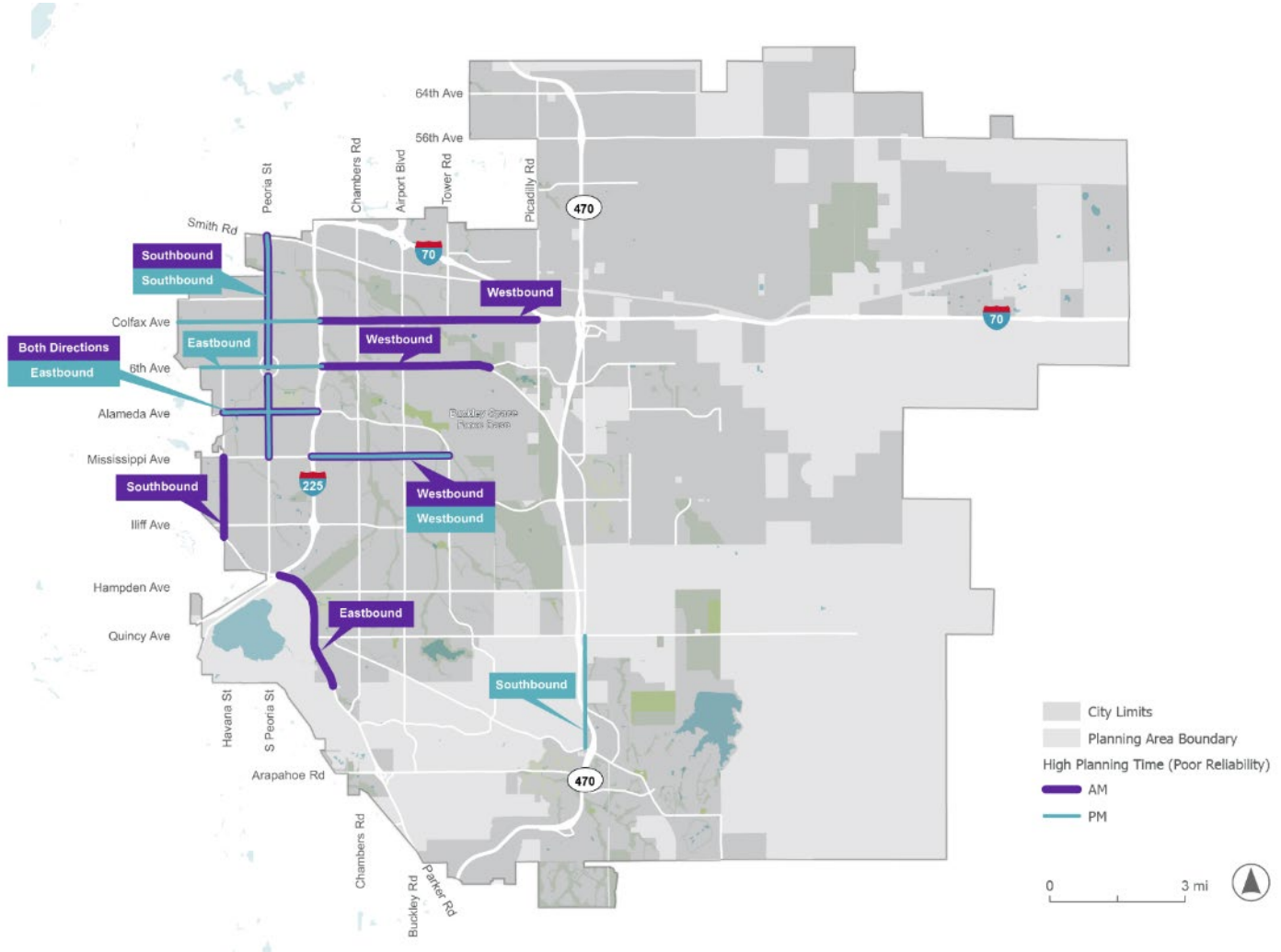


Figure 4-14. High Average Travel Time Corridors (Worse Congestion)

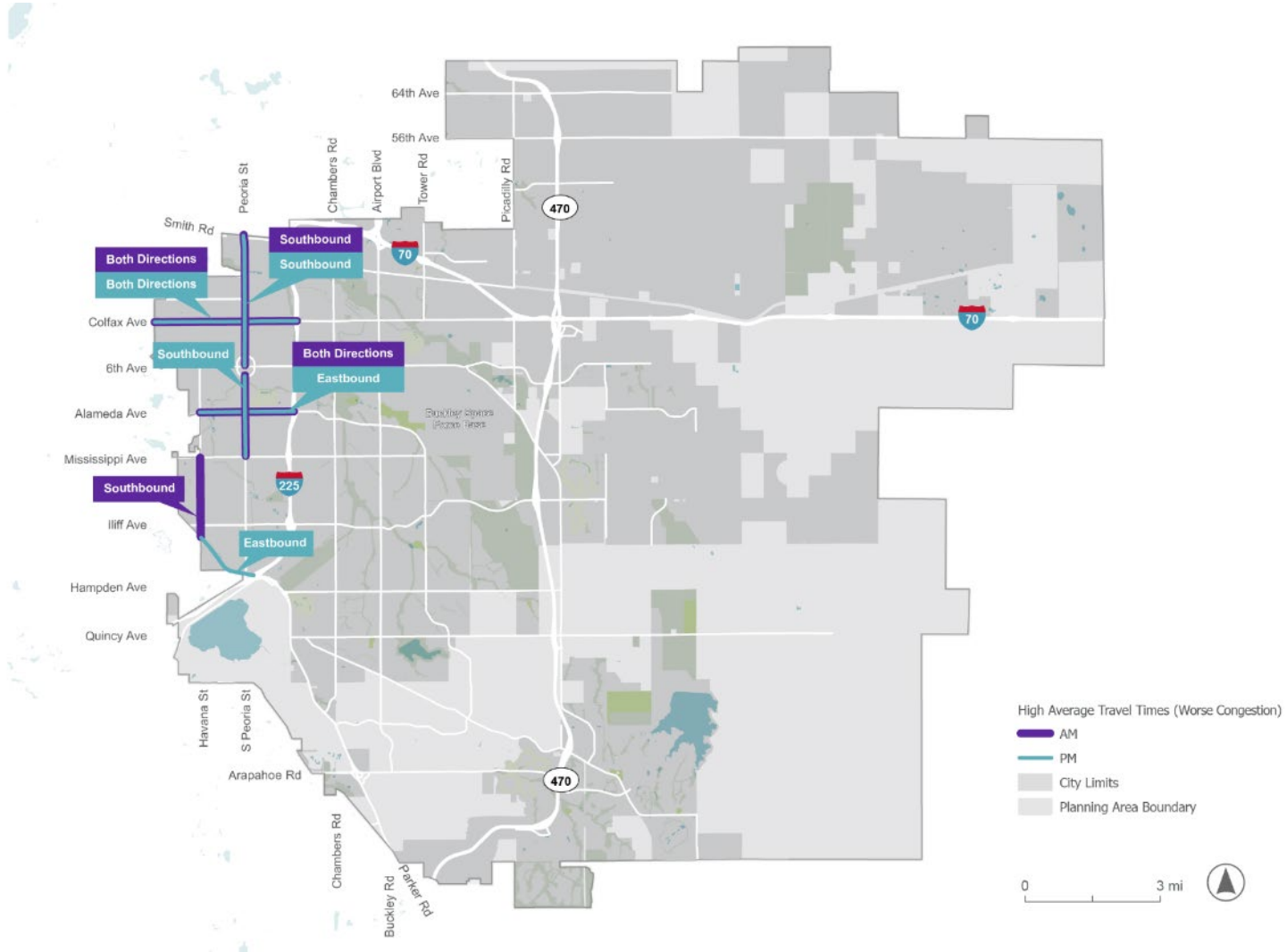


Figure 4-15 . 2023 AM Peak Hour Travel Time in Minutes per Mile

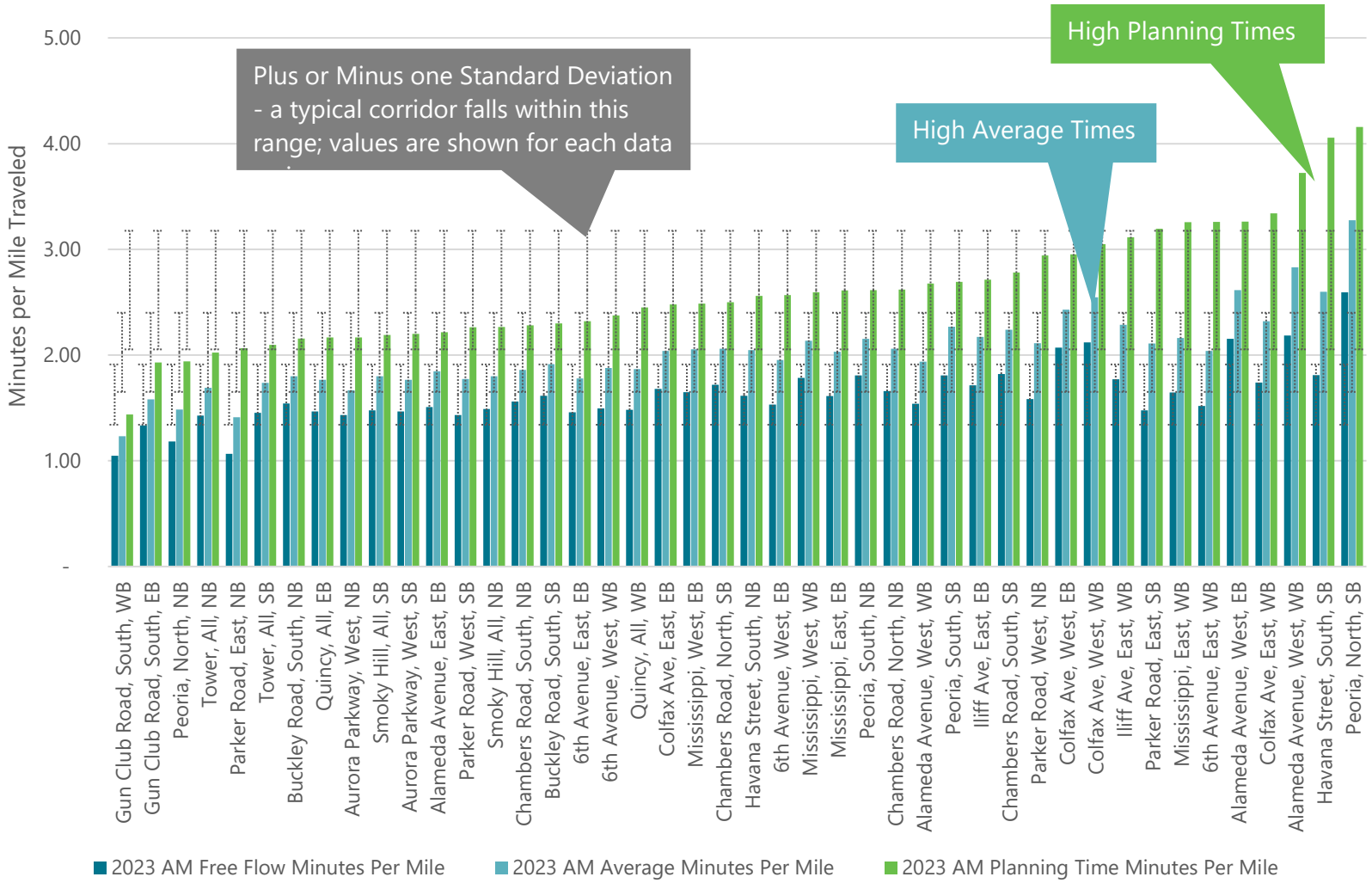


Figure 4-16. PM Peak Hour Travel Time in Minutes per Mile

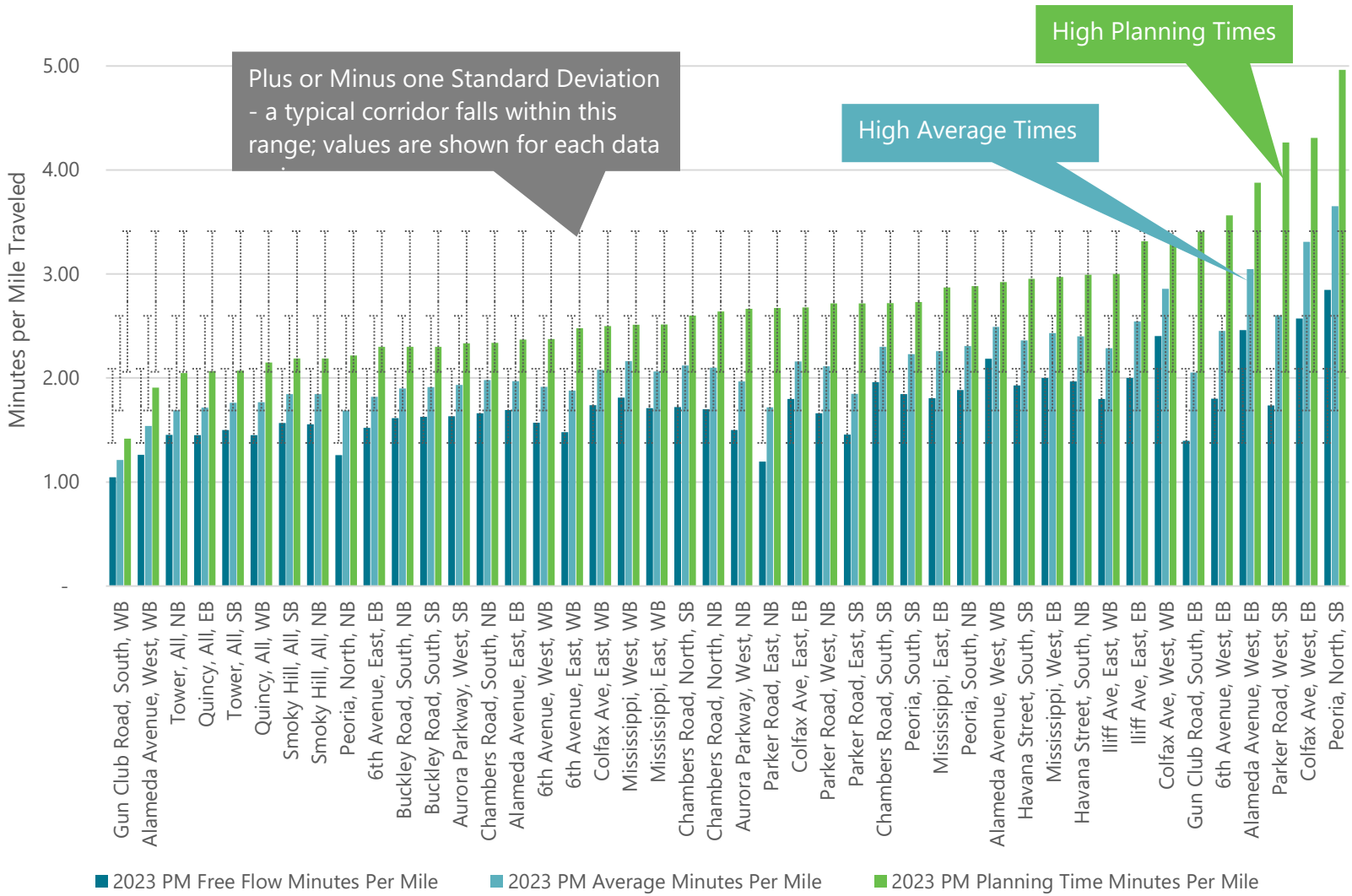


Figure 4-17. 2023 AM Peak Hour Travel Time Index and Planning Time Index

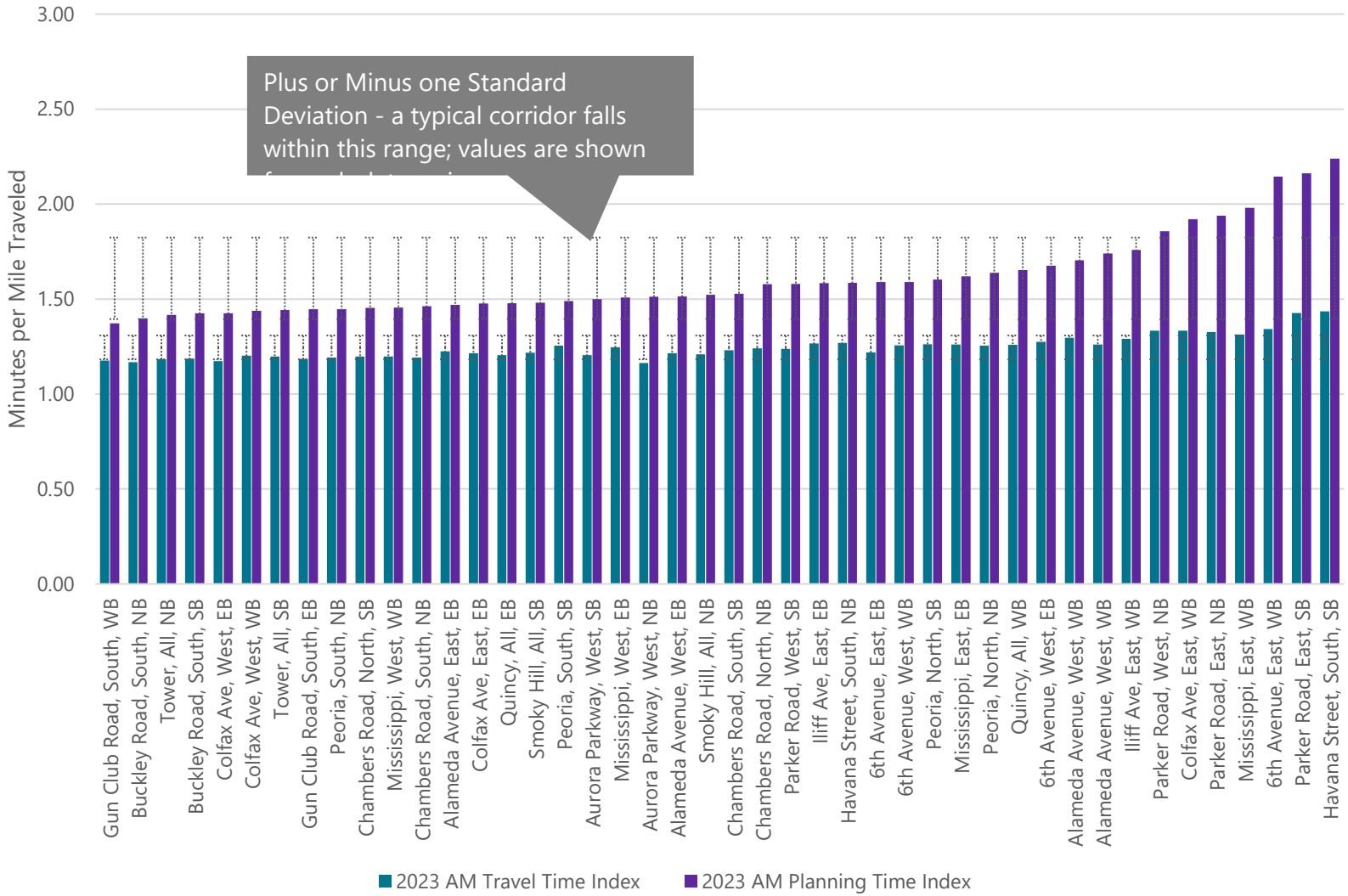
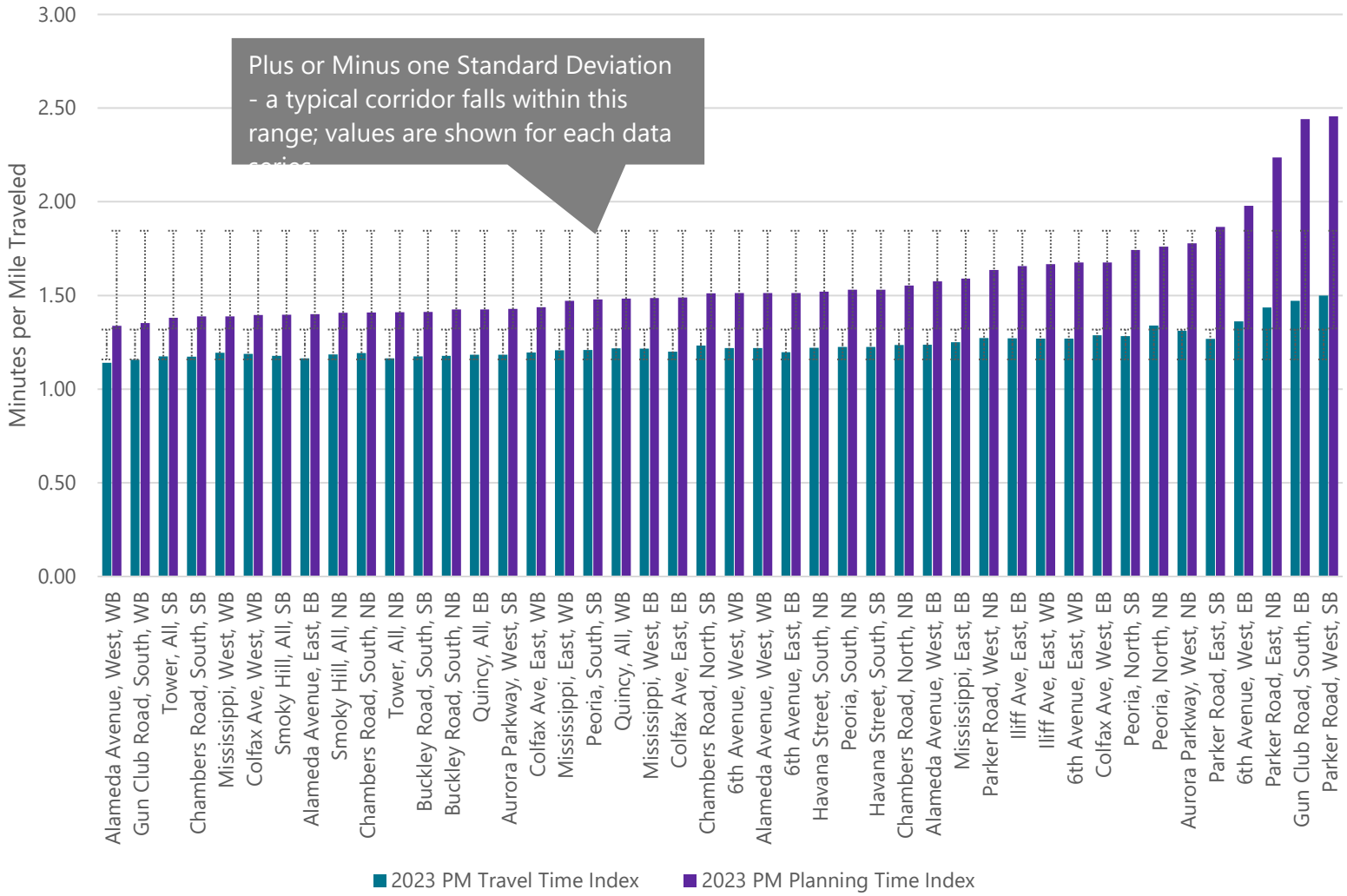


Figure 4-18. 2023 PM Peak Hour Travel Time Index and Planning Time Index



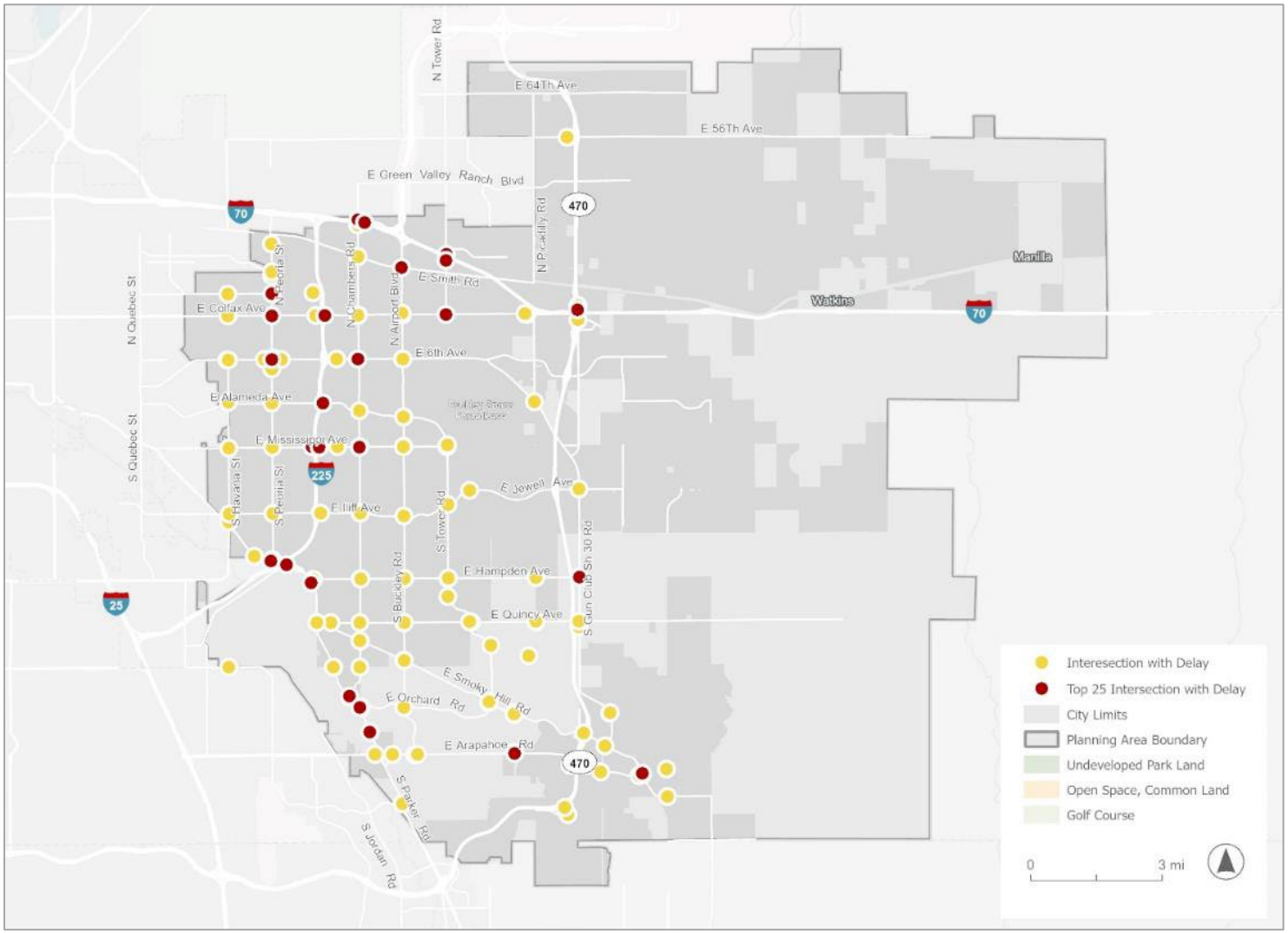
4.3 Estimated Total Delay at Bottleneck Locations

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



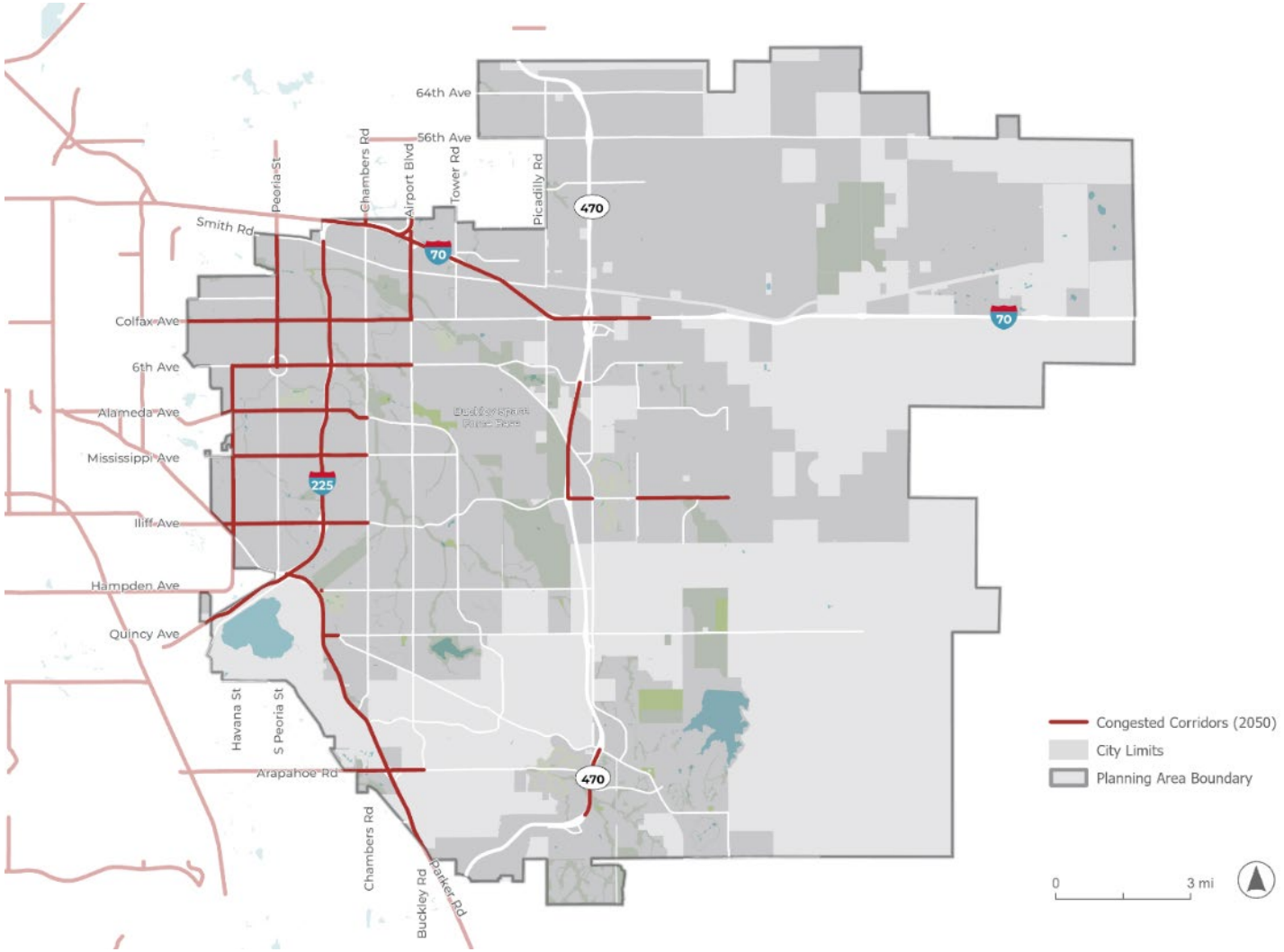
4.4 Future Congested Corridors

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.

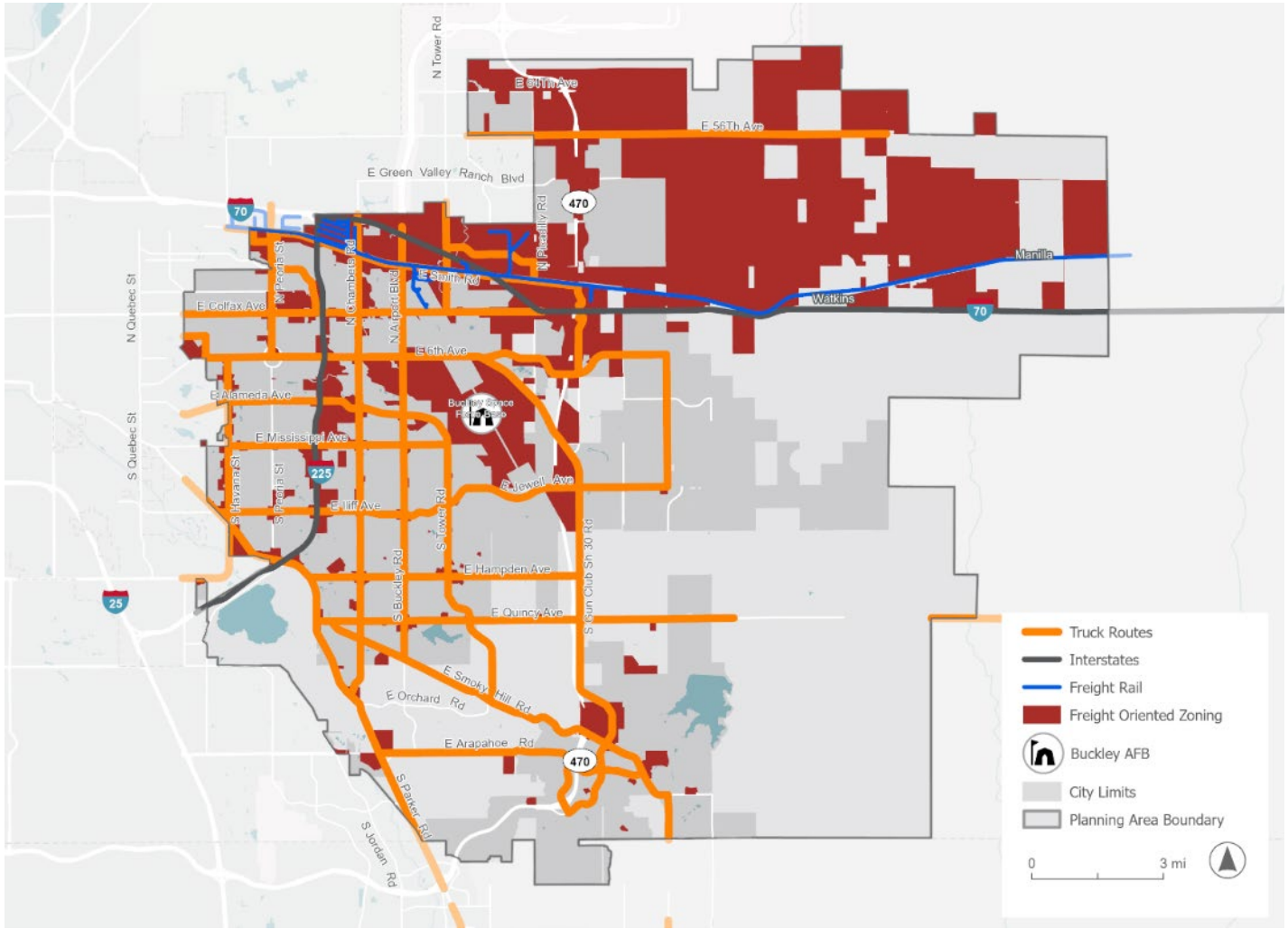
In 2019, DRCOG developed the Regional Multimodal Freight Plan which examines the existing regional freight profile and identifies strengths and opportunities for growth and development. DRCOG is currently updating its freight plan. Based on timing, the plans will integrate findings and recommendations.

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

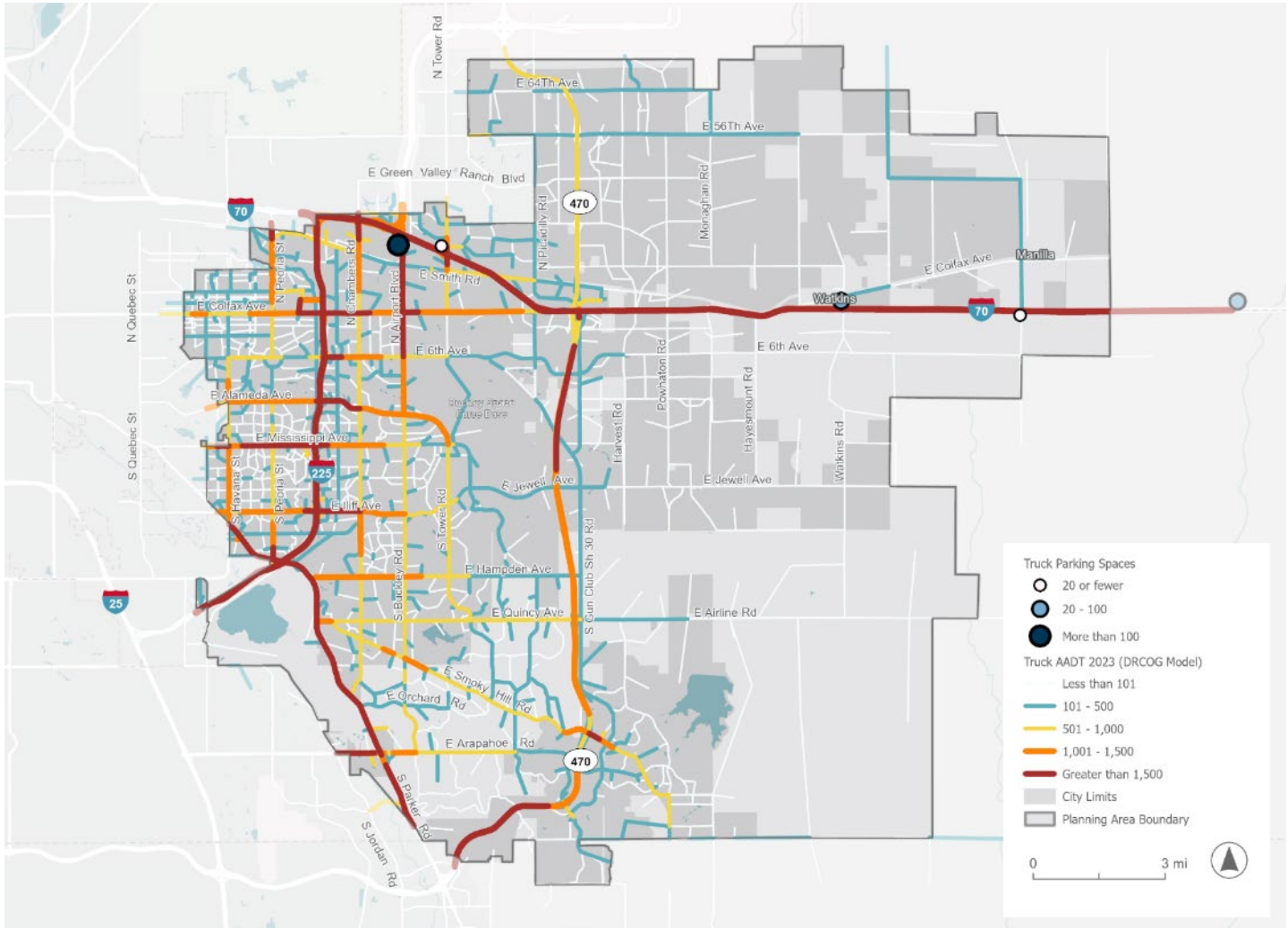
5.1 Freight by Truck

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.

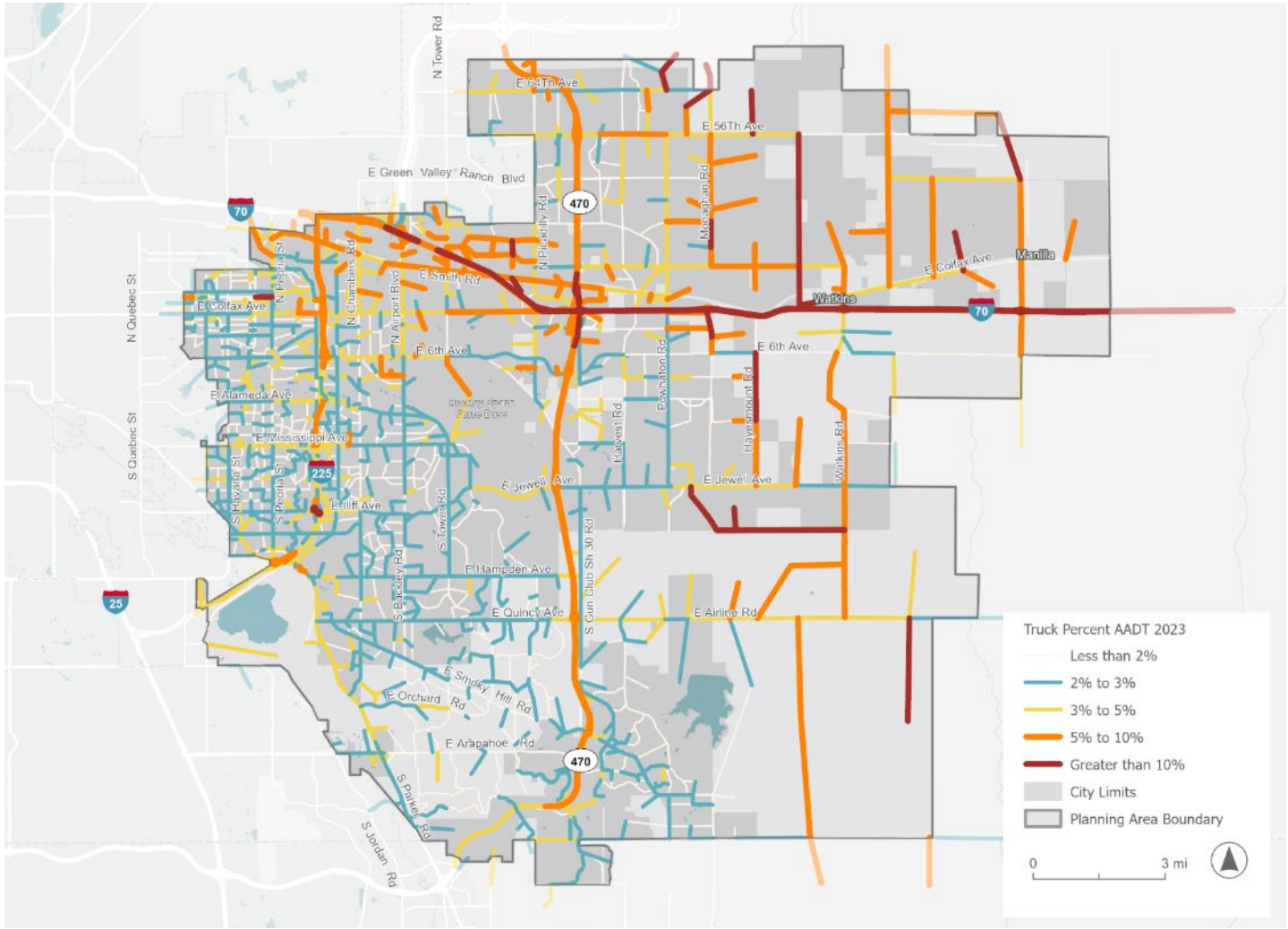
Looking at percent truck traffic, typically high truck percentages are observed in low population density, rural areas where trucks transport commodities from agricultural, mining, or manufacturing operations. This is consistent with what is observed in Aurora, where the further east the route, the higher 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

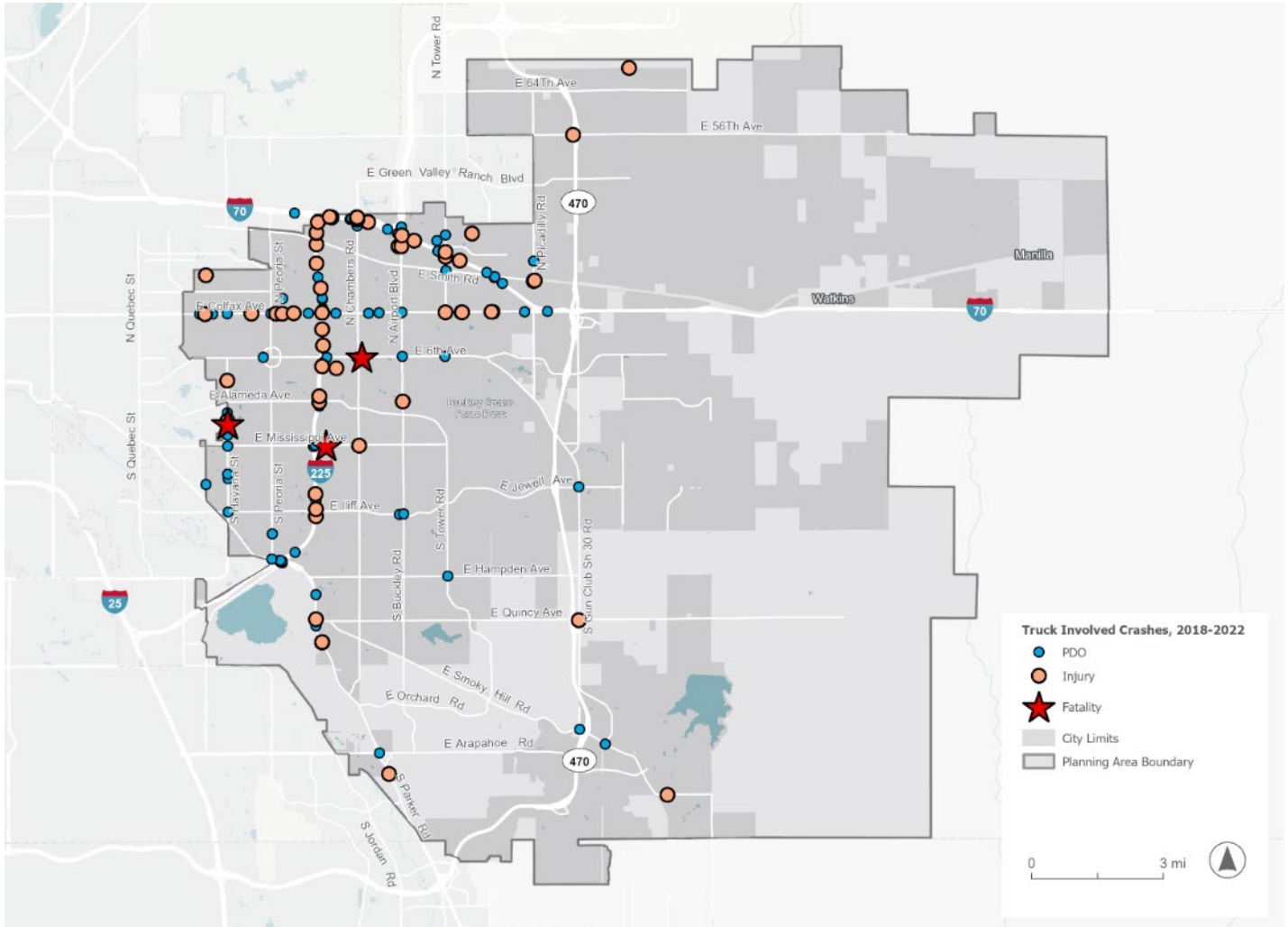
Figure 5-3. Truck Traffic Percent of Total Traffic, 2023 Modeled—Planning Area



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



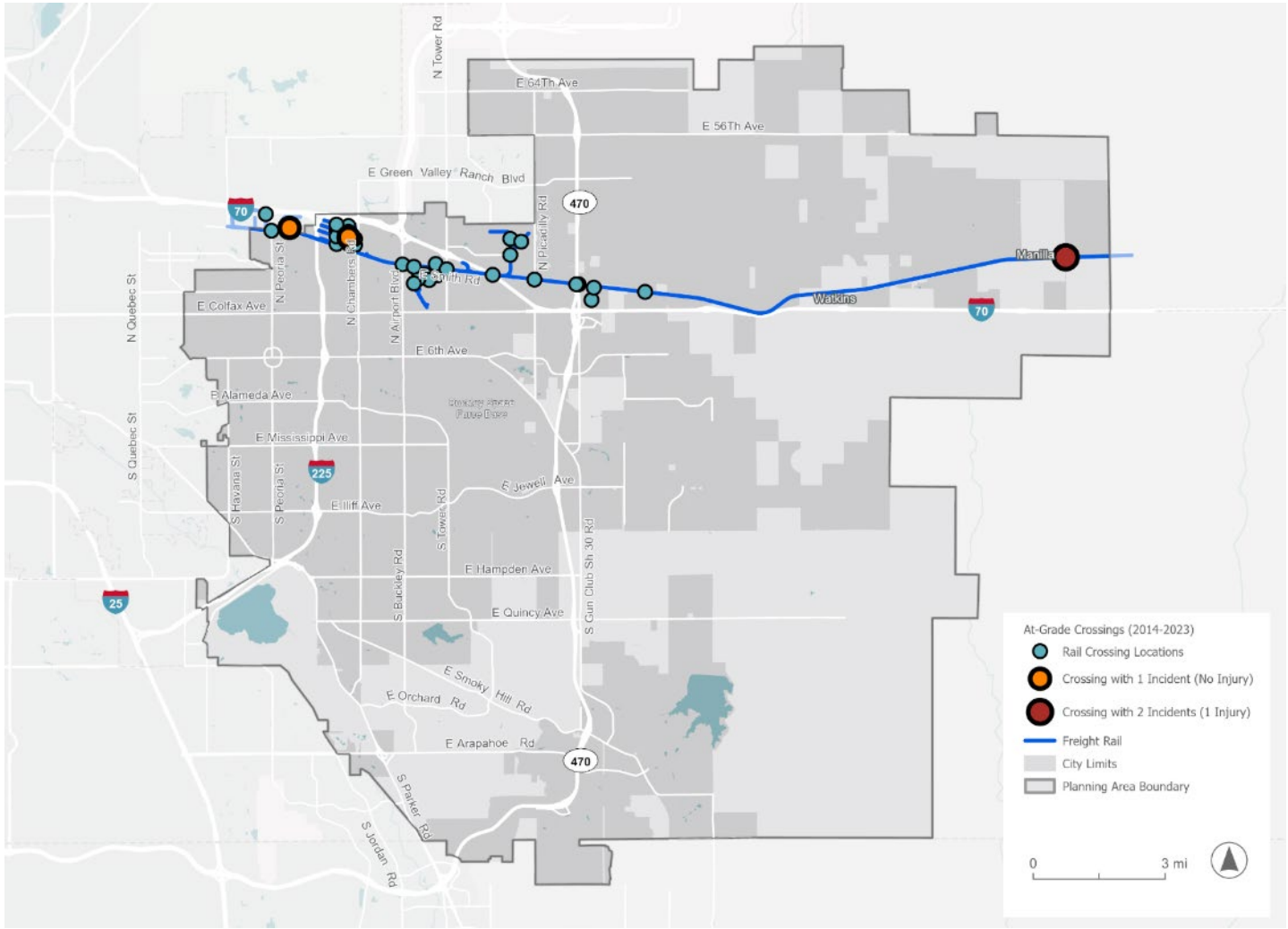
Source: City of Aurora Data Information System, 2024

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

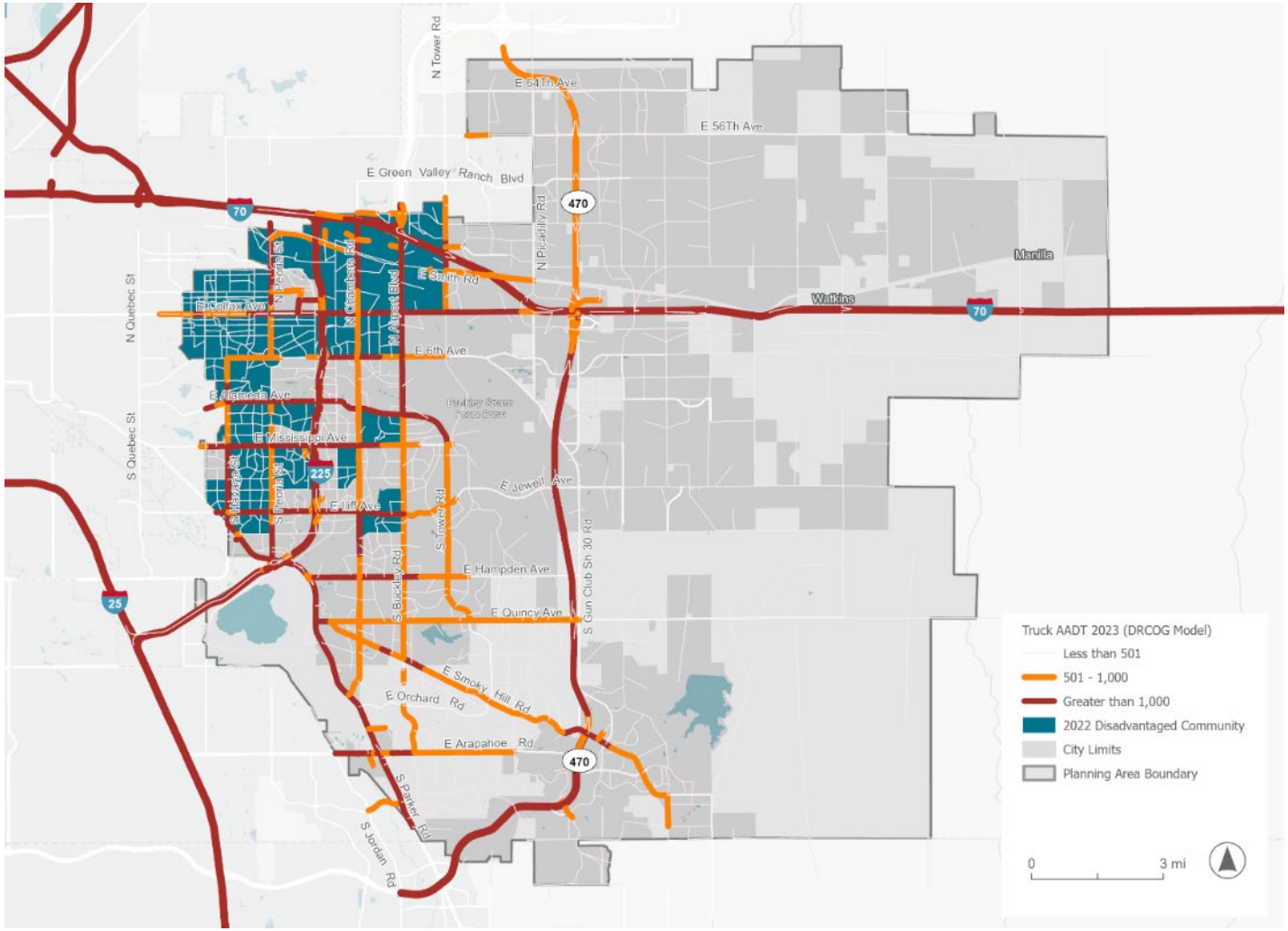
Interestingly, the highest volume freight crossings, in terms of roadway vehicle crossings, are among the safest. Chambers Road and Airport Boulevard carry the highest volume roadway routes that cross mainline freight rail tracks. These locations have not recorded an incident in the 10-year analysis 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.

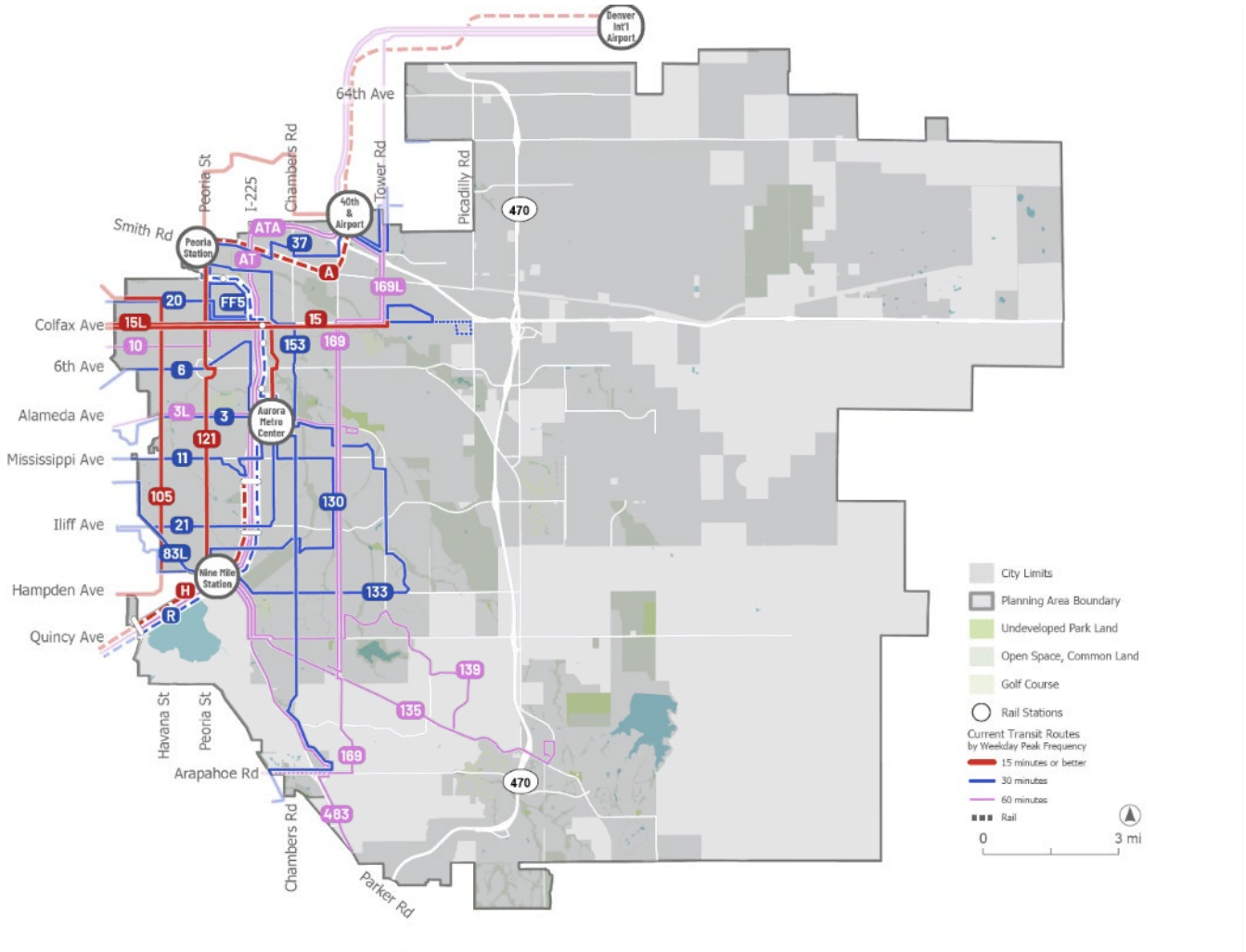
Riders can use a variety of transit modes to get to their destinations. Today, Aurora is served by 30 RTD bus and rail routes, including 24 local bus routes, one regional Flatiron Flyer route, two light rail lines, one commuter rail line, and two SkyRide lines (Table 6-1 and Figure 6-1). These routes 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

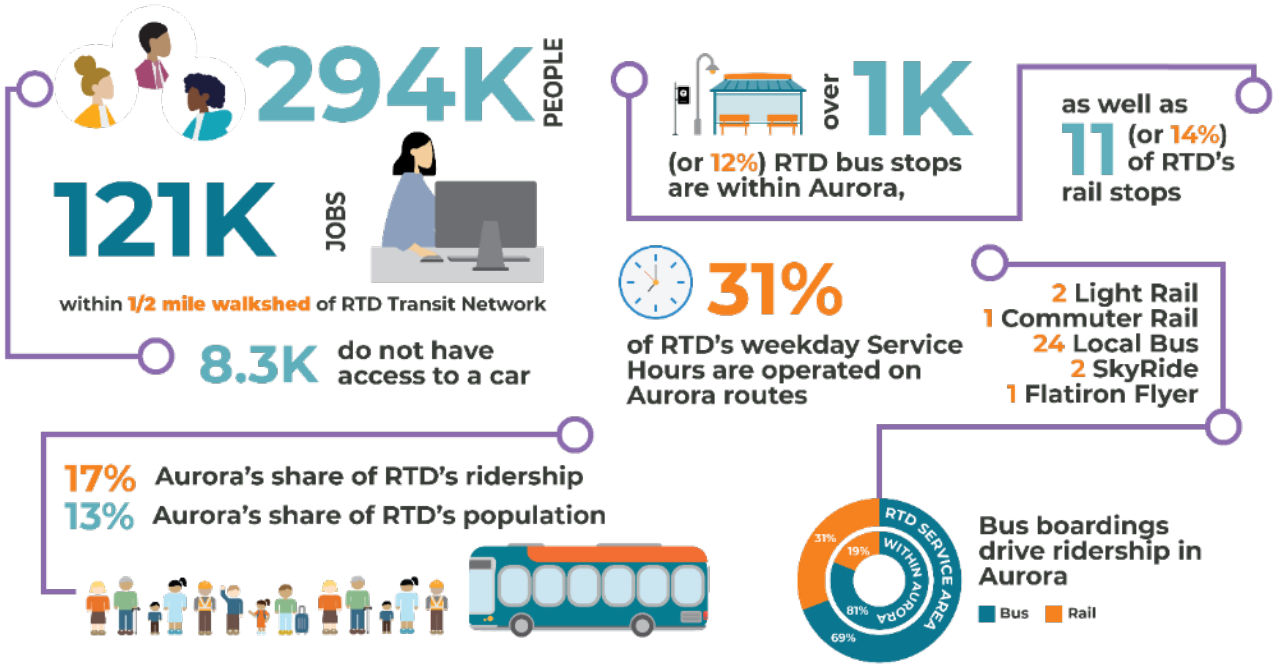


Source: RTD, September 2023

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.

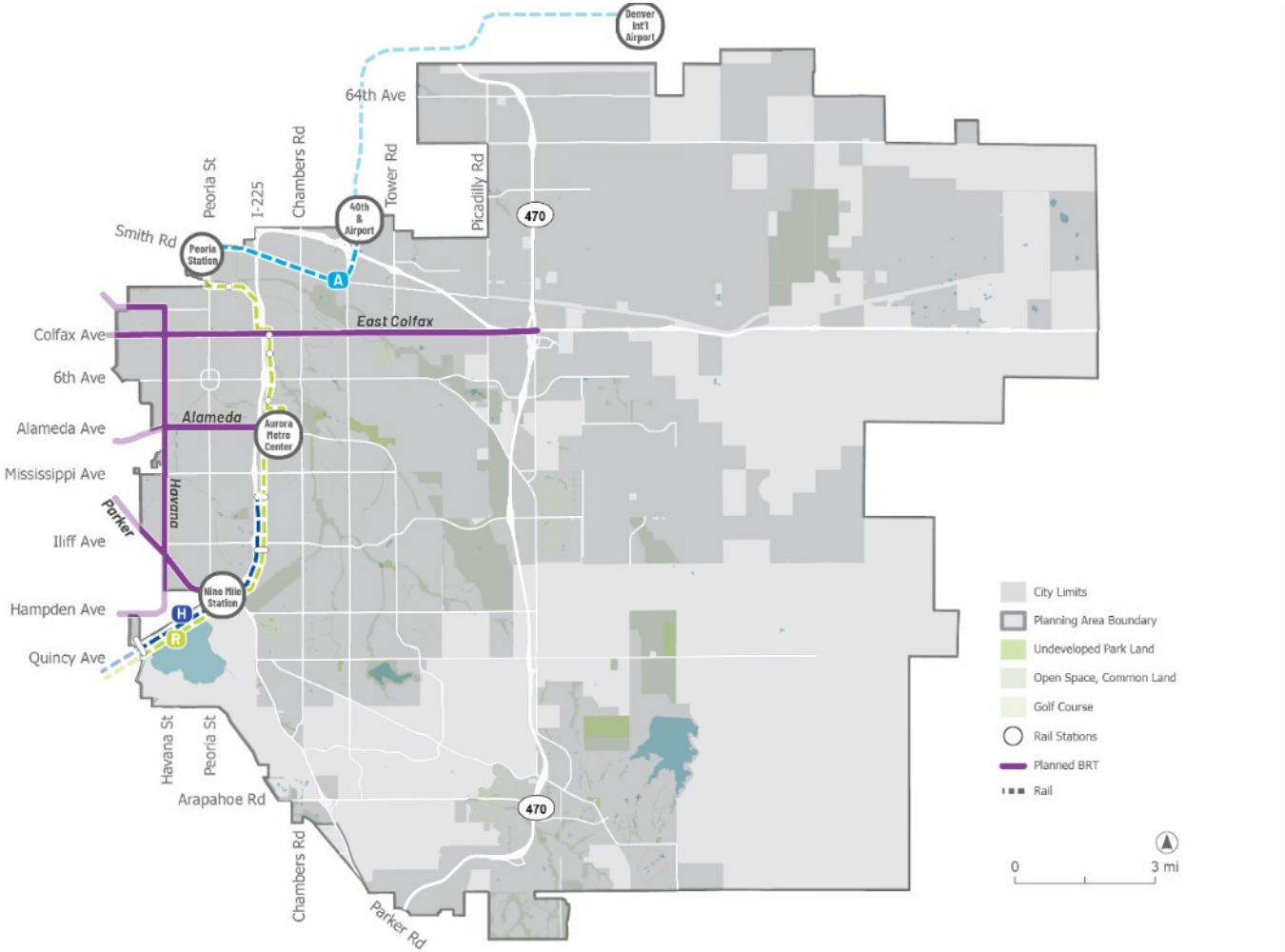
Another FasTracks line, the commuter rail transit A-Line, travels from Denver Union Station to the airport and has two stations, Peoria Station and 40th Ave & Airport Blvd-Gateway Park Station, in Aurora at frequencies of every 15 minutes. The H line, which opened in 2006, operates from Aurora to South 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)

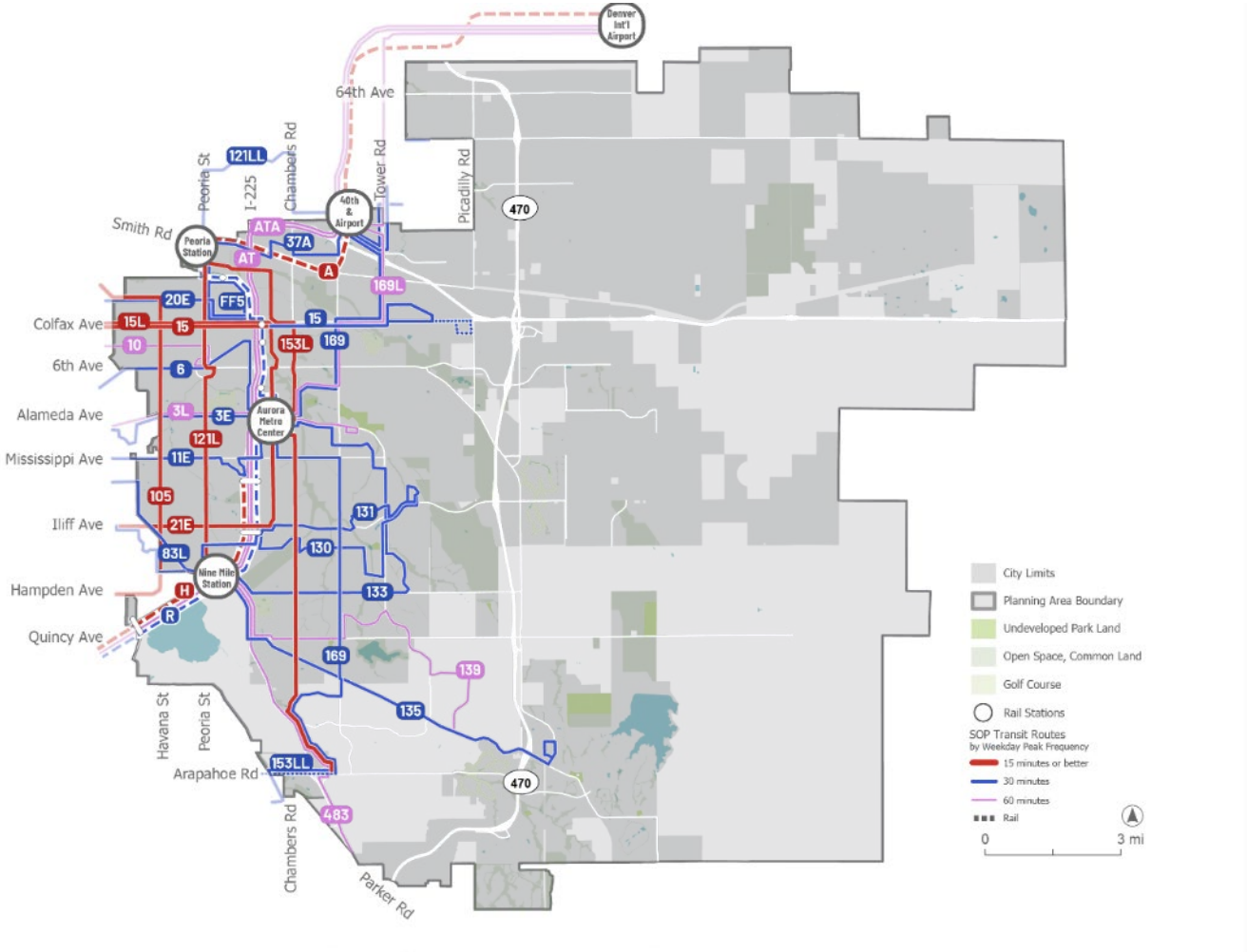
The RTD's System Optimization Plan (SOP) looked to RTD's existing bus service to identify areas for improvement in growing ridership and increasing efficiency (Figure 6-4). The process of developing the SOP involved comprehensive reviews of existing services, travel patterns, and financial capacity. 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

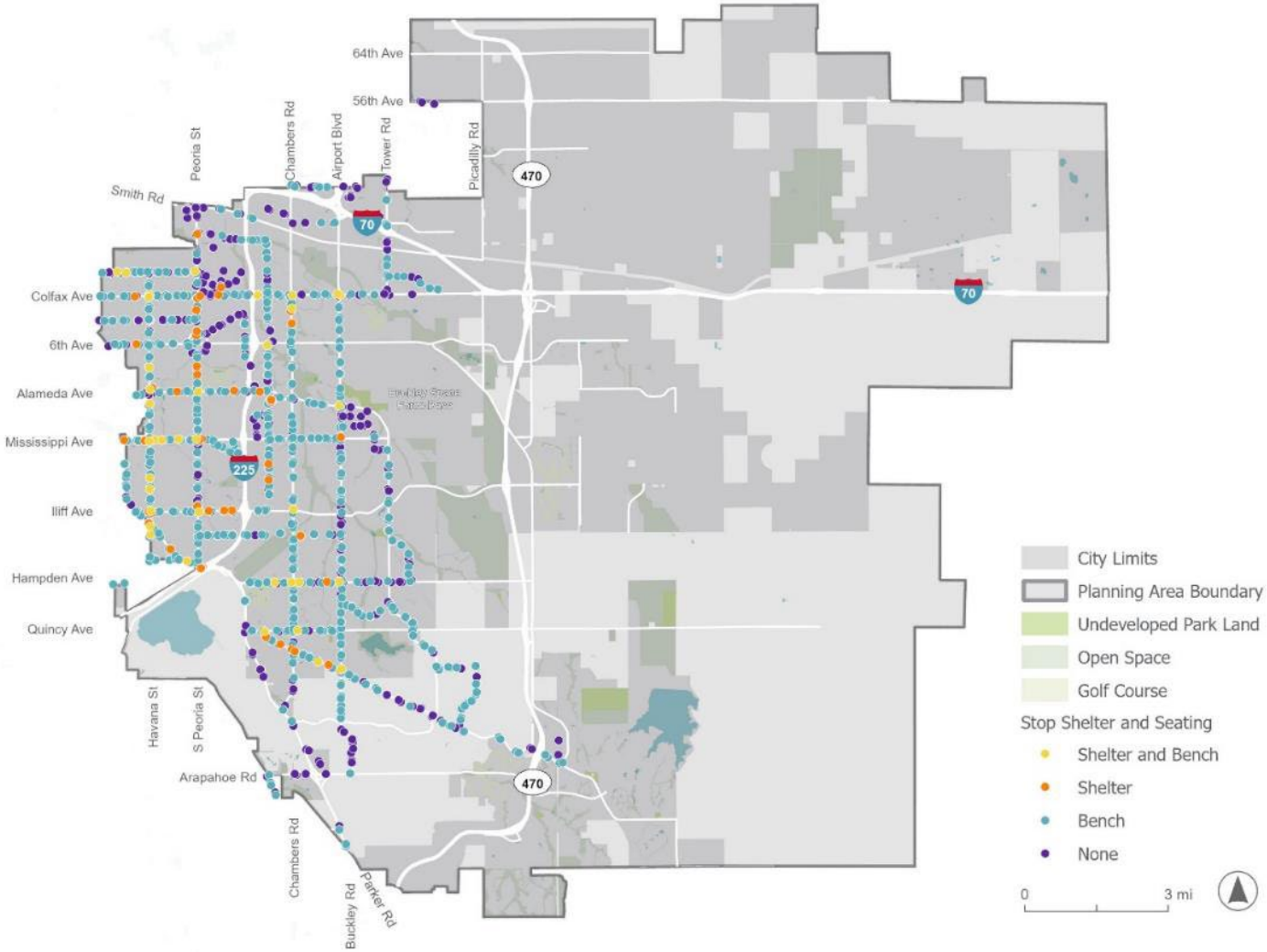
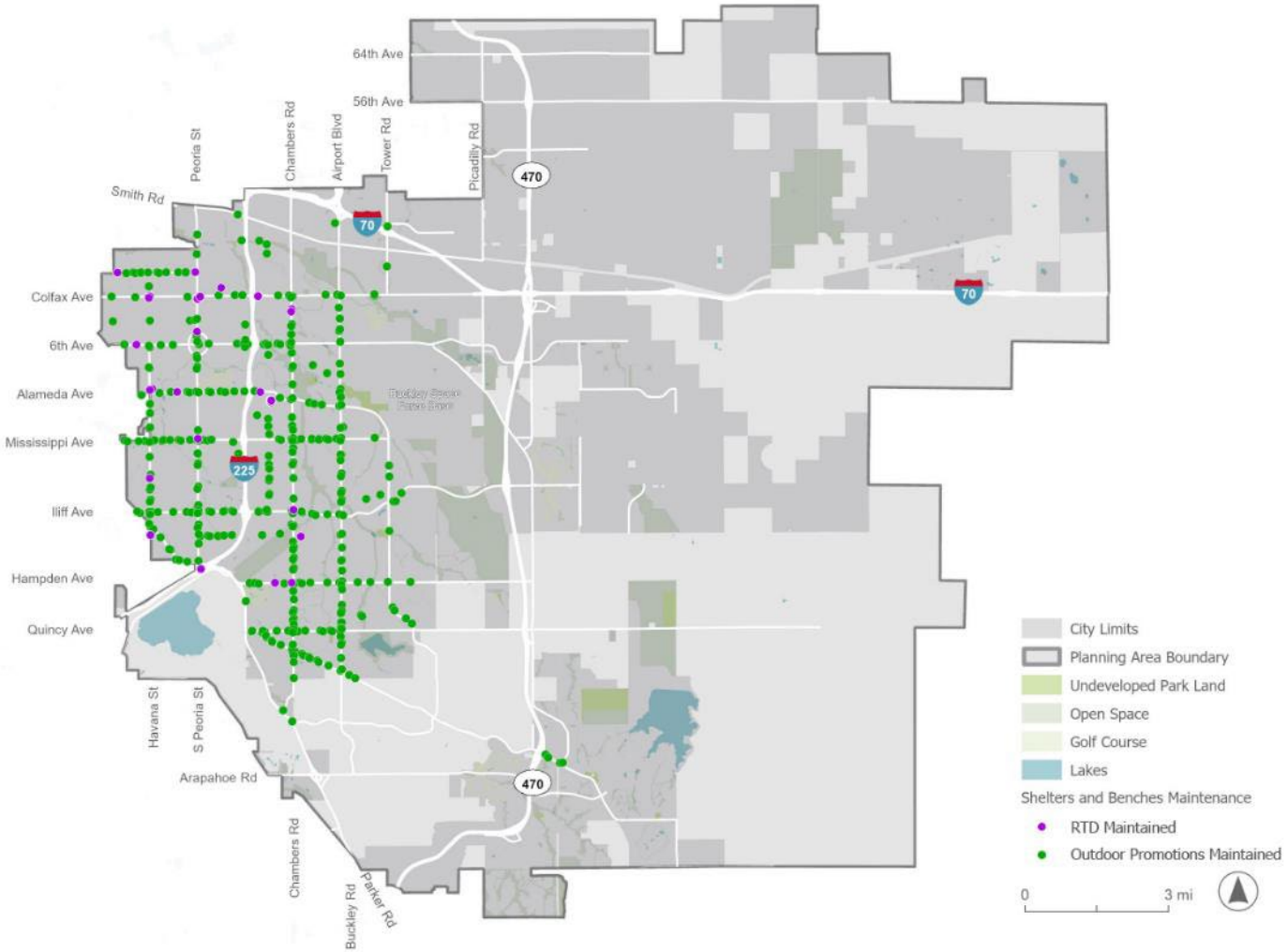
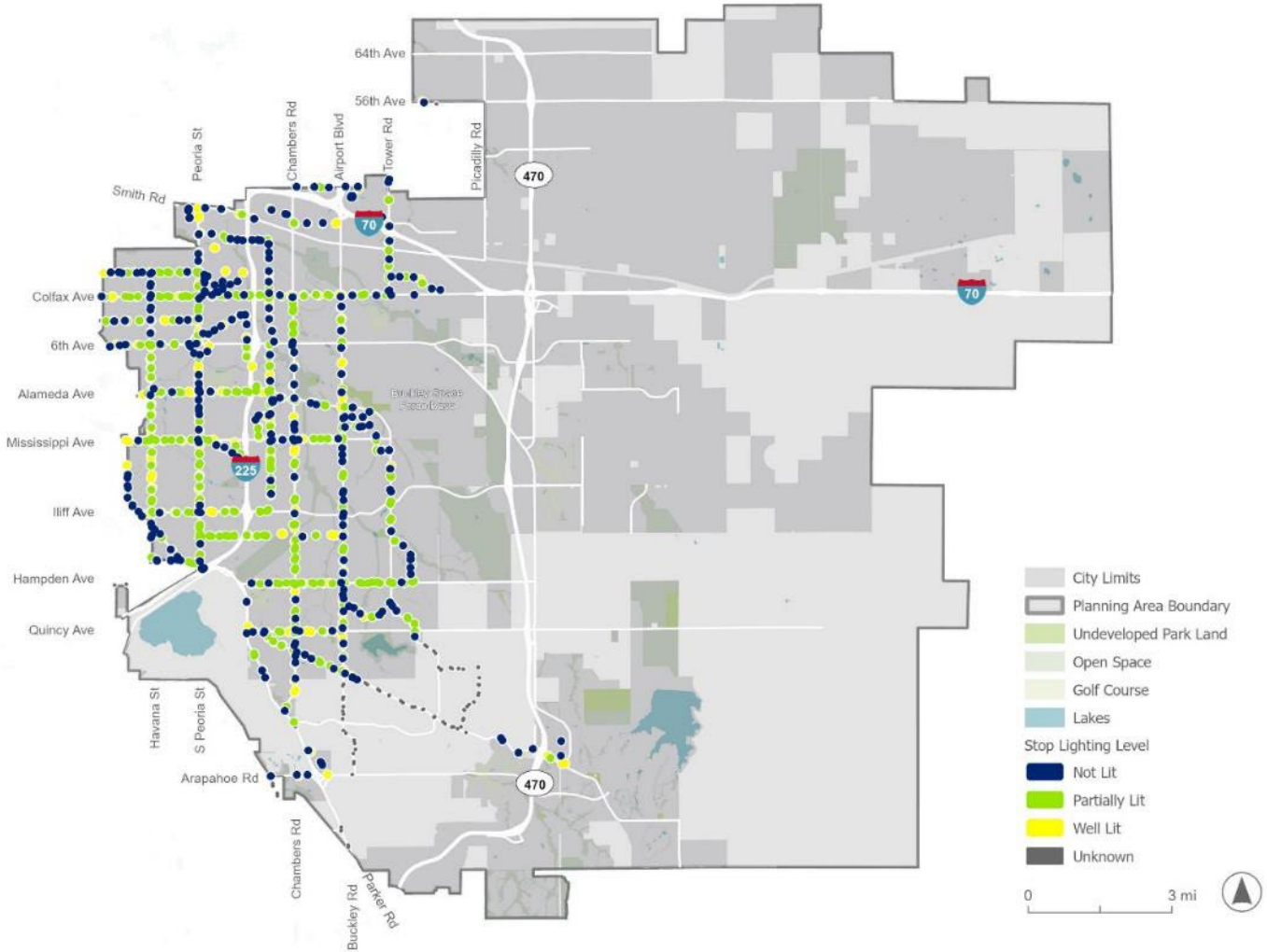


Figure 6-6: Stop shelter and bench maintenance



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.

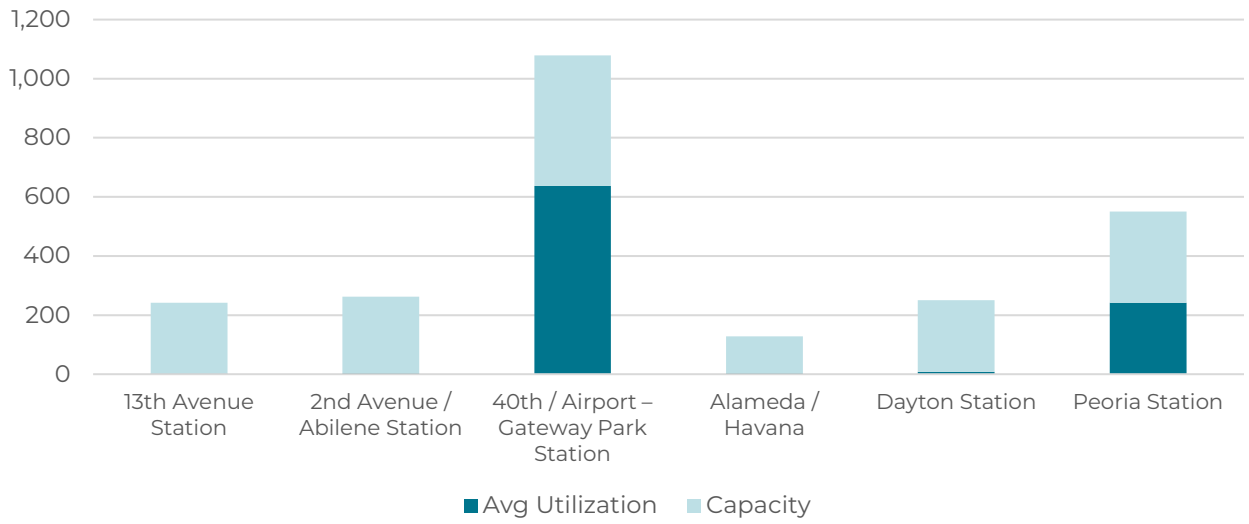
Table 6-3. Inventory of Transit Facilities in Aurora

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

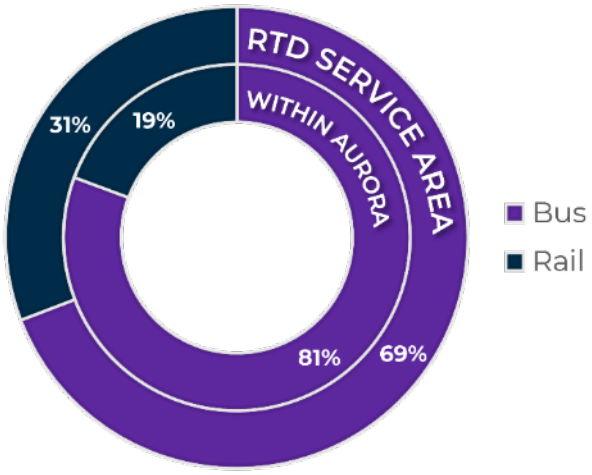
Examinations of ridership and demand reveal where transit is or will be used most frequently and can provide insight into opportunities for future expansion or service redesign. While the City of Aurora and the Planning Area Boundary cover a large area, RTD service is provided only on their western edge, 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).

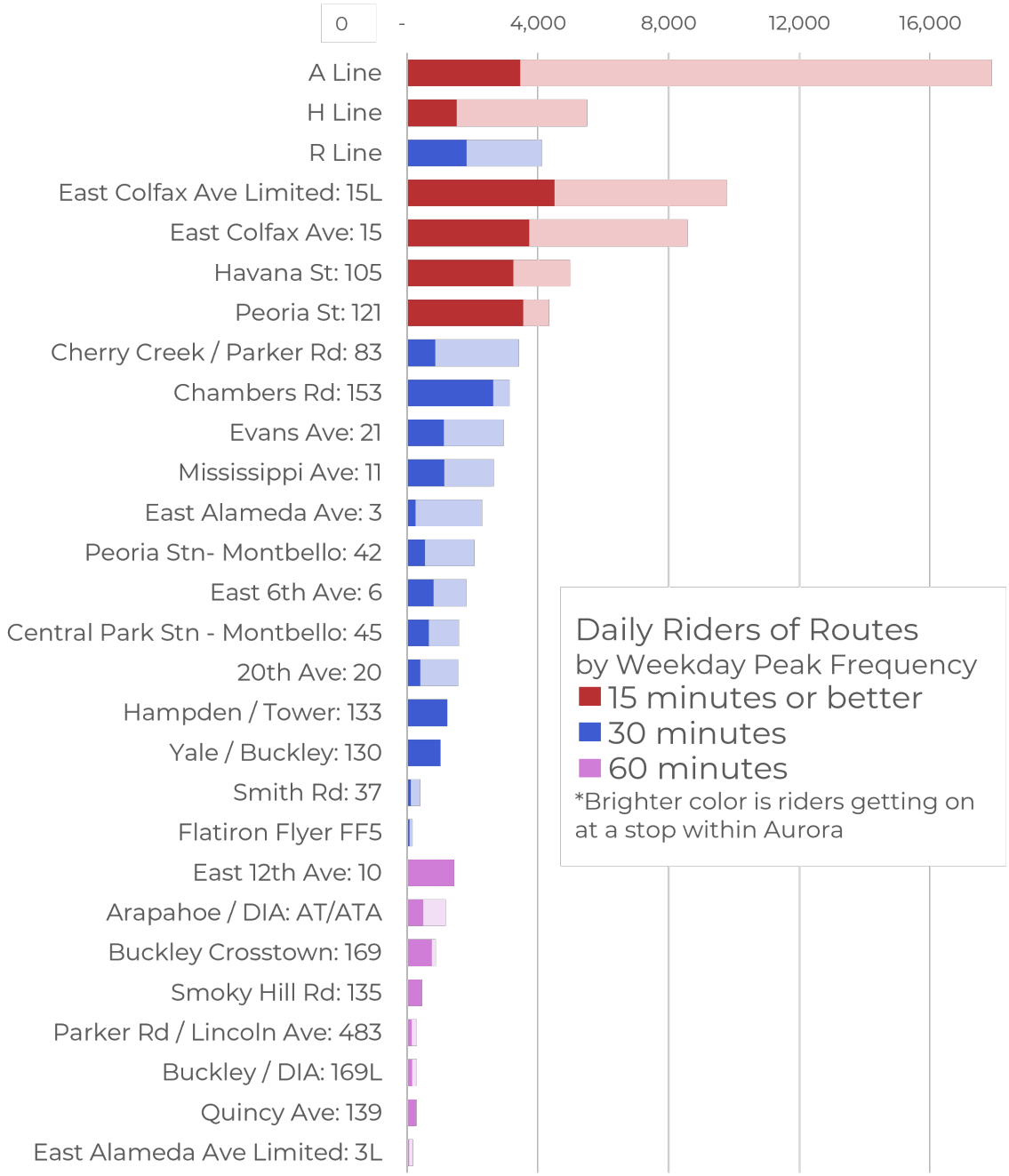
Figure 6-9: Bus Boardings Ridership in Aurora



Source: RTD, September 2023.

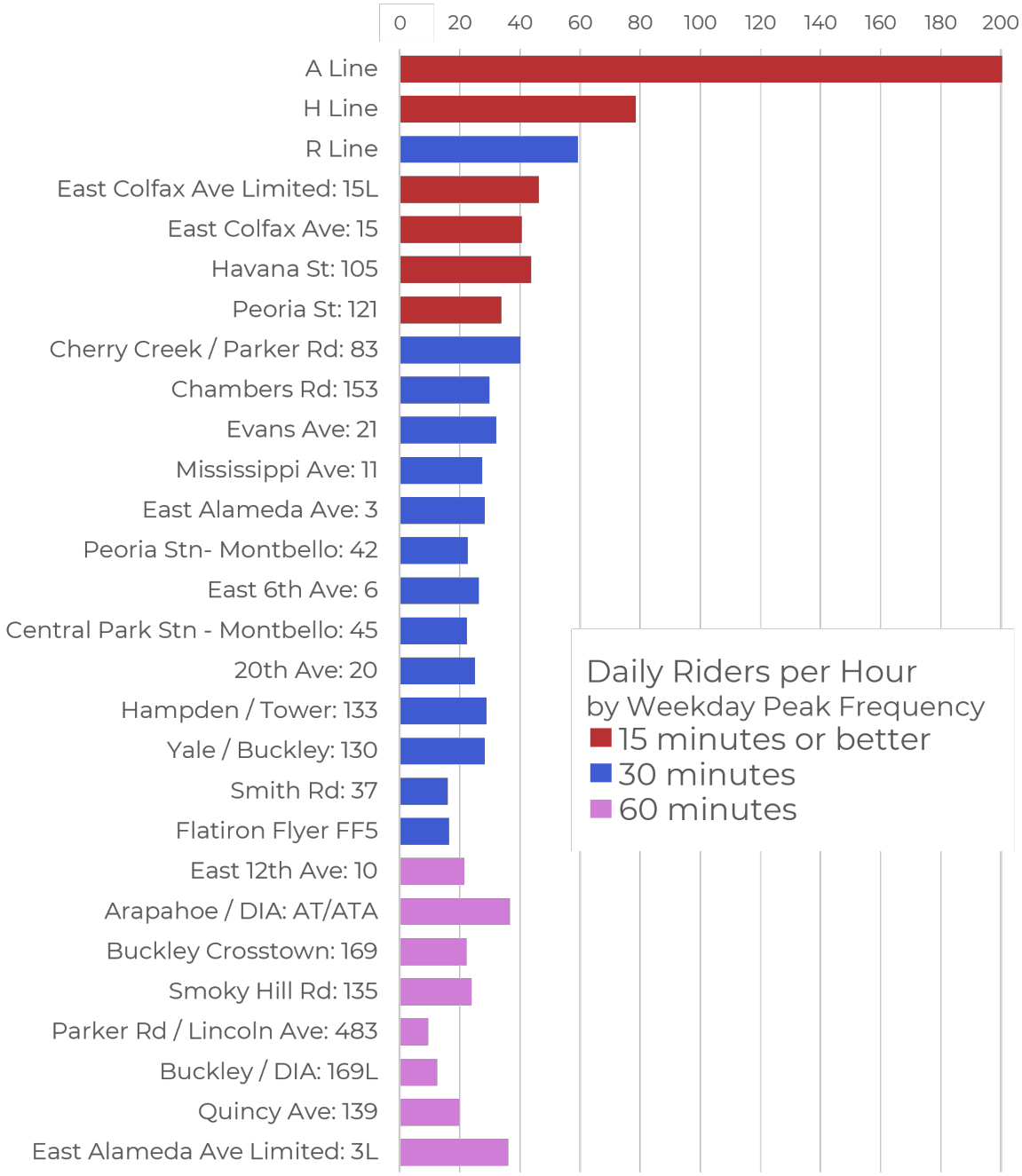
Average weekday boardings are greatest on high-frequency and high-capacity routes, with the A Line, East Colfax Limited (15L), and East Colfax (15) as the strongest performers. Rail services have a high number of boardings relative to their revenue hours, and at a system level, their share of boardings 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)

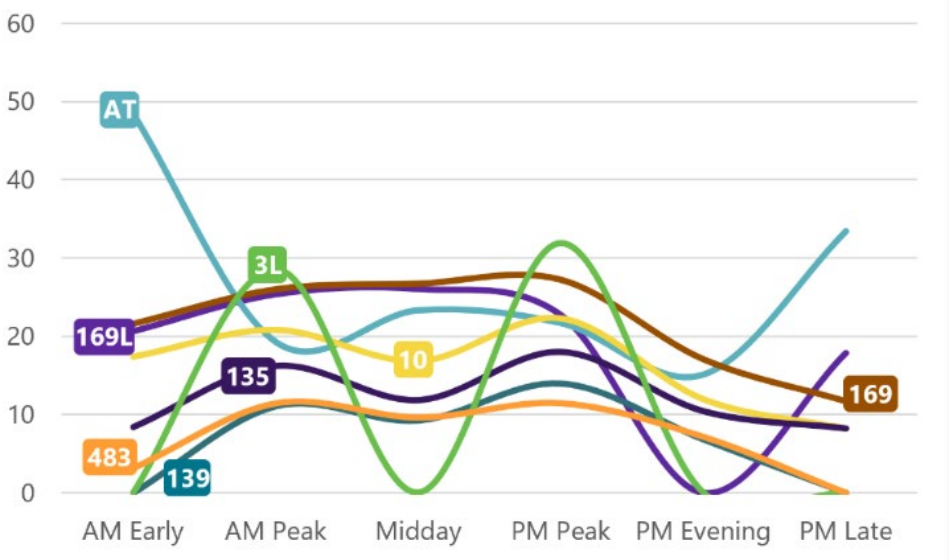


Figure 6-13. Average Daily Boardings per Trip by Time of Day (30-minute routes)

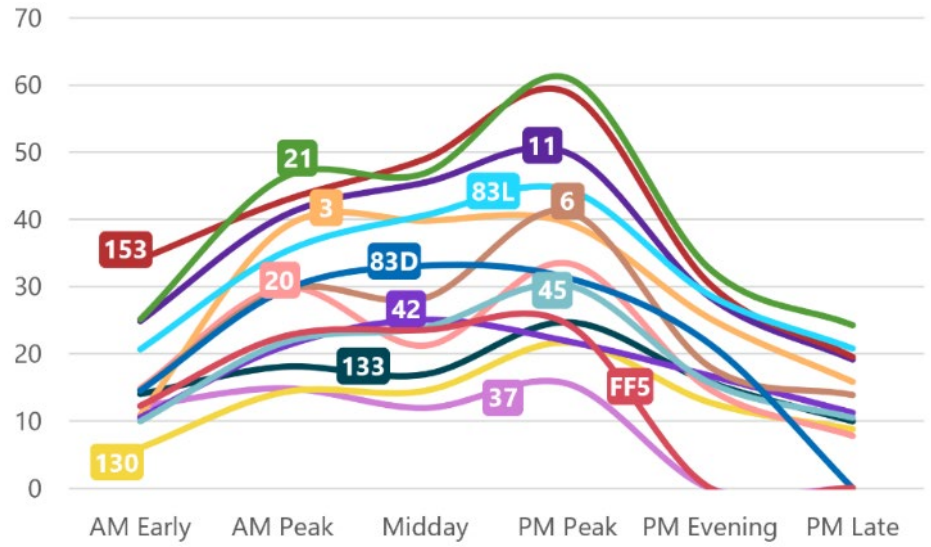


Figure 6-14: Average Daily Boardings per Trip by Time of Day (Rail)

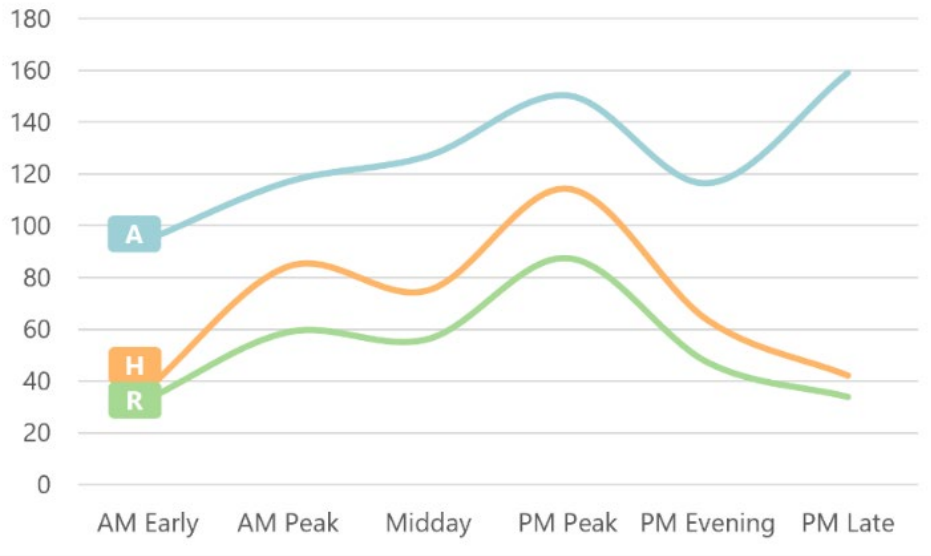
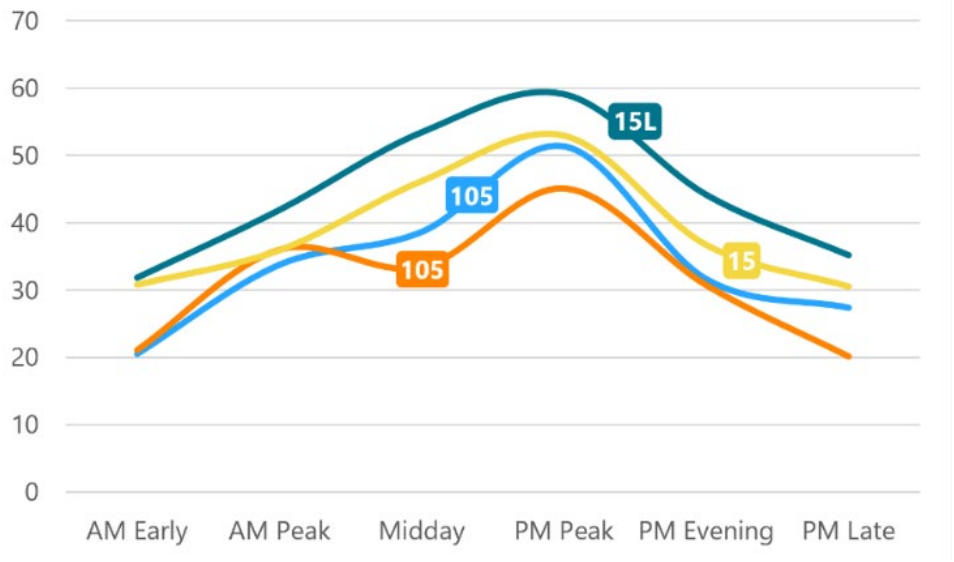


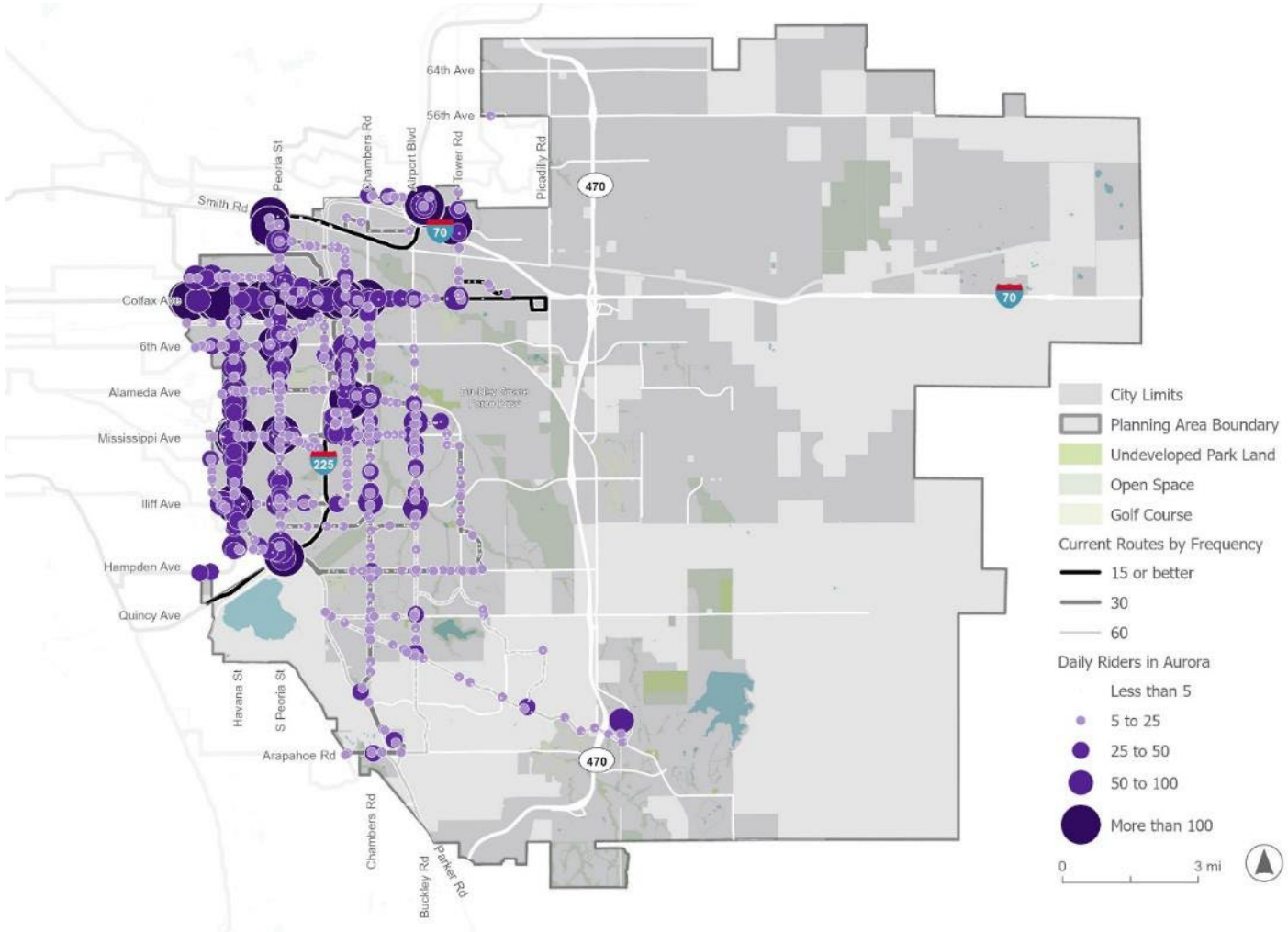
Figure 6-15. Average Daily Boardings per Trip by Time of Day (15-minute routes)



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

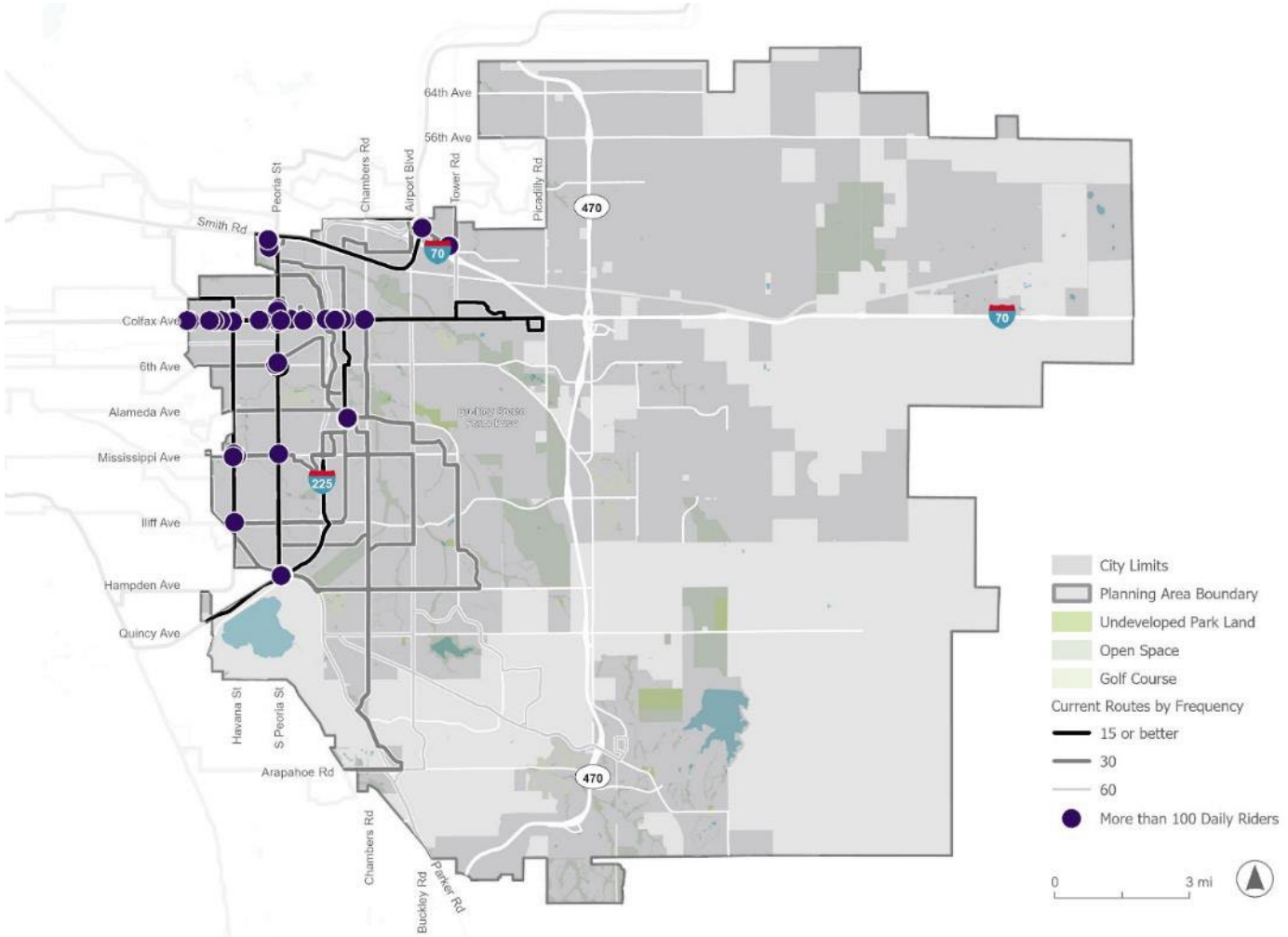
A Composite Transit Demand Analysis was performed to examine which areas of Aurora are most likely to generate demand for fixed-route public transportation, based on where people live and work. Fixed-route transit refers to public transportation that has designated stops and follows a consistent route 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.

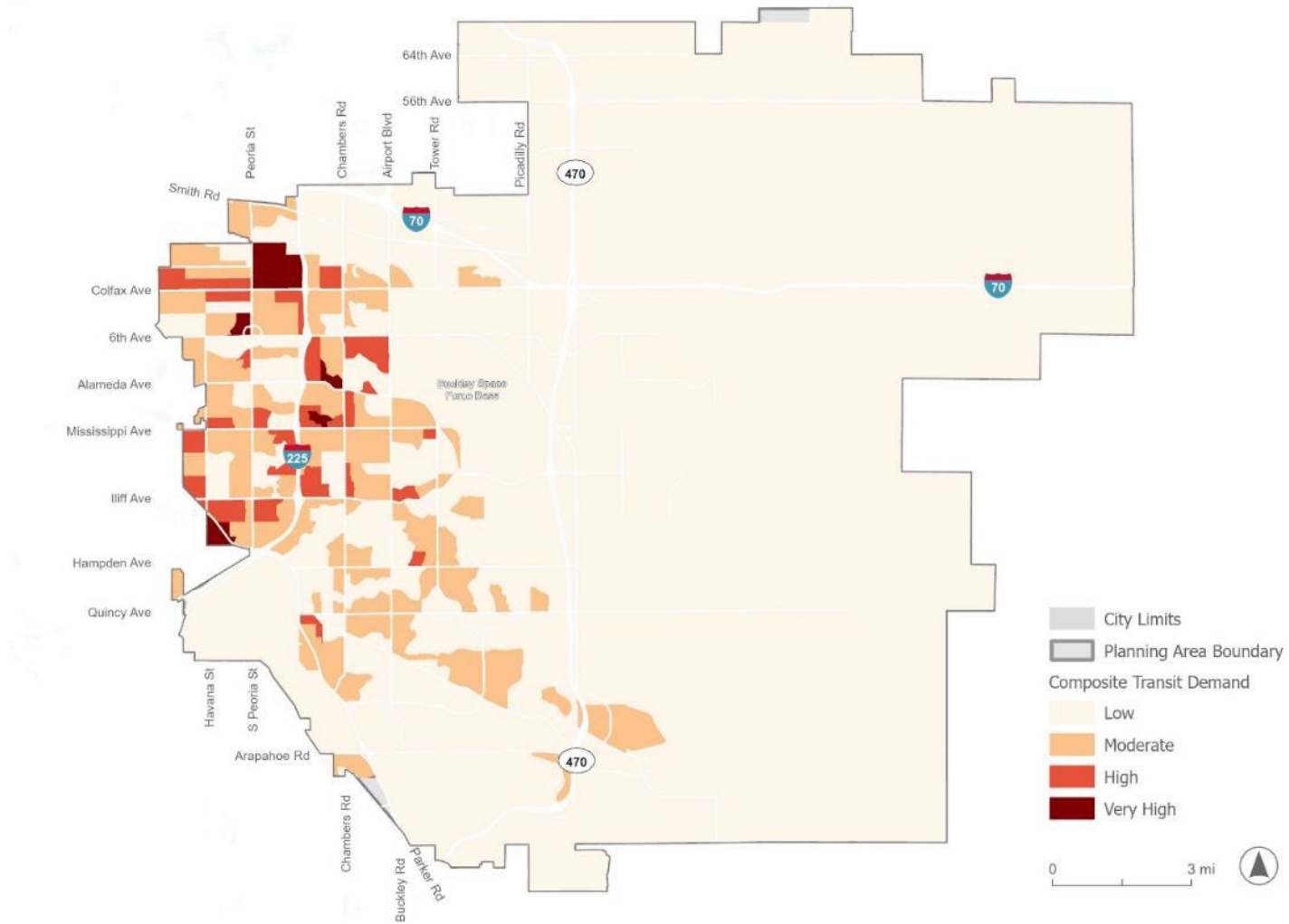
The population is growing, and more jobs are expected to continue arriving in Aurora. By 2050, there is anticipated growth across the city, with much of the central and western portions of Auroa growing to at least a medium level of demand for fixed-route transit and more density showing up in the northeastern 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



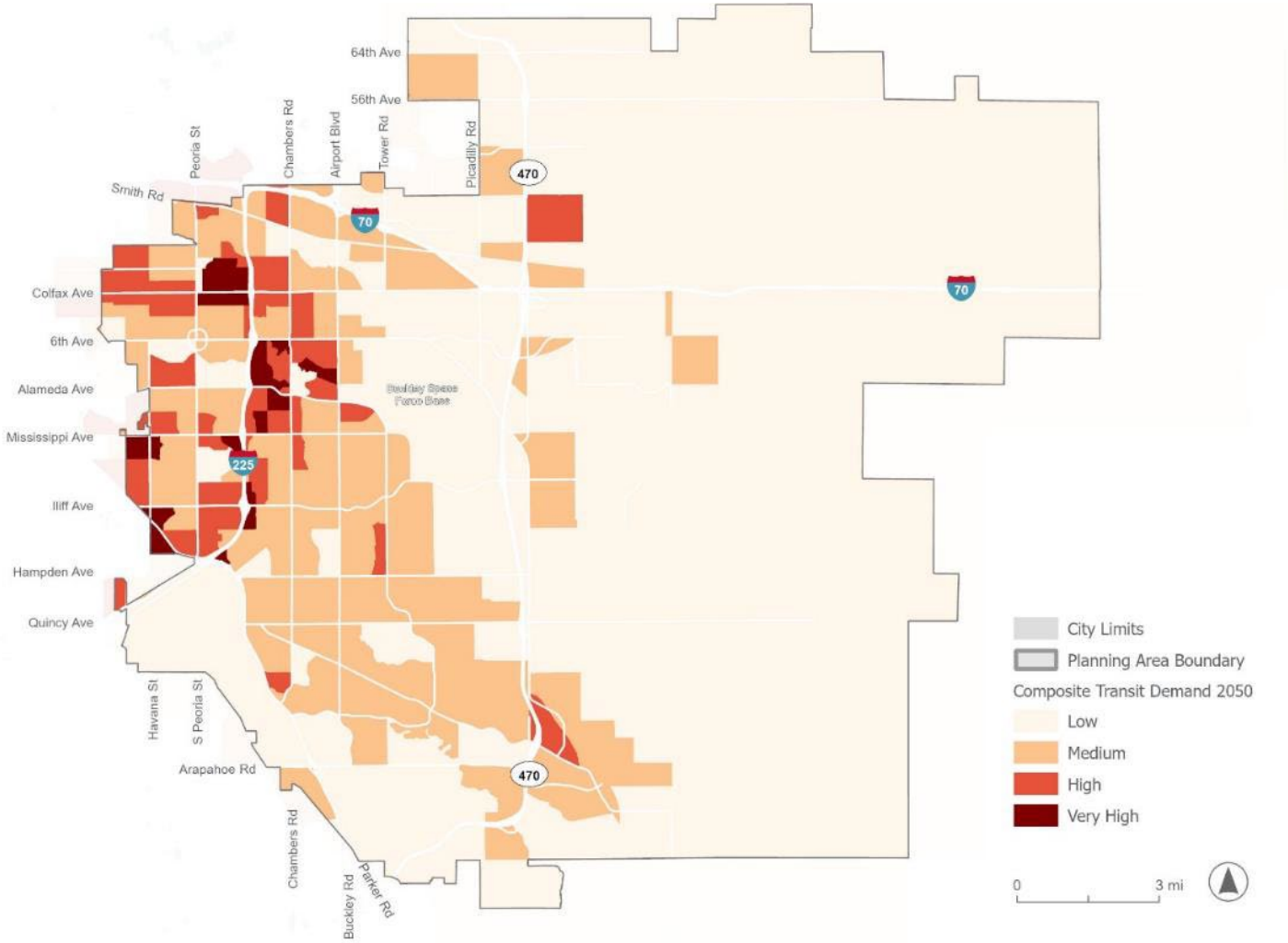
Source: RTD, September 2023.

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.

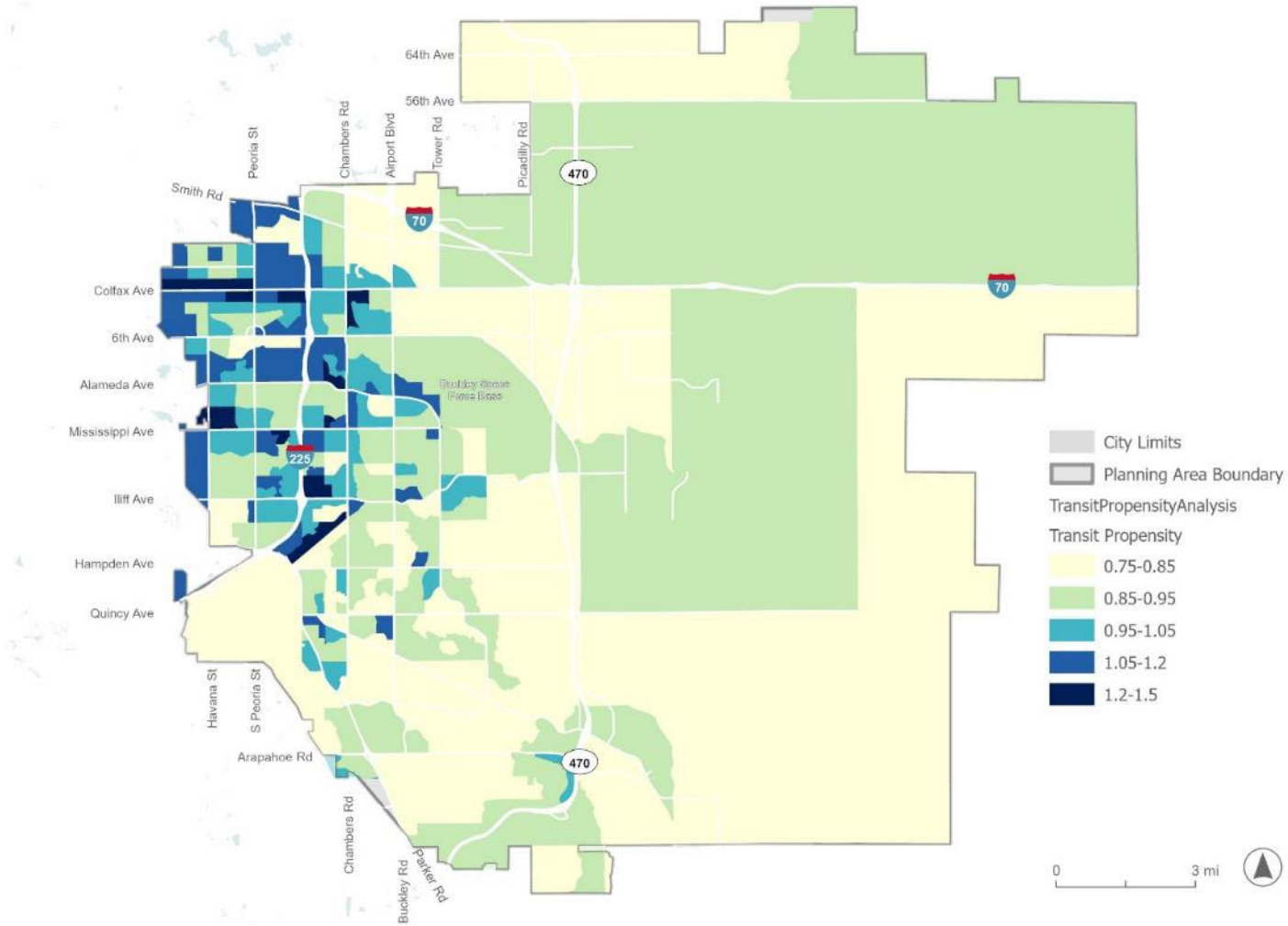
6.6 Transit Access to Destinations

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)

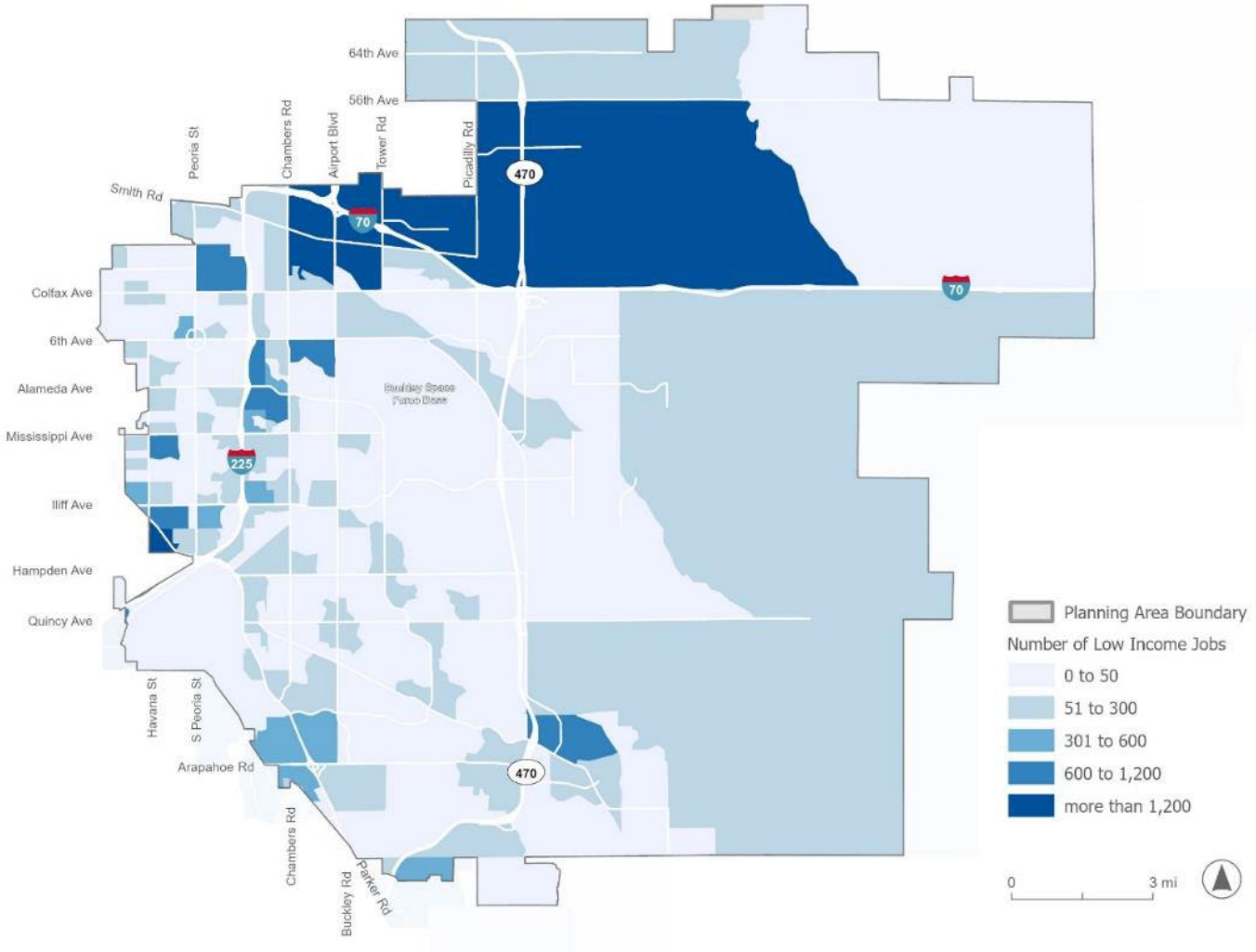
Hospitals are typically co-located with other medical facilities and offer areas with jobs and services that people can access by taking transit. There are usually relatively few hospitals in a geographic area and they generate a lot of activity that can be served by transit. In Aurora, access to hospitals 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



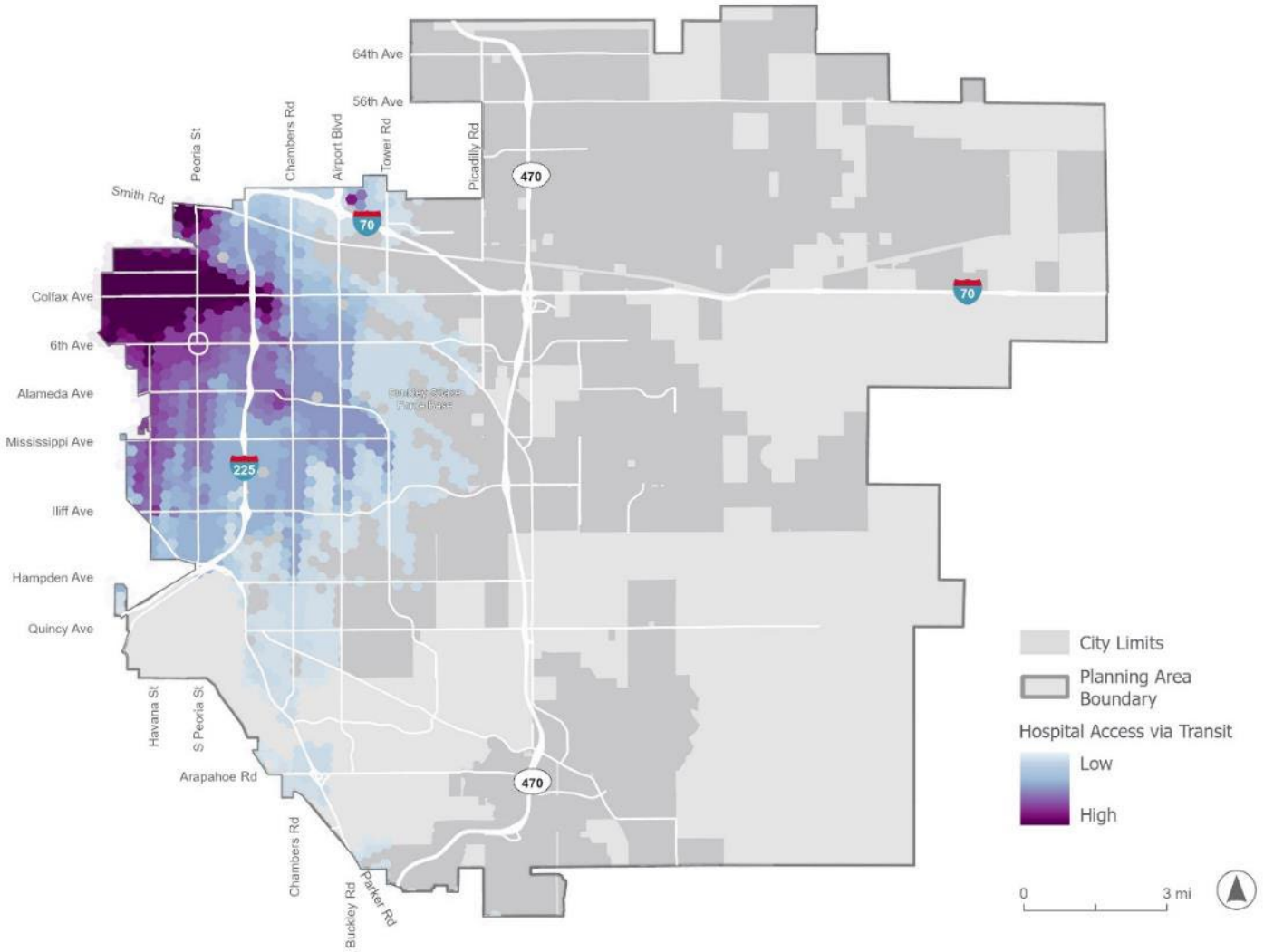
Source: 2022 5-year ACS Census

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

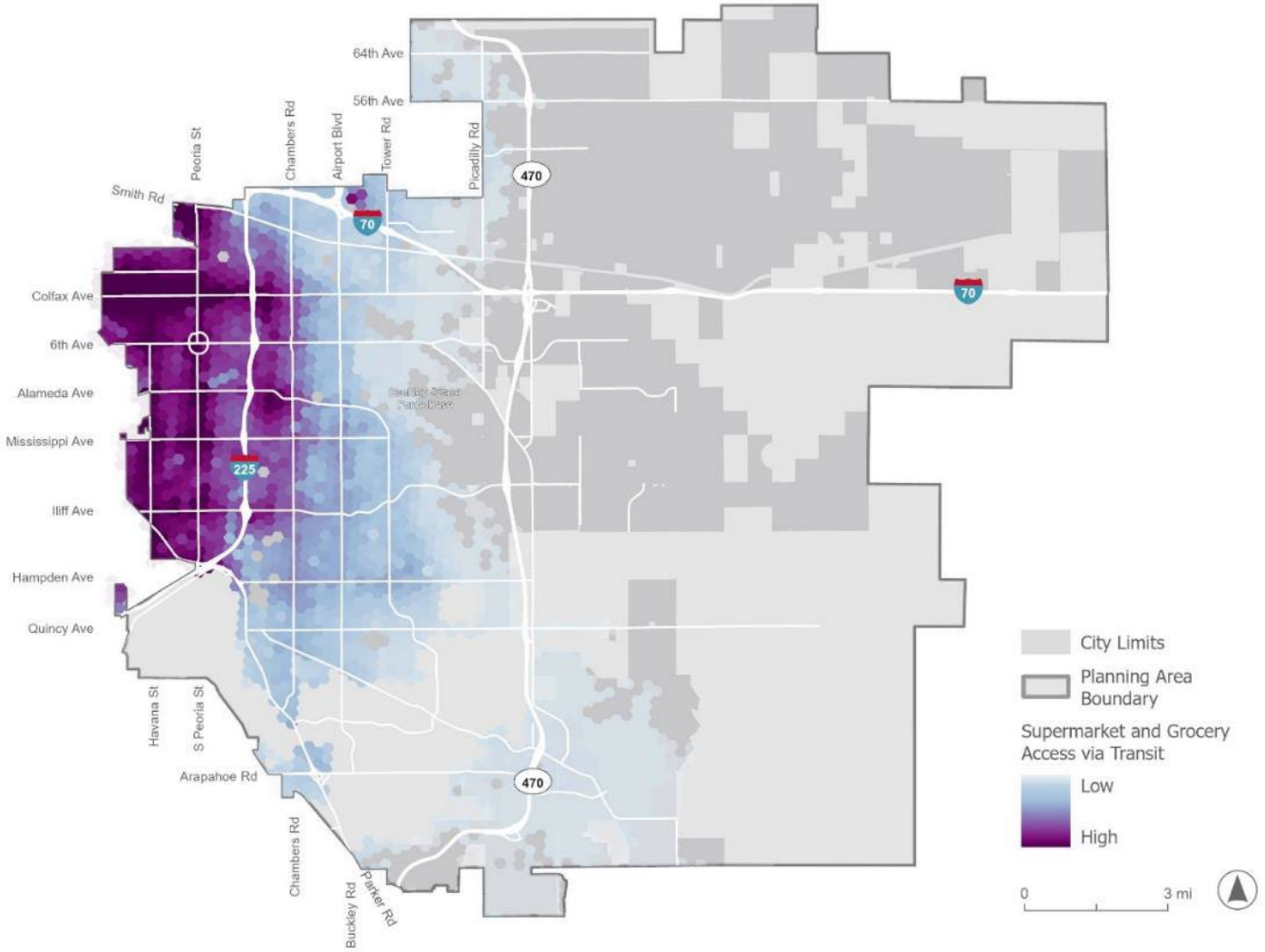


Figure 6-24: Access to Colleges and Universities via Transit within 60 minutes at 5pm on a Weekday

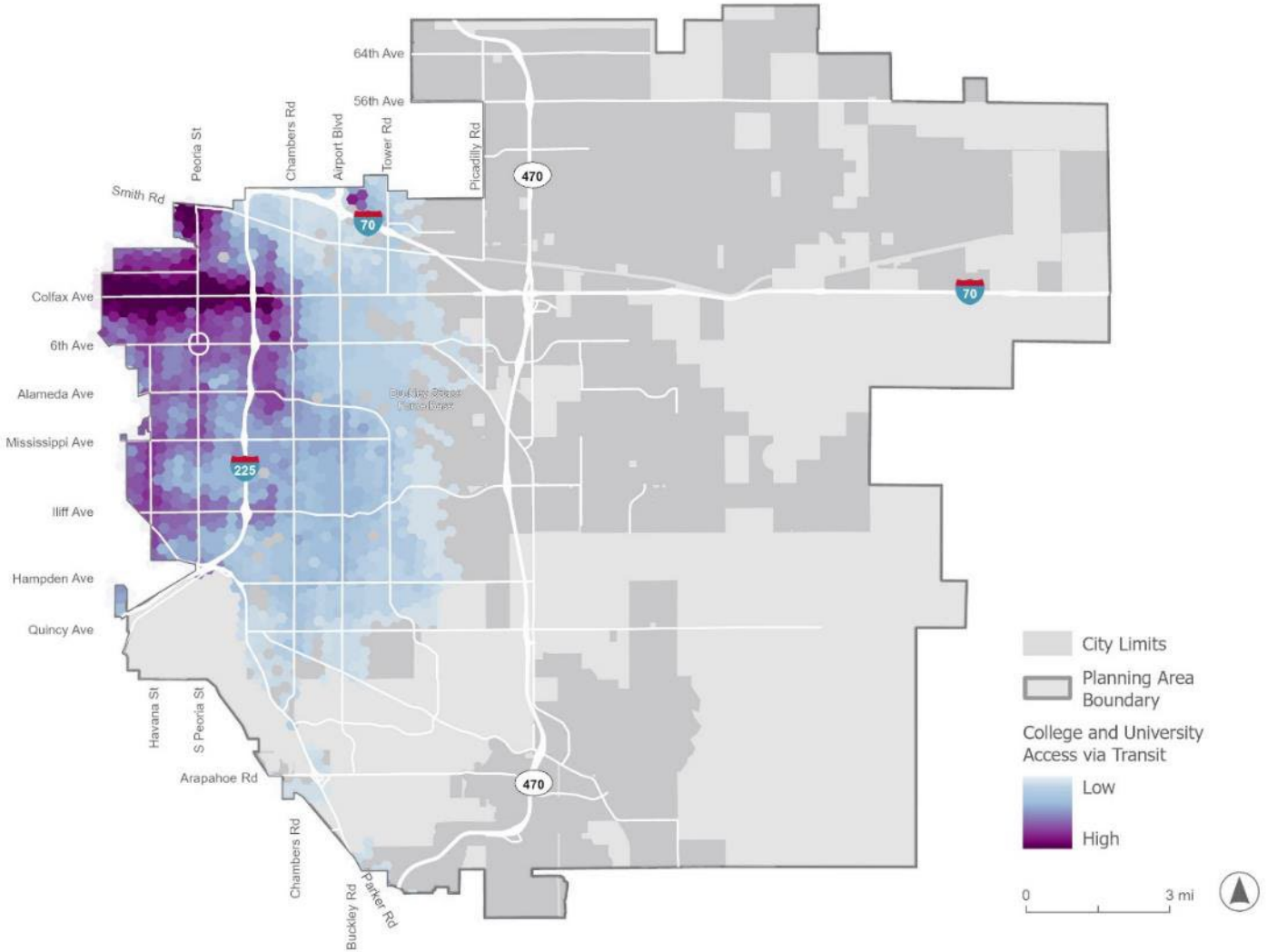
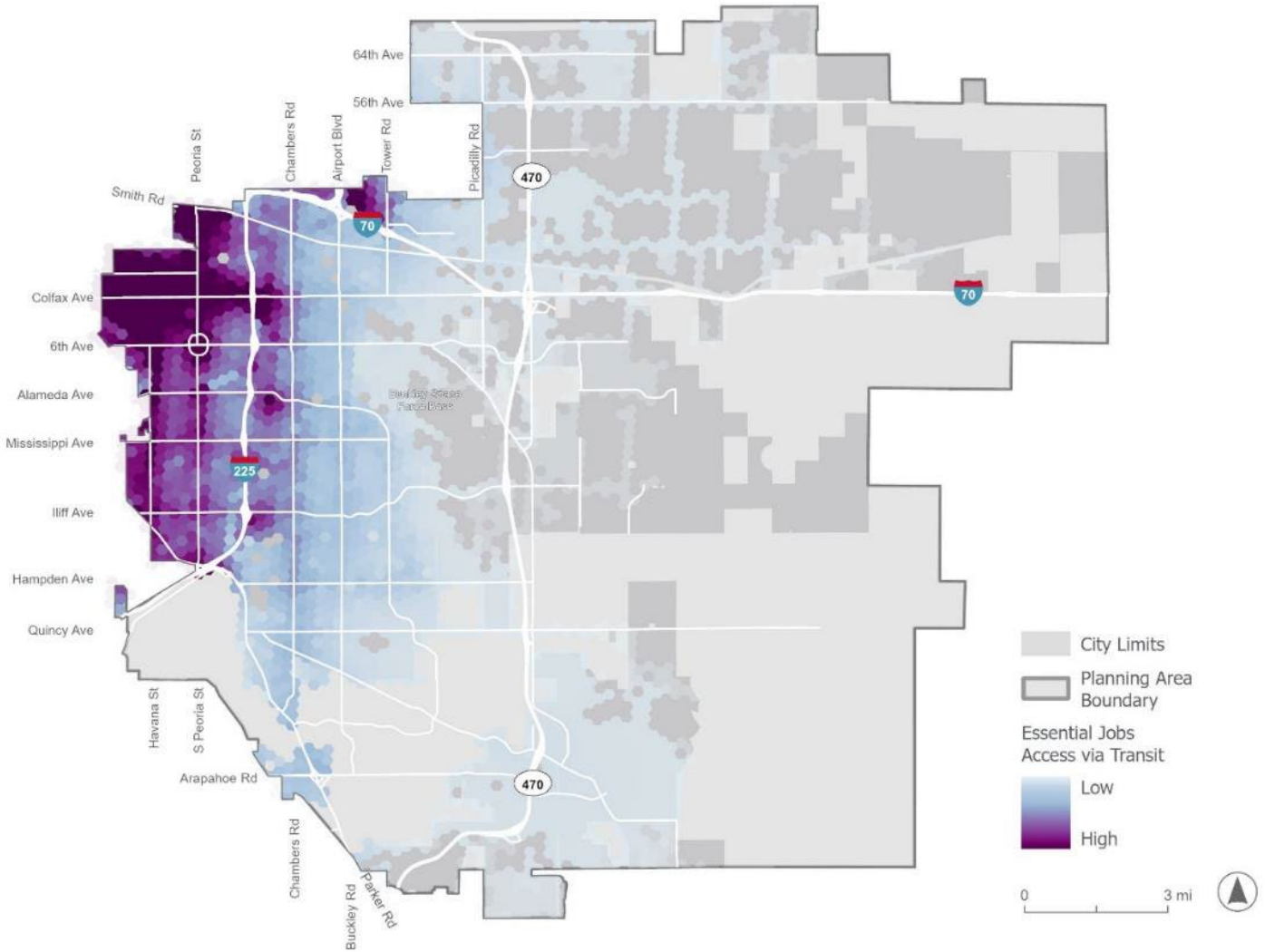


Figure 6-25: Access to Essential Jobs via Transit within 60 minutes at 5pm on a Weekday



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:

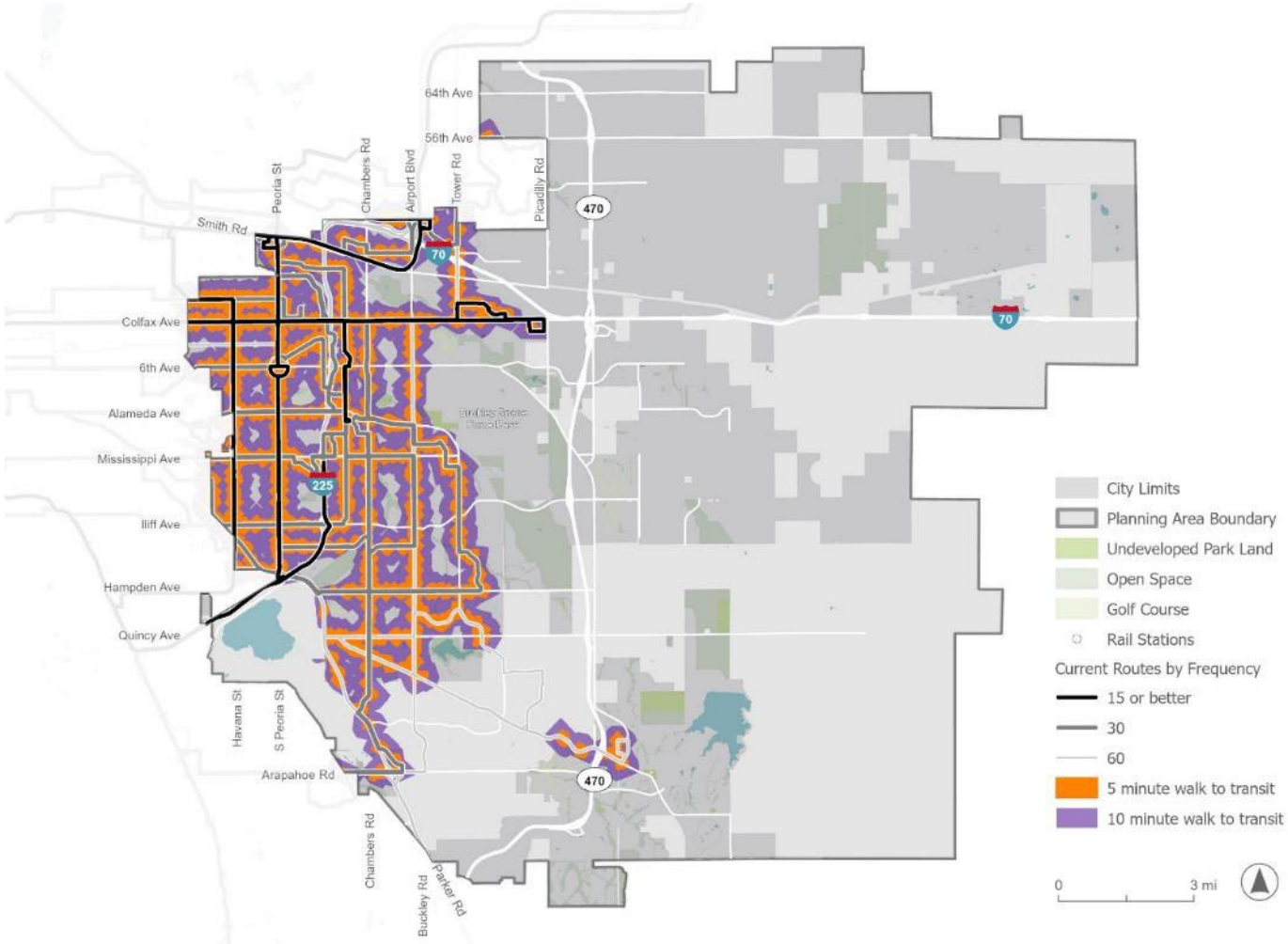
- Barriers such as high-stress pathways like interstates
- Connectivity of the street network and distance of street blocks
- Distance between transit stops and evenness of the spacing
- Distance between transit routes and the "grid" of the roadway network

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

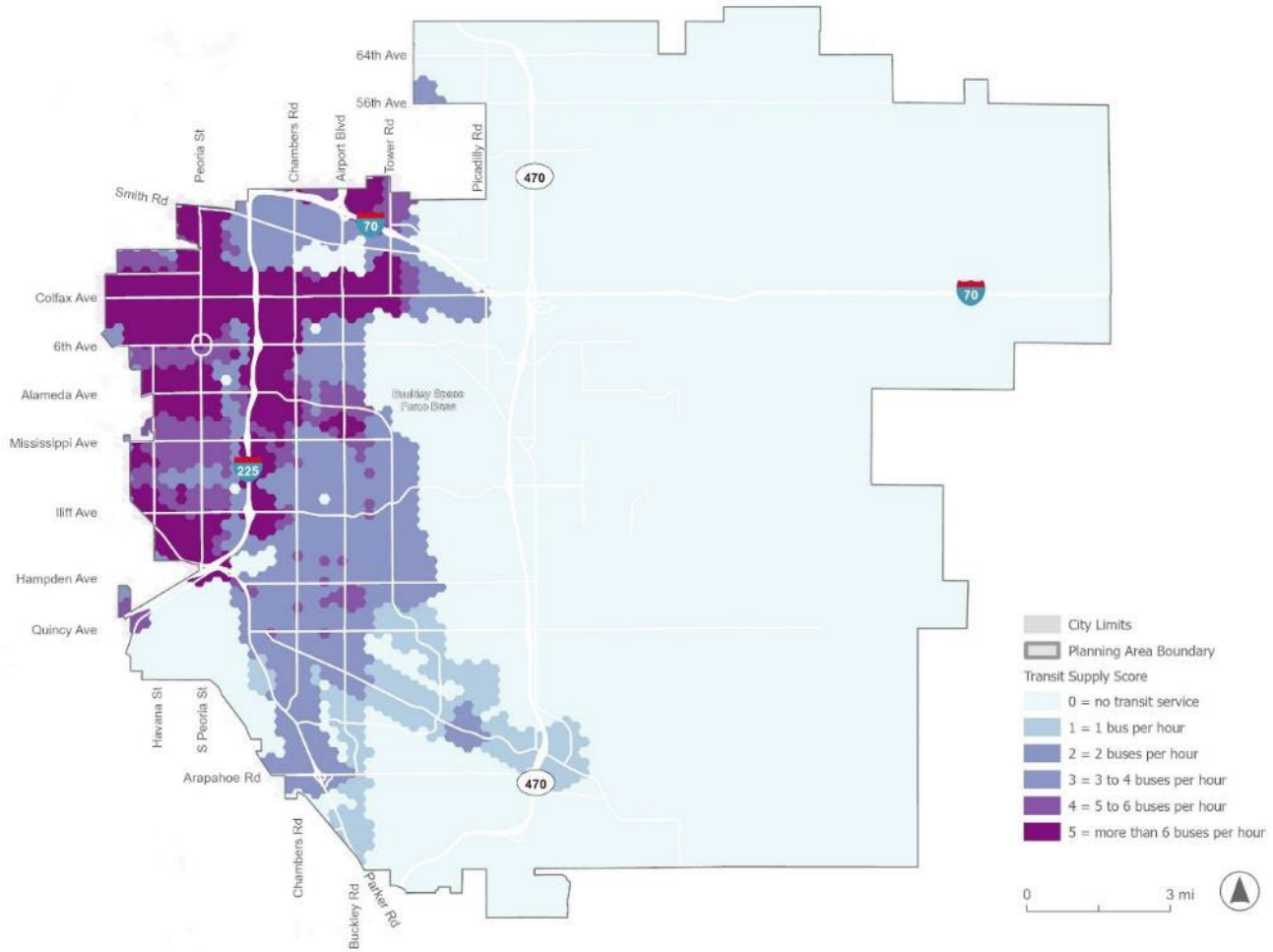
Transit demand was calculated using the Composite Transit Demand and the Transit Propensity layers. The block group level population density was adjusted to account for the propensity or likelihood for transit use based on the socio-economic makeup. The Composite Transit Demand, which accounts for both 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:

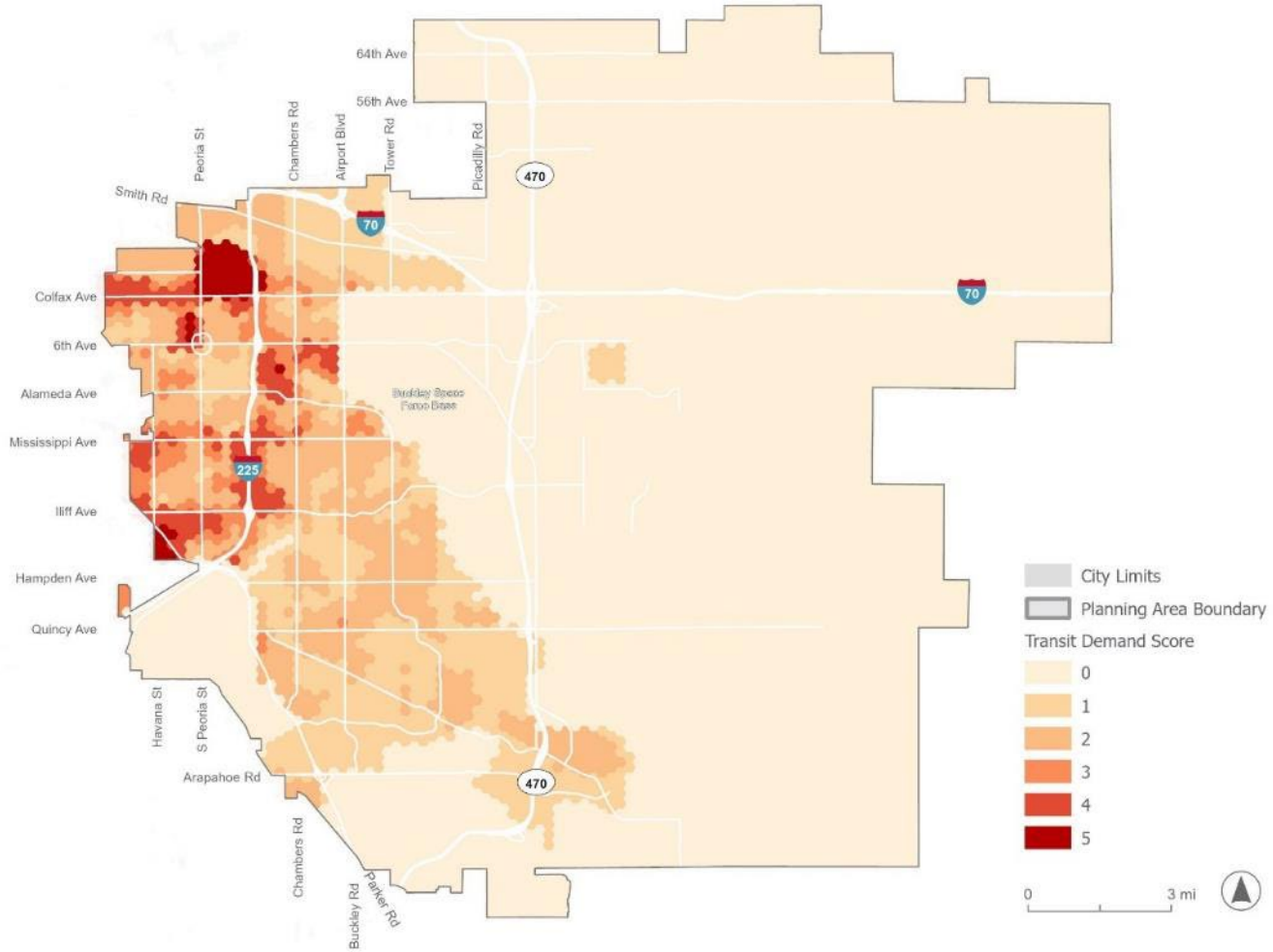
- Community College of Aurora and the housing and businesses nearby located south of 6th Avenue and east of Chambers Road
- South of the Fitzsimmons R-Line Station
- The Heather Gardens community near I-225 and Parker Road
- West of I-225 near Iliff Station and Florida Station
- On Quincy Avenue near the Walmart neighborhood market at Piccadilly Road
- Southeast Aurora near the Southlands development

Figure 6-27: Transit Supply Score Results



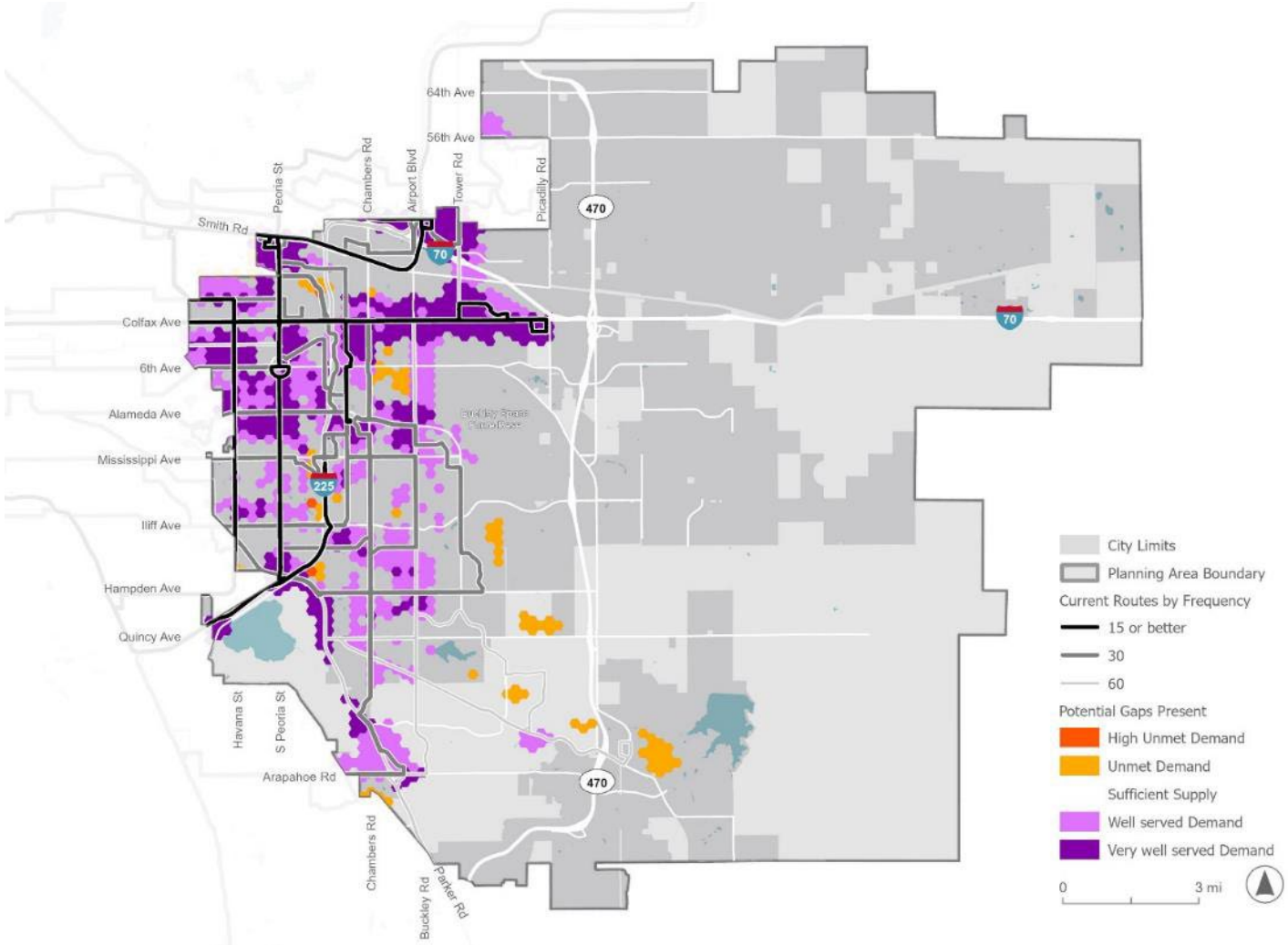
Source: RTD, September 2023.

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.

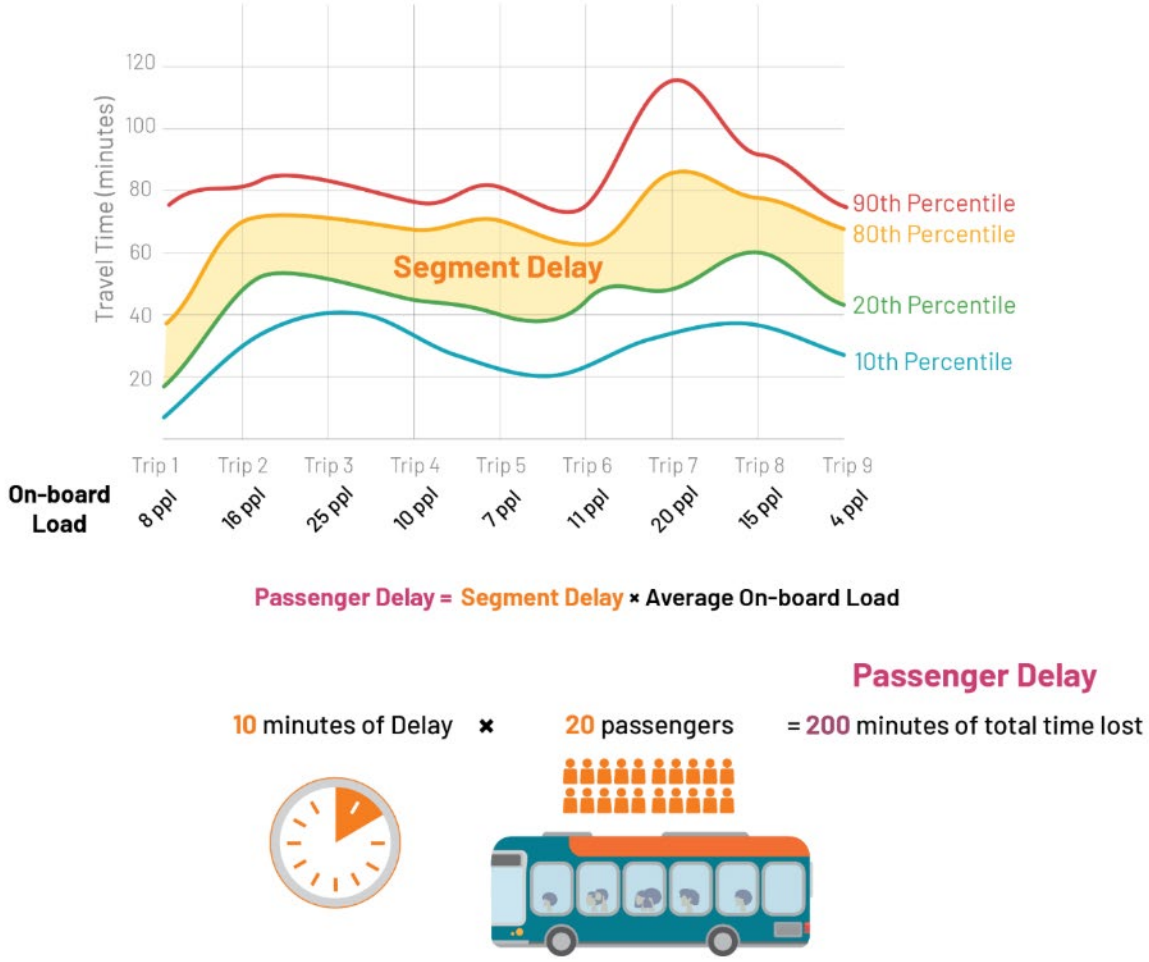
6.8 Citywide Bus Delay

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.

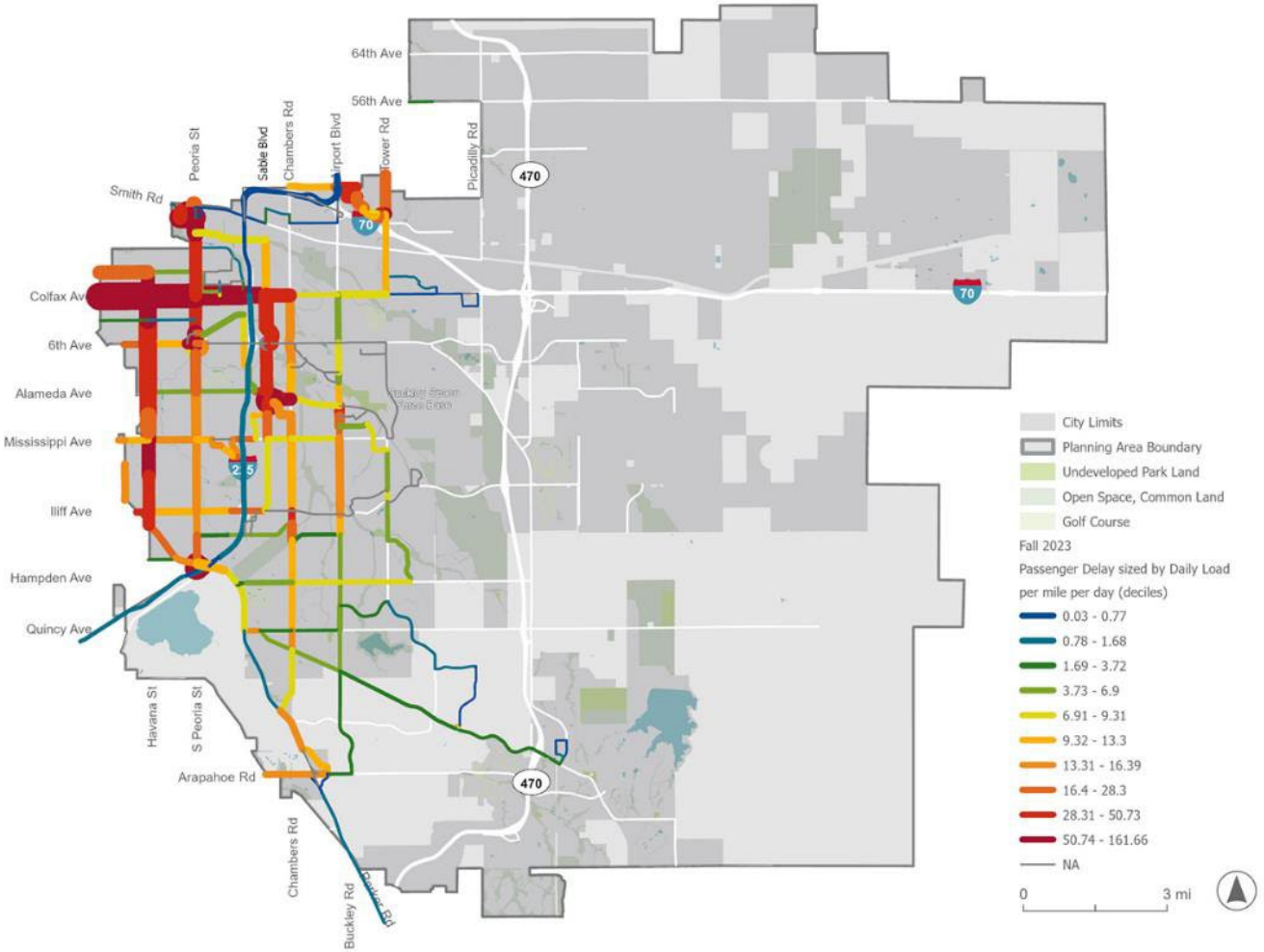
- **Segment**—the bus network is broken down into logical roadway segments to be able to study delay and reliability at a granular level.
- **Speed**—how fast the buses travel along a segment.
- **Travel time**—the unimpeded time it takes for a bus to travel from point to point including stopping at 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

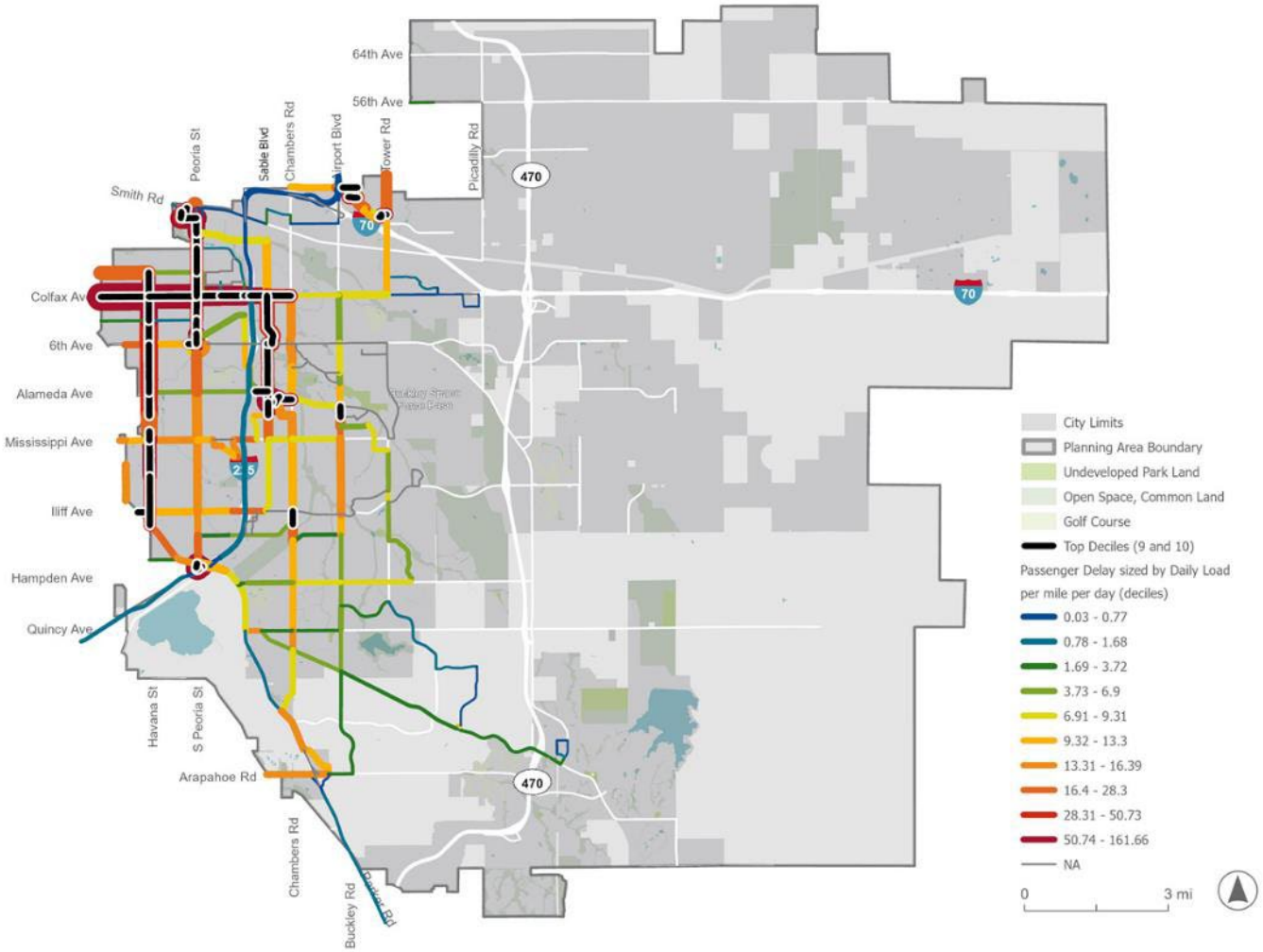


Figure 6-33: Segment Hours of Delay, Fall 2023

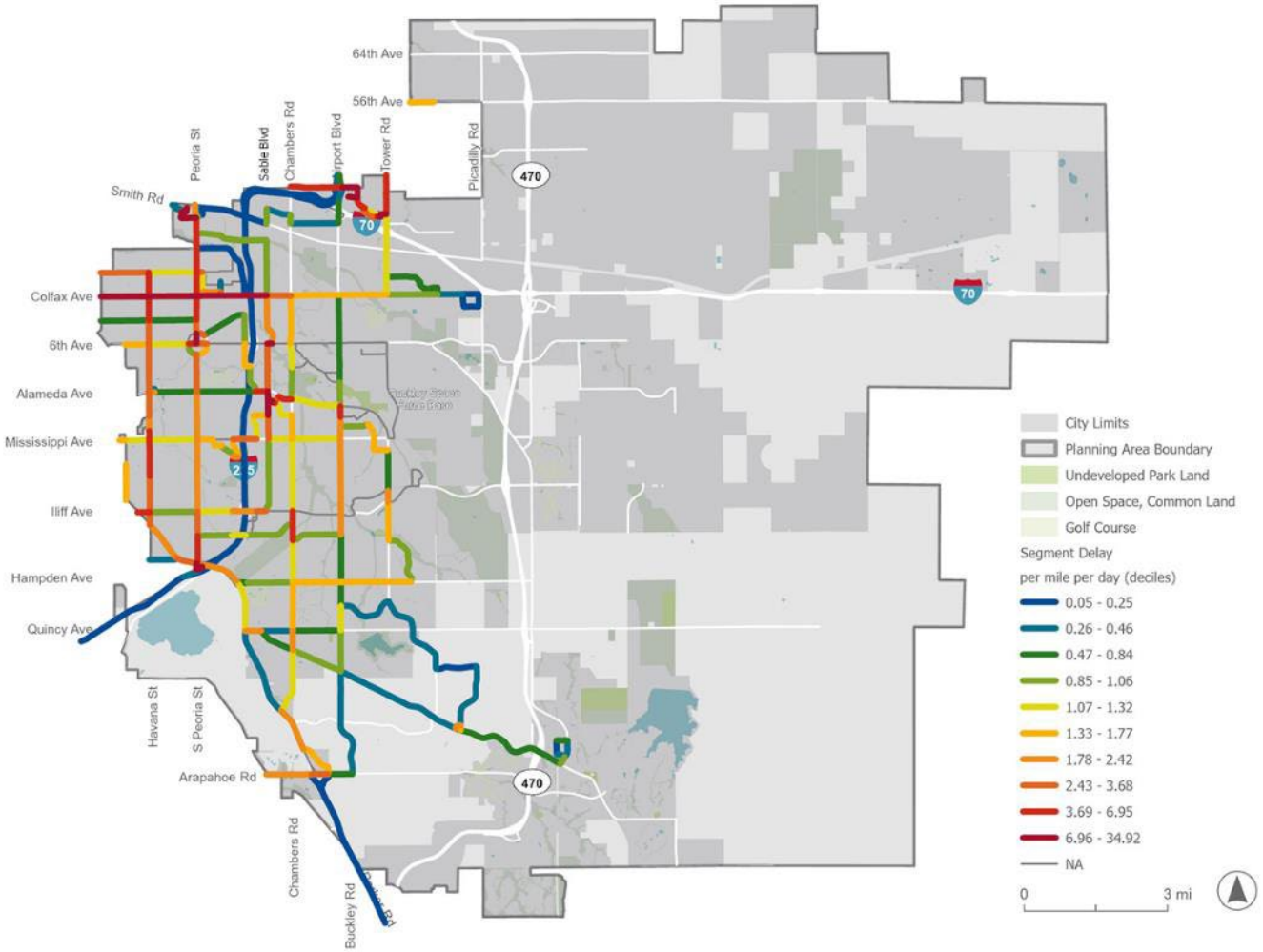
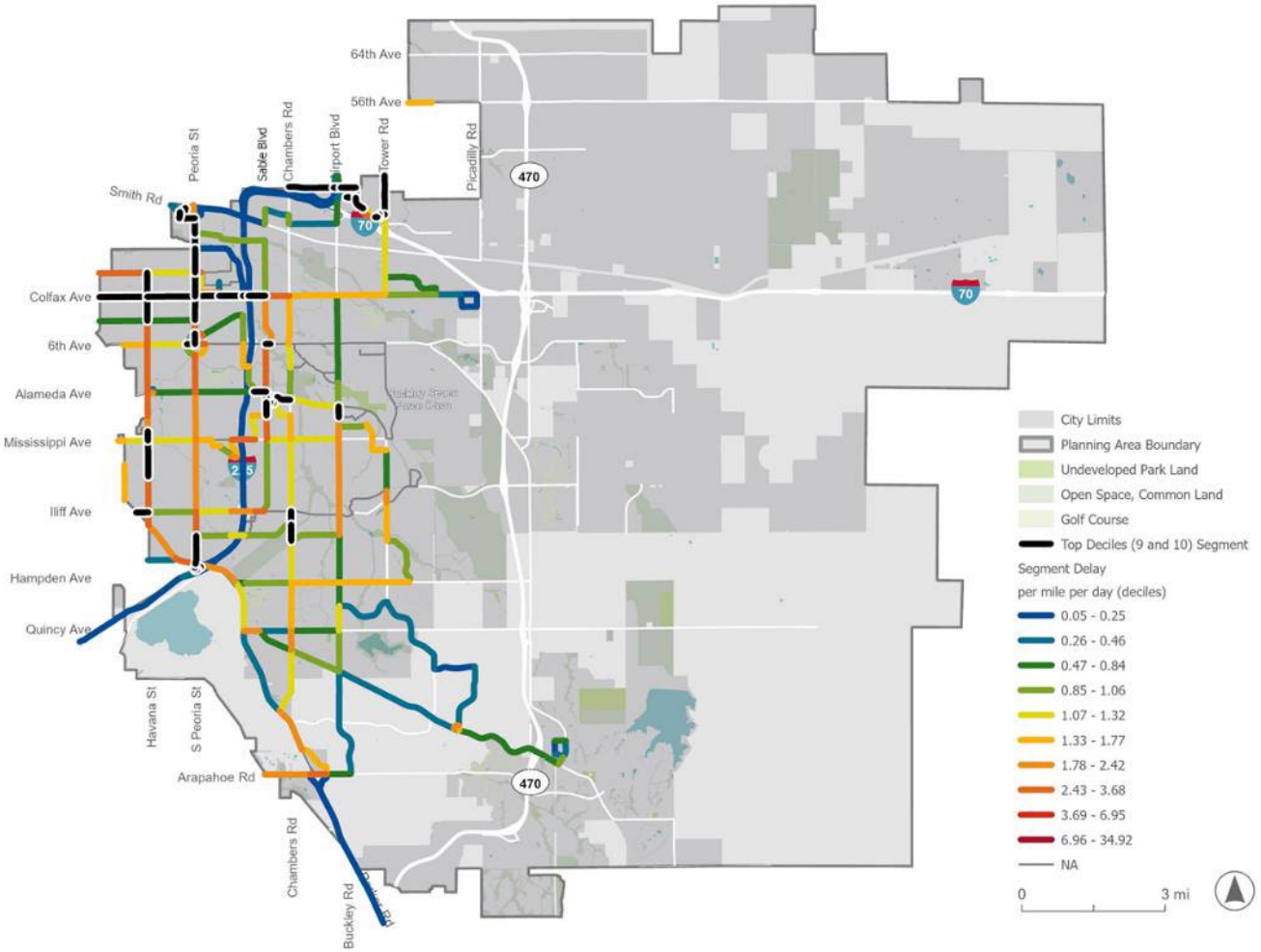


Figure 6-34: Top Locations of Segment Hours Delay, Fall 2023



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)

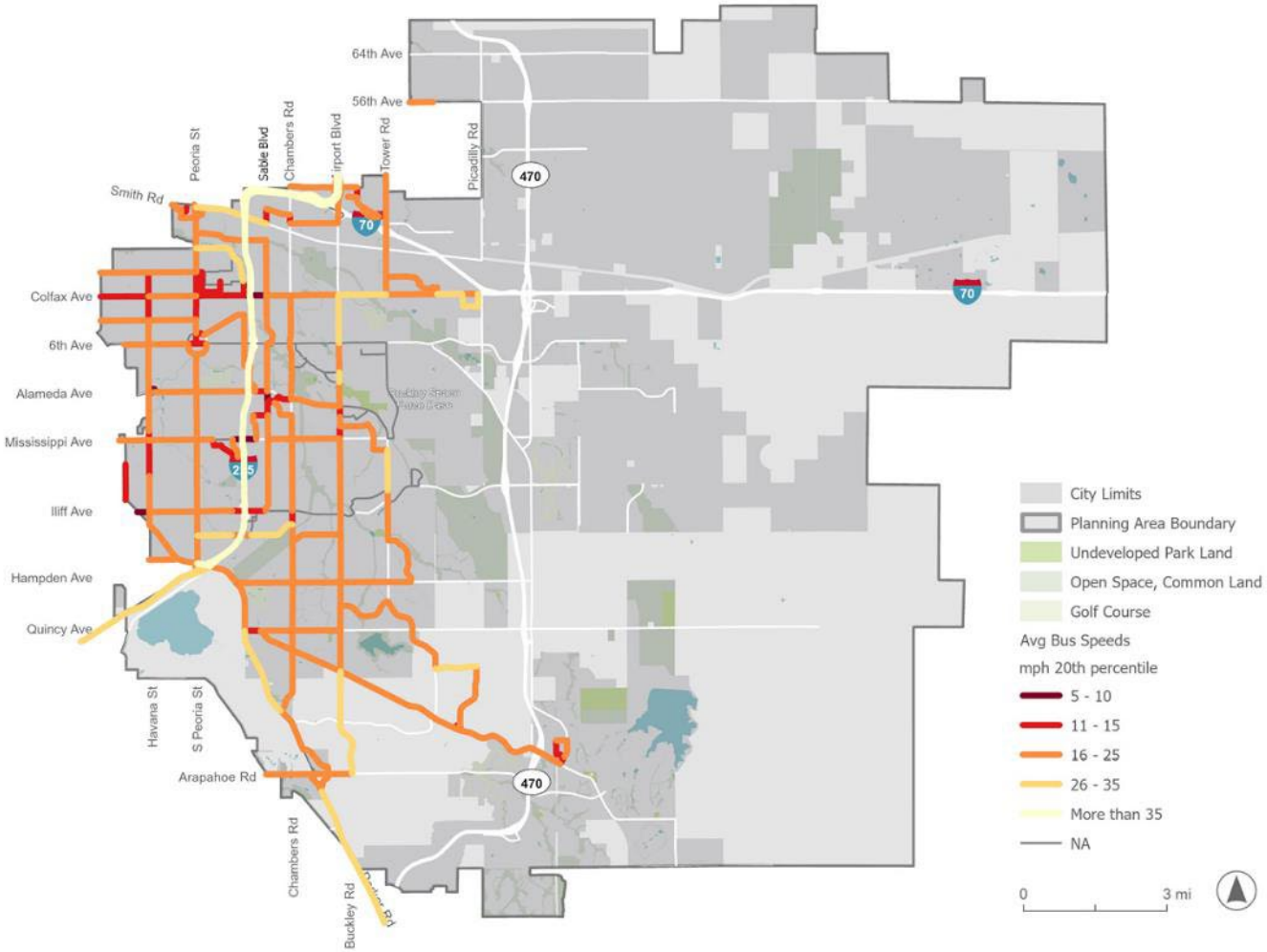


Figure 6-36: Average Bus Speeds (80th Percentile)

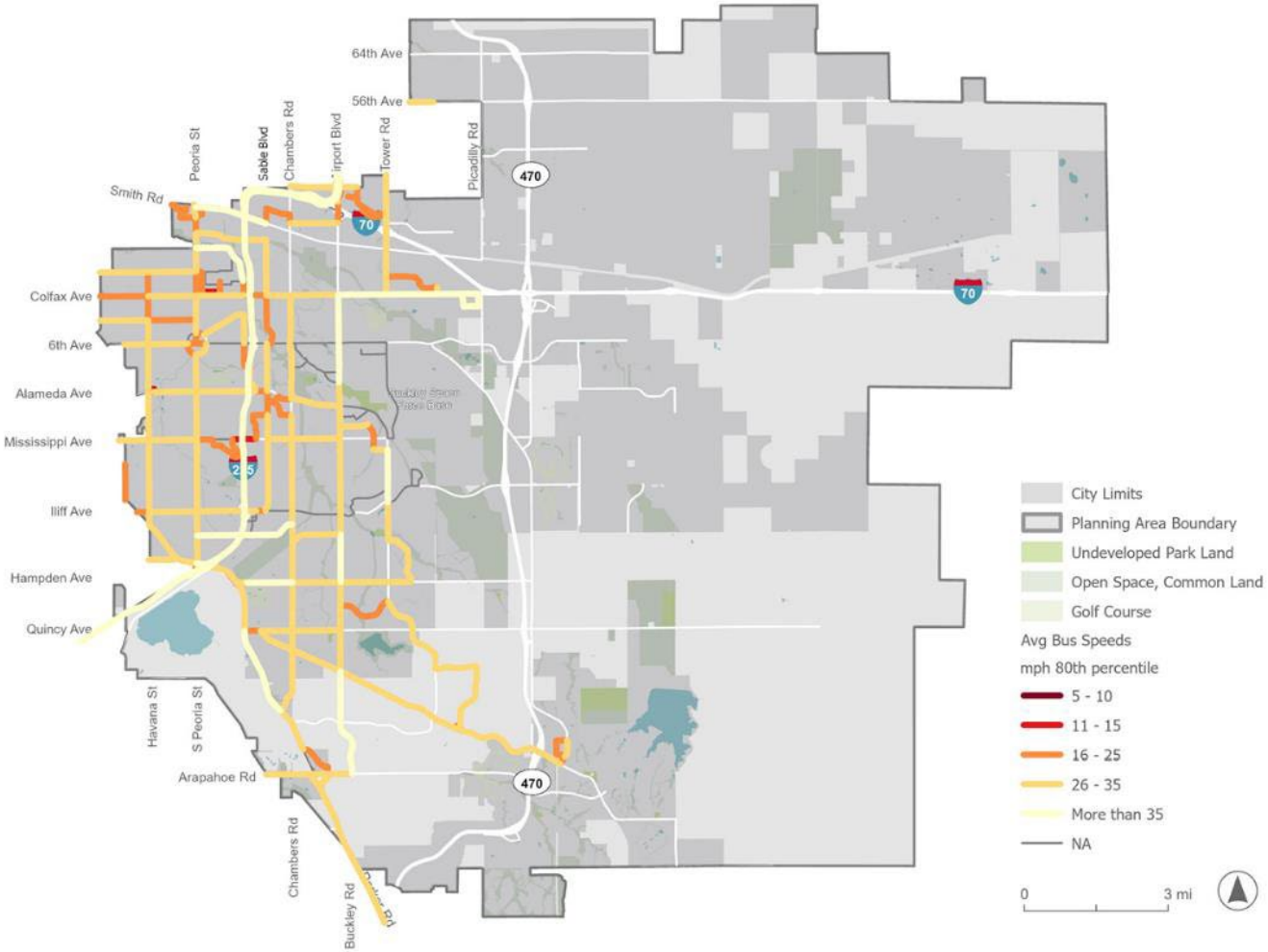


Figure 6-37: Segment Hours Delay per Trip, Fall 2023

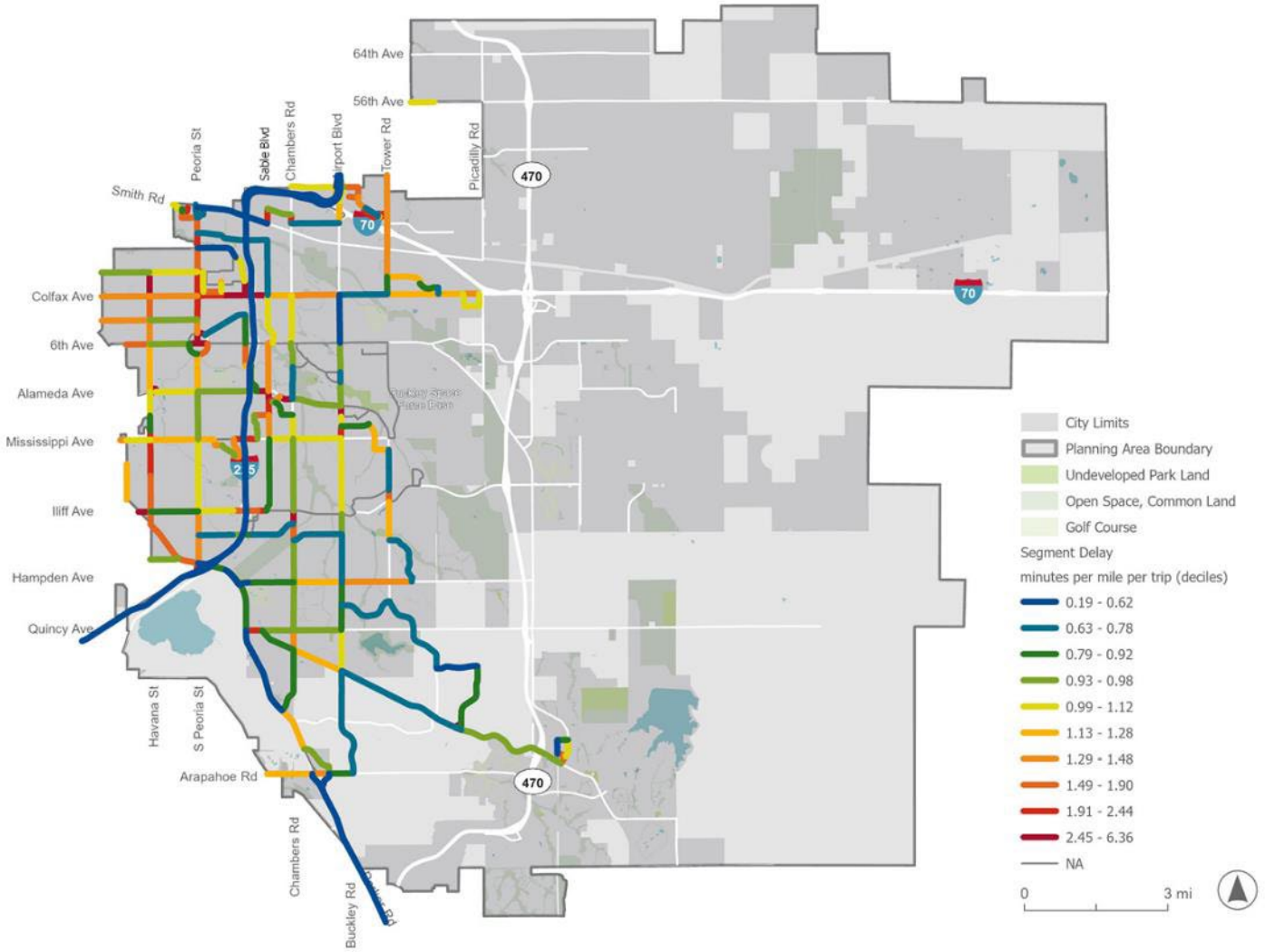
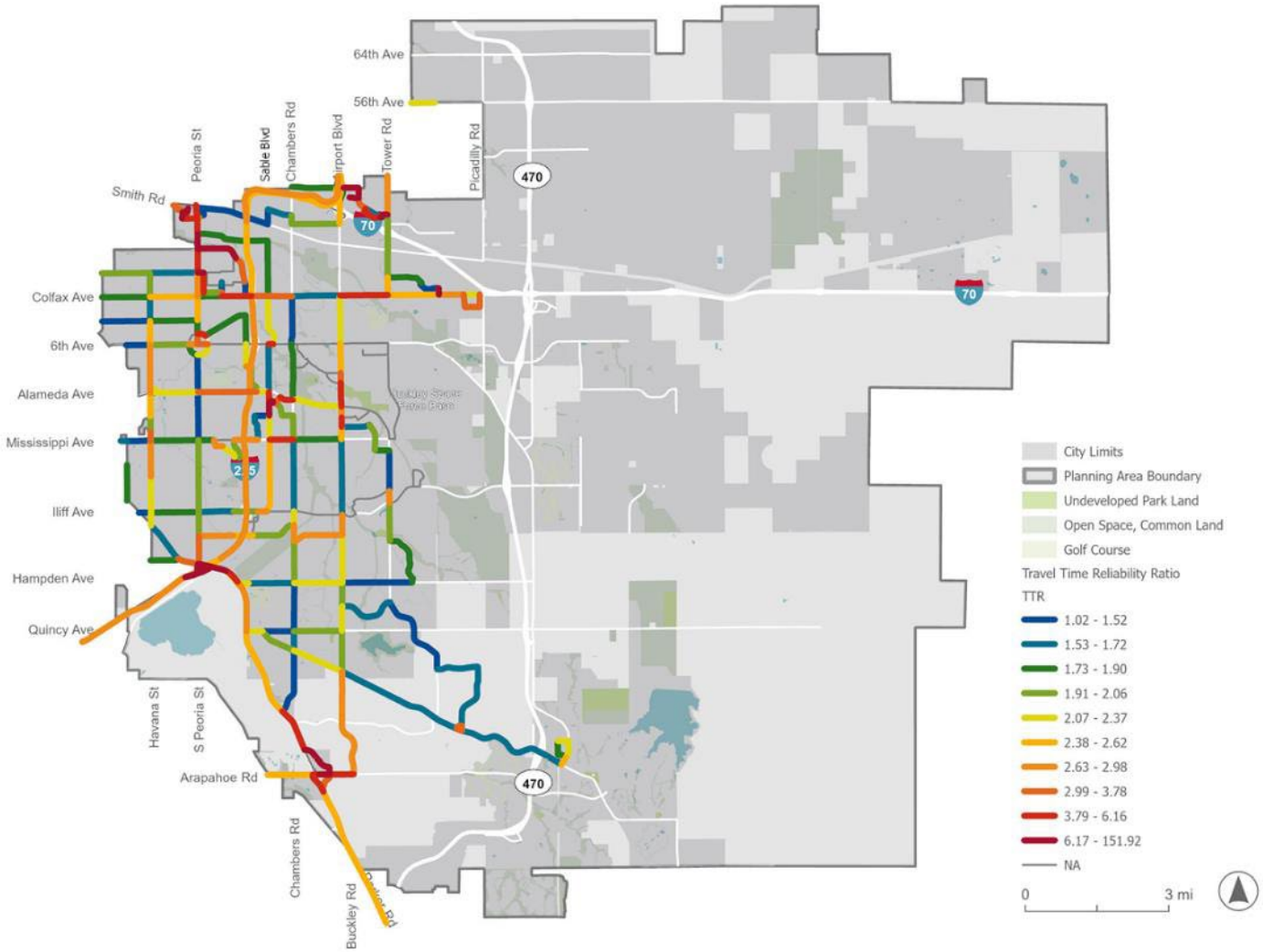


Figure 6-38: Travel Time Reliability, Fall 2023

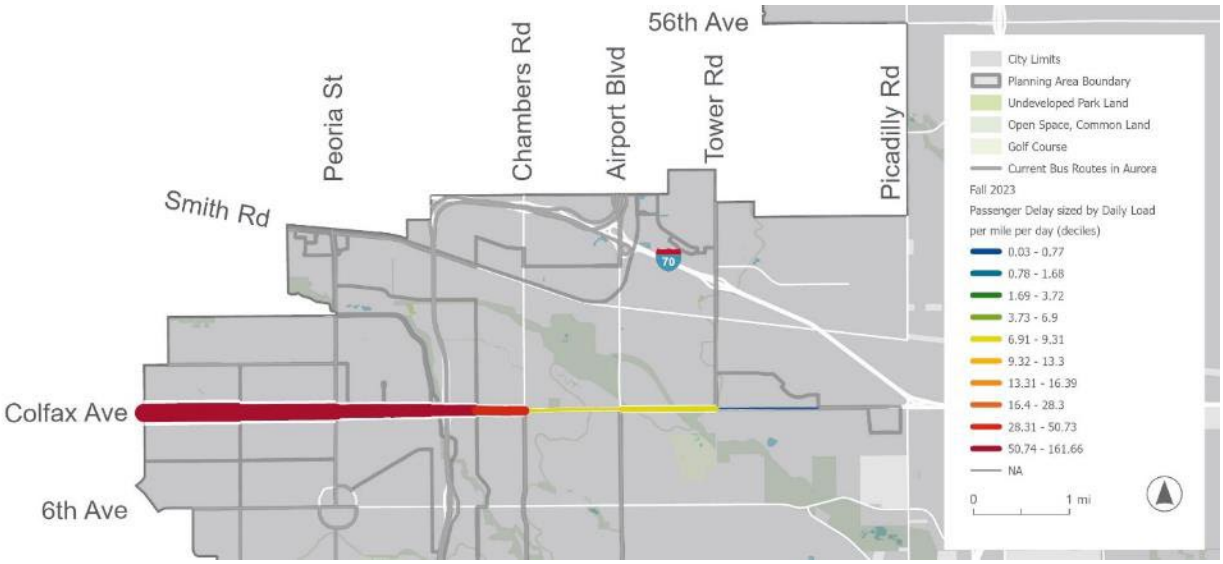


6.9 Corridor Bus Delay

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

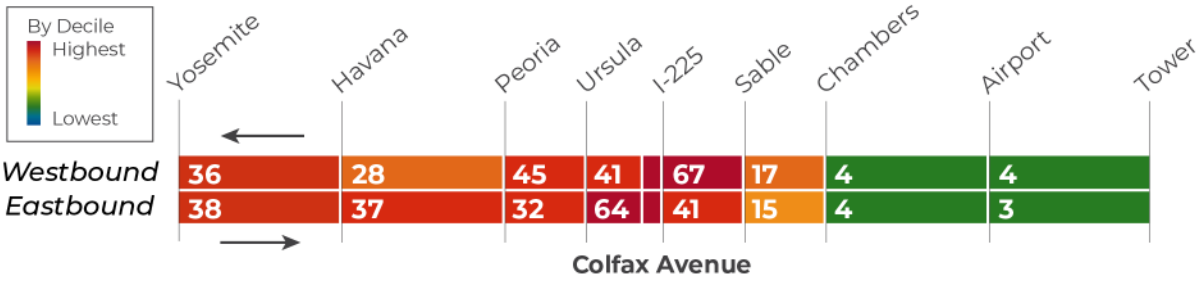
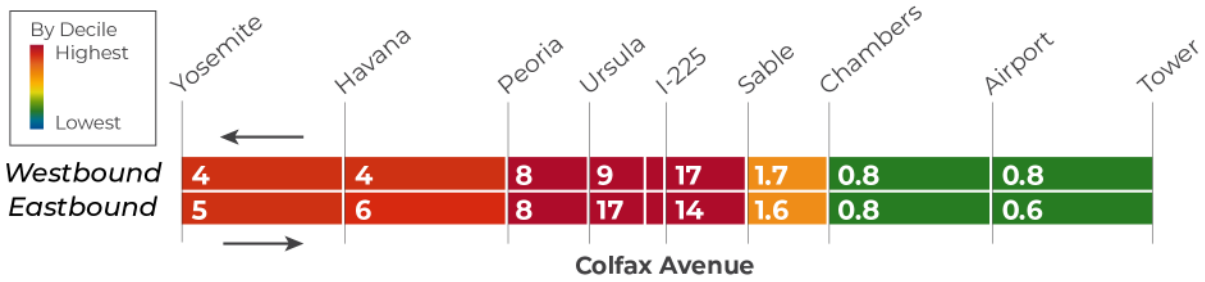
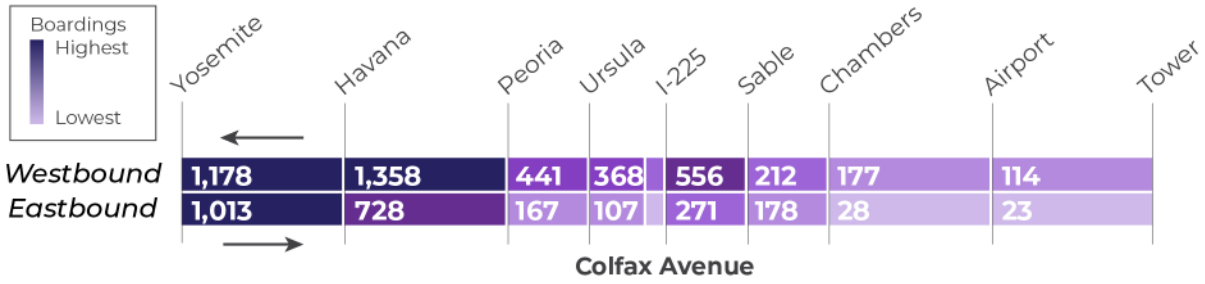


Figure 6-41: Colfax Avenue Average Weekday Hours of Segment Delay per mile by direction



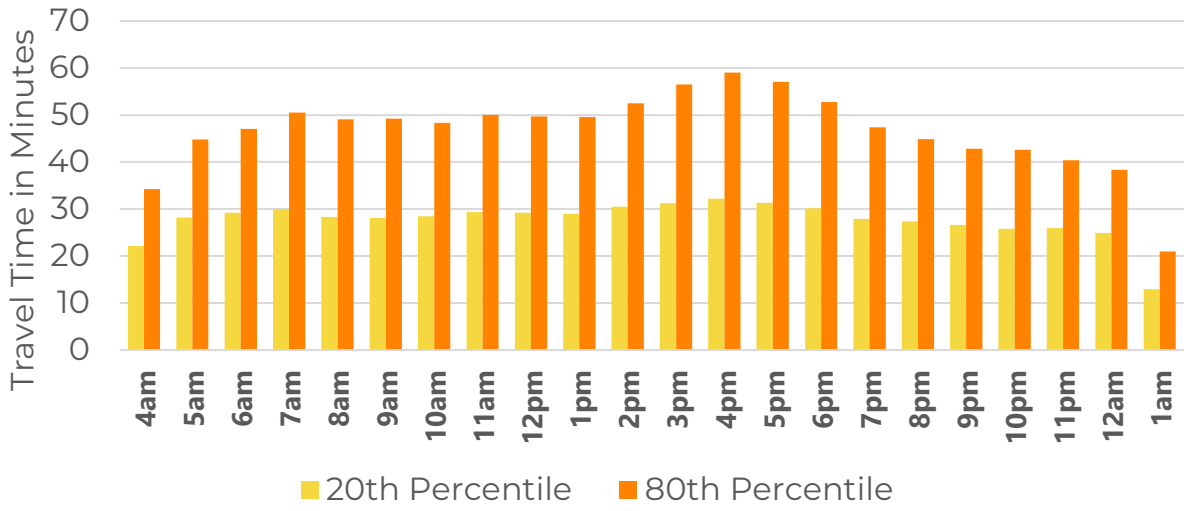
Most of the boardings occur on Colfax Avenue between Yosemite Street and Peoria Street, and generally traveling westbound to Downtown (Figure 6-42).

Figure 6-42: Colfax Avenue Average Weekday Boardings by direction



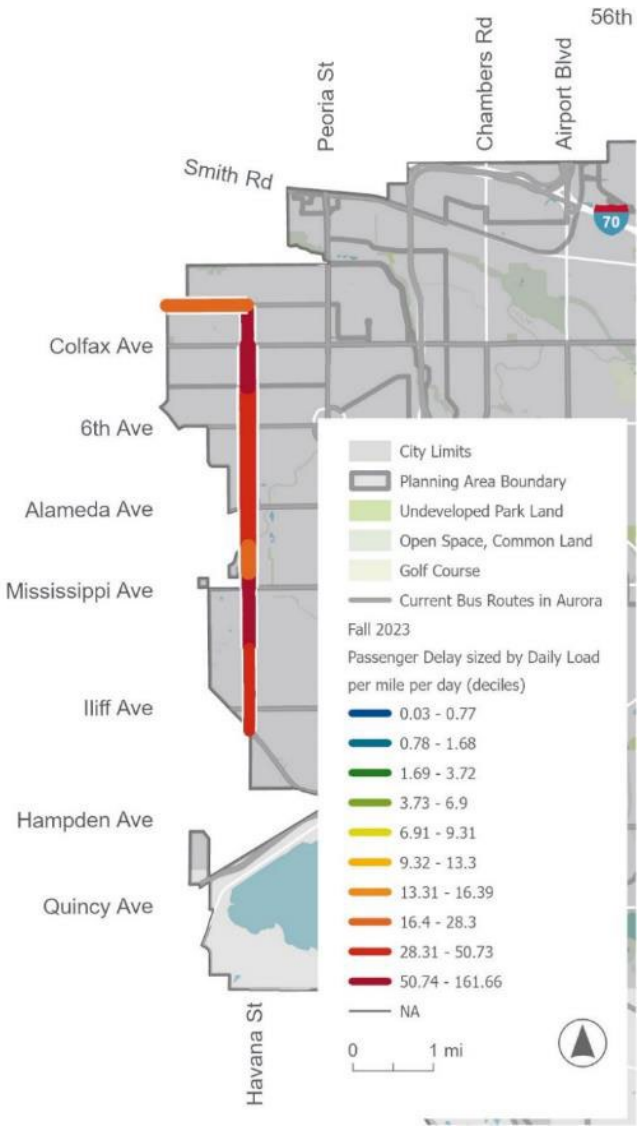
On Colfax Avenue, the 20th percentile travel time remains relatively steady throughout the day at around 30 minutes to travel Colfax, while the 80th percentile travel time fluctuates up to around 60 minutes at the peak around 4pm (Figure 6-43).

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

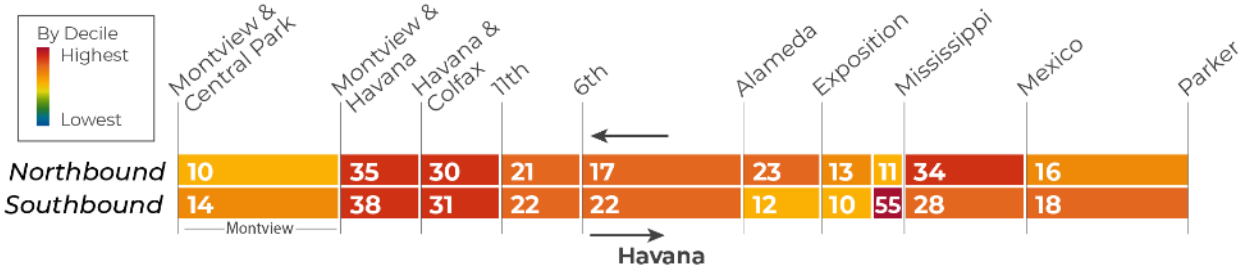


Figure 6-46: Havana Street Average Weekday Hours of Segment Delay per mile by direction

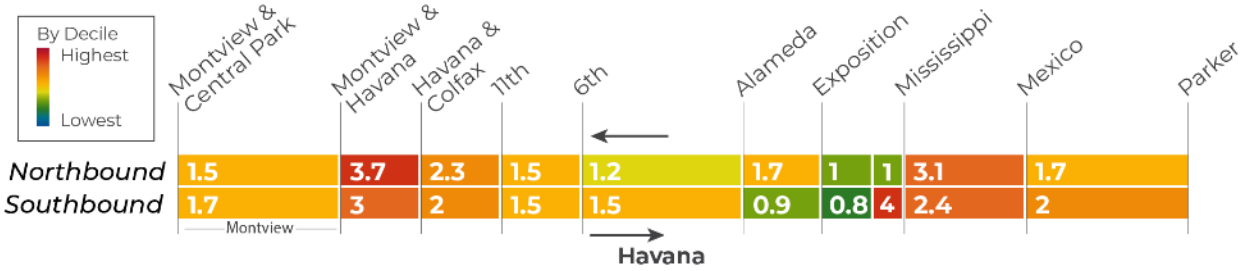
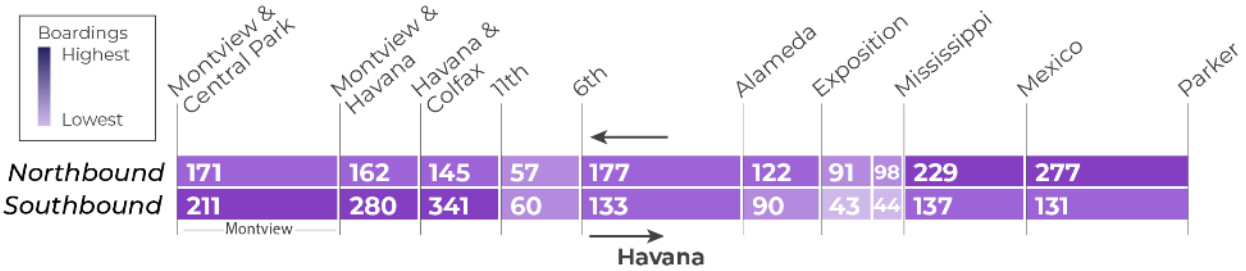
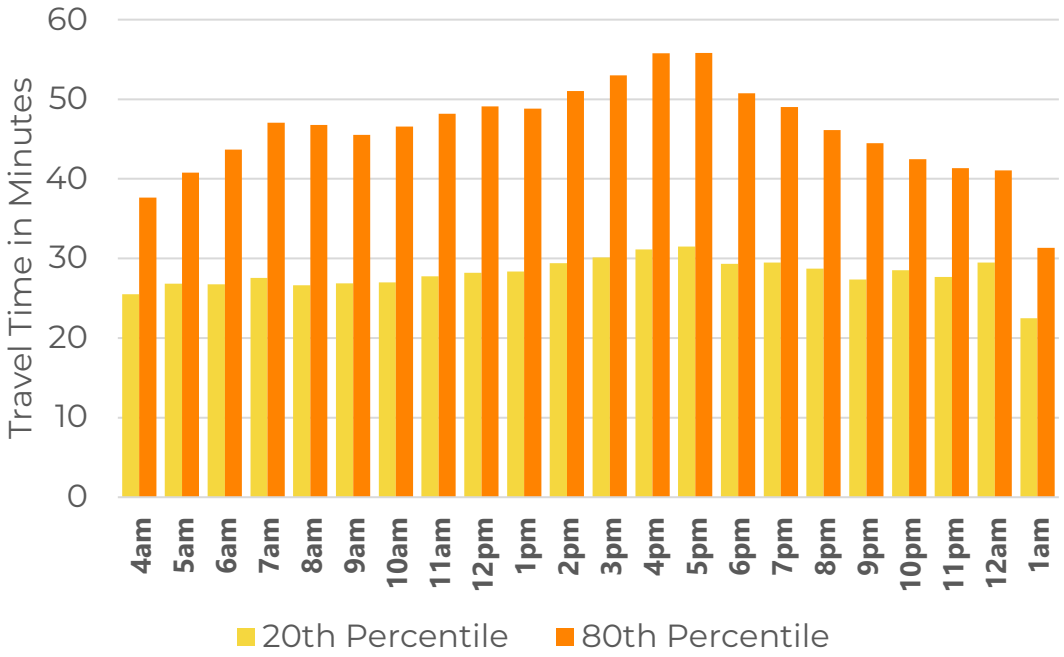


Figure 6-47: Havana Street Average Weekday Boardings by direction



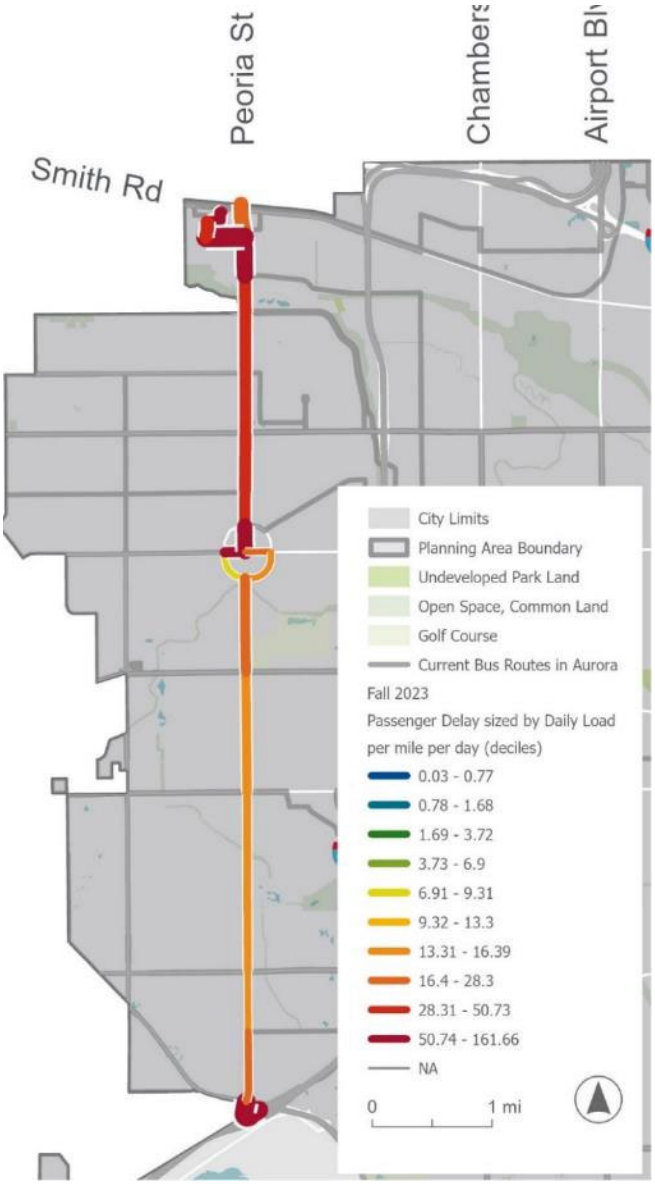
On Havana, the 20th percentile travel time remains relatively consistent throughout the day at around 25 to 30 minutes (Figure 6-48). The 80th percentile travel time ranges throughout the day, from around 30 to 55 minutes, and peaks from 4 pm to 5 pm.

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).

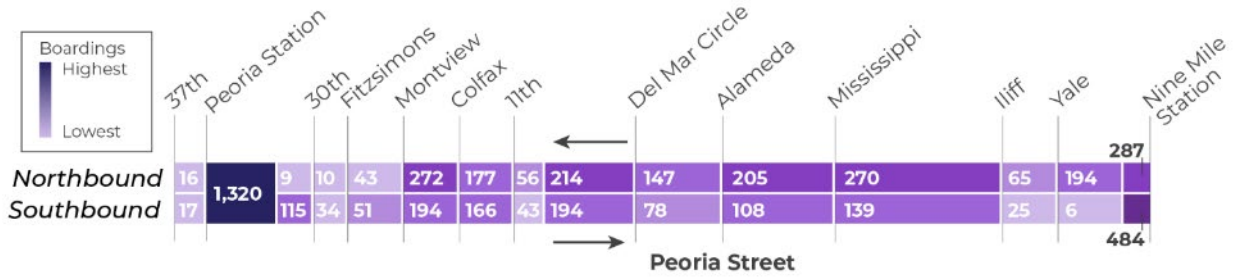
Figure 6-50: Peoria Street Average Weekday Hours of Passenger Delay per mile by direction



Figure 6-51: Peoria Street Average Weekday Hours of Segment Delay per mile by direction

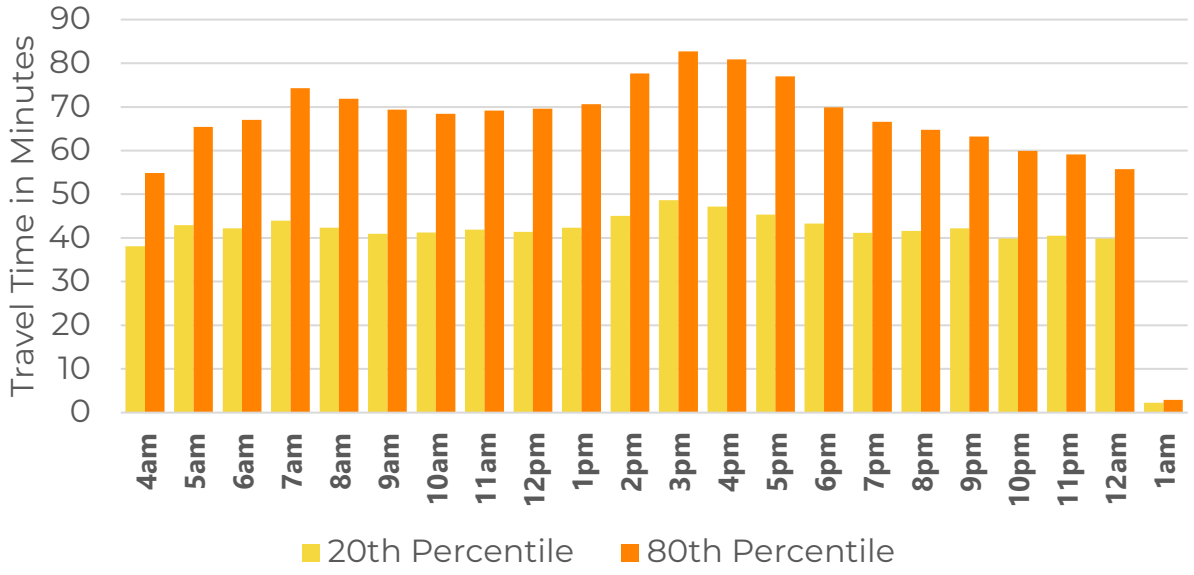


Figure 6-52: Peoria Street Average Weekday Boardings by direction



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

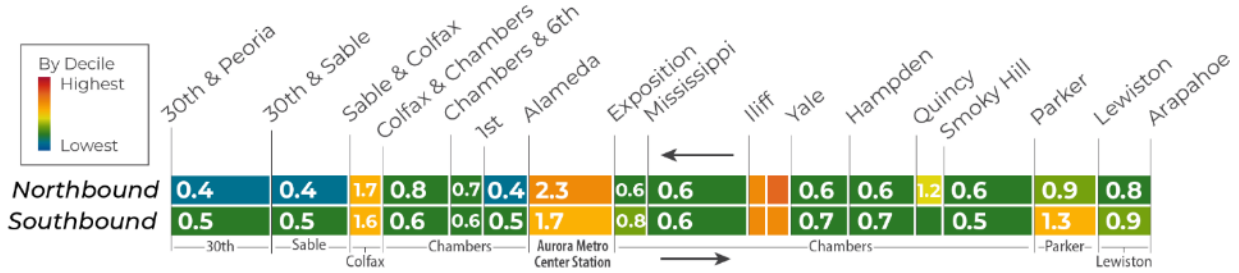
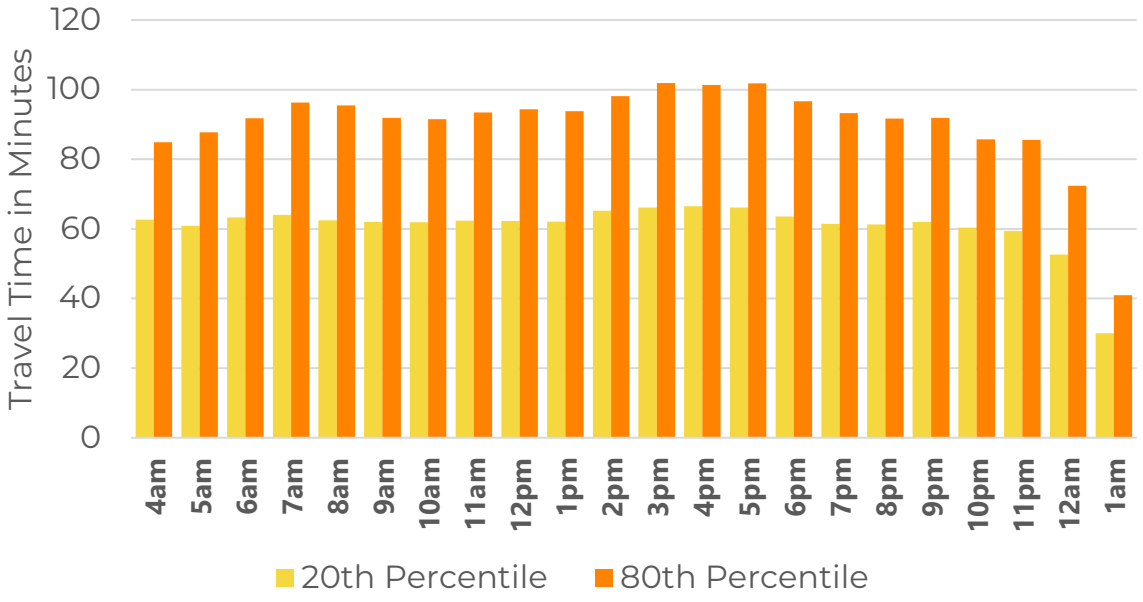


Figure 6-57: Chambers Road Average Weekday Boardings by direction



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

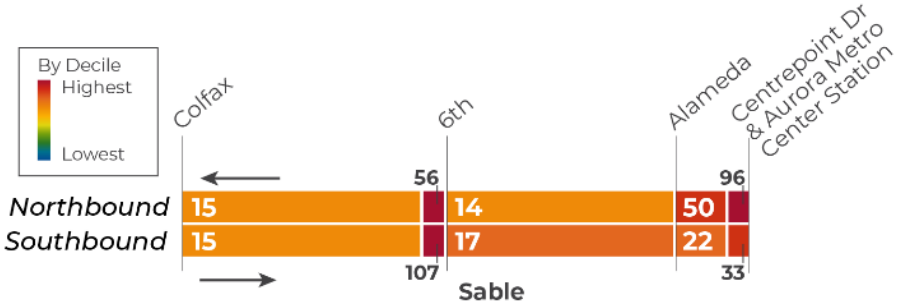


Figure 6-61: Sable Boulevard Average Weekday Hours of Segment Delay per mile by direction

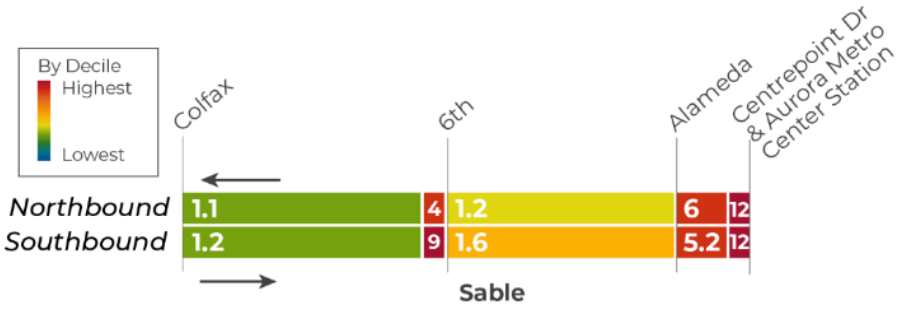
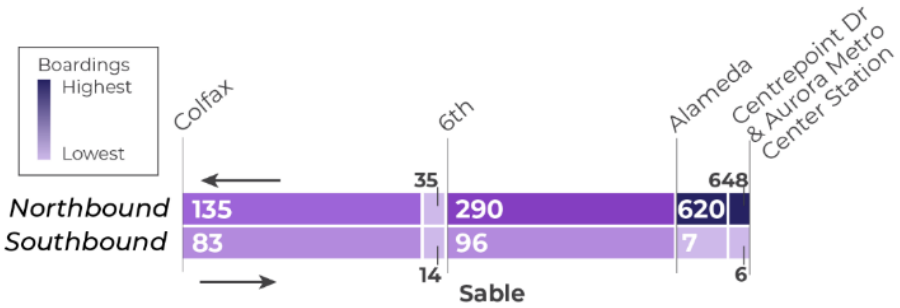
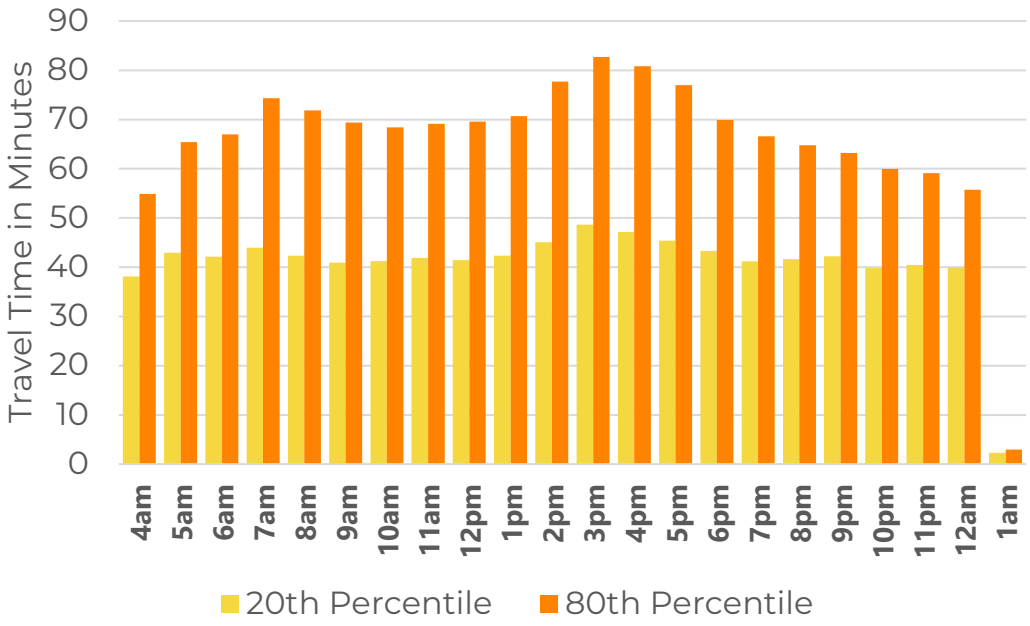


Figure 6-62: Sable Boulevard Average Weekday Boardings by direction



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.

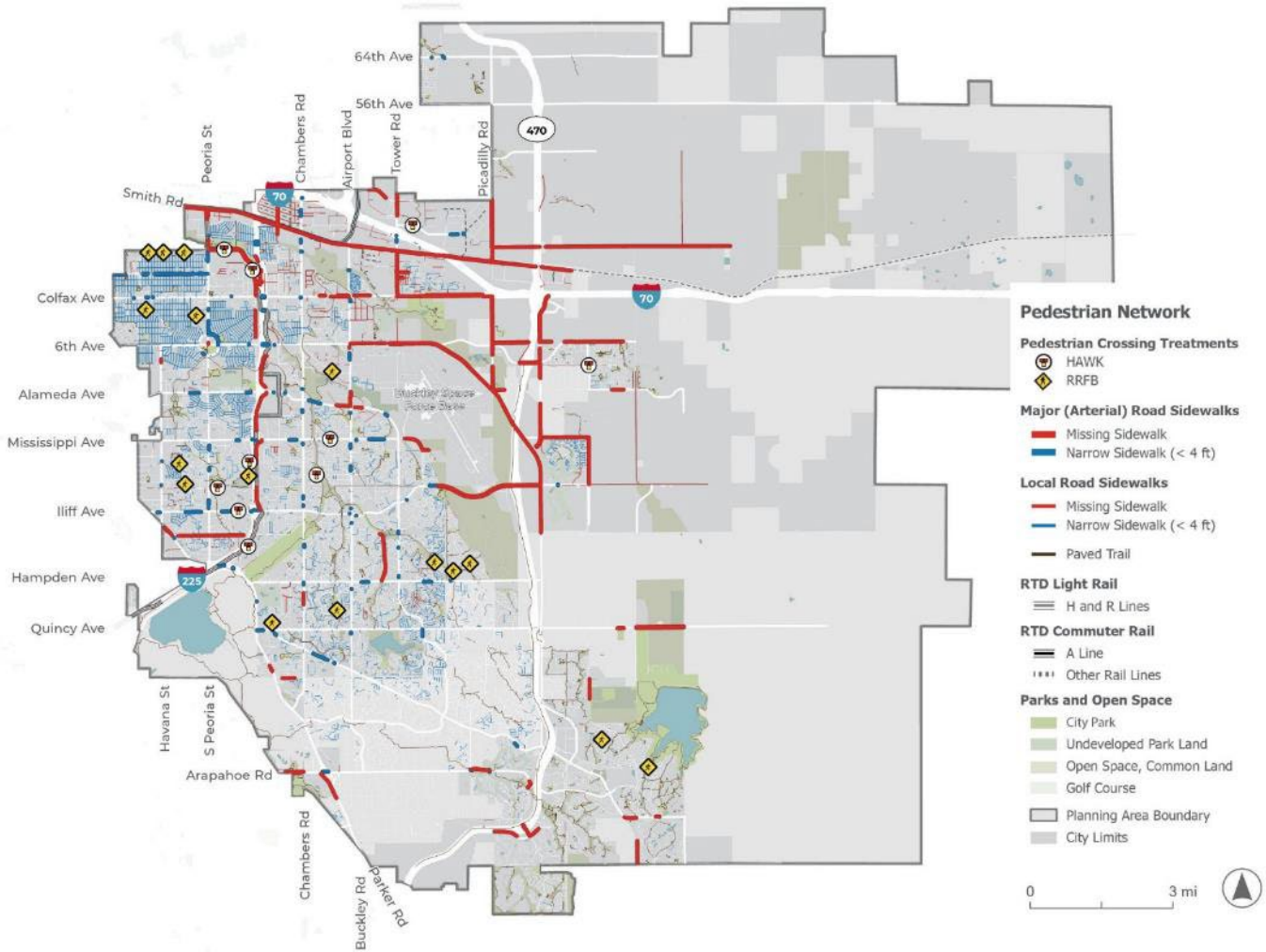
Figure 7-1: Rectangular Rapid Flashing Beacon (RRFB)



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



Buffered bike lanes



Separated bike lanes



Shared lanes and bike routes



Shared use path



Paved off-street trails and paths



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.

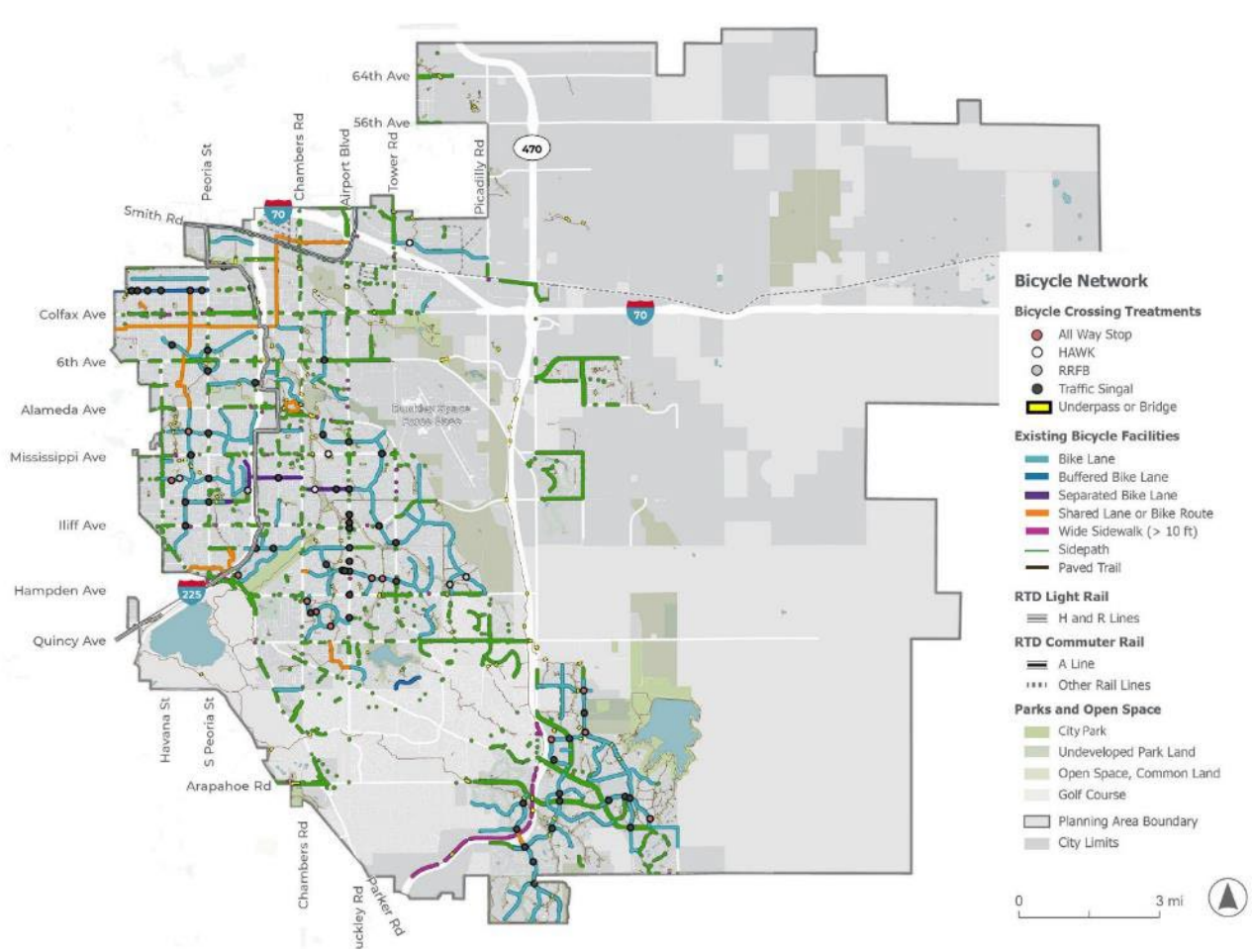
Table 7-1: Separated bicycle facilities

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



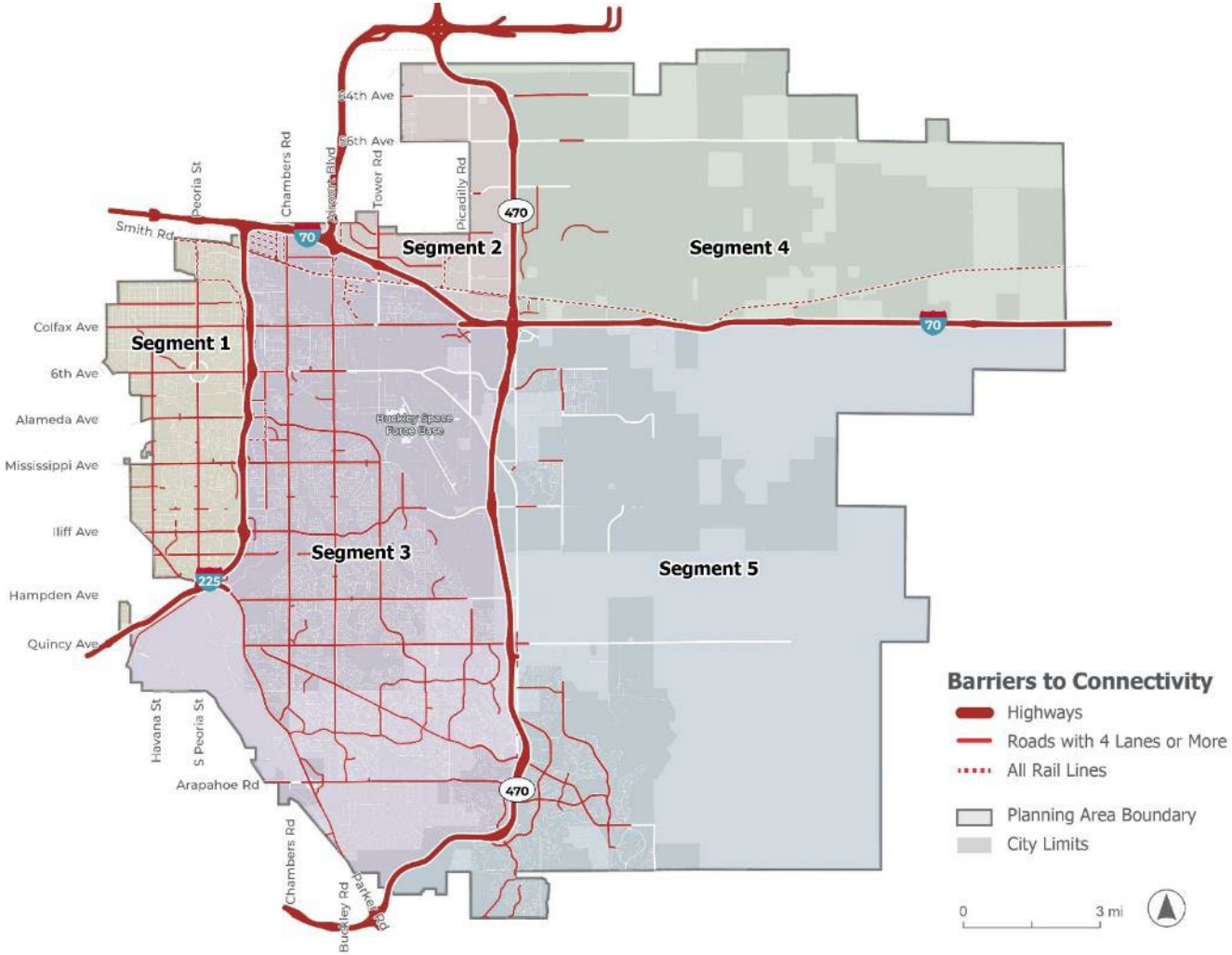
Source: City of Aurora , 2024

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

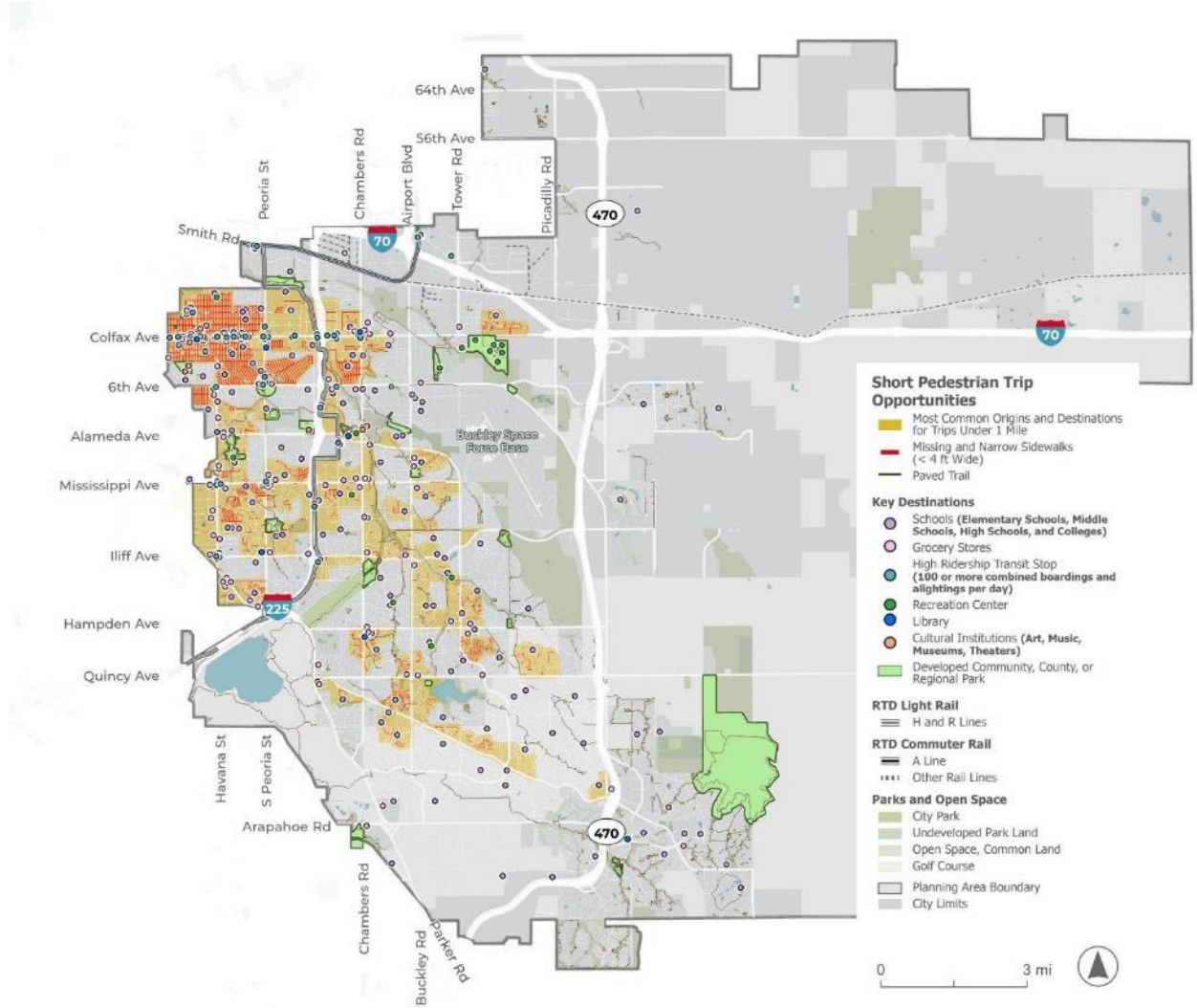
Analyzing short trips is instrumental to identify challenges and opportunities within an active transportation system. Short trip opportunities for pedestrians typically refer to journeys (via any mode) that are less than one mile long and could be converted to walking trips. This State of the System 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)

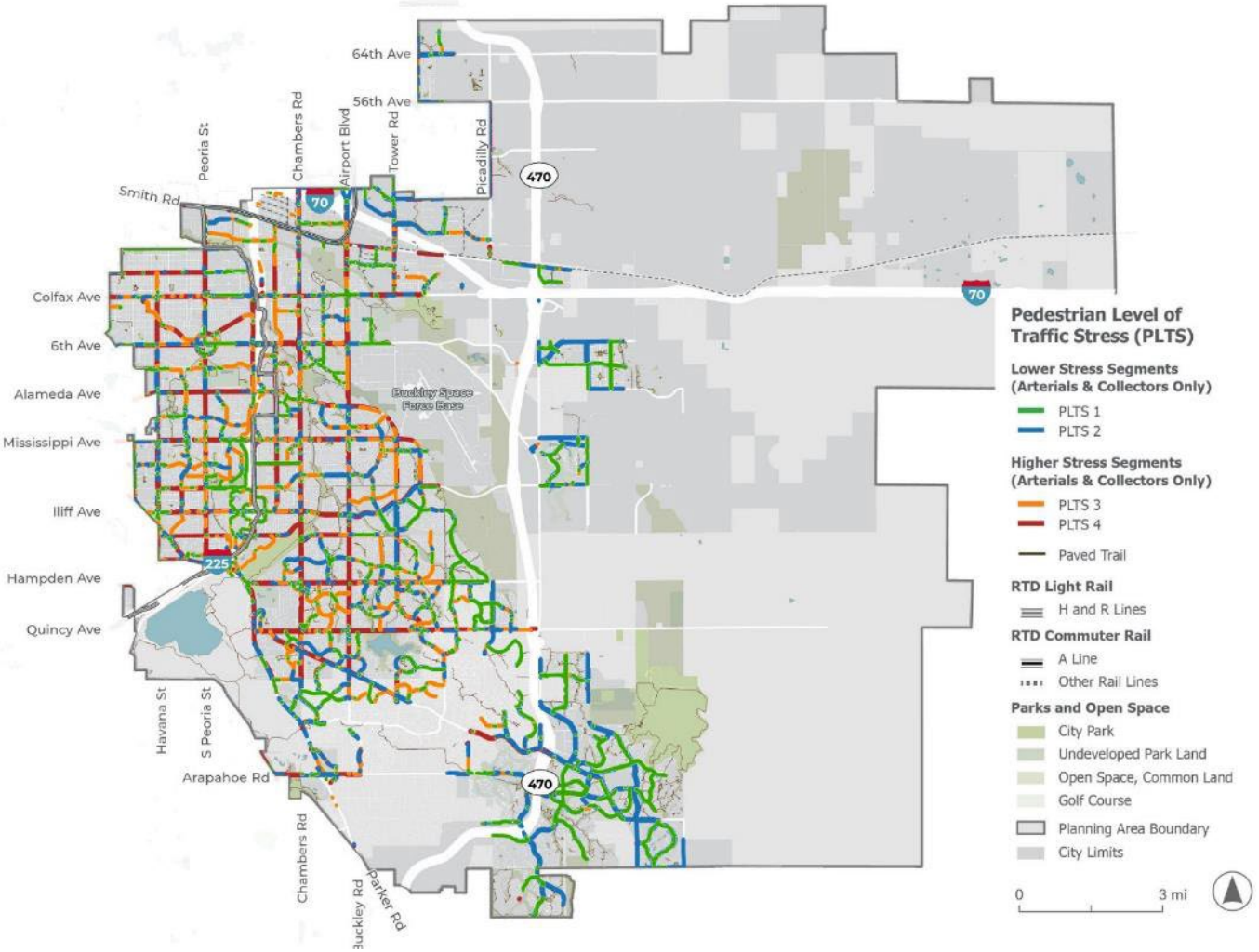


Figure 7-8. Crossing Level of Traffic Stress (Crossing LTS)

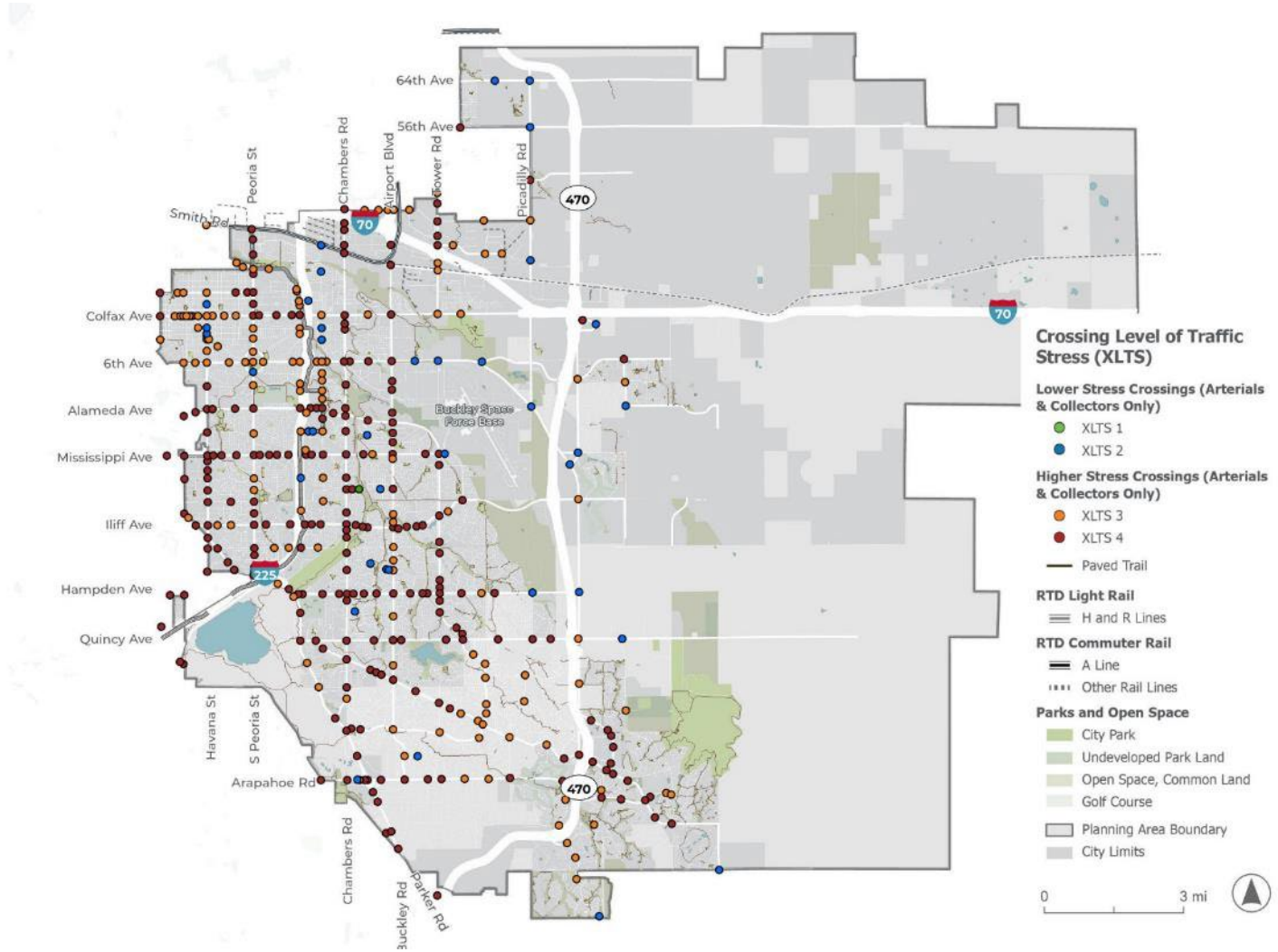


Figure 7-8 illustrates crossing LTS scores, which apply to both pedestrians and bicyclists, for street crossings of and along collectors and arterials in Aurora. The methodology considers the speed of cross traffic, the number of vehicle travel lanes to cross, and crossing treatments like signals, PHBs/HAWKs, 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.

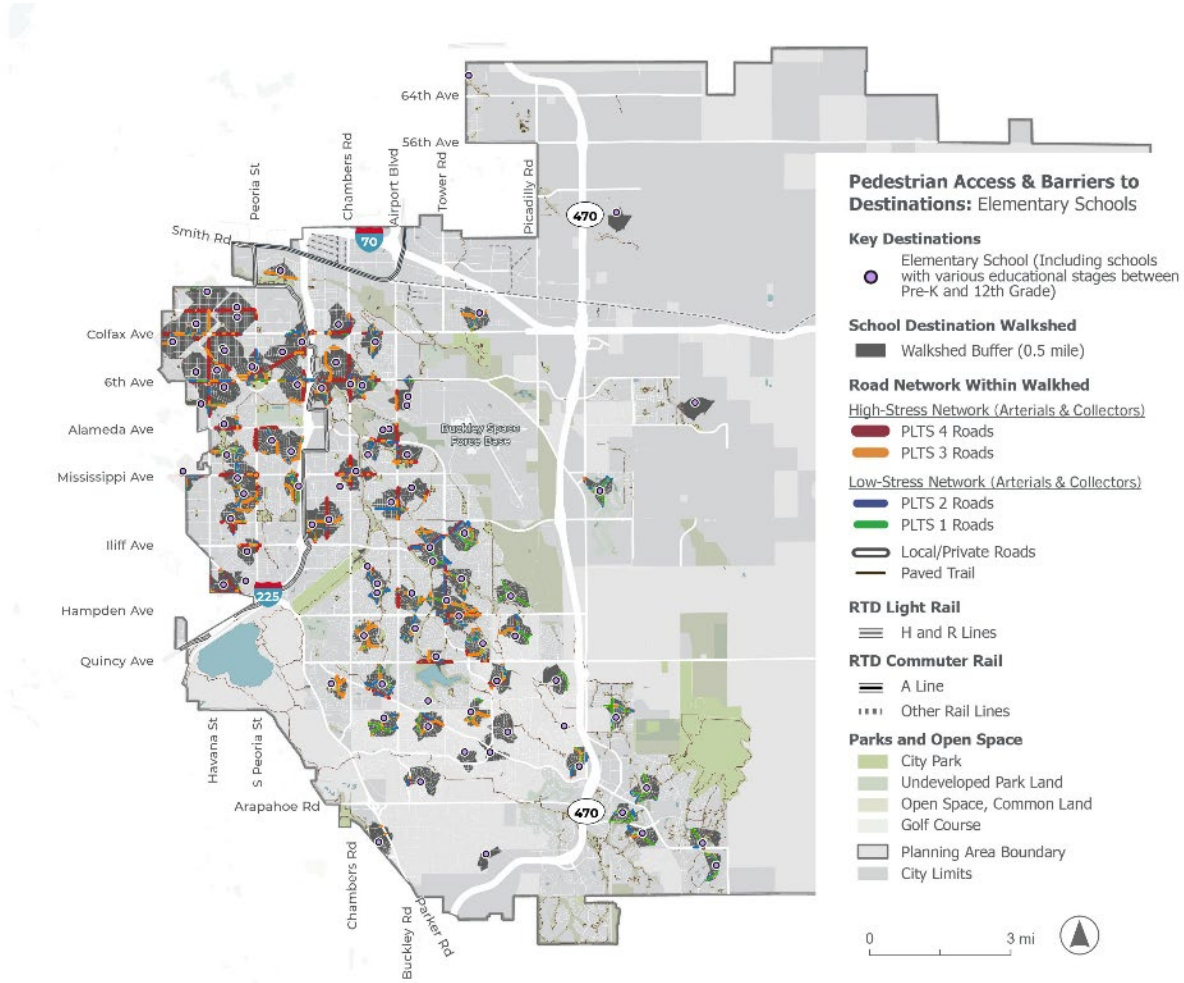
Pedestrian Access & Barriers to Key Destinations

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.

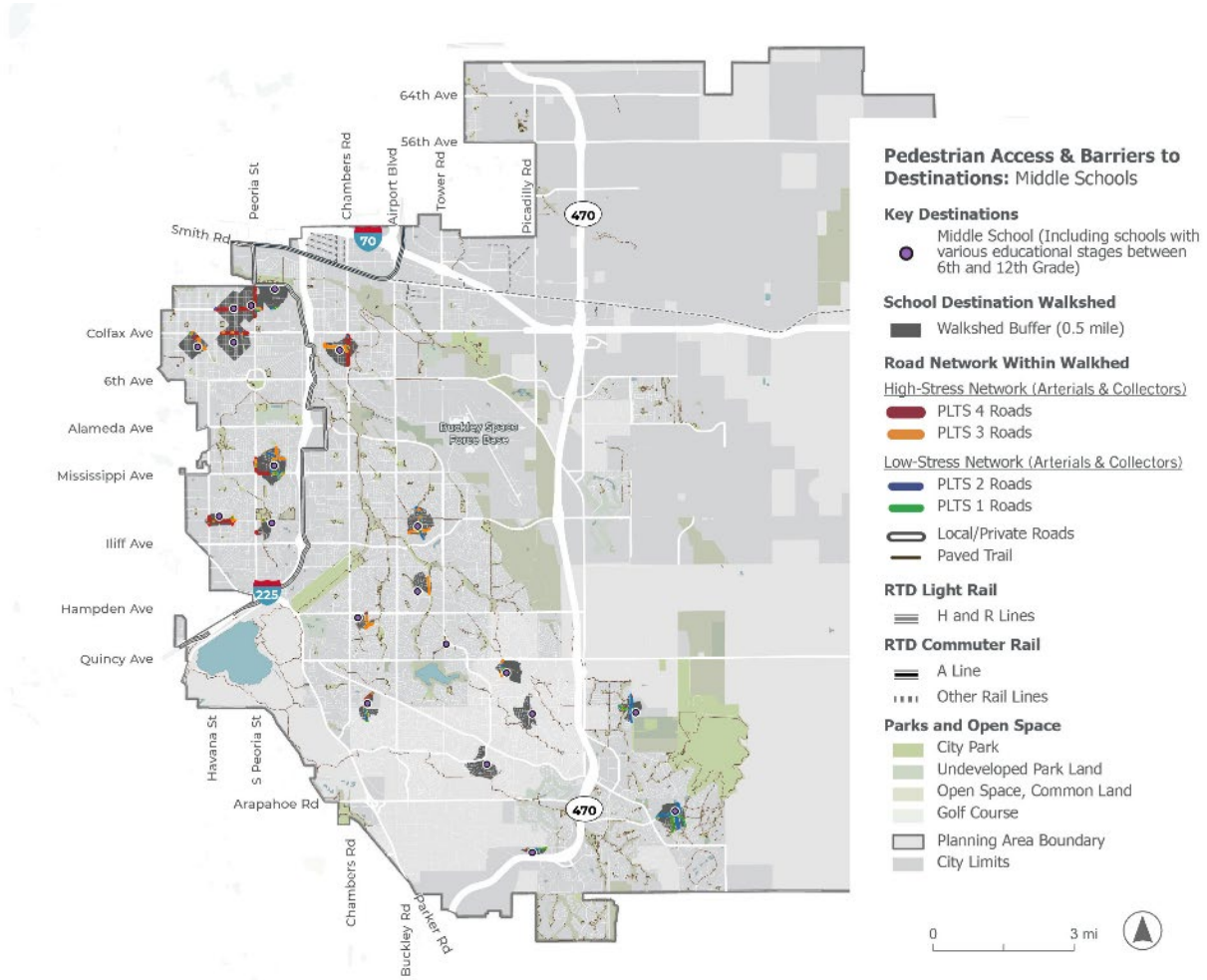
Figure 7-9 through Figure 7-11 show pedestrian access and barriers to pre-K-12 schools in Aurora . Pedestrian facilities in the walksheds around schools in northwest Aurora are primarily high-stress, with more low-stress pathways moving east and south. The prevalence of low-stress streets surrounding 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



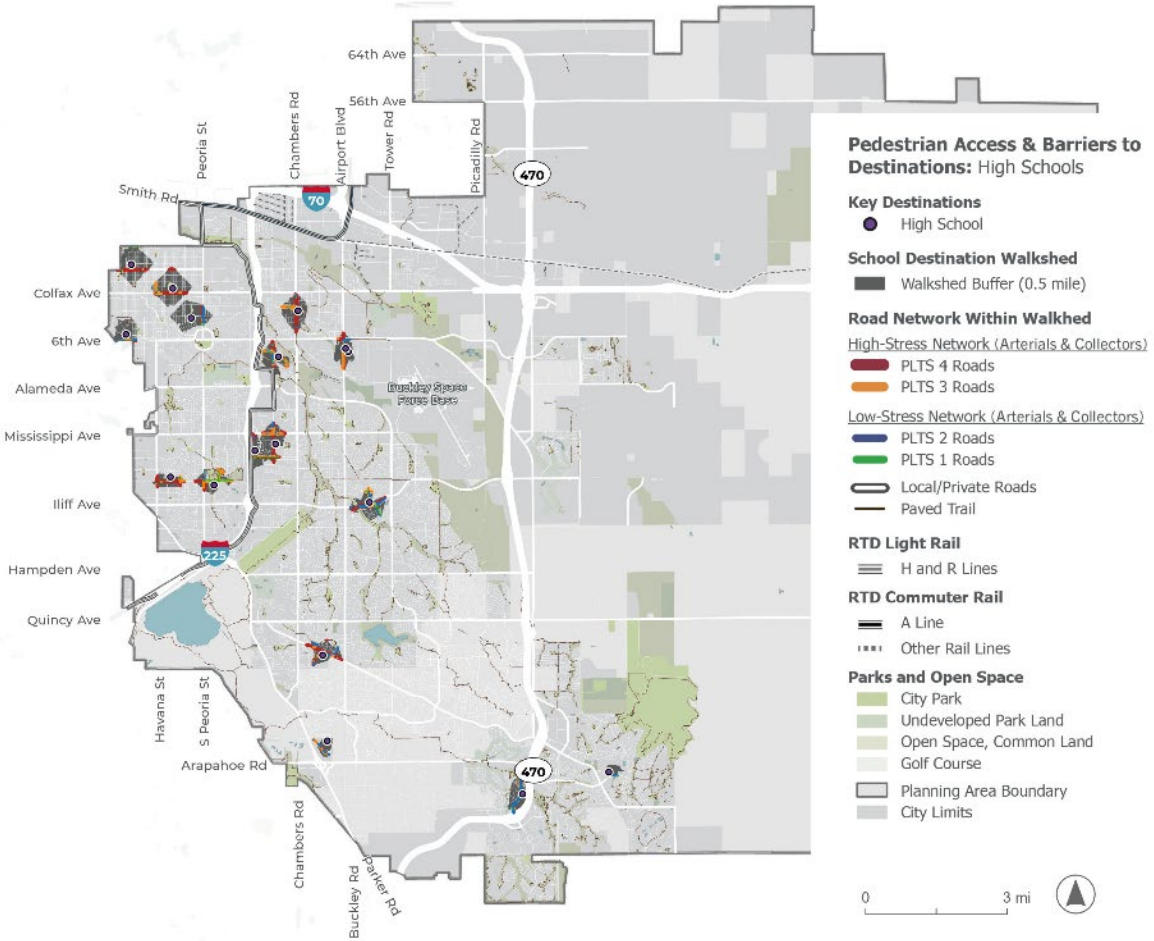
Source: City of Aurora, 2024

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)

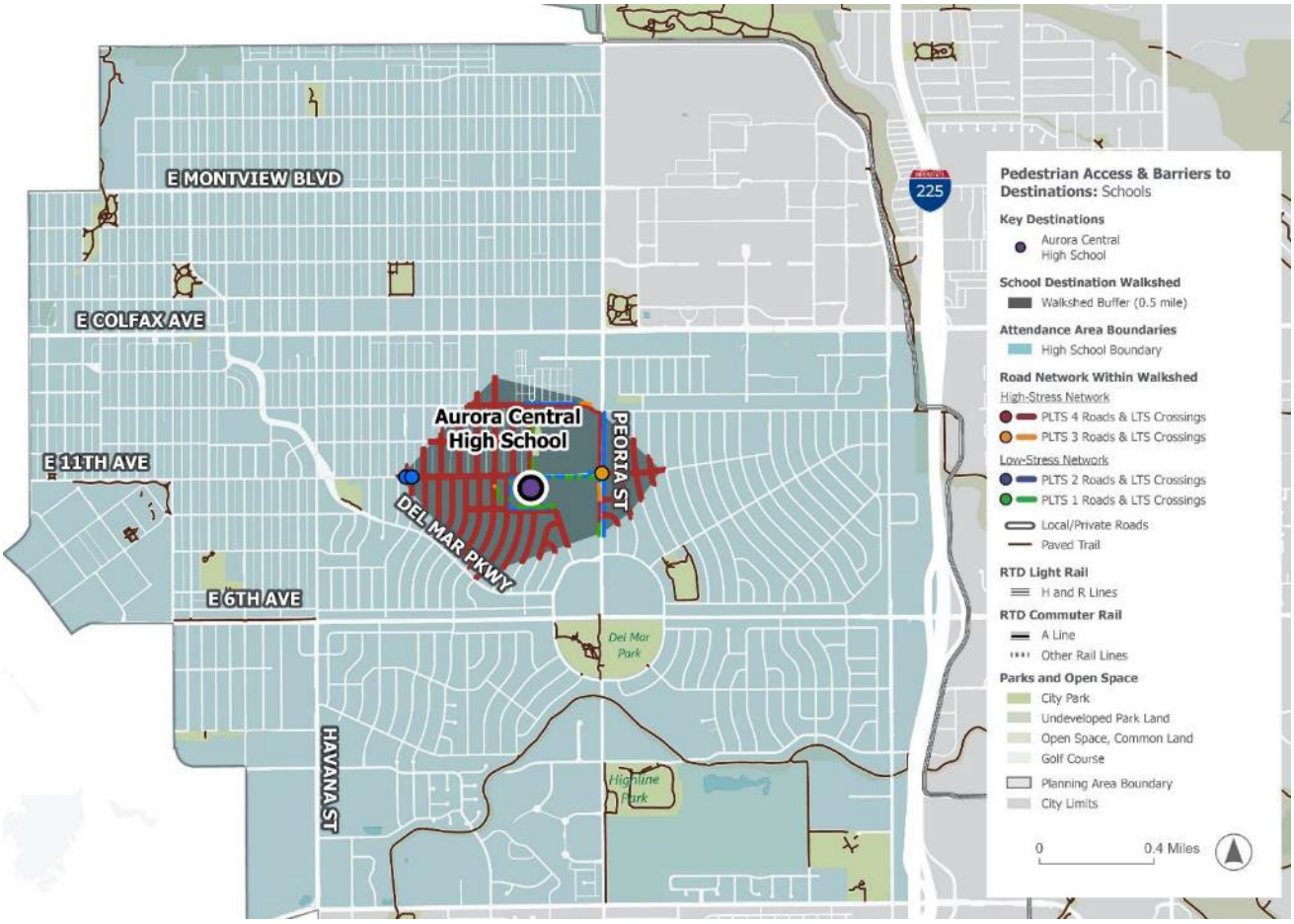


Figure 7-13. Pedestrian Access and Barriers to Schools Inset (Mrachek Middle School and Rangeview High School)

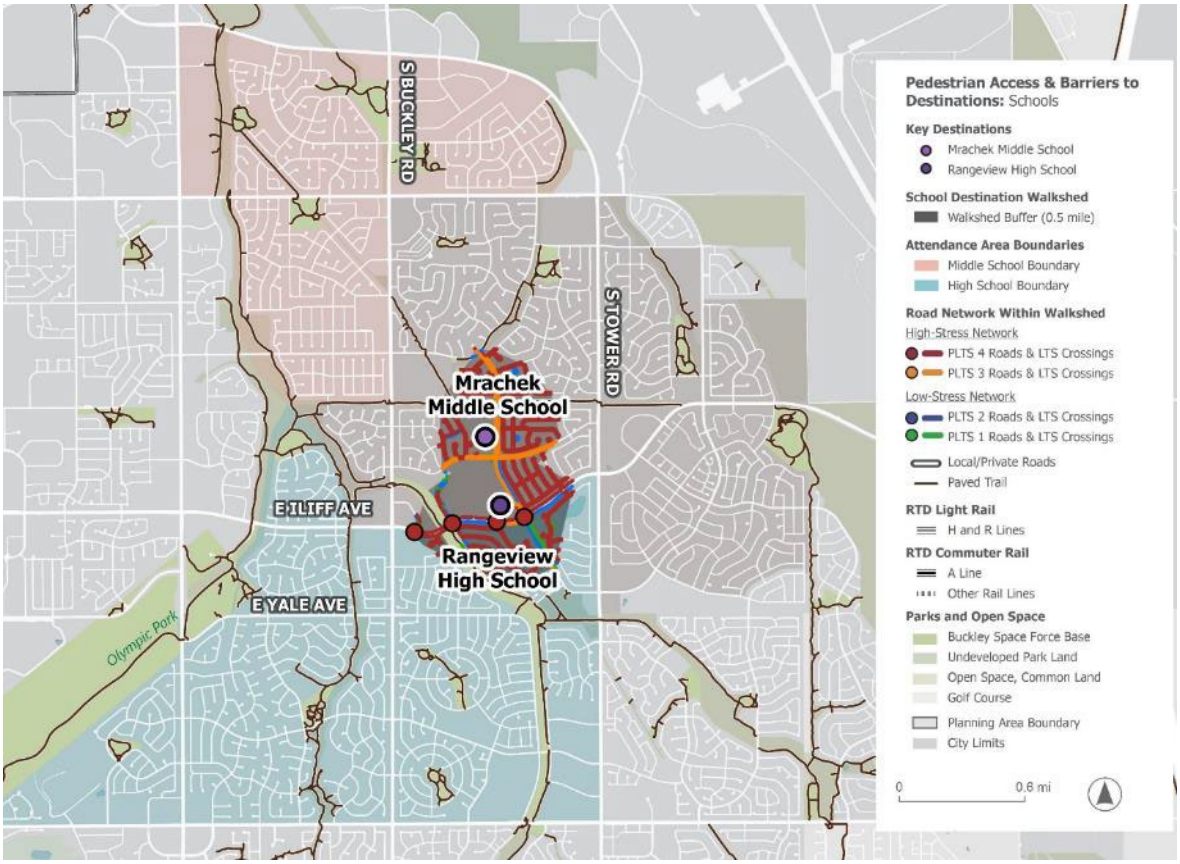


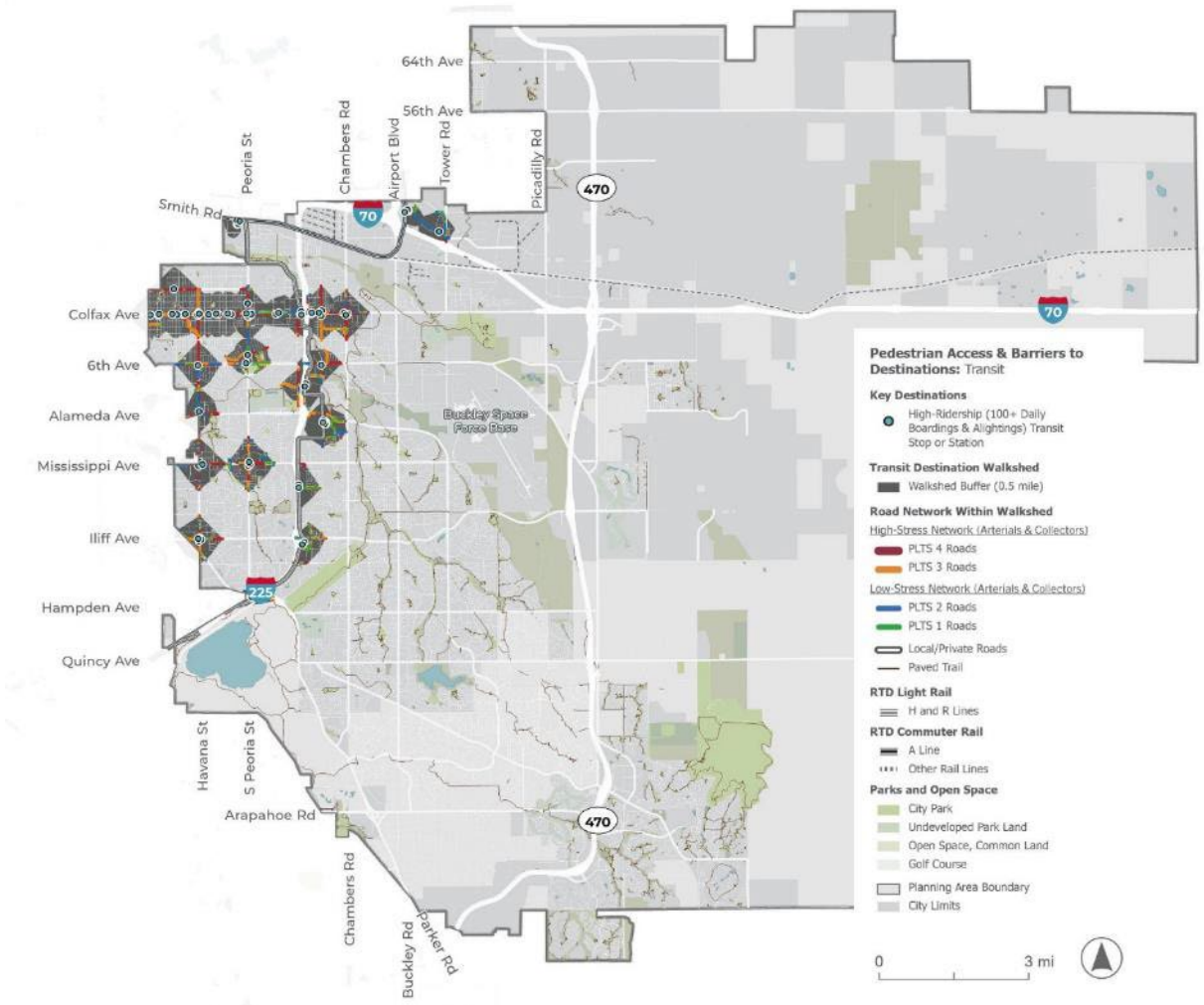
Figure 7-14 shows pedestrian LTS scores on roads surrounding high-ridership light rail stations and bus stops in Aurora. These transit hubs are predominantly along Colfax Avenue, the H and R light rail lines, and at transfer locations in the western portion of the city. Most of these stops and stations 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.

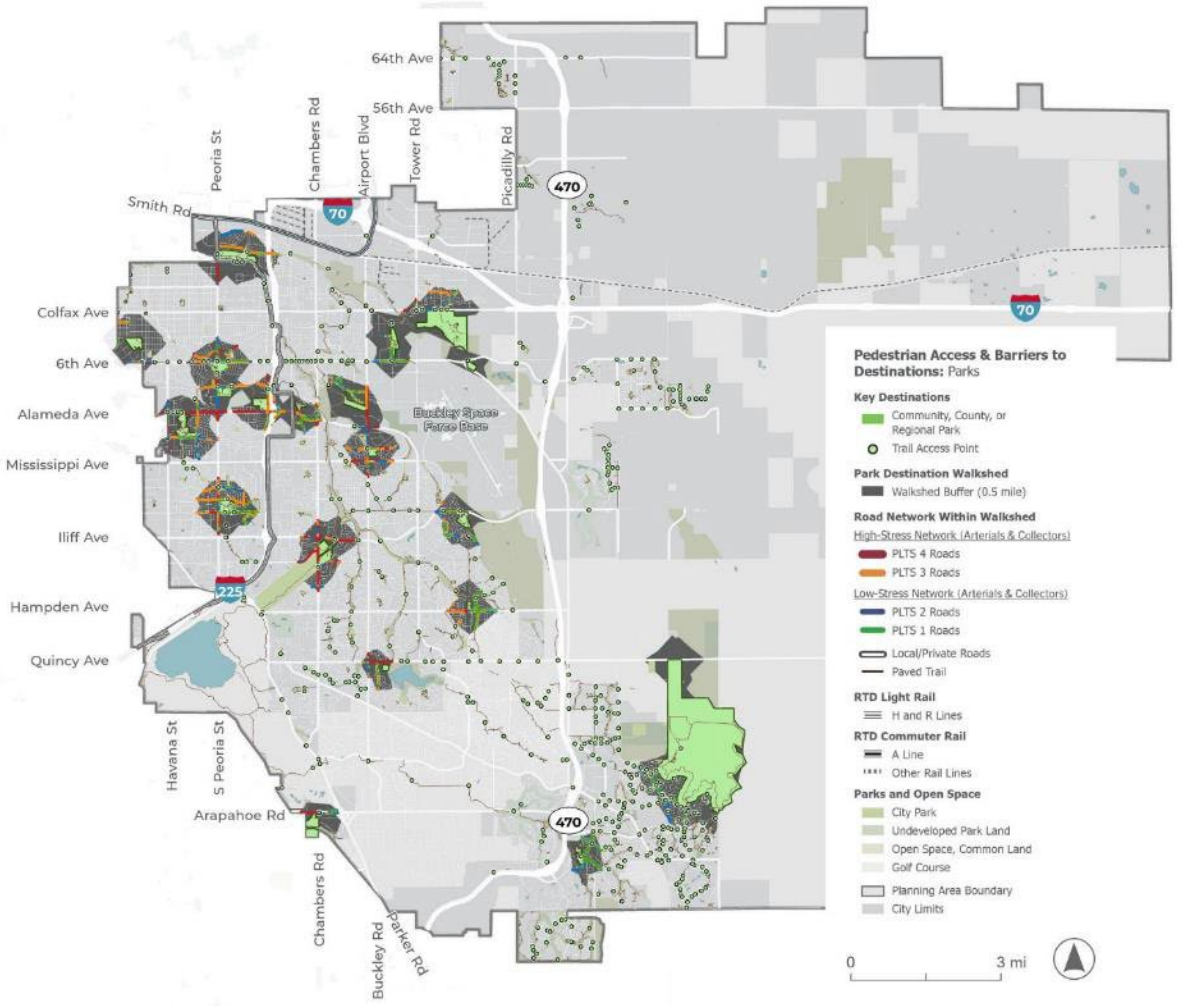
Figure 7-17 presents chain and locally owned grocery stores in Aurora. Grocery stores are scattered across the city with a high concentration of grocery stores situated on the western edge of Aurora. Grocery stores in Aurora are most often positioned along high-stress roadways and intersections that 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



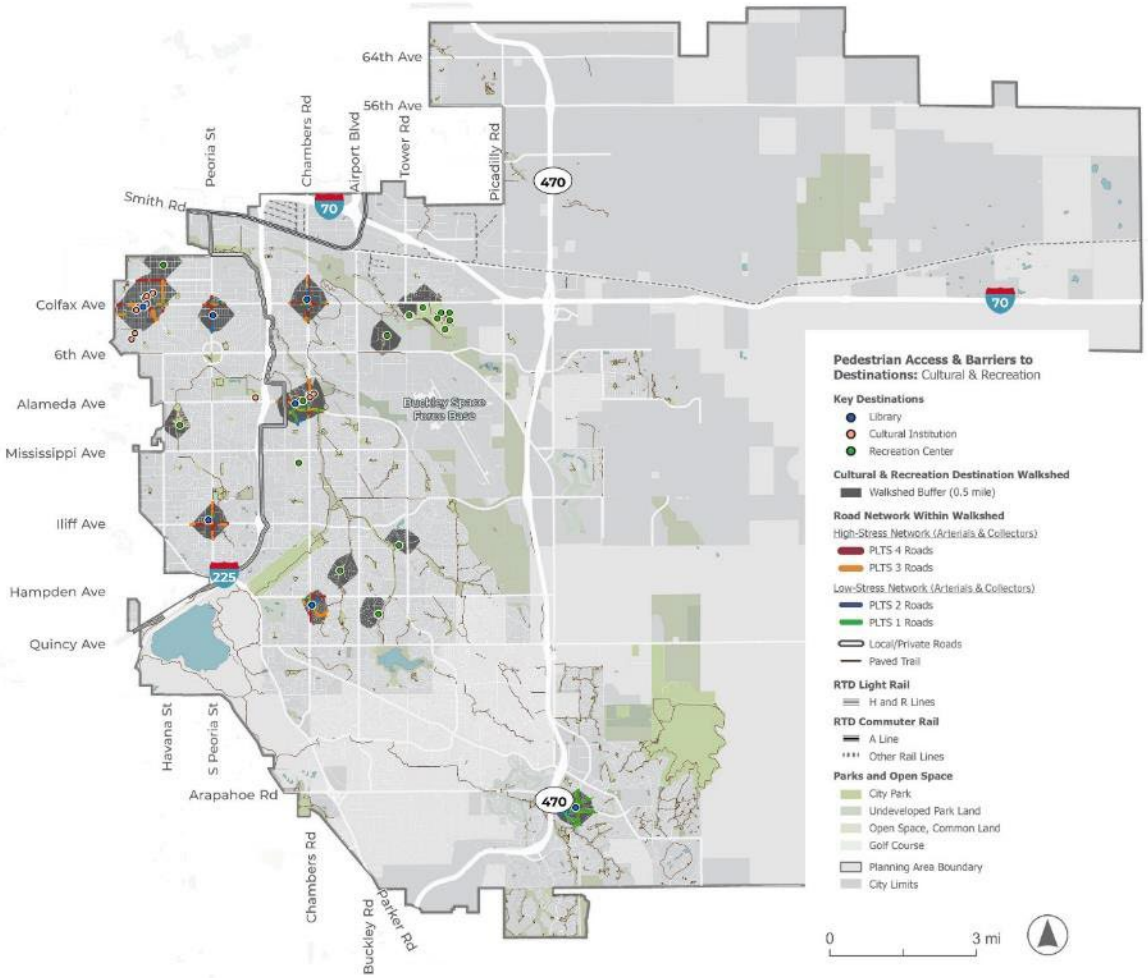
Source: RTD, 2023

Figure 7-15. Pedestrian Access and Barriers to Parks



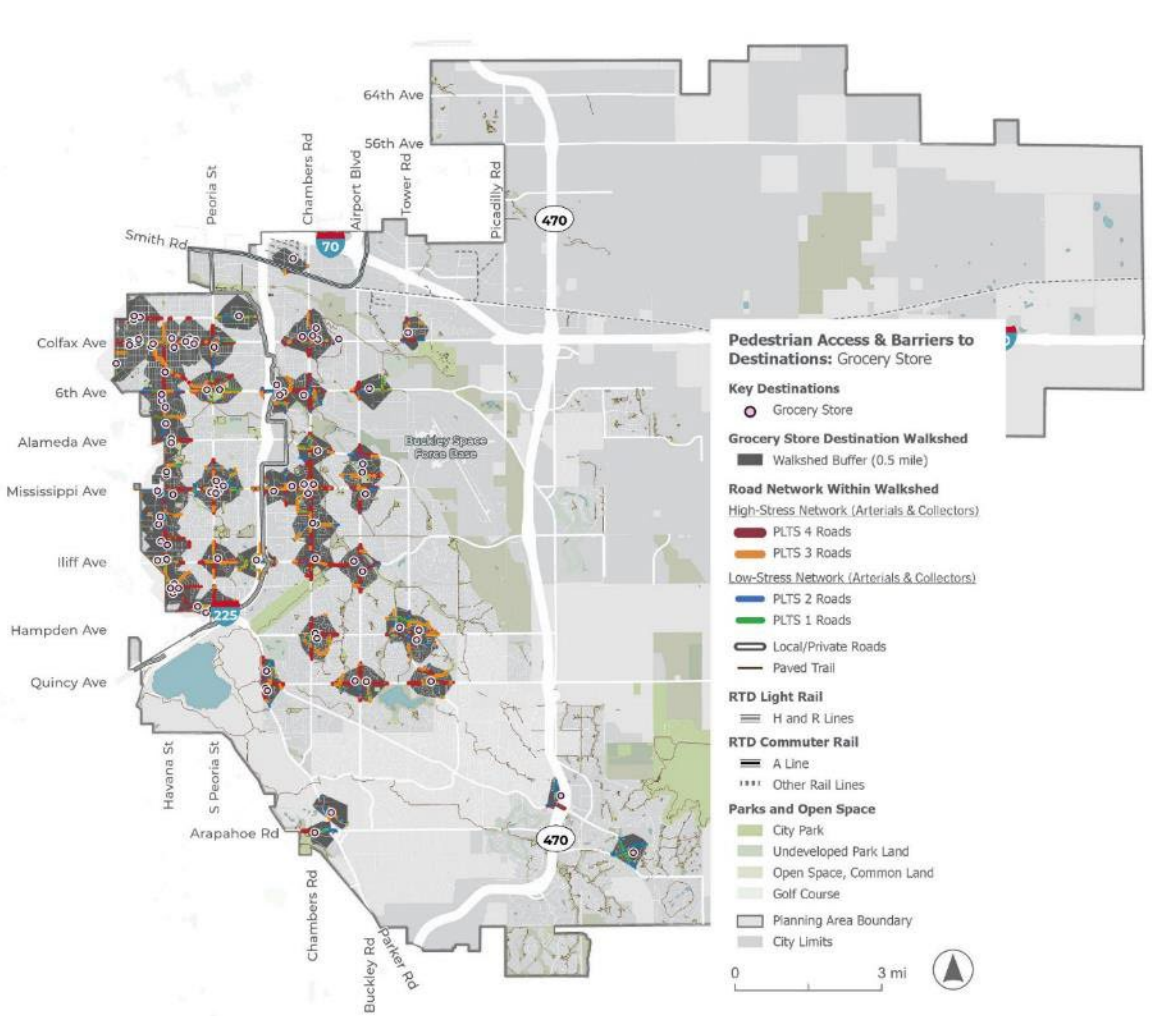
Source: City of Aurora, 2024

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

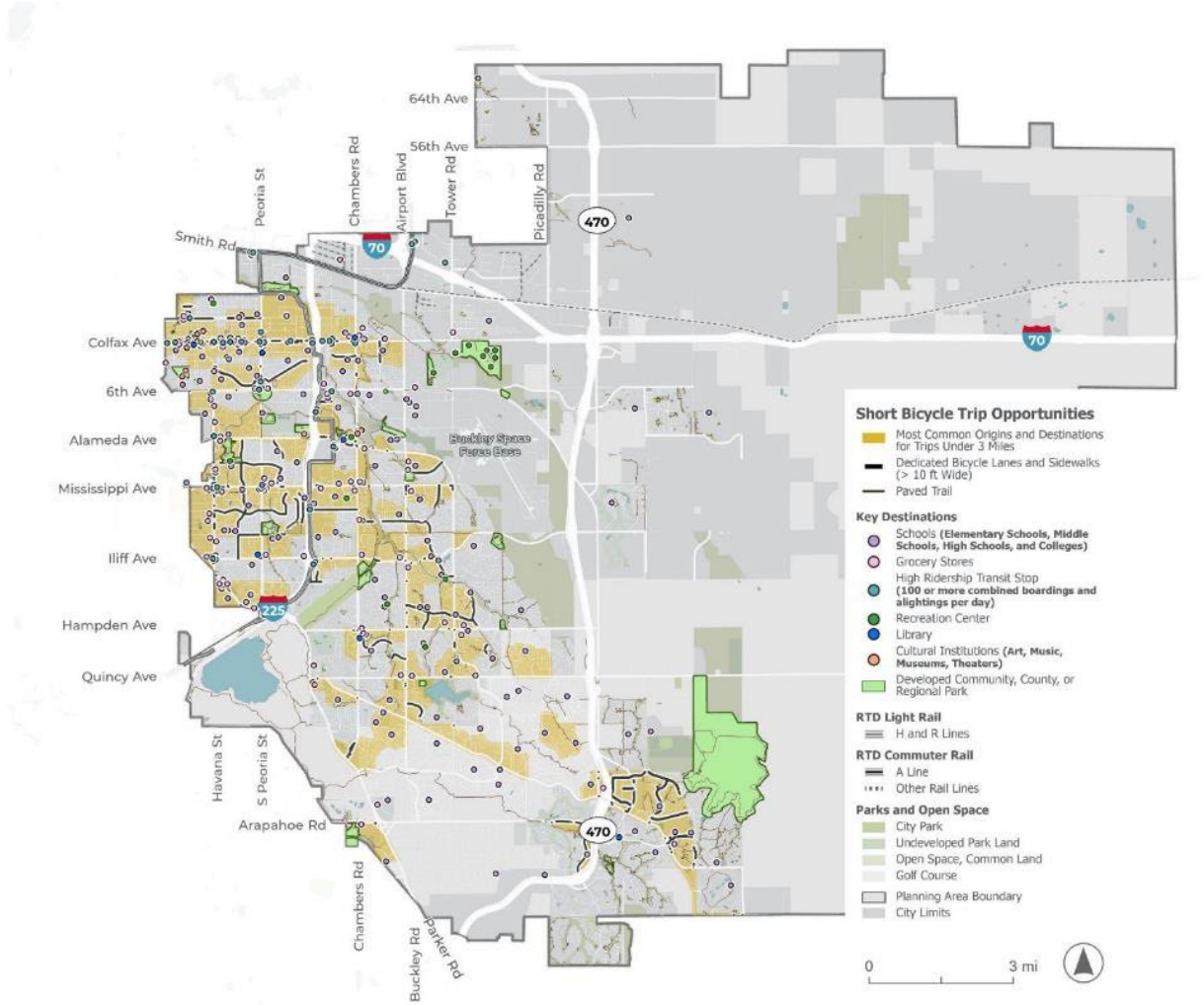
7.2 Moving by bicycle or other active mode

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.

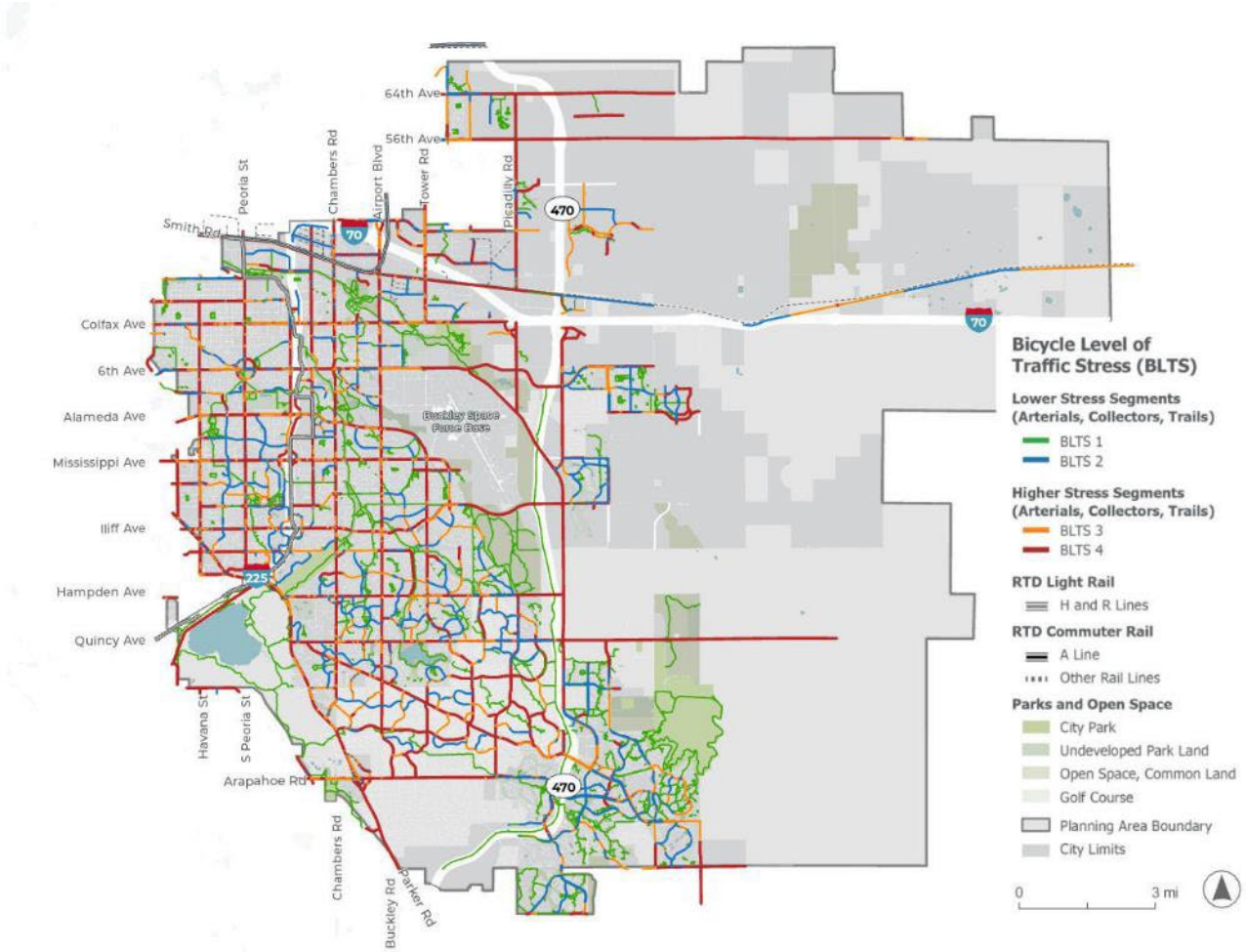
Figure 7-19 illustrates bicycle LTS scores for arterial and collector roads within Aurora. A bikeway's LTS value depends on factors such as the number of lanes, traffic volume, speed, presence of bicycle facilities, parking lanes, and the width of bicycle lanes. In general, bikeways on streets with fewer 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.

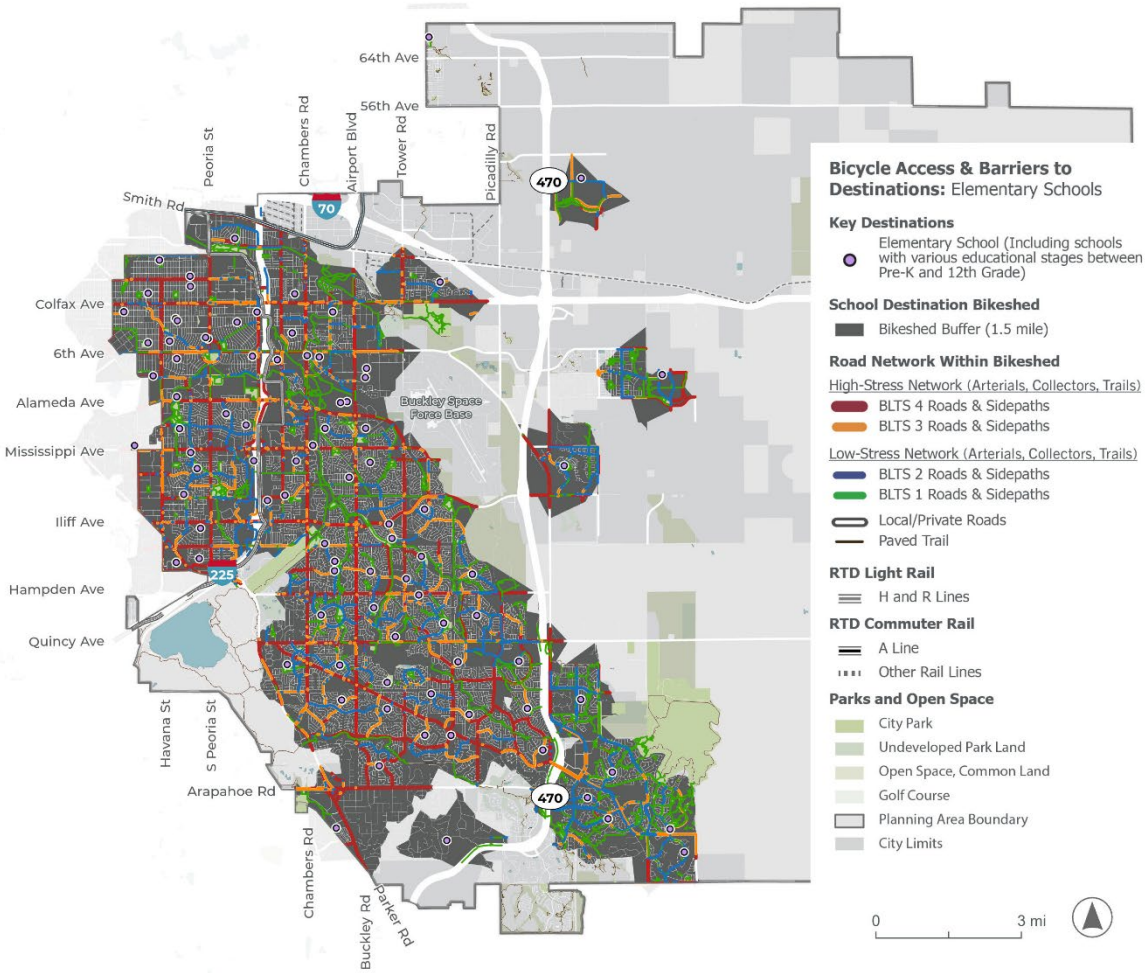
7.3 Bicycle Access & Barriers to Key Destinations

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.

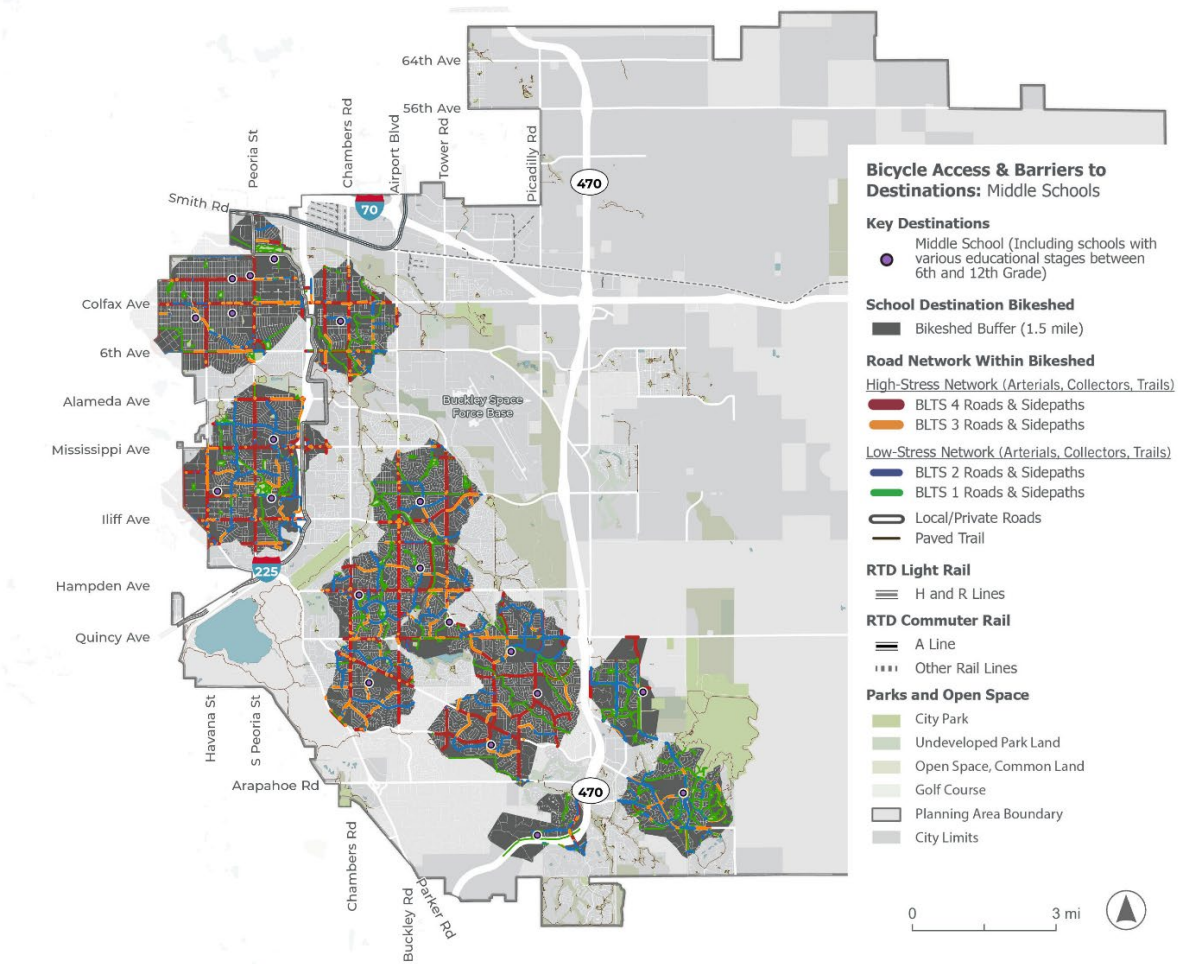
Figure 7-20 through Figure 7-22 presents school locations in Aurora. The bikesheds indicate that schools are typically within reasonable biking distances of most neighborhoods, and the presence of low-stress facilities like trails suggests biking to school may be a safe and attractive option in many 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



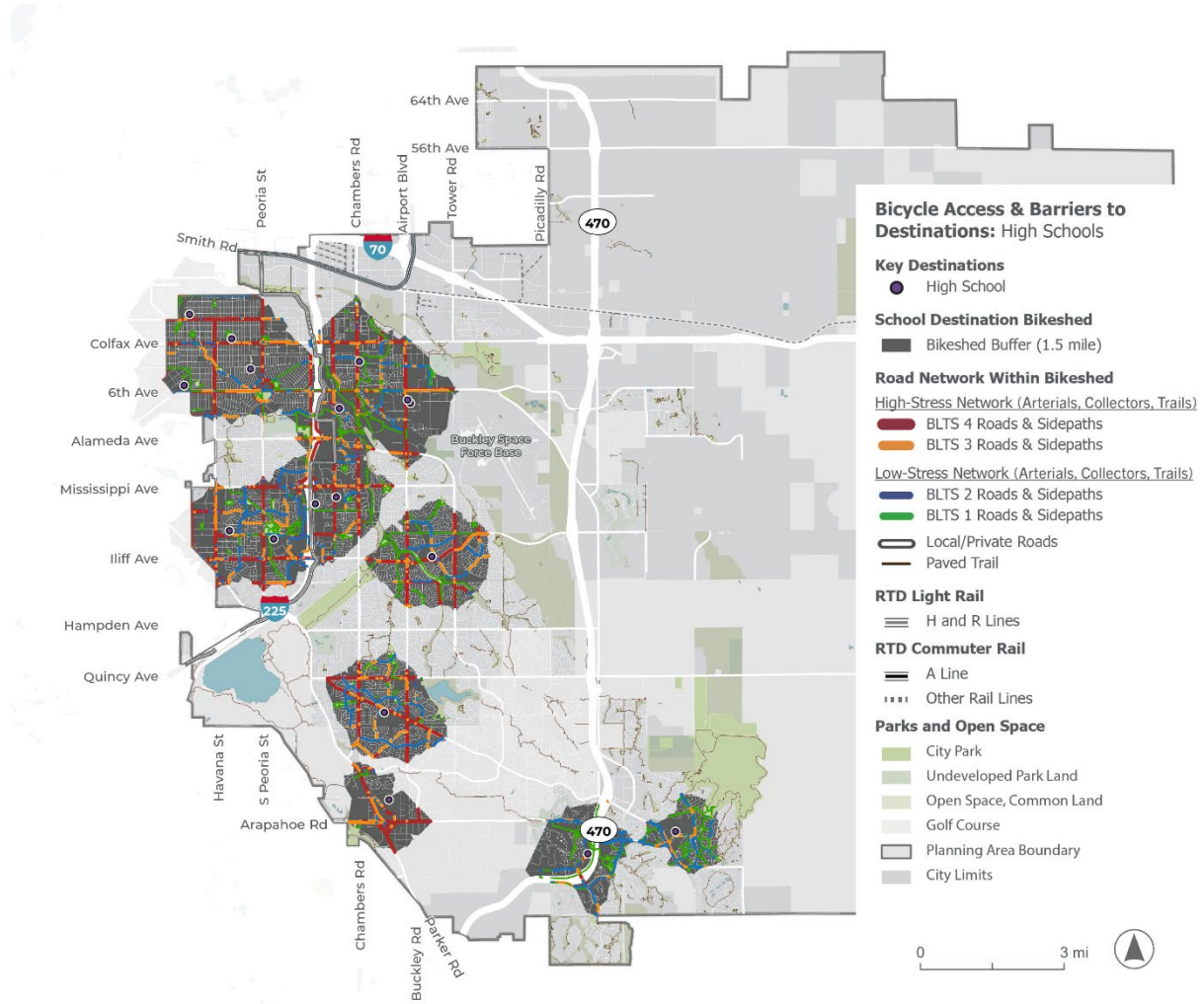
Source: City of Aurora, 2024

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)

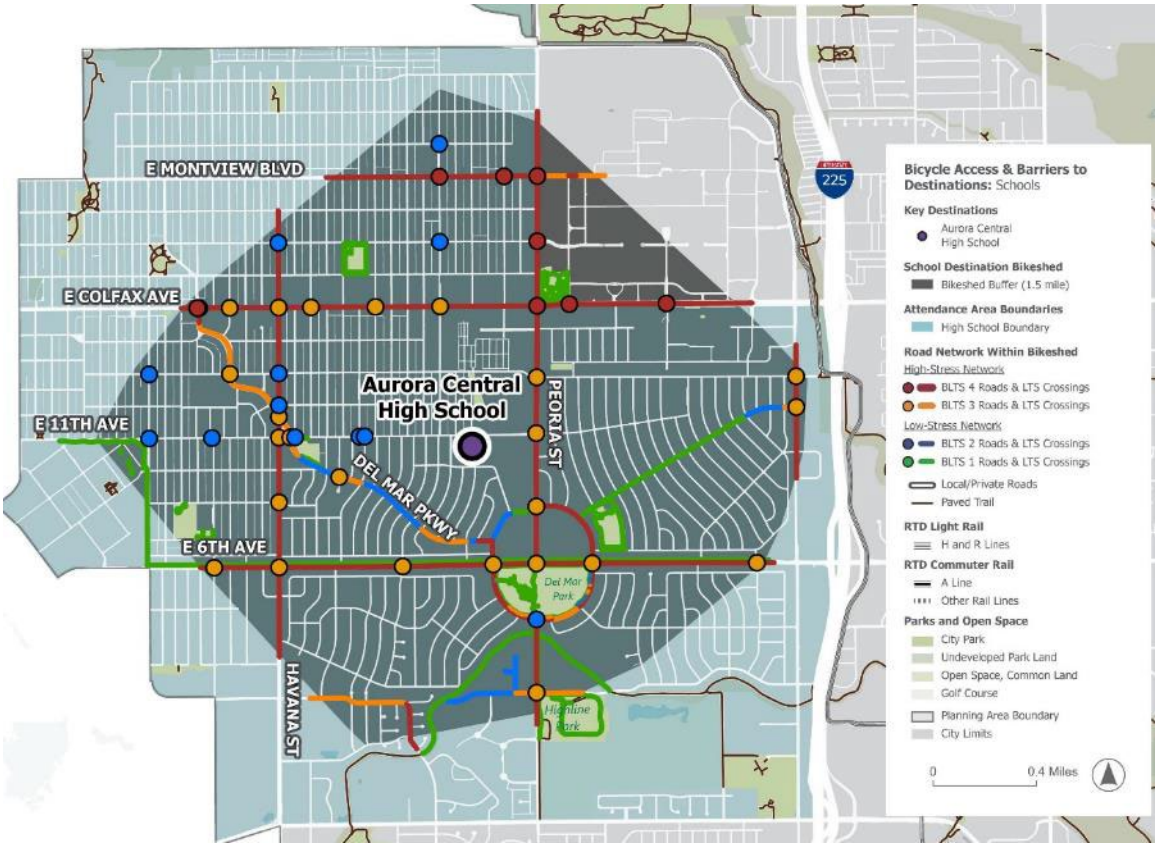


Figure 7-24. Bicycle Access and Barriers to Schools Inset (Mrachek Middle School and Rangeview High School)

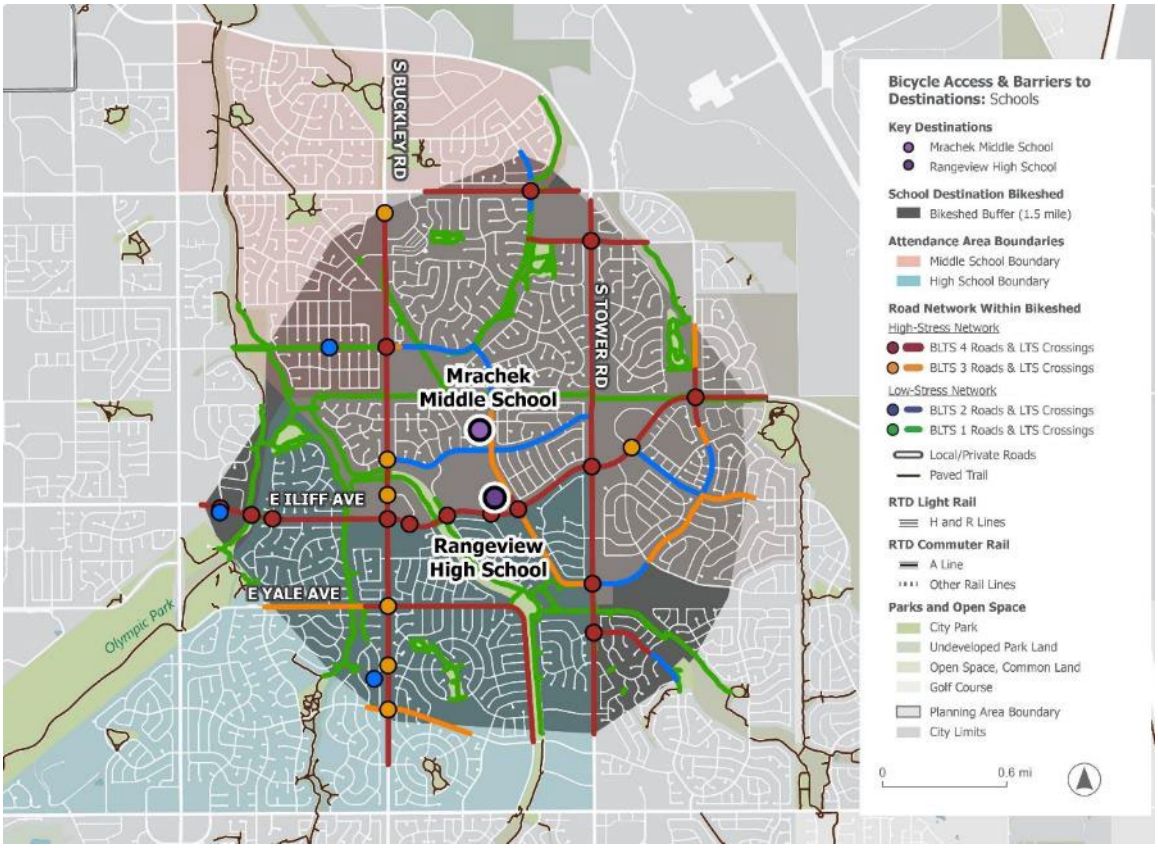
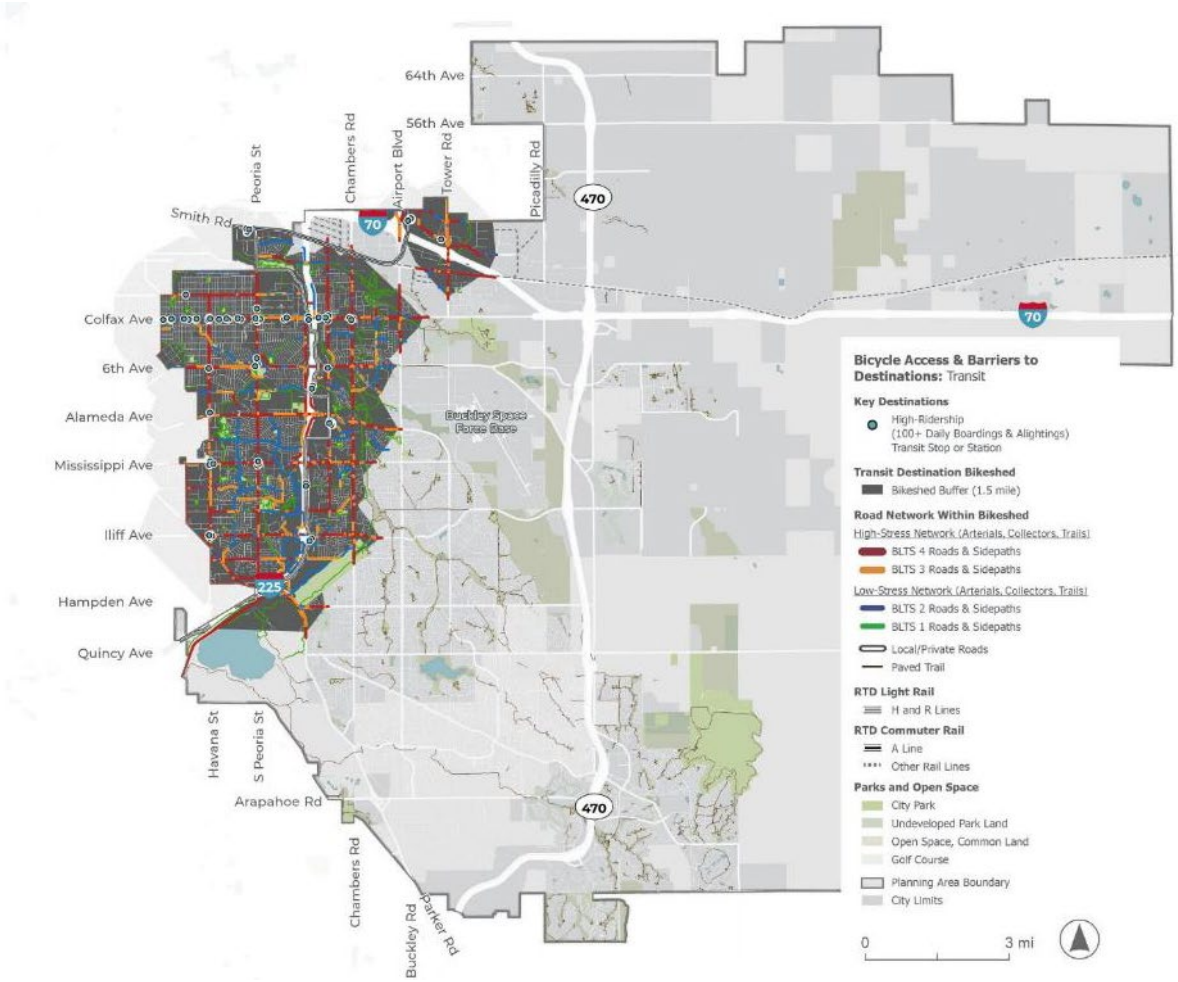


Figure 7-25 presents high-ridership light rail stations and bus stops in Aurora, which are predominantly found in the northern and western parts of the city. High-quality bicycle infrastructure coupled with strong bicycle amenities can dramatically expand access to transit.

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.

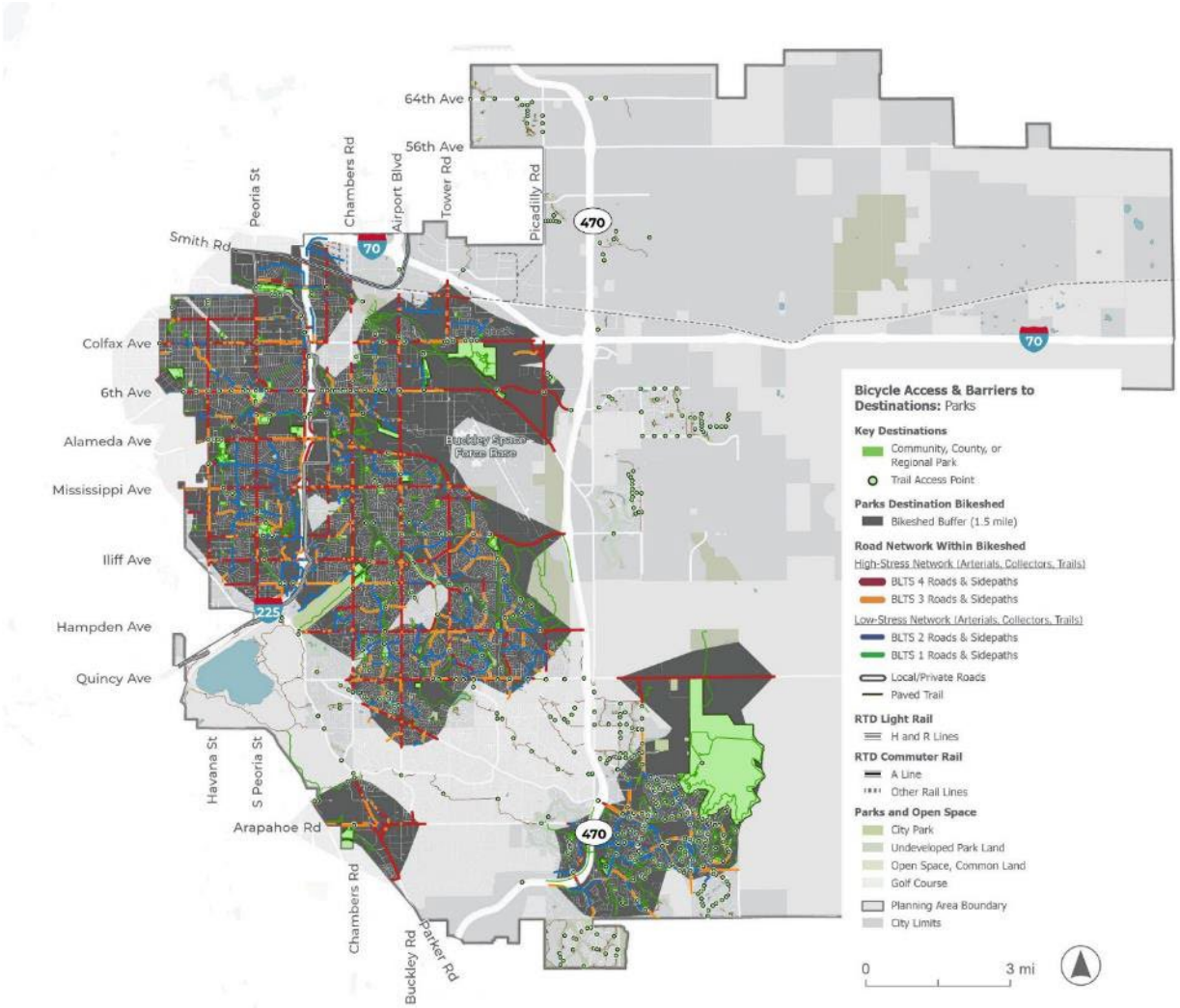
Figure 7-27 presents cultural and community destinations in Aurora. While these destinations are found predominantly in the northern and central neighborhoods of the city, additional bikesheds are in southeastern Aurora and north of Buckley Space Force Base.

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.

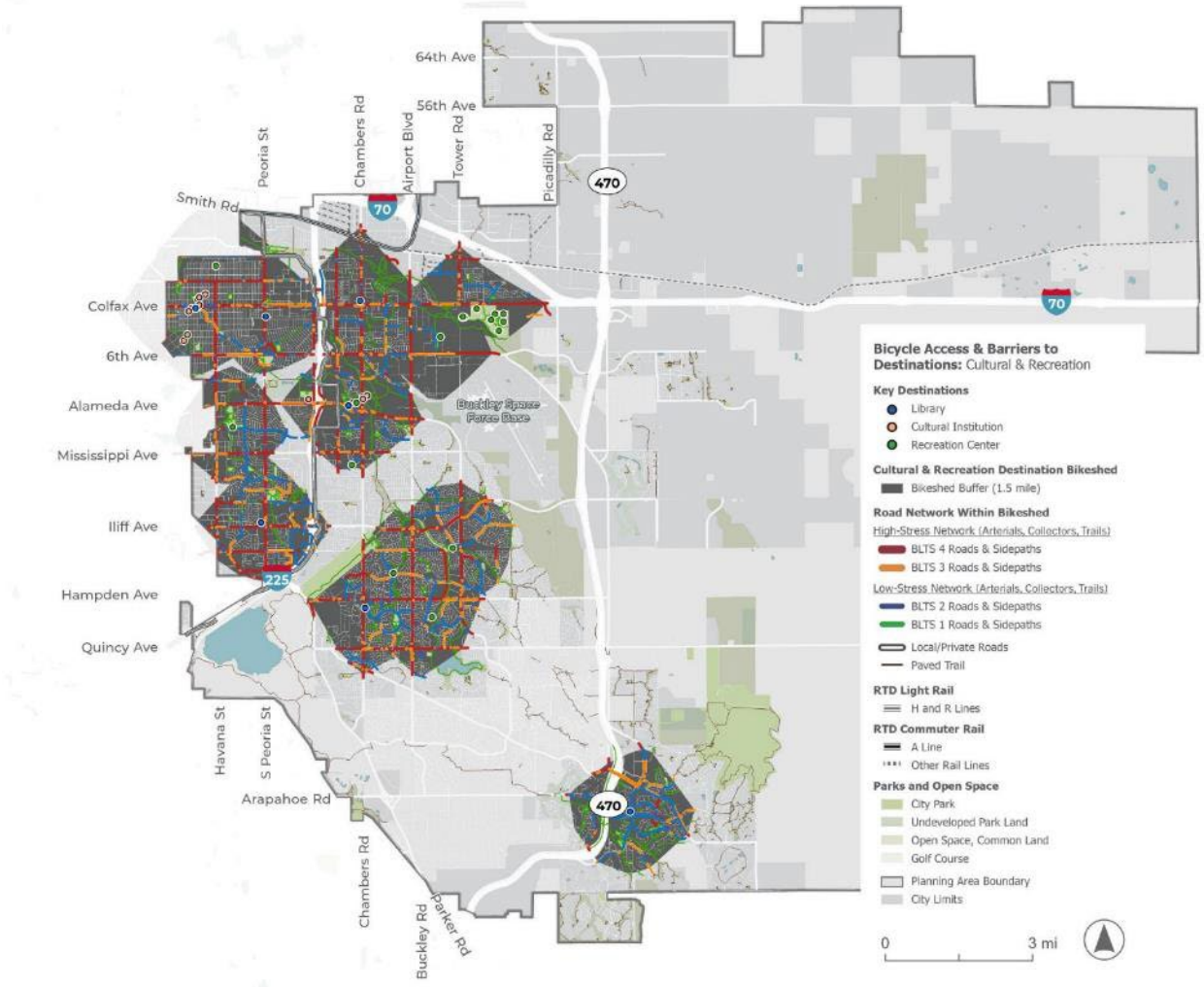
Grocery stores in Aurora are most often situated along LTS 3 and 4 major roadways and intersections. However, many grocery store location have direct or nearby access to low-stress paved trail routes, especially in areas east on I-225. There are far fewer opportunities east of I-225, especially along 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



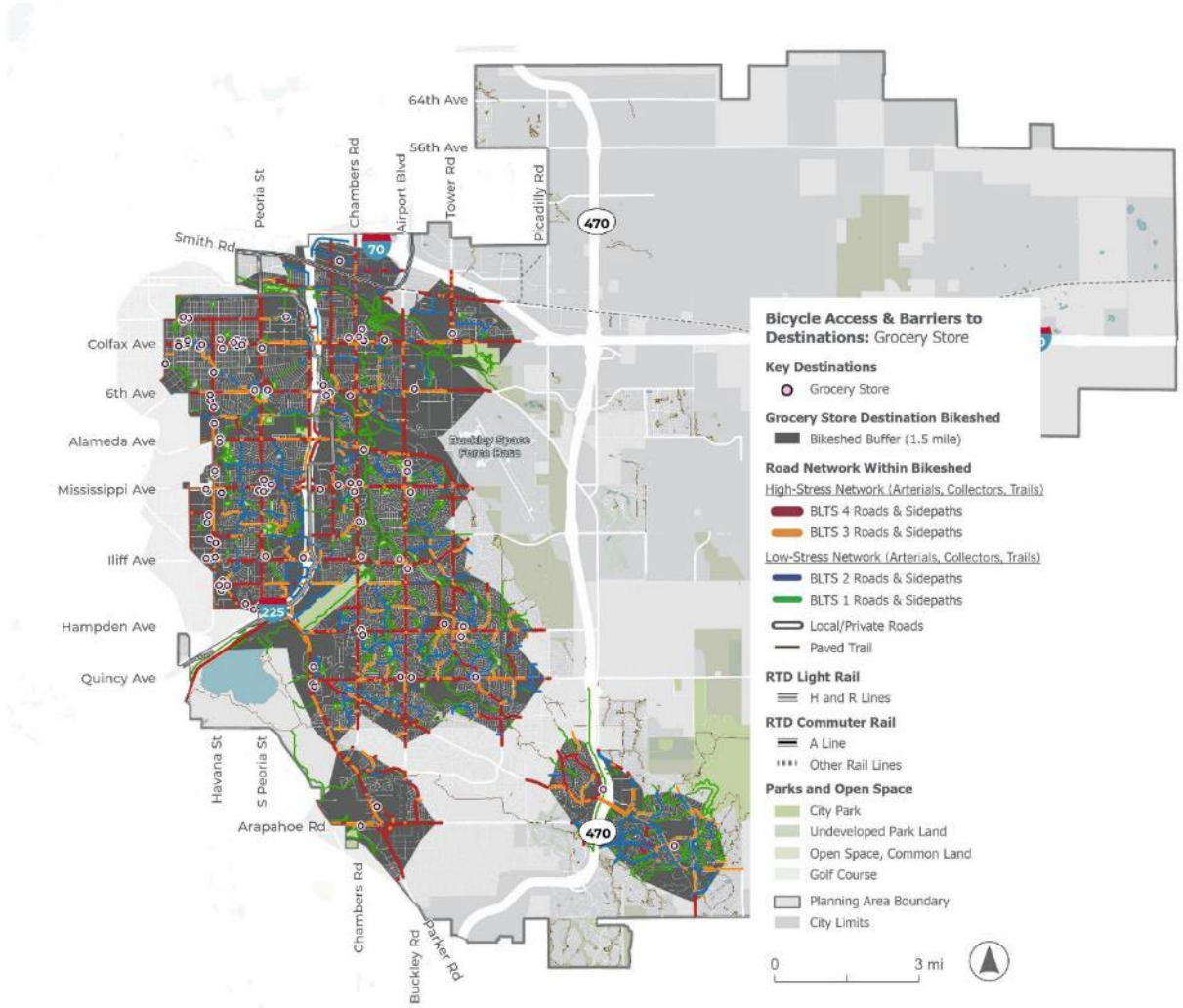
Source: City of Aurora, 2024

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

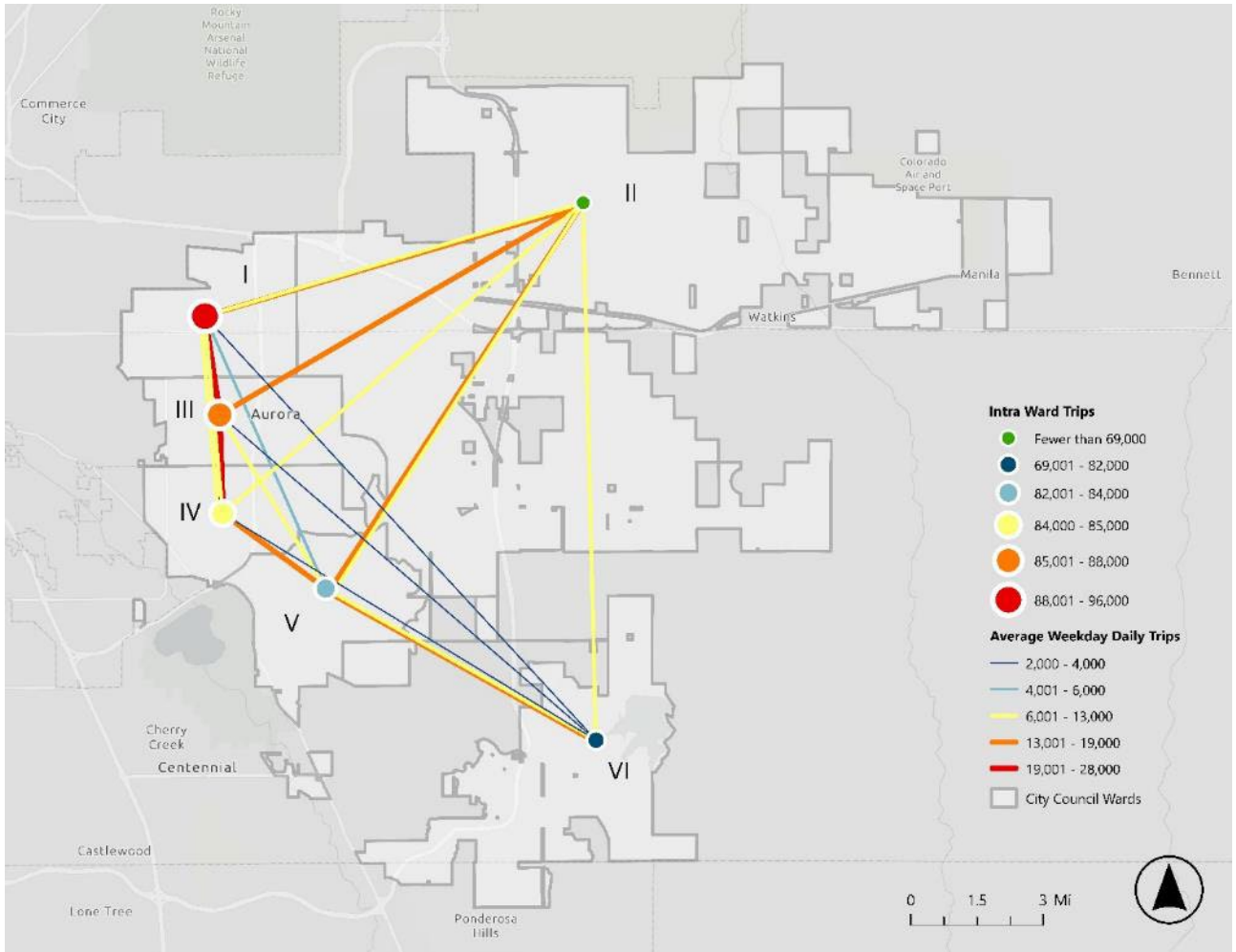
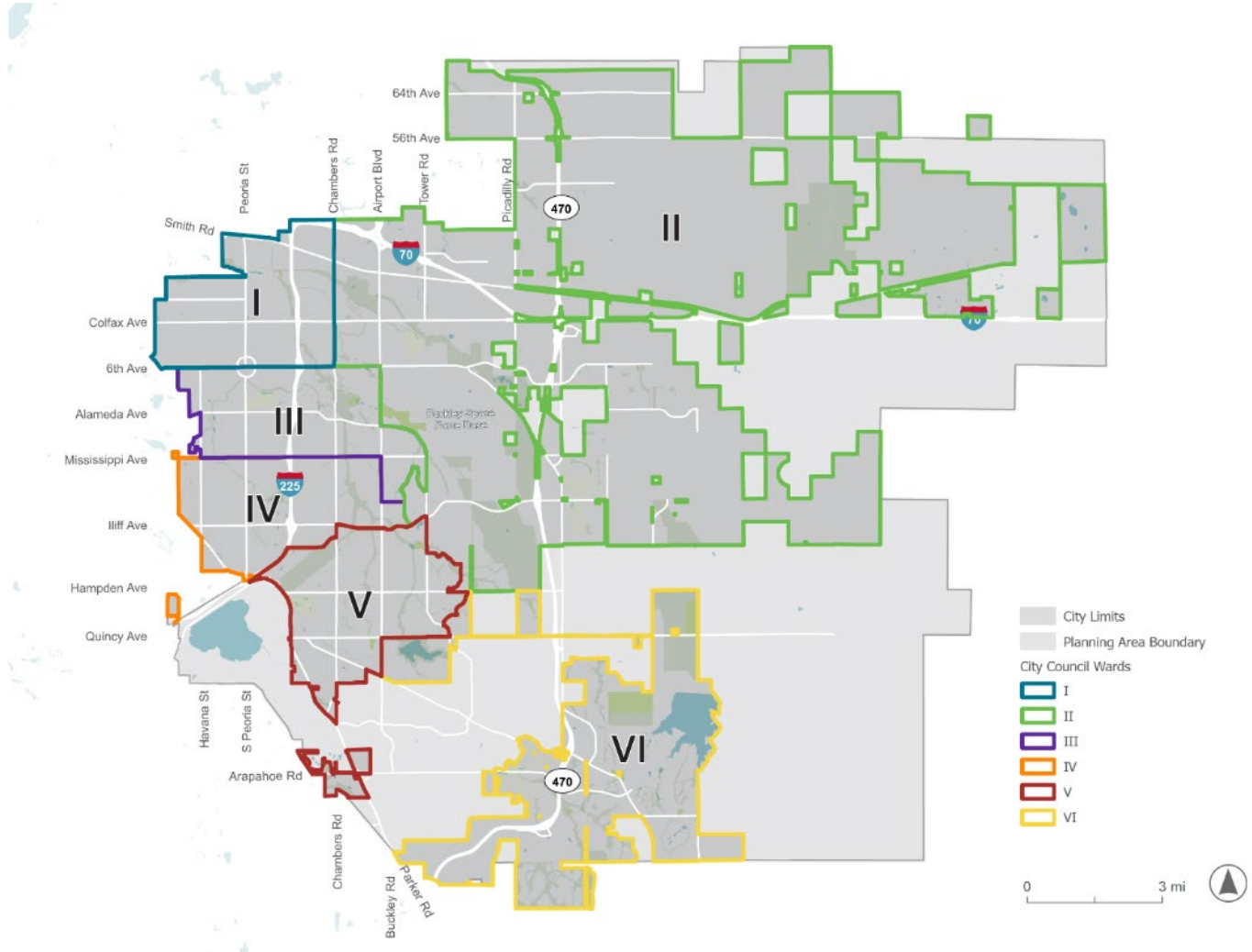
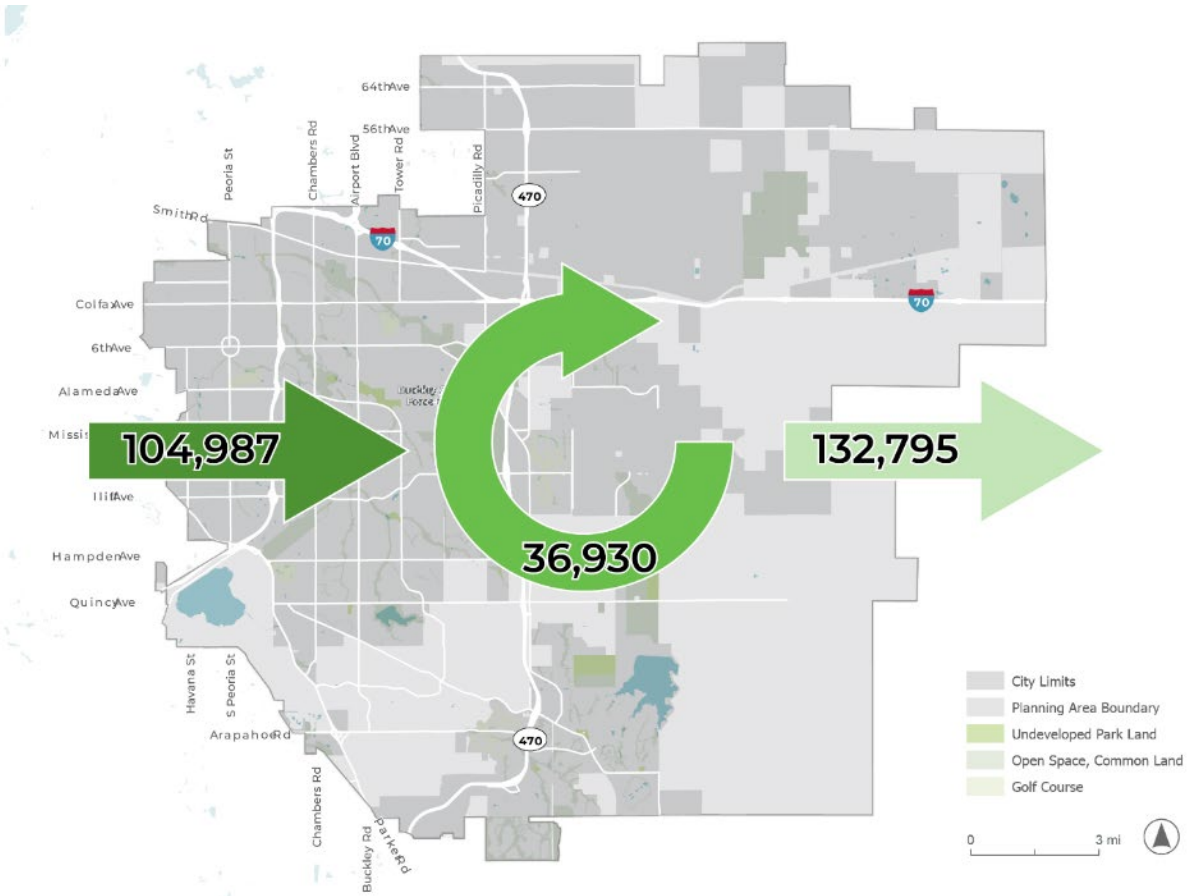


Figure 8-2. City Council Ward Boundaries



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

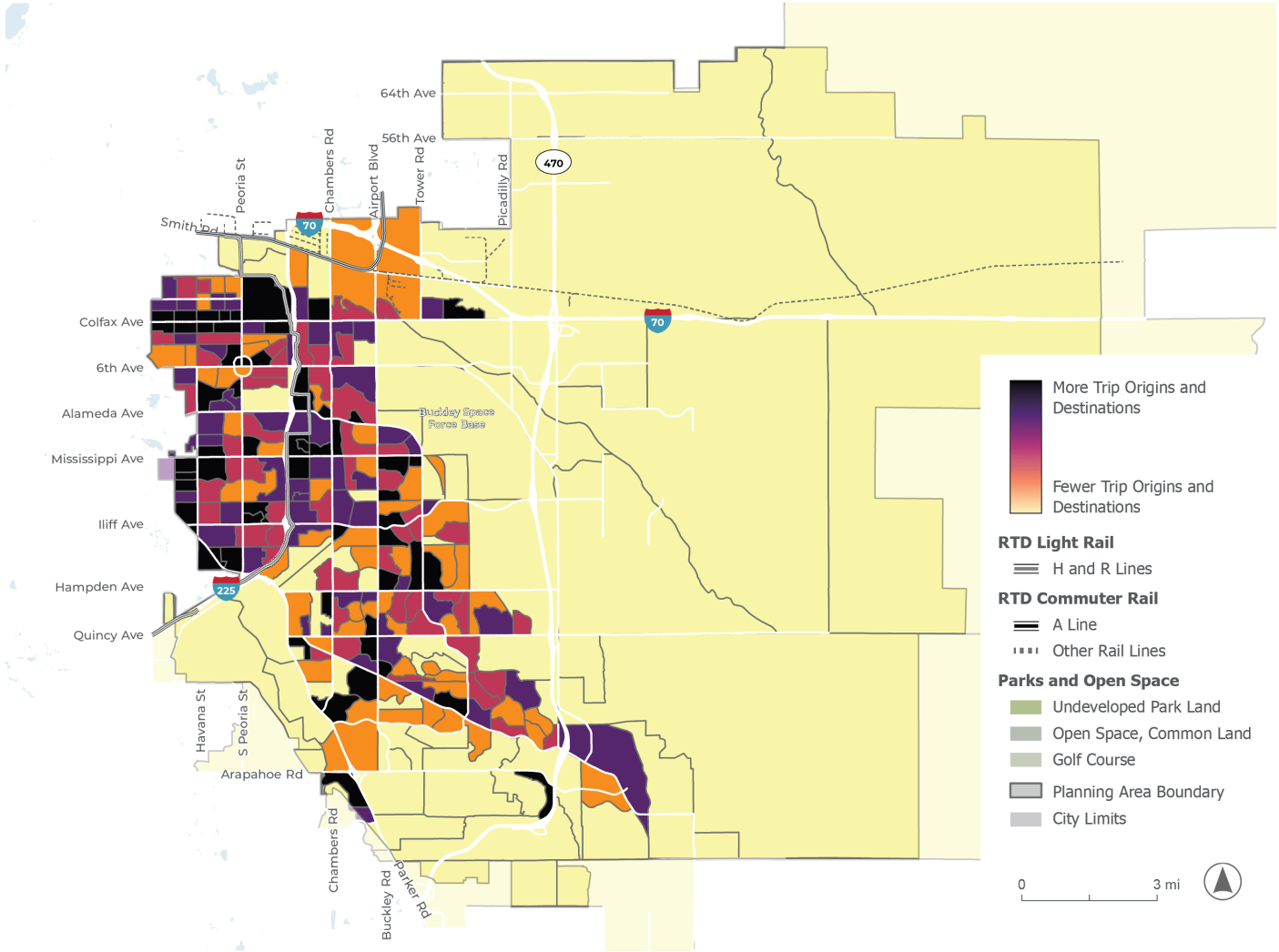
Analyzing the trips of select demographic groups highlights travel patterns among groups with distinct transportation needs. Children, most teenagers, and many aging adults are either too young or too old to drive. Likewise, people and families with lower incomes may not own a car or may share one car 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.

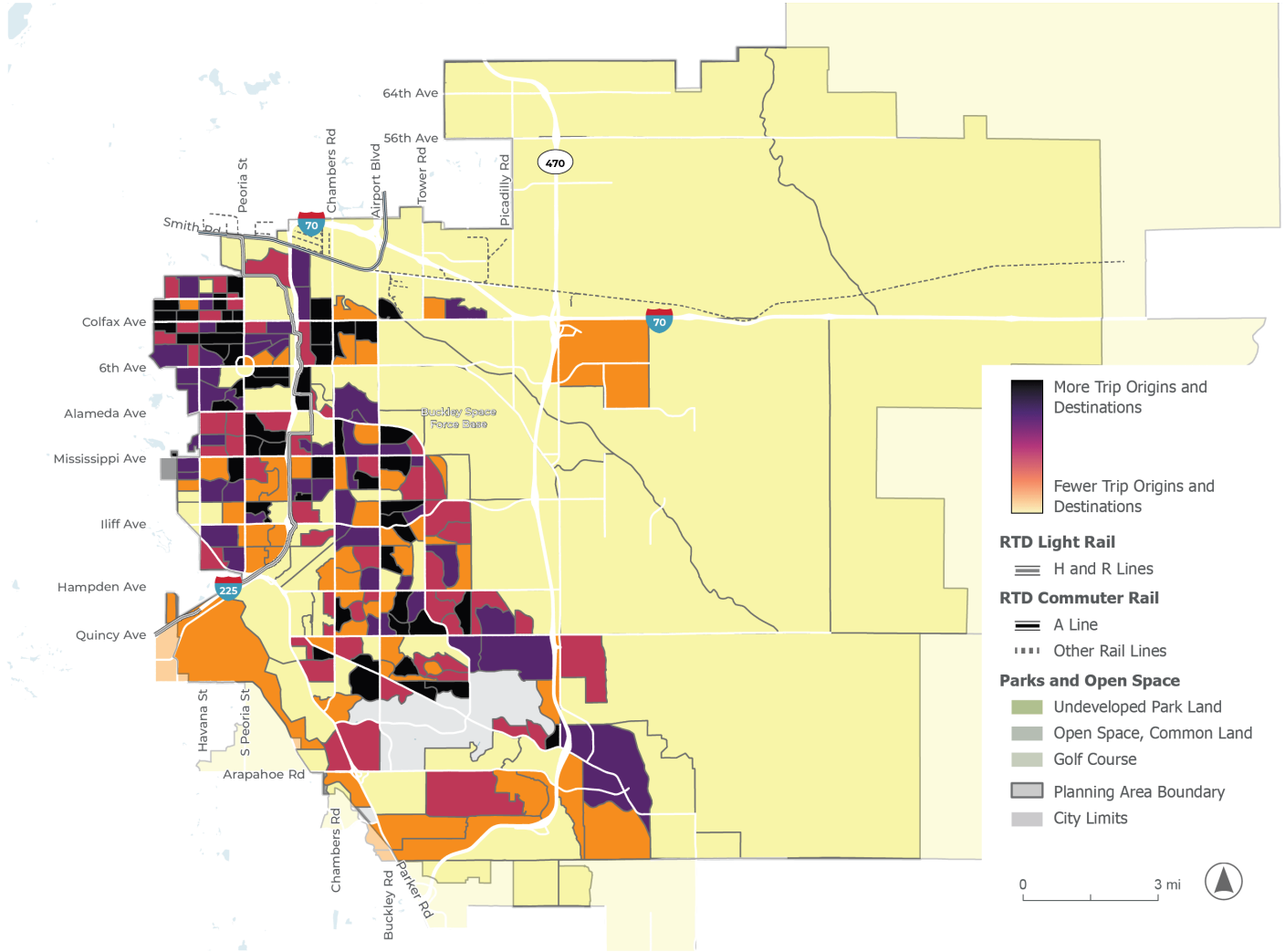
Trips by people with lower incomes and BIPOC, shown in Figure 8-8 and Figure 8-9, respectively, are also concentrated in northwest Aurora, specifically in Wards I, III, and IV, particularly when compared to trips made by the general population. These areas represent neighborhoods where BIPOC and lower-income 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



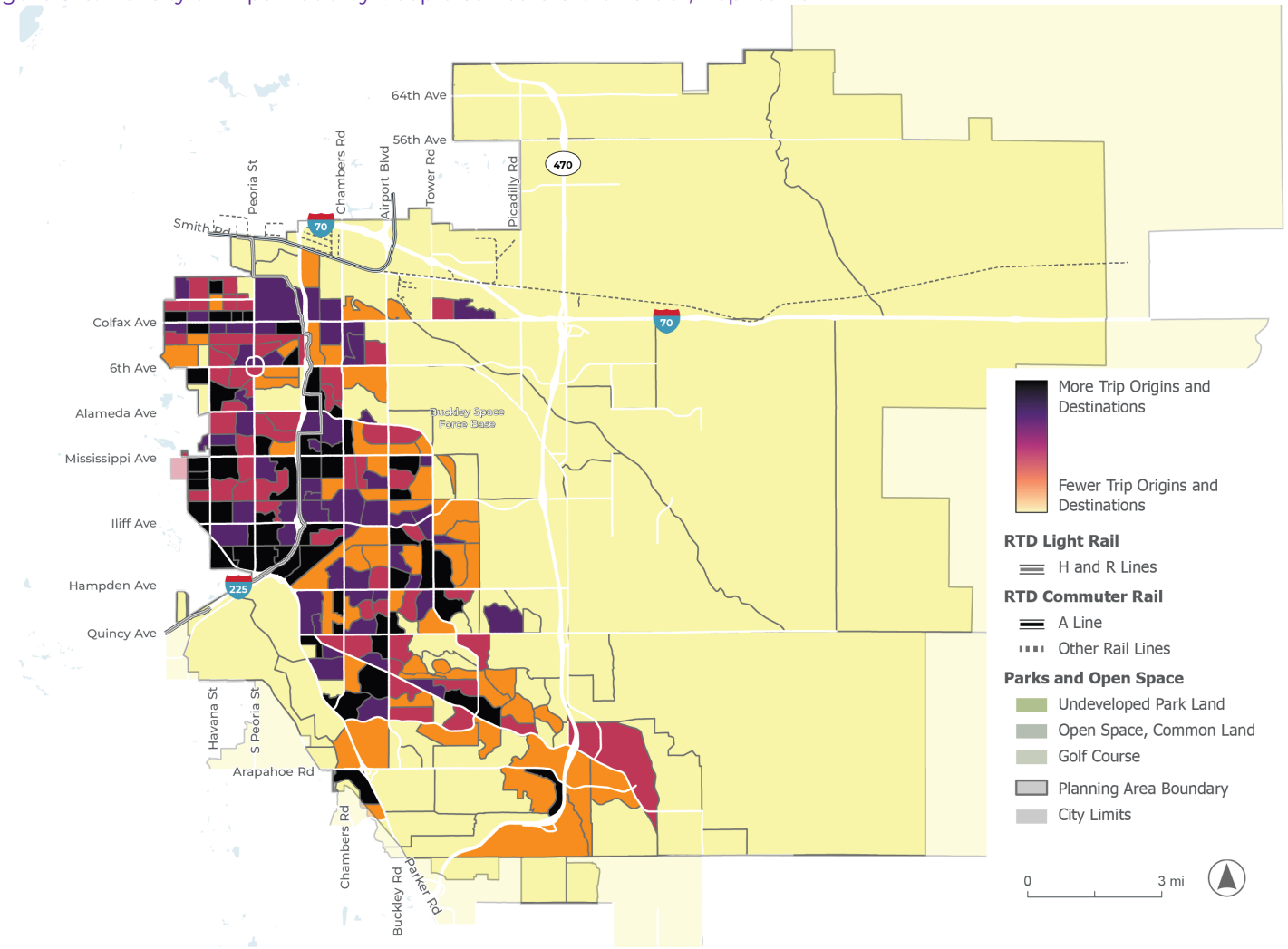
Source: Replica, Spring 2024

Figure 8-5: Density of Trips Made by People Under 18 Years Old, Replica 2024



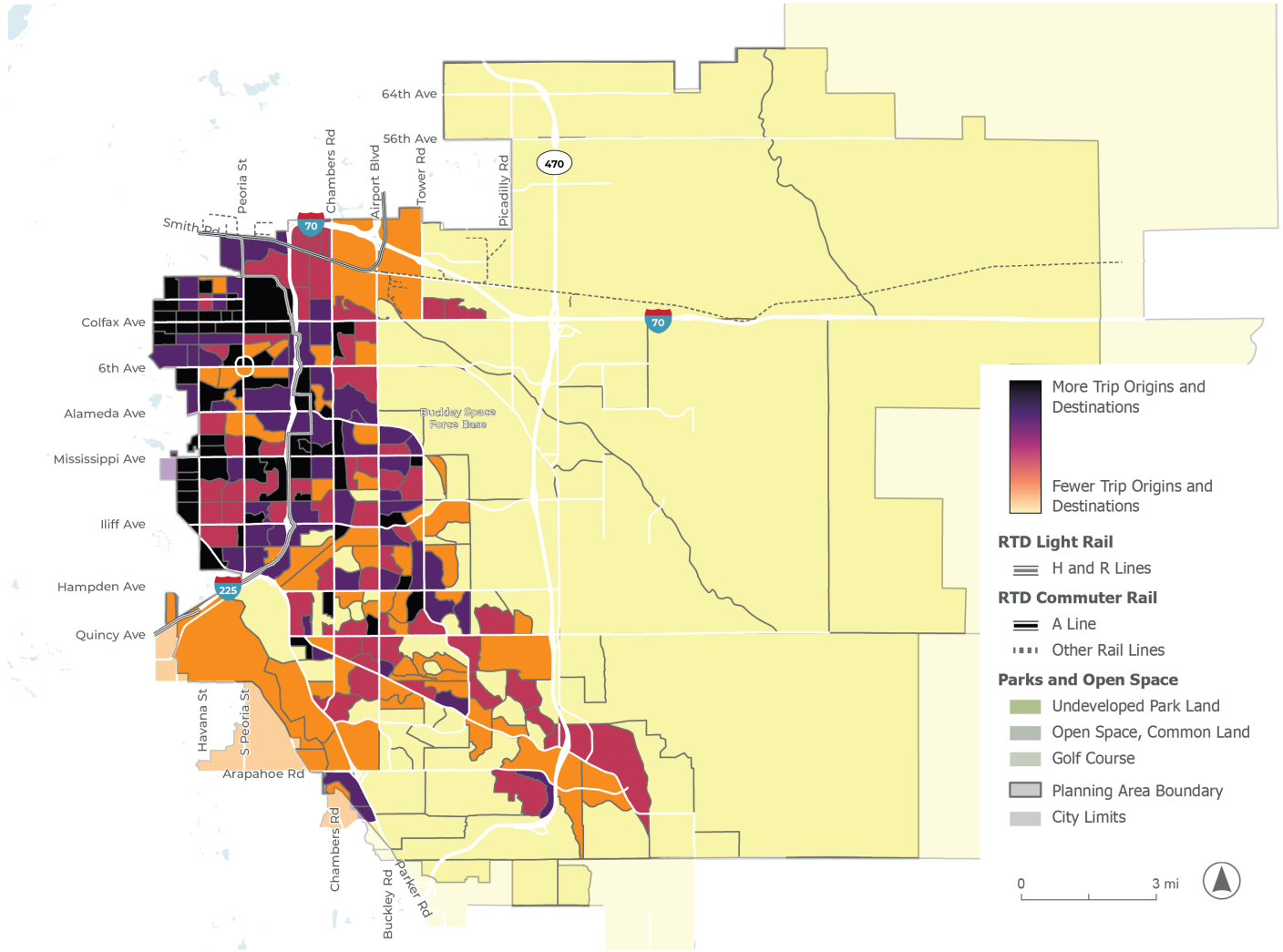
Source: Replica, Spring 2024

Figure 8-6: Density of Trips Made by People 65 Years Old or Older, Replica 2024



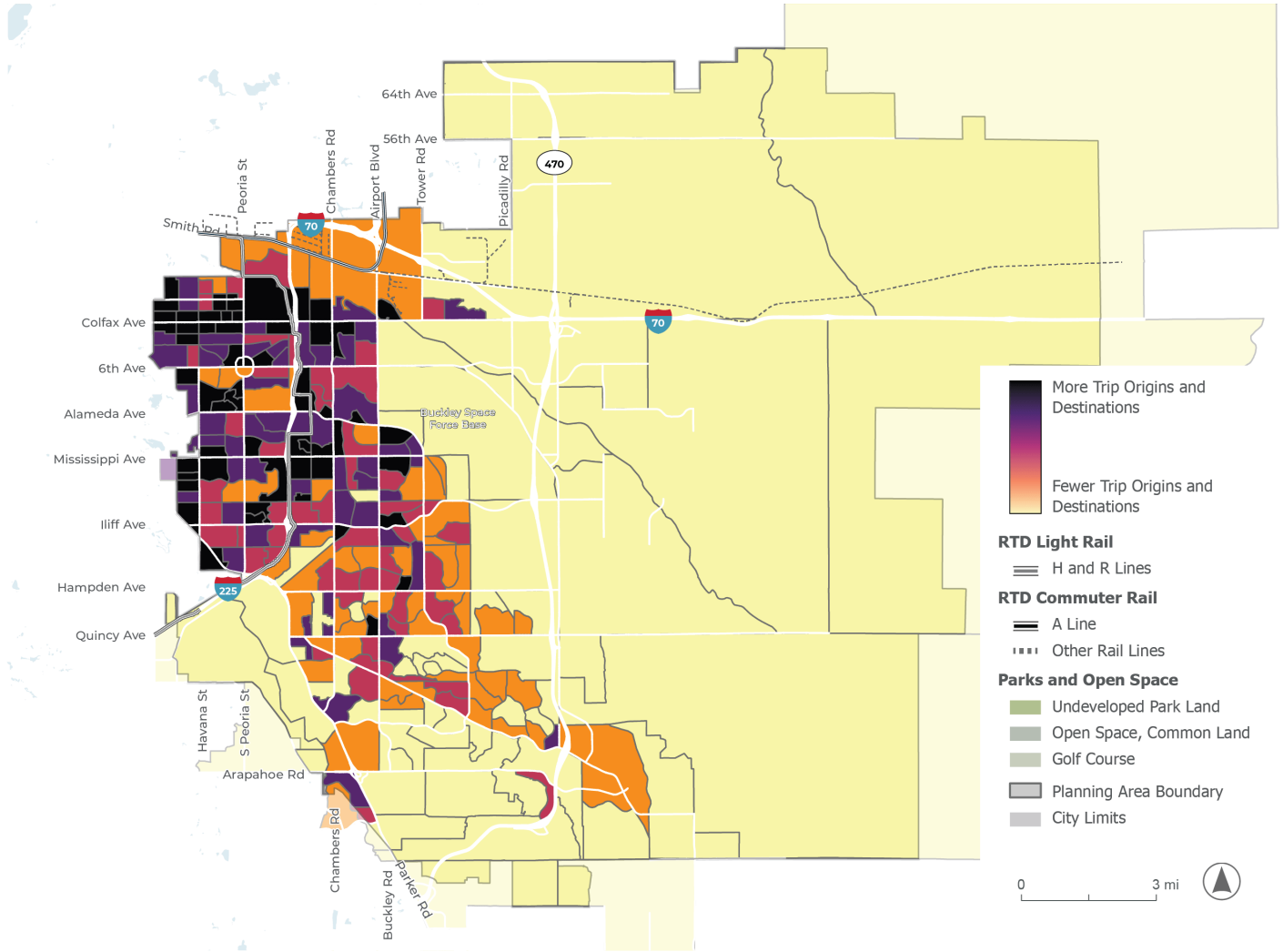
Source: Replica, Spring 2024

Figure 8-7: Density of Trips Made by People Who Live in No-Car Households, Replica 2024



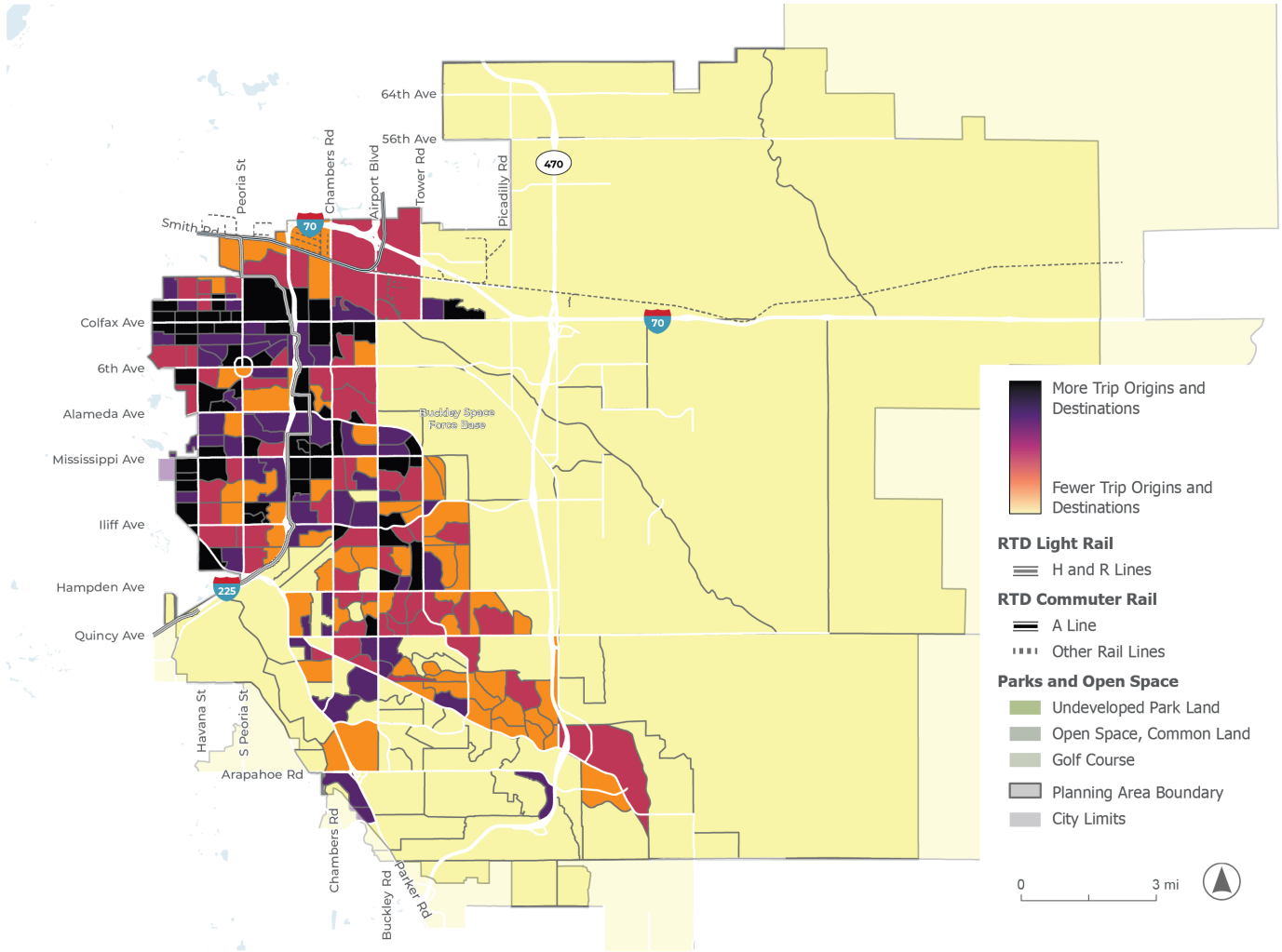
Source: Replica, Spring 2024

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

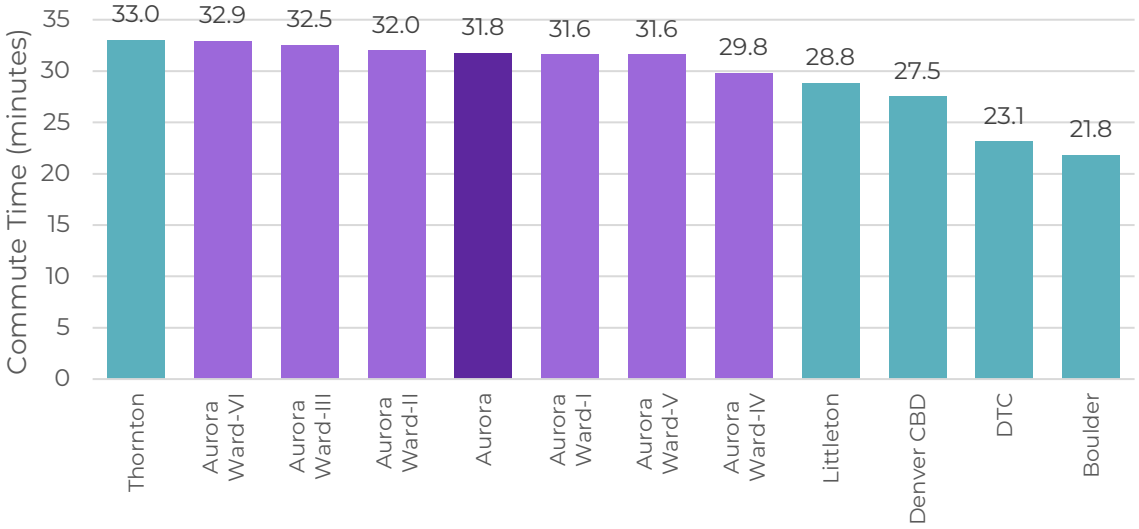
8.3 Commuting

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.

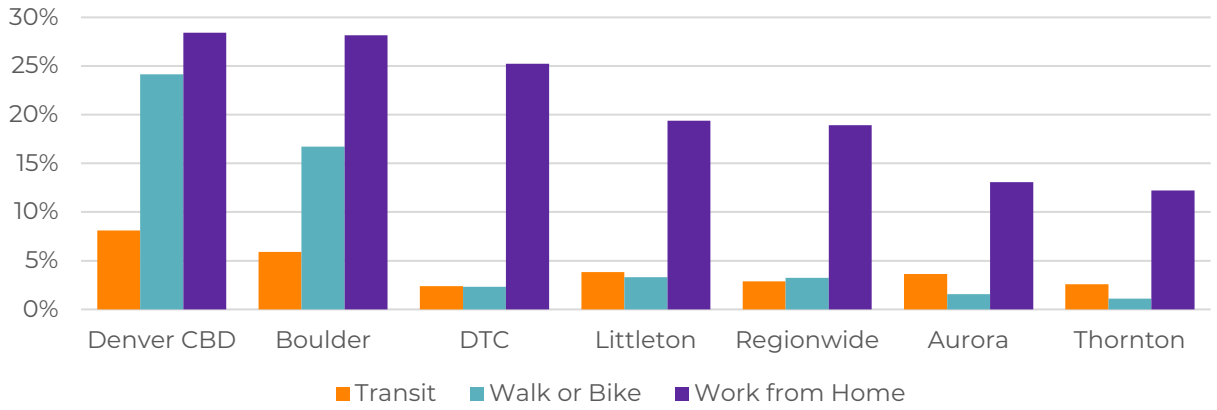
Figure 8-10. Average Commute Time by Residence, 2022



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).

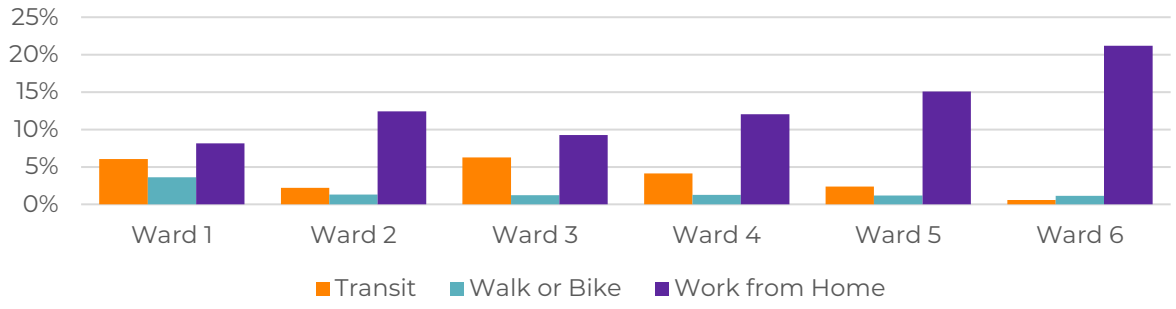
Figure 8-11. Non-auto Commute Mode Shares Across Denver Region, 2022



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.

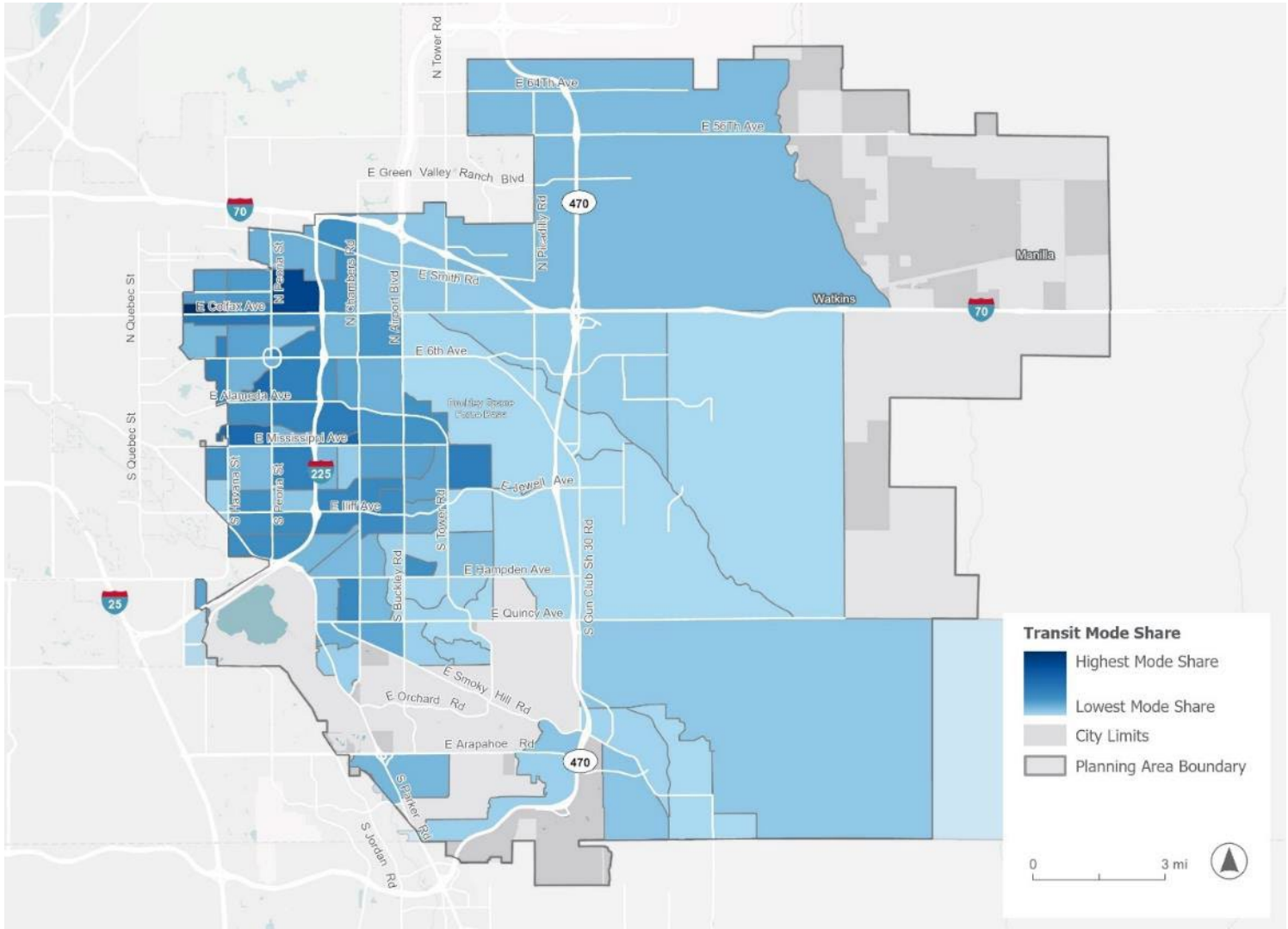
Figure 8-12. Non-auto Commute Mode Shares, for Aurora residents, 2022



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



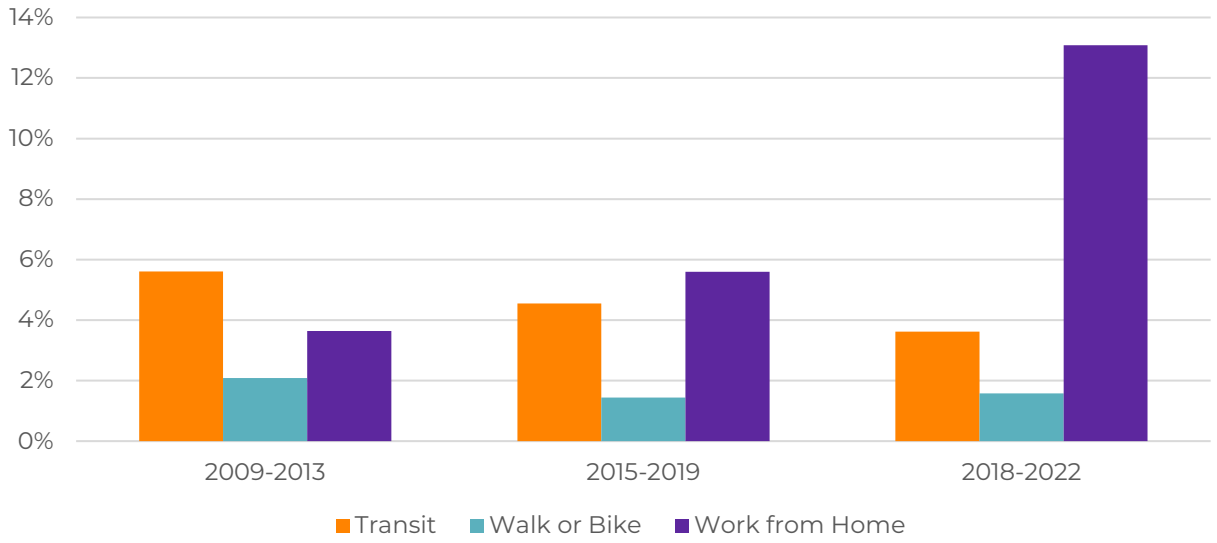
Source: U.S. Census Bureau, ACS 2018 - 2022

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

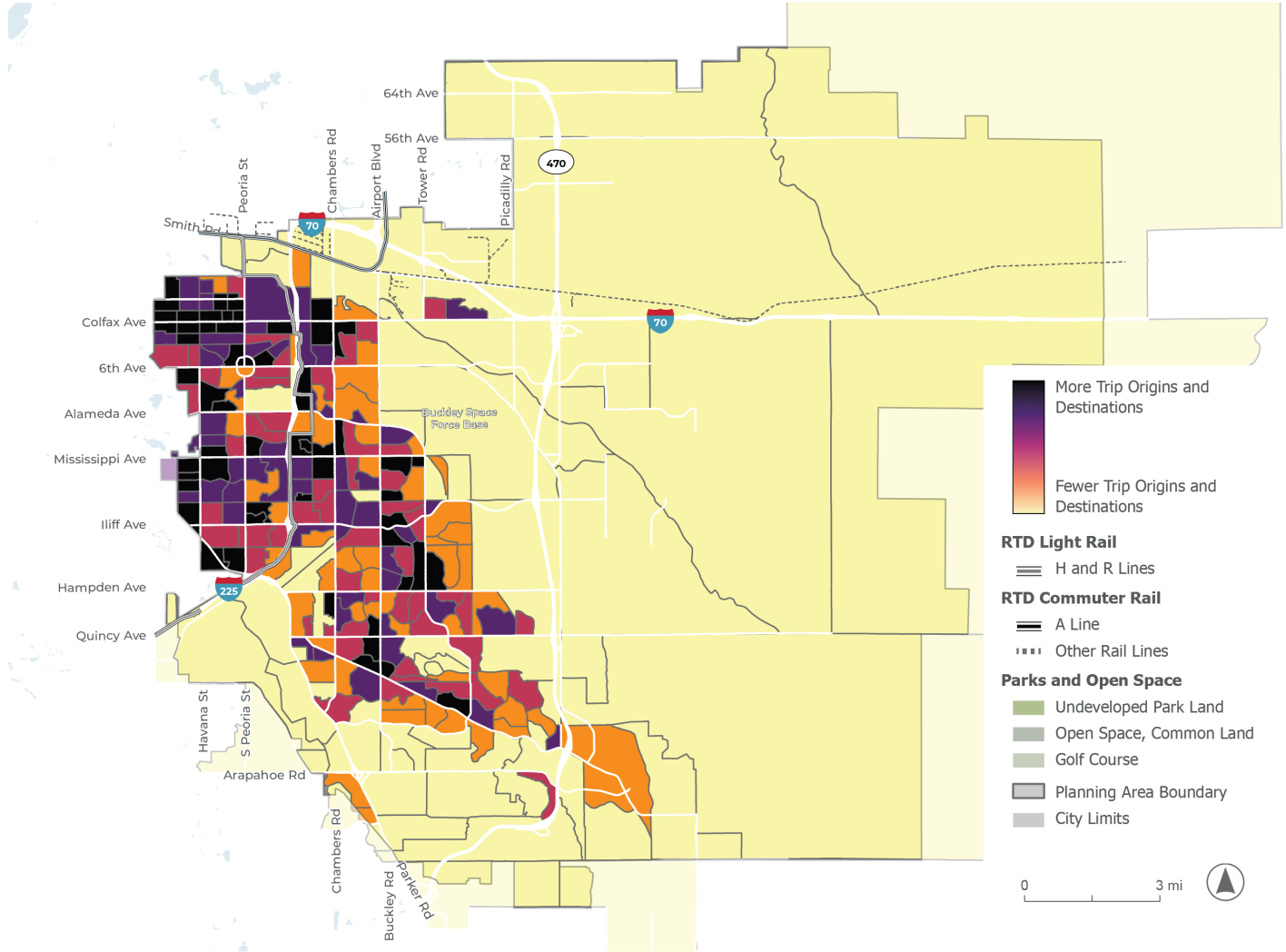
A sampling of trip-making by various modes is presented in Section 8.2. and indicates that taking trips via transit is rarely competitive with taking the same trip by private auto. Further analysis of this dynamic may be undertaken during the Scenario Planning and Multimodal Analysis phases of the project.

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.

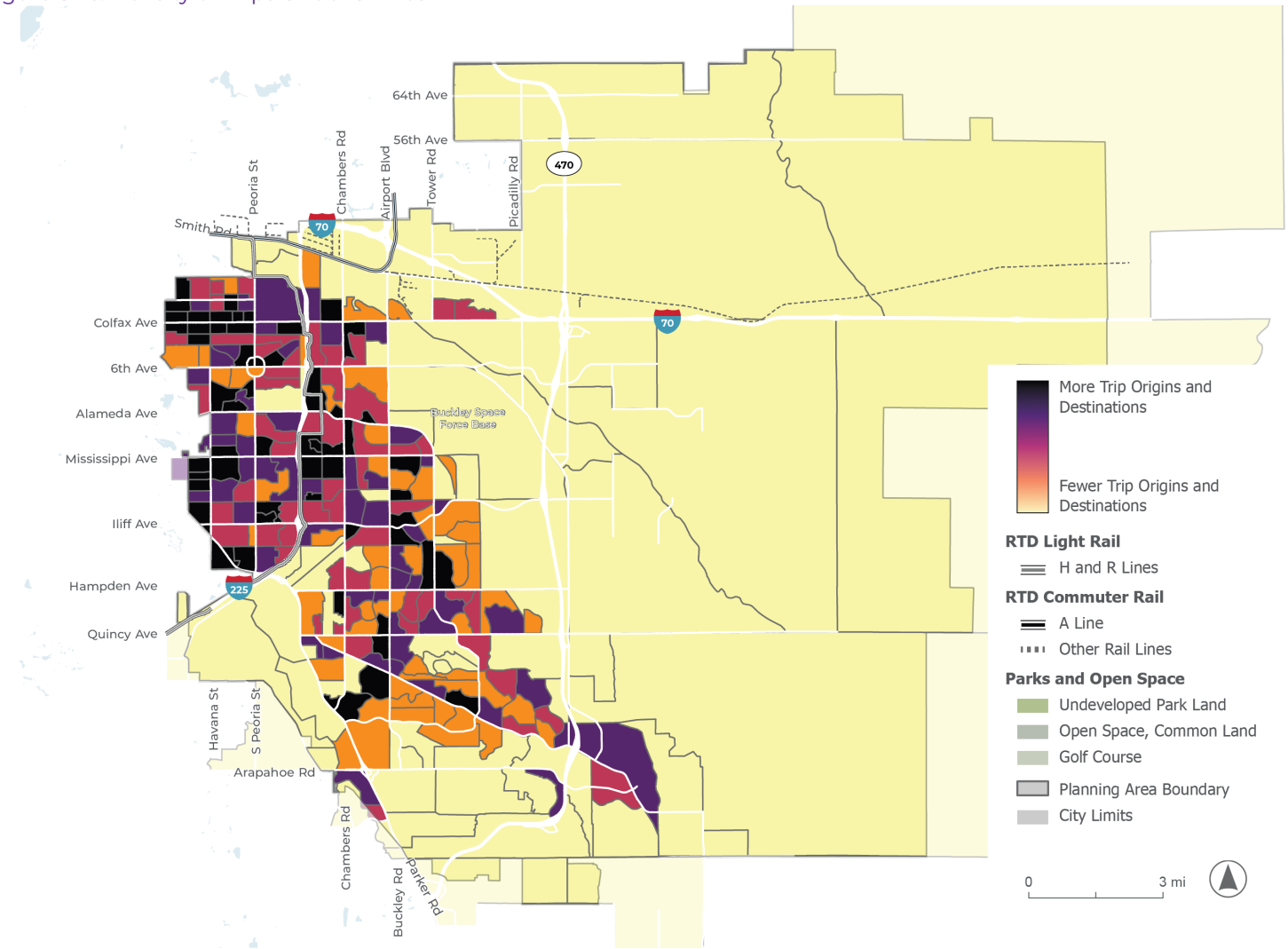
Shorter trips are most prevalent in northwest Aurora in Wards I, III, and IV, as shown in Figure 8-15 and Figure 8-16. Today, walking and bicycling infrastructure is often inadequate or lacking in many of these areas, as described in more detail in Section 7. Accordingly, these areas present compelling 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



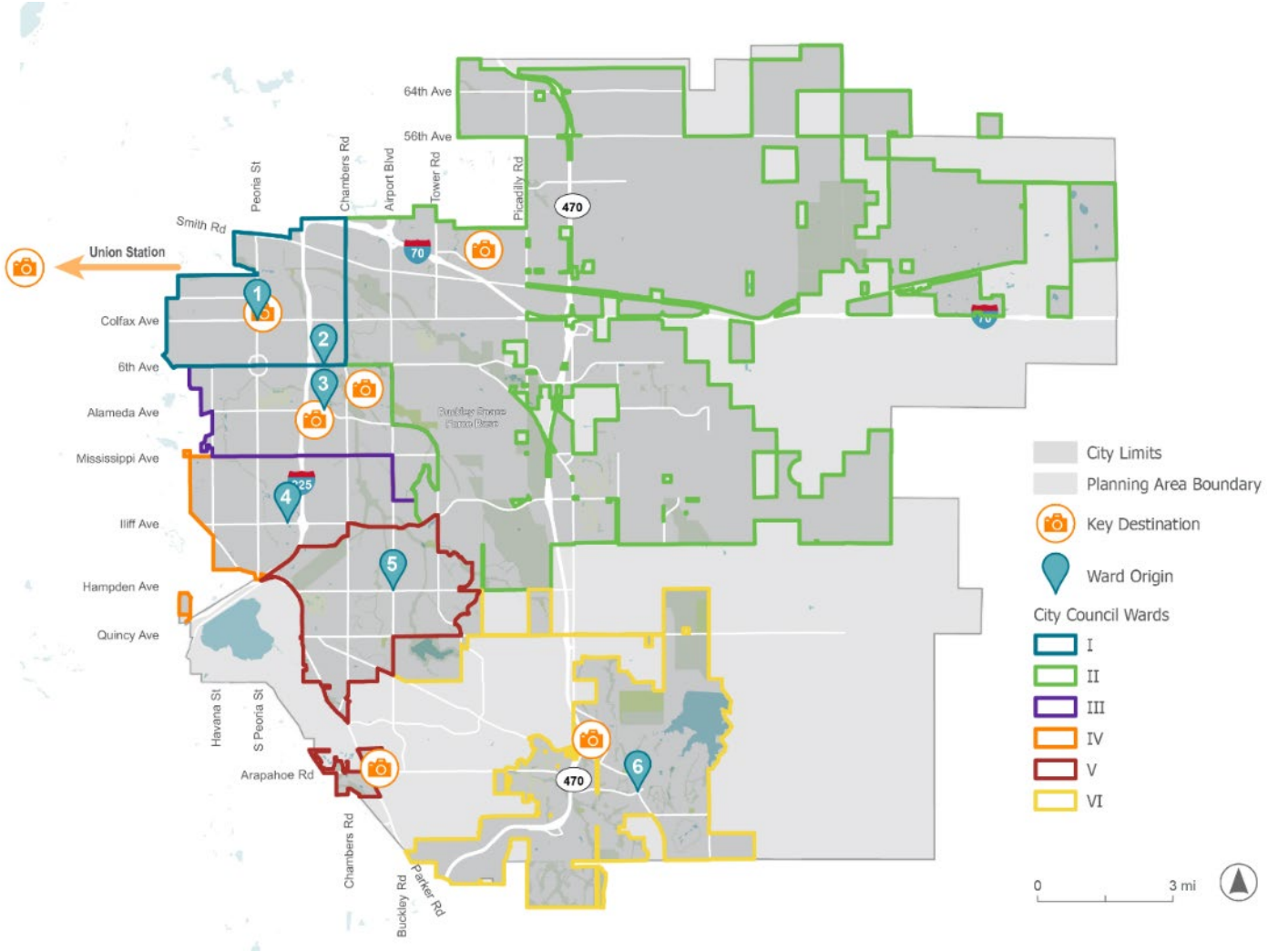
Source: Replica, Spring 2024

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.

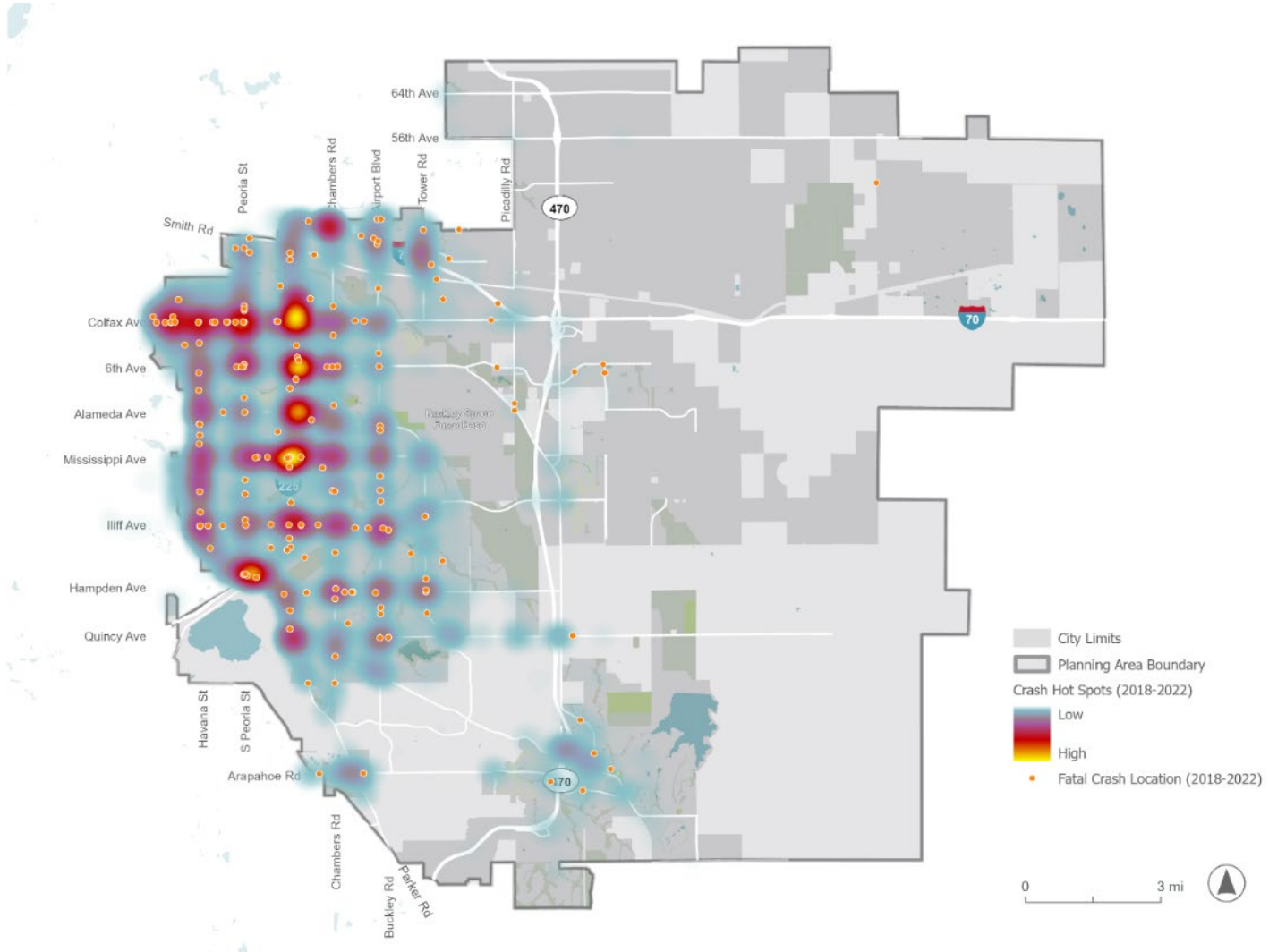
9.3 Fatal and Serious Injury Crash Summary

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

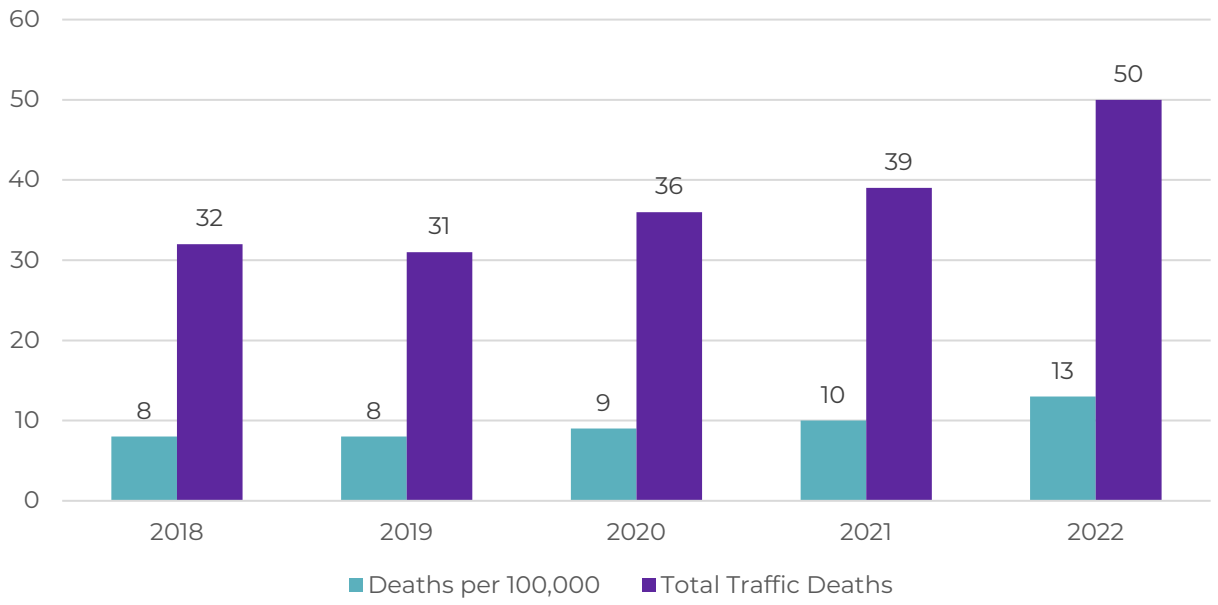
According to the CDOT *2022 Problem Identification Report,* Adams and Arapahoe Counties were number three and four, respectively, for highest number of fatalities and number two and number three, respectively, for highest number of serious injuries from traffic crashes in the state. Figure 9-2 through Figure 9-4 illustrate traffic-related deaths, serious injury crashes, and fatal crashes in Aurora.

Figure 9-1. Crash Heat Map (2018 to 2022)



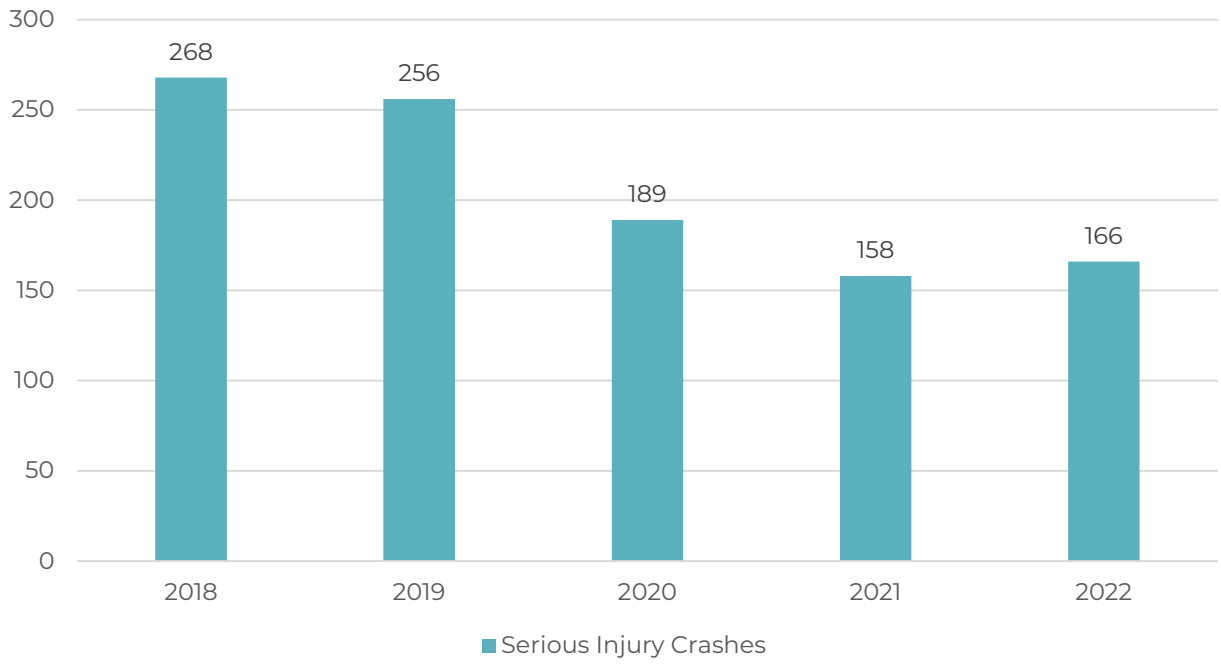
Source: CDOT, 2022

Figure 9-2. Total Traffic Related Deaths and Deaths per 100,000 in Aurora (2018 – 2022)



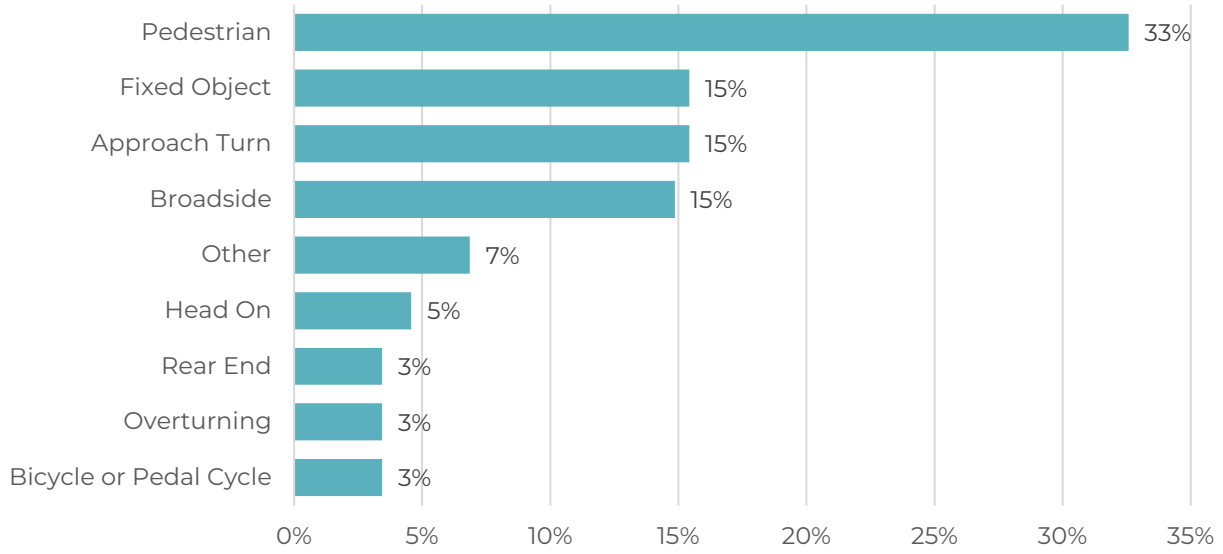
Source: Vision Zero and Transportation Safety Evaluations Presentation, October 2023

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

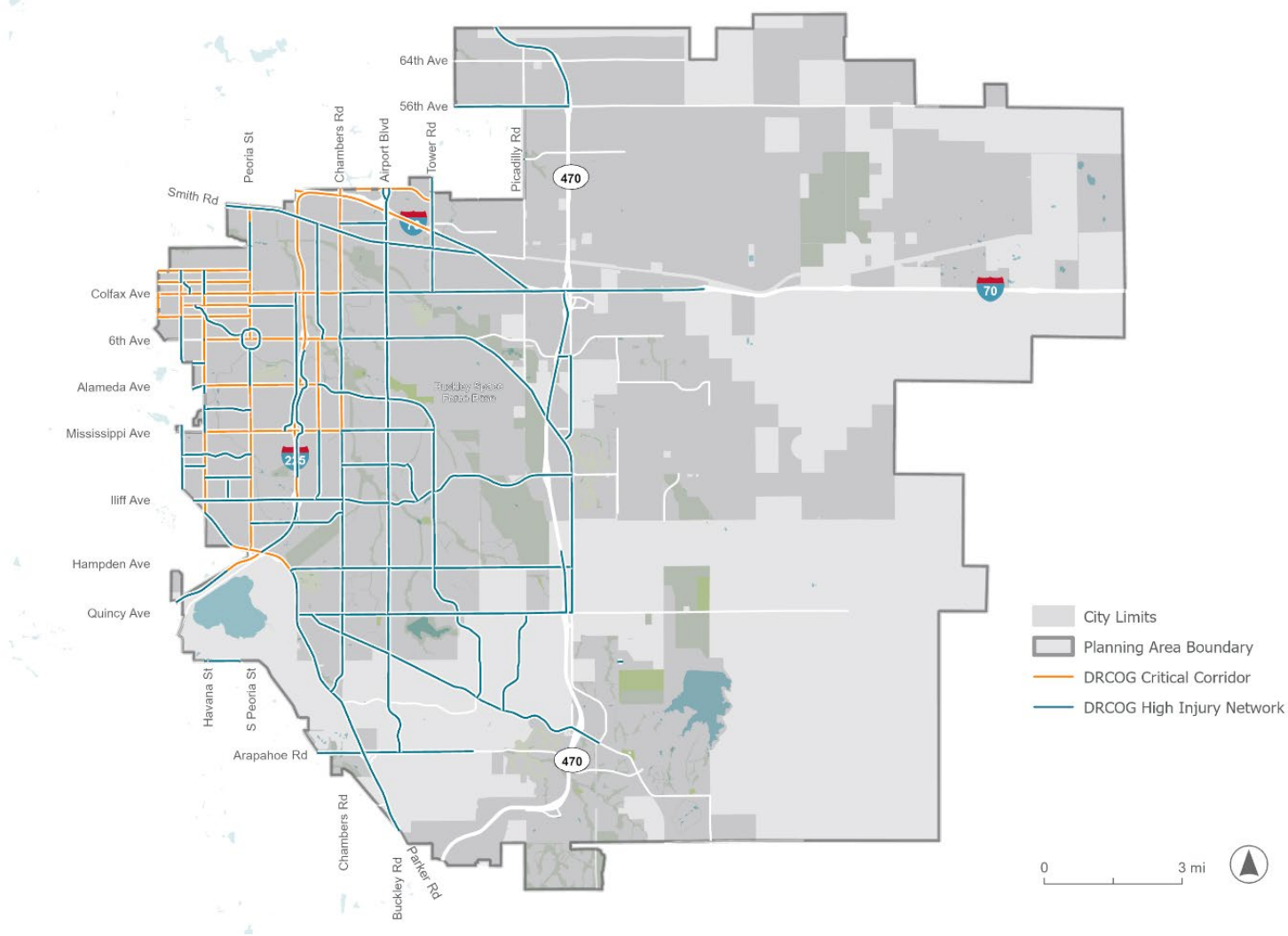
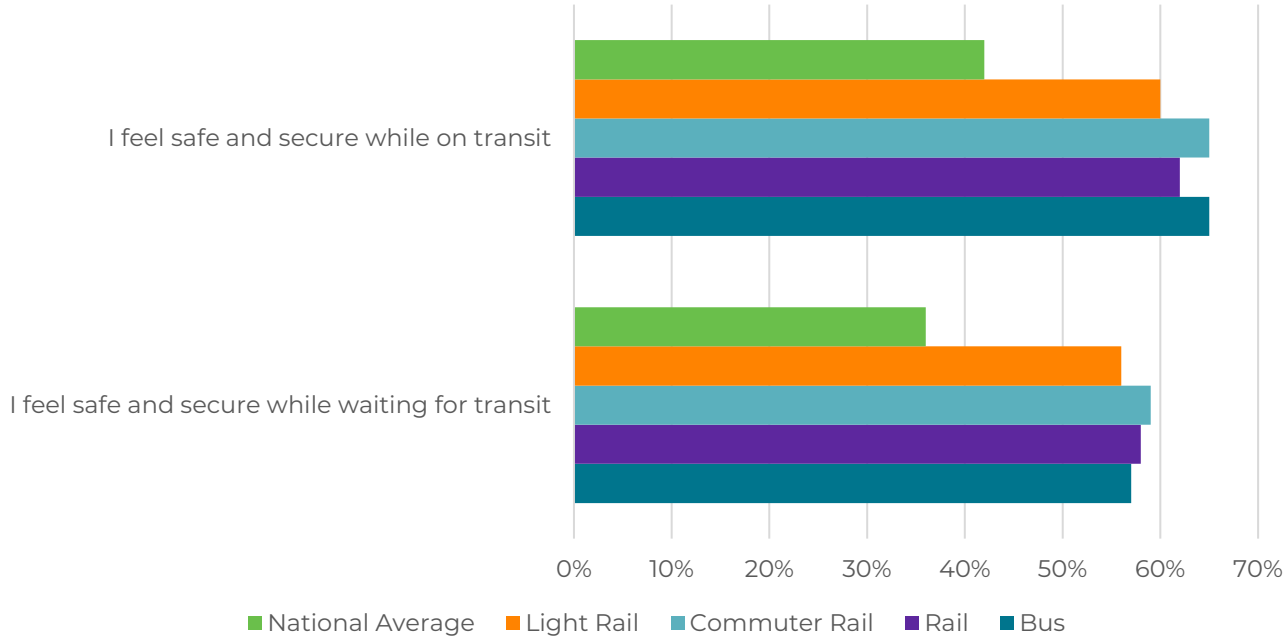


Figure 9-6. RTD Community and Customer Survey 2023: Safety



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

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Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

MILESTONE 1
ENGAGEMENT SUMMARY

April 1-June 5, 2024

Prepared by:

HDR



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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

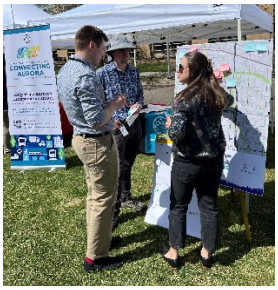
A self-guided online open house was hosted on the Engage Aurora website (engageaurora.org/ConnectingAurora). The information and feedback opportunities on this site were

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

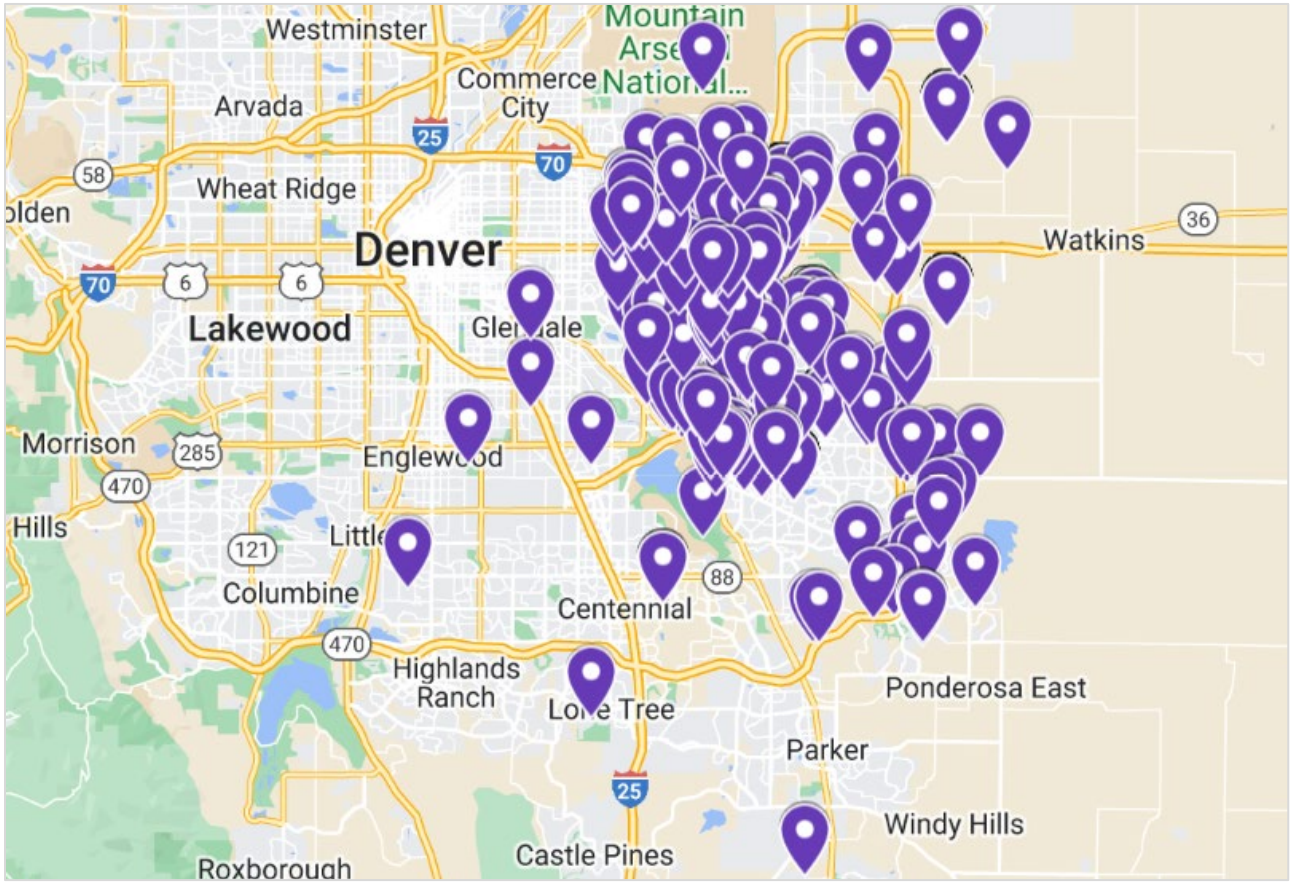
The results described below are a compilation of the various feedback tools. Sources for each chart or fact are indicated as well as the number of respondents. The number of respondents varies as questions were not consistent across the different feedback tools.

Results from the survey and all other forms of feedback can be found in Appendix C: Engagement Results.

WHO WE HEARD FROM

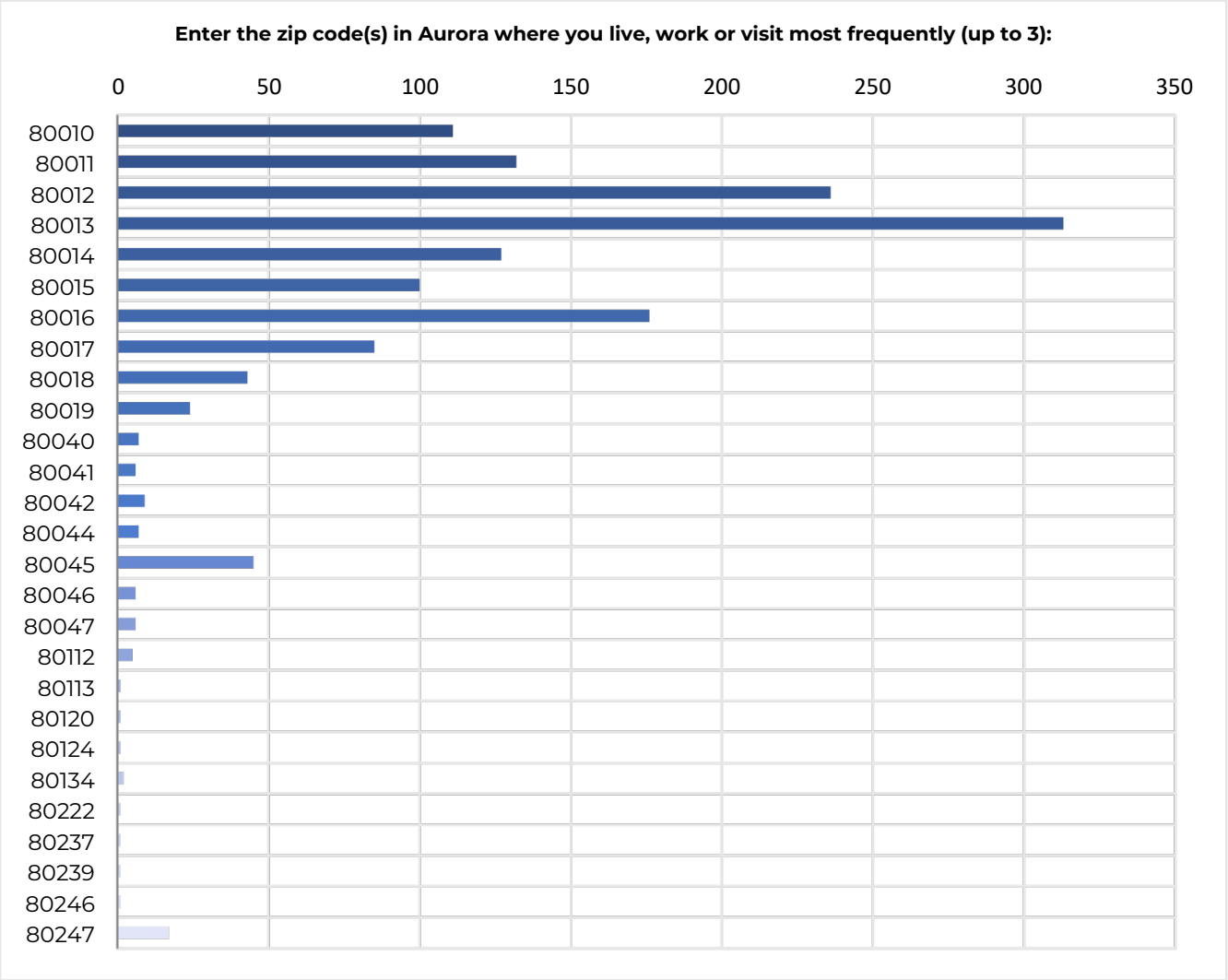
- A variety of people who live, work, commute through, or visit Aurora.
- Individuals of all ages, from students to seniors.
- Individuals and families of varying backgrounds.

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.

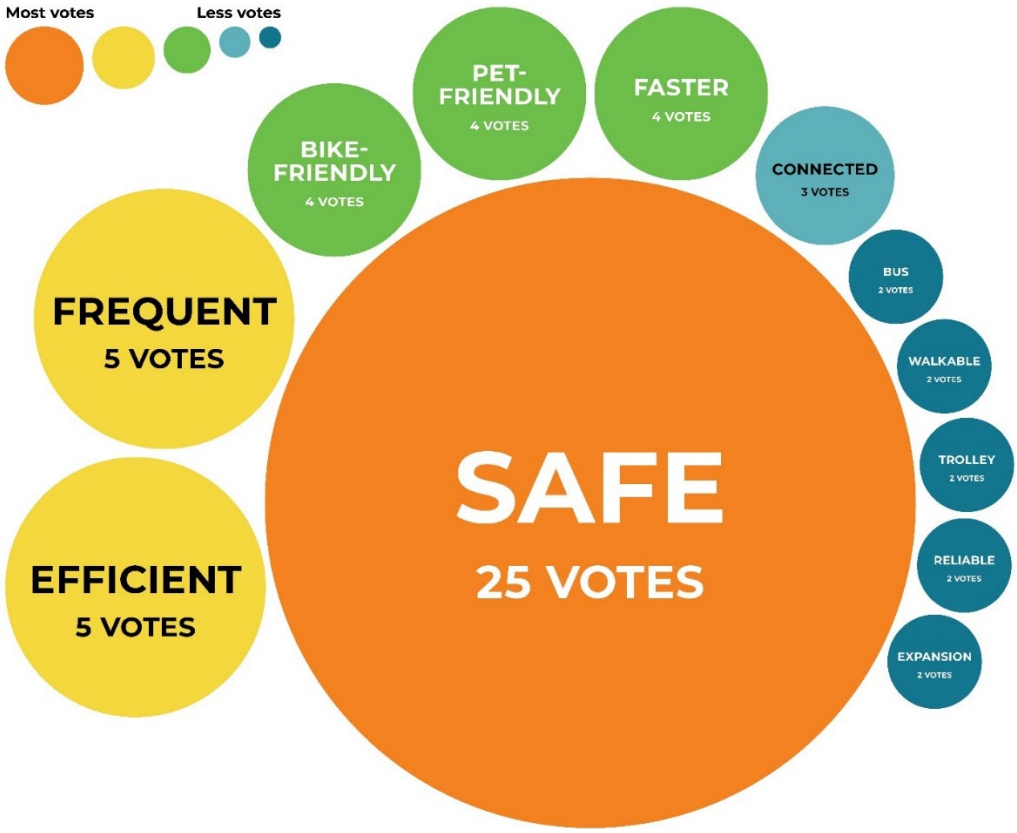


WHO WE HEARD FROM – OVERALL

- 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.

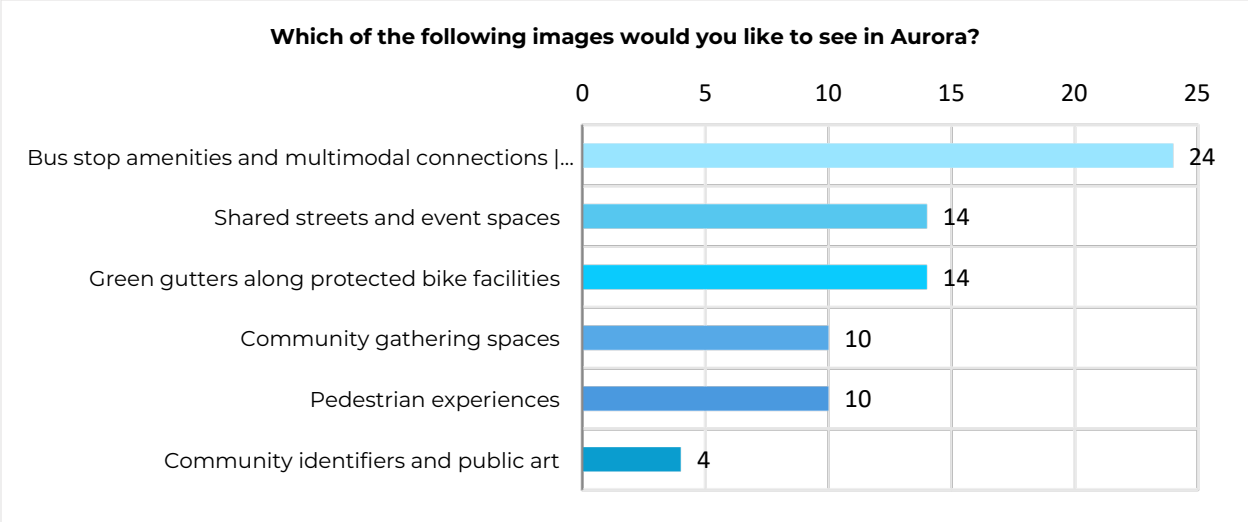
5. Somewhat unsafe when traveling by transit.

- 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.

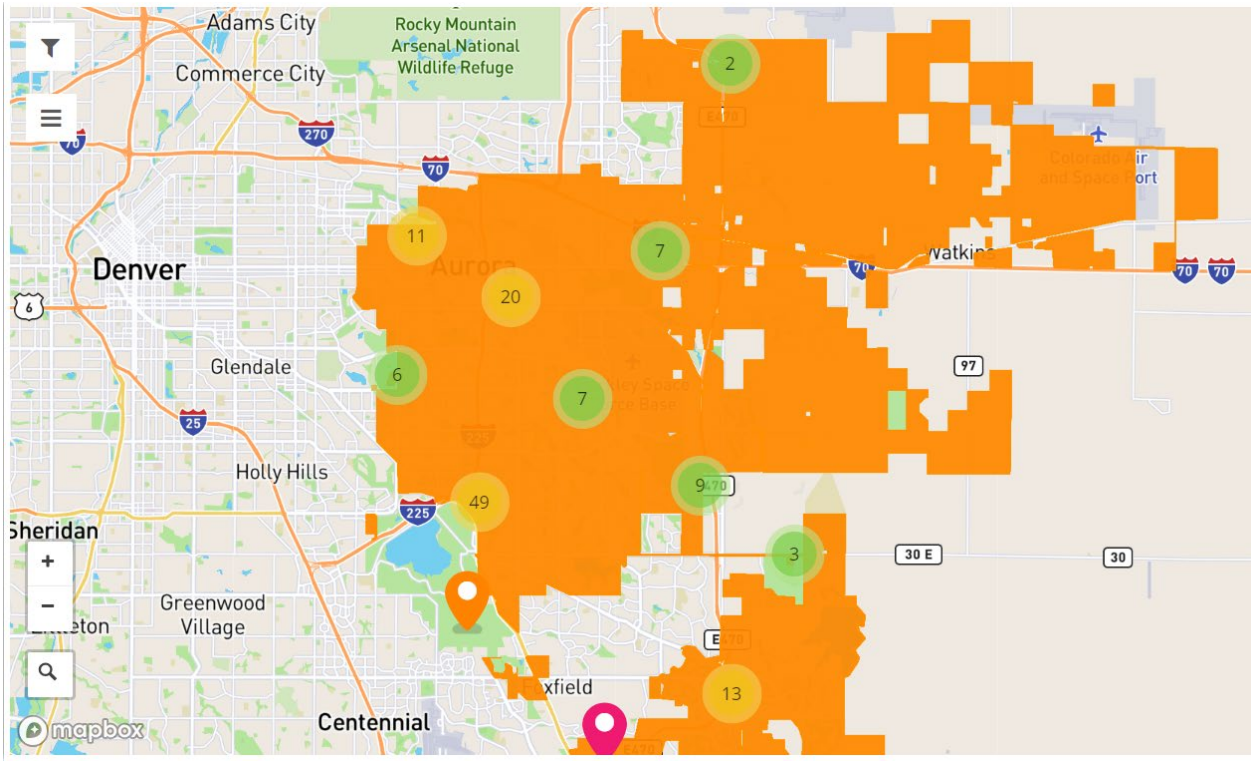
  Full map data can be found in the comprehensive data spreadsheet in the Appendix C: Map Comments or online at engageaurora.org/connectingaurora/maps/add-feedback-by-location.

  The map comments were broken into the following categories:

  - Bike: 27%
  - Vehicle: 23%
  - Pedestrian: 20%
  - Transit: 17%
  - Other 12%
  - Freight: 1%

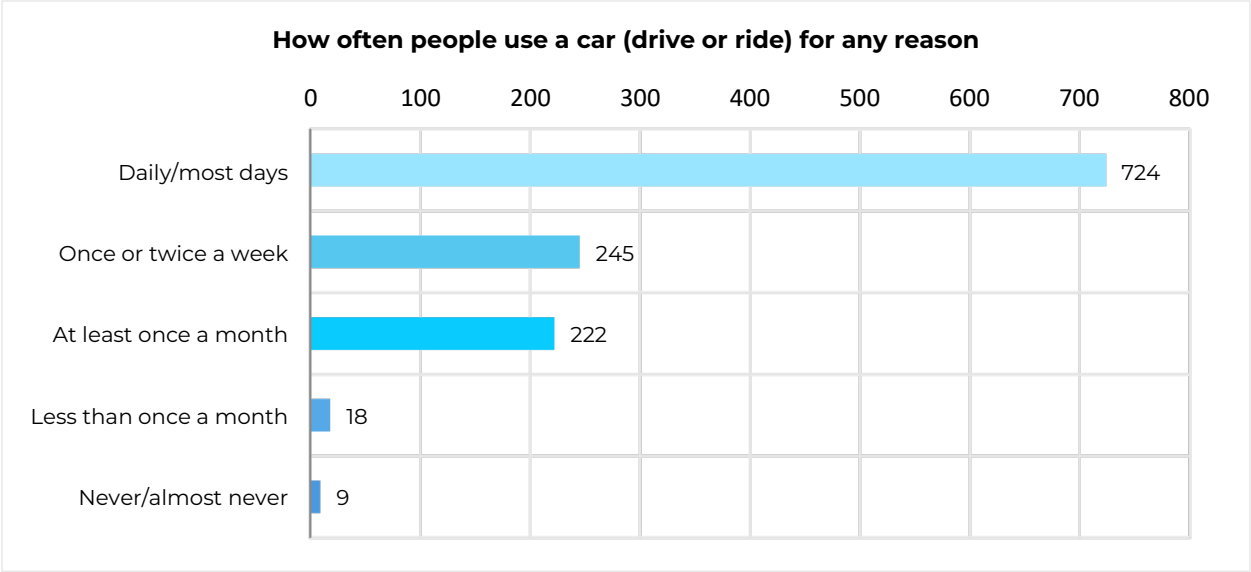
  Concerns were concentrated around Parker Road and I-225, near Aurora Community College and the CU Anschutz Campus. The map on the next page shows hotspots for comments. For a full list of the comments and coordinates, visit the appendix.



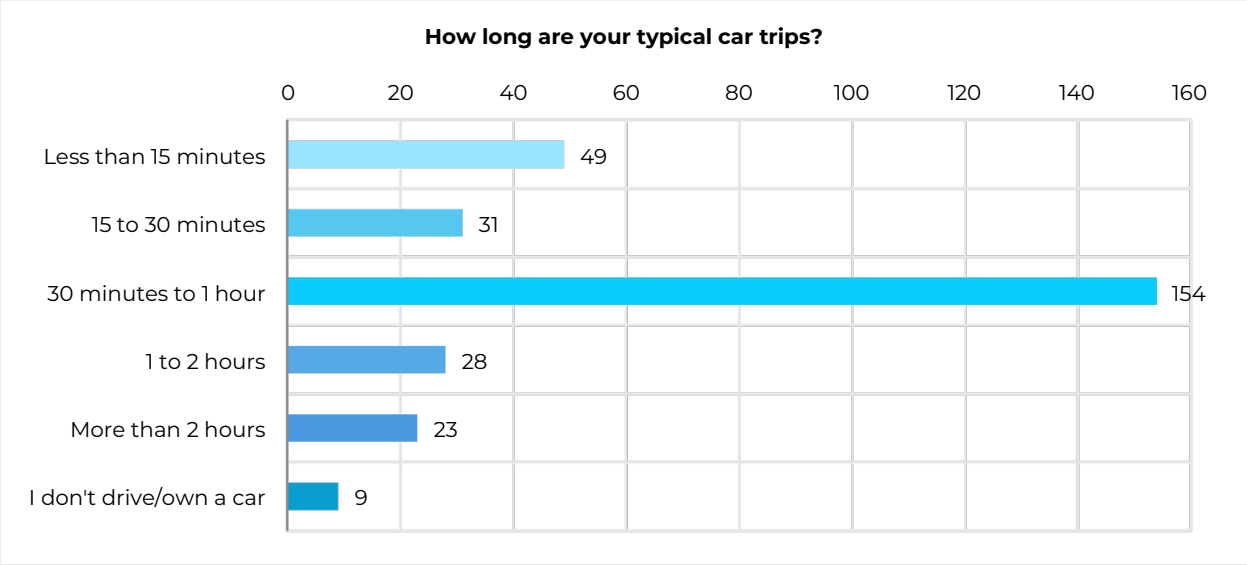


WHAT WE HEARD – VEHICLE TRAVEL

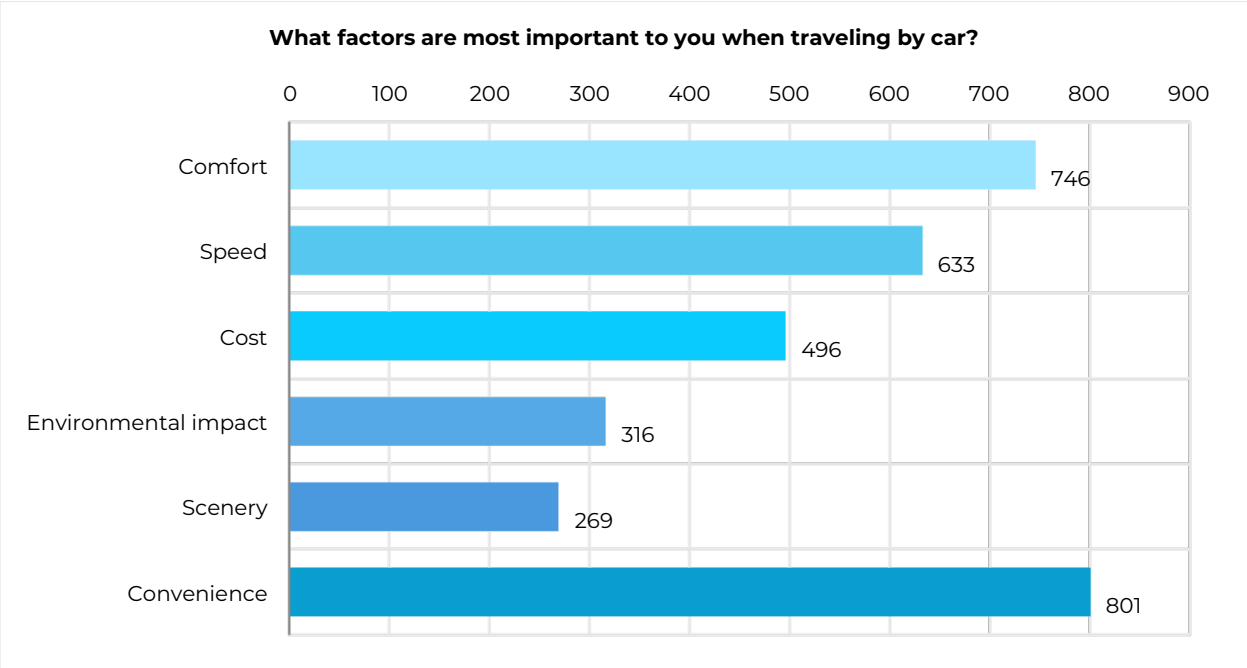
Of those surveyed, the greatest percentage of people (59.4%) indicated that they drive daily or most days, while very few respondents indicated driving less than once a month or less often.



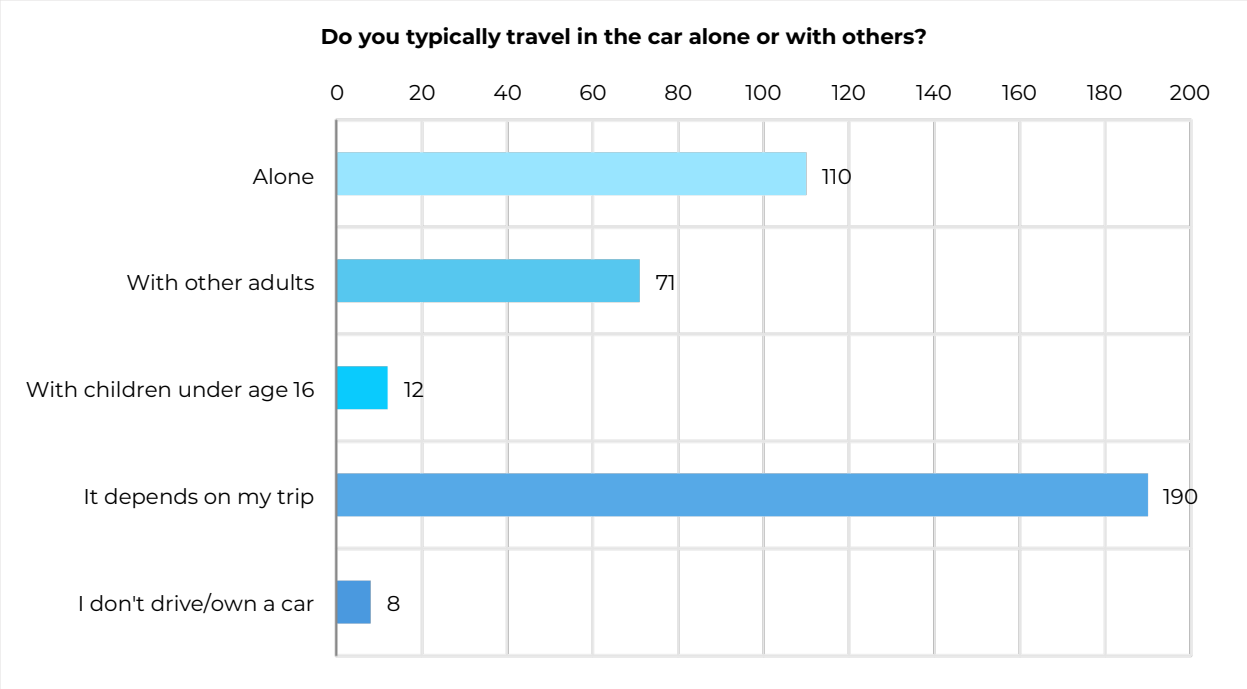
According to survey respondents, a little over half (52%) of vehicle trips are typically 30 min to 1-hour. About 27% of vehicle trips were reported to be typically less than 30 minutes.



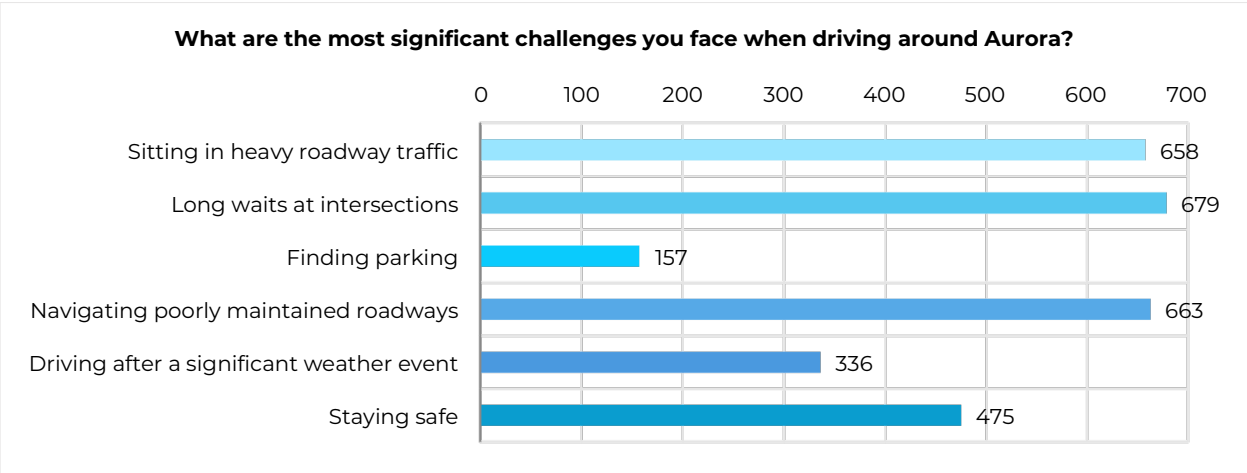
Survey respondents were able to select up to six of the most important factors when traveling by car. In response to this question, the most selected factors were convenience, comfort and speed. Although less commonly selected than some of the other factors, nearly 500 respondents indicated that cost was an important factor when traveling by car.



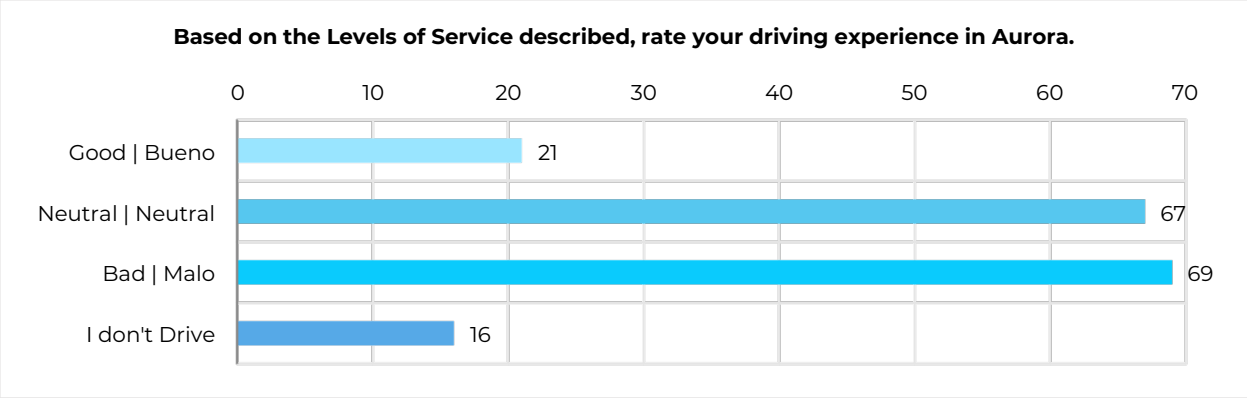
According to the survey, of those who drive, about 50% indicated that the number of people in their vehicle depends on the trip. Of the remaining drivers, 30% reported typically driving alone and about 20% reported typically driving with others in the vehicle.



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.

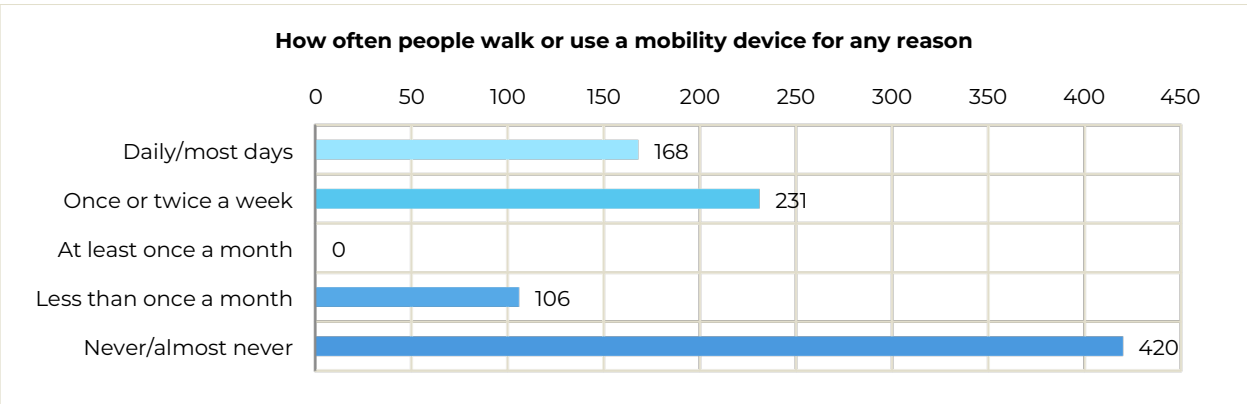


At the in-person and virtual open houses, participants were presented with the meaning of roadway levels of service. Based on the information provided, 39% of those who drive in Aurora rated their experience as bad. Nearly the same percentage of drivers (40%) rated their experience as neutral. Only 12% 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:

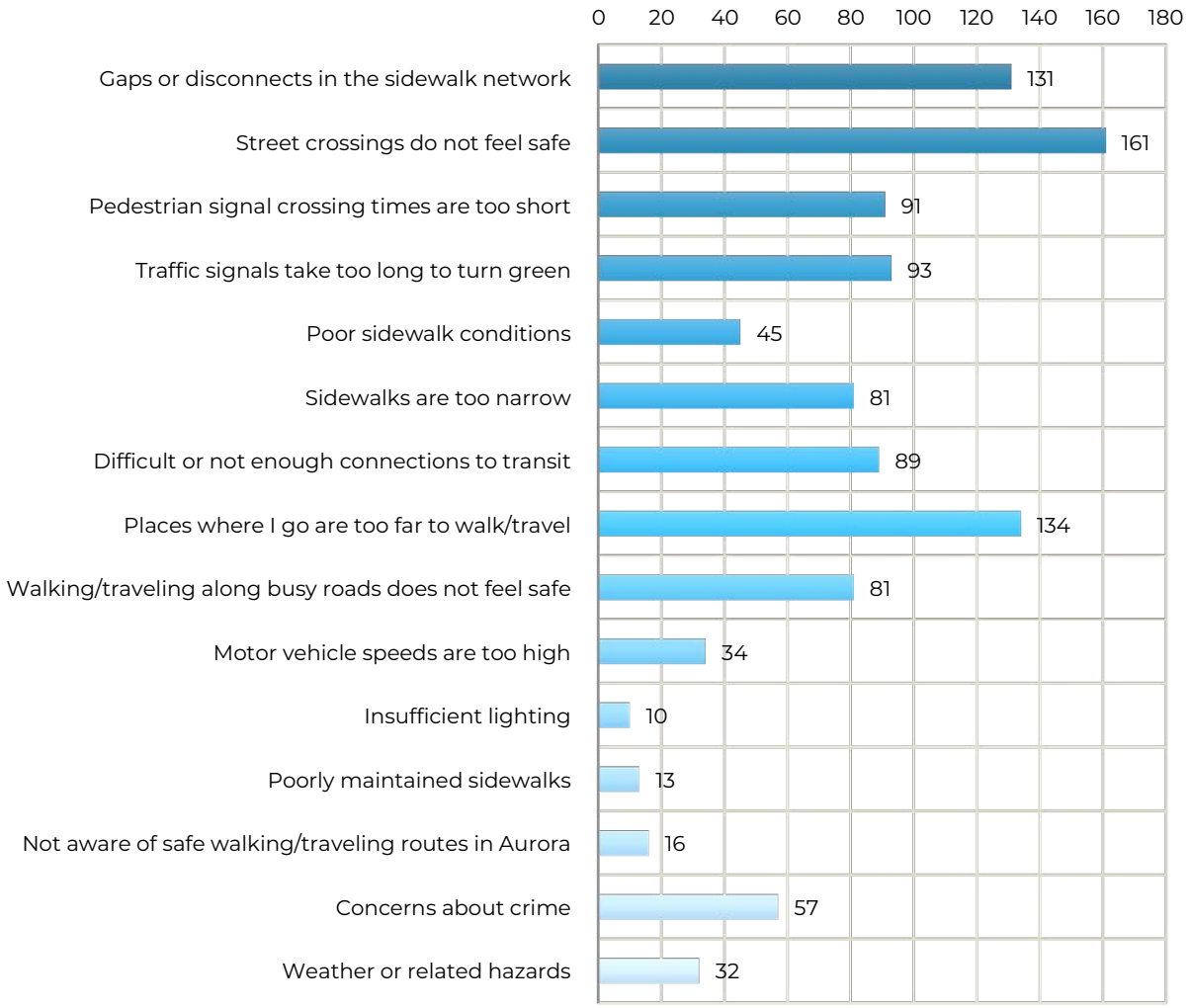
- Street Crossings Do Not Feel Safe (161 responses): Many respondents expressed concerns about the safety of street crossings, indicating that this is a significant deterrent to walking or using mobility devices.
- Gaps or Disconnects in the Sidewalk Network (131 responses): A considerable number of 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.

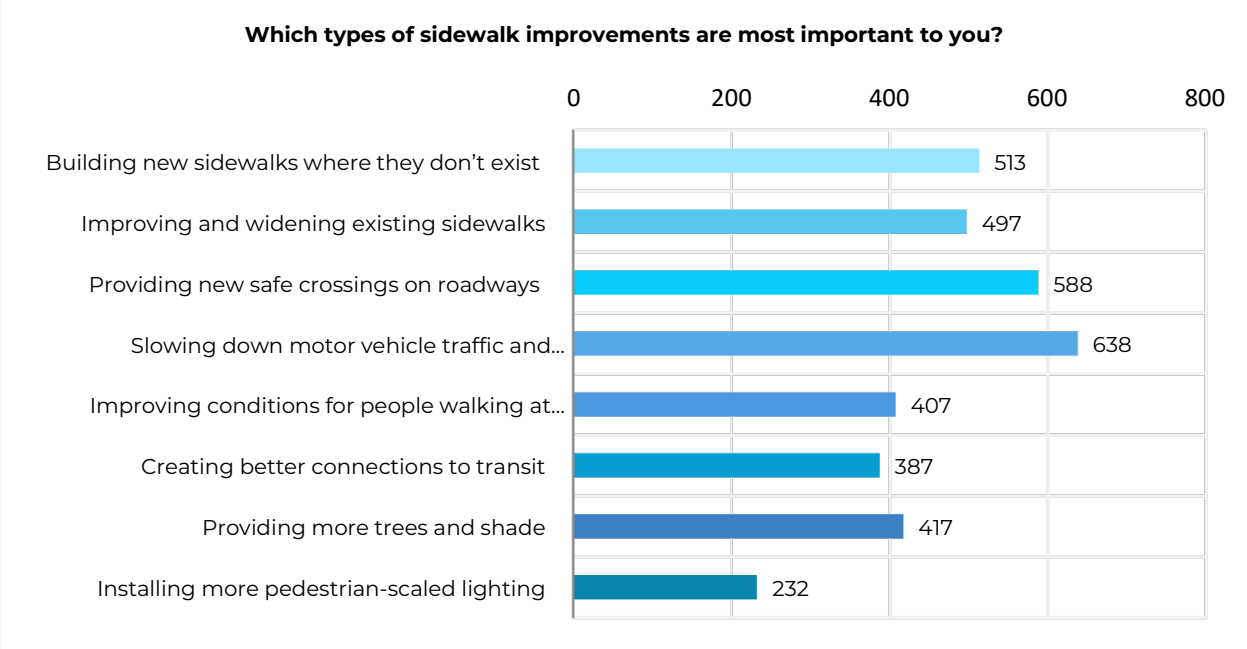


Survey respondents were presented with eight types of sidewalk improvements and were asked to indicate the top three that were most important to them. The three most selected sidewalk improvements were:

- 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.

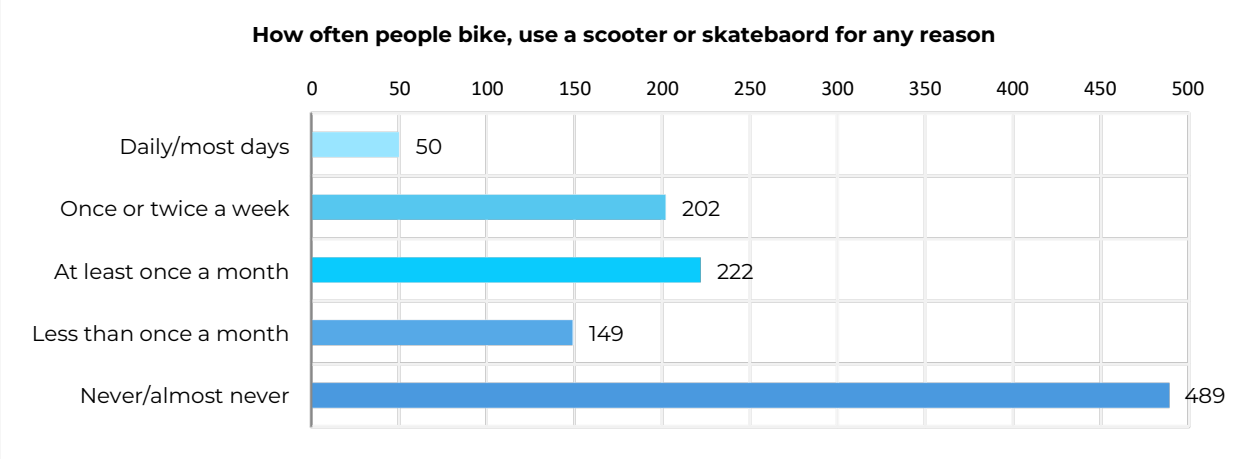
In addition to these top three priorities, respondents also emphasized the importance of:

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.

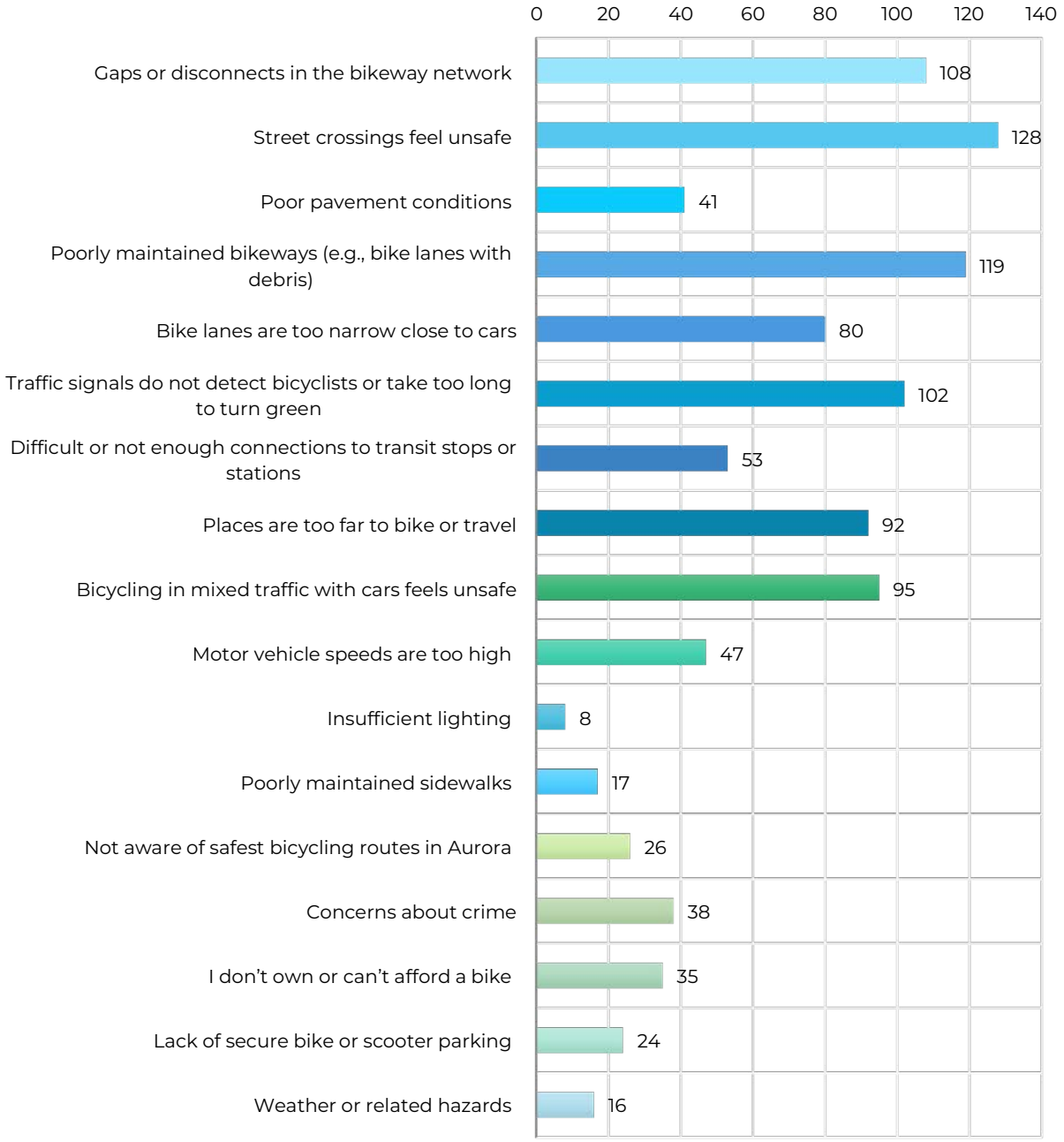


Survey respondents were asked to choose the top three factors out of a list of 17 that prevents or discourages them from biking or using a scooter in Aurora. The three most selected factors were:

- 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?



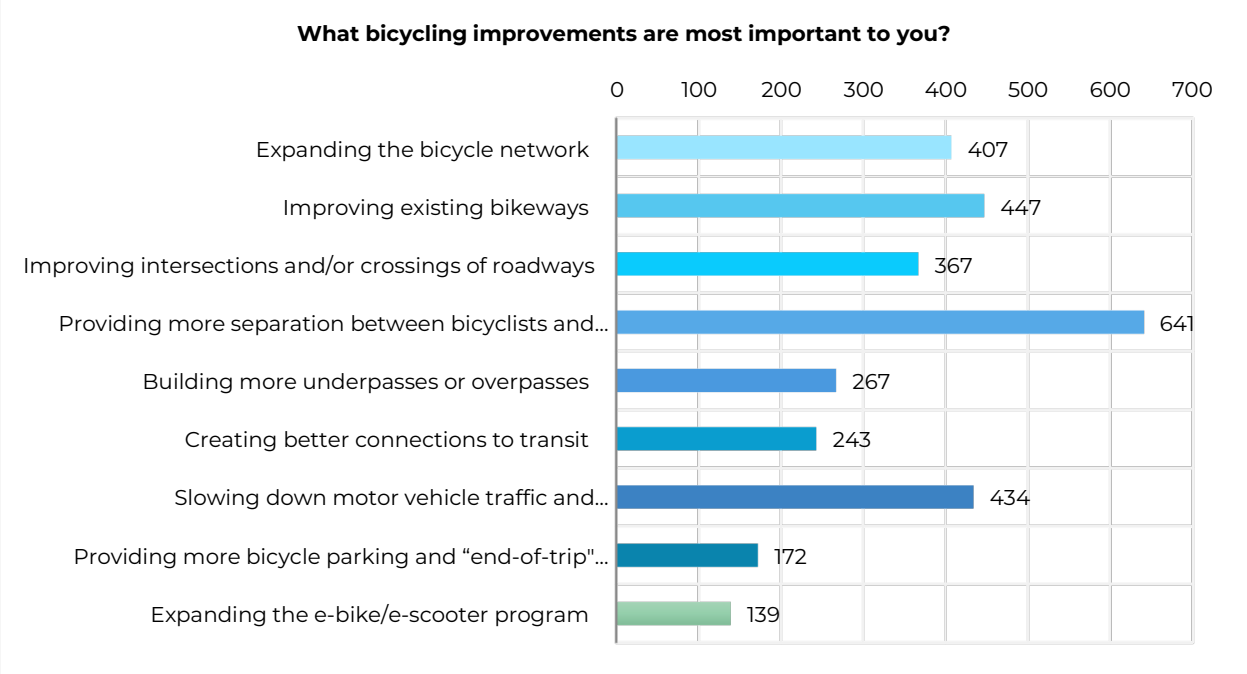
Survey respondents were presented with nine types of bicycling improvements and were asked to indicate the top three that were most important to them. The three most commonly selected bicycling improvements were:

- 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.

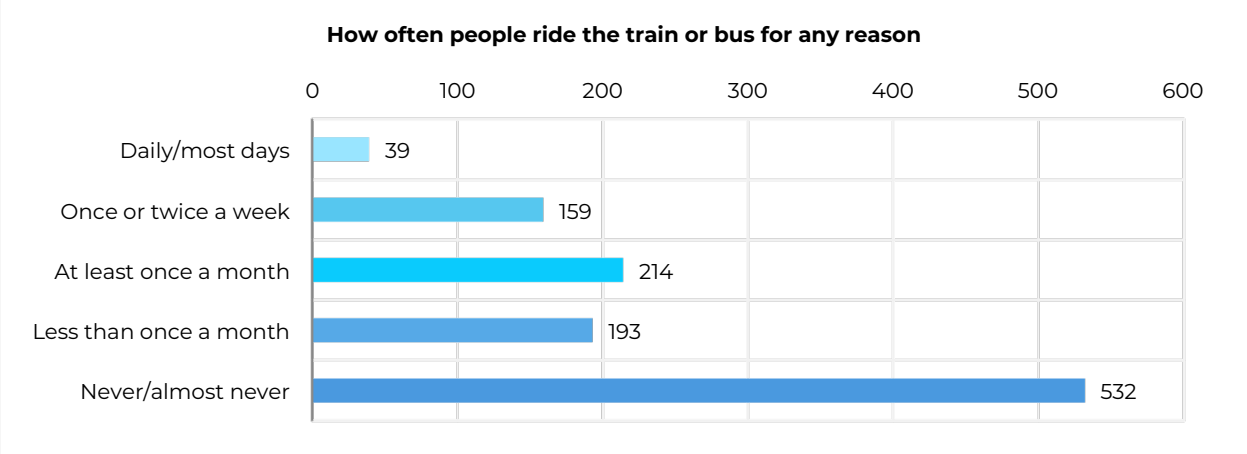
- Improving Existing Bikeways (447 responses): Enhancing the quality and functionality of current bikeways was also a major concern, reflecting a desire for better-maintained and more effective biking routes.
- Slowing Down Motor Vehicle Traffic and Implementing More Traffic-Calming Measures (434 responses): 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

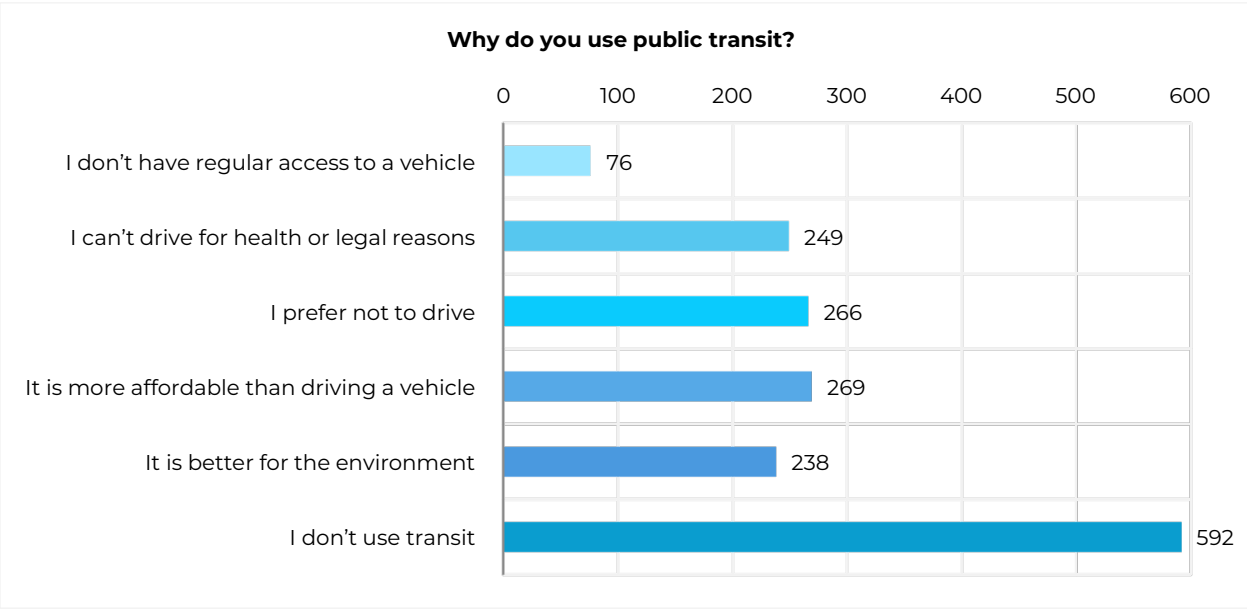
Of the 1,176 responses, 45% never or almost never use the transit. Only 3% use transit daily or most days and 13% uses transit one or two times a week.



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.

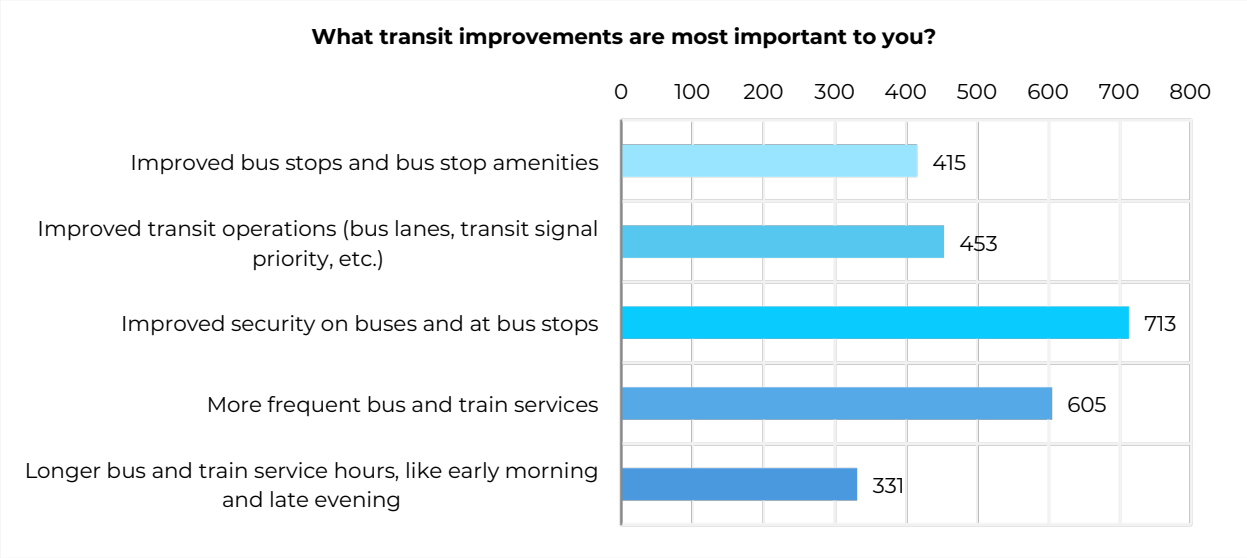
These insights highlight key factors influencing transit use, including cost, personal preference, and limitations related to driving.



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:

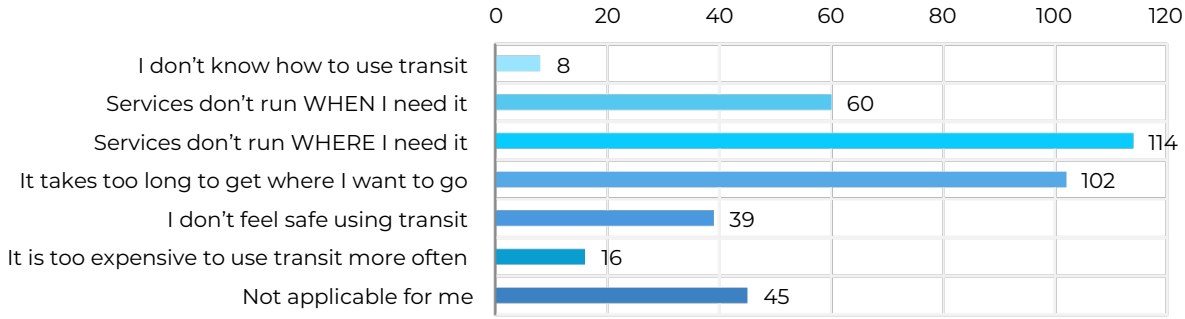
- Improved Security on Buses and at Bus Stops (713 responses): The top priority for respondents is increasing security on buses and at bus stops. Ensuring safety and reducing crime is seen as crucial for making transit a more secure and reliable option.
- More Frequent Bus and Train Services (605 responses): 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.

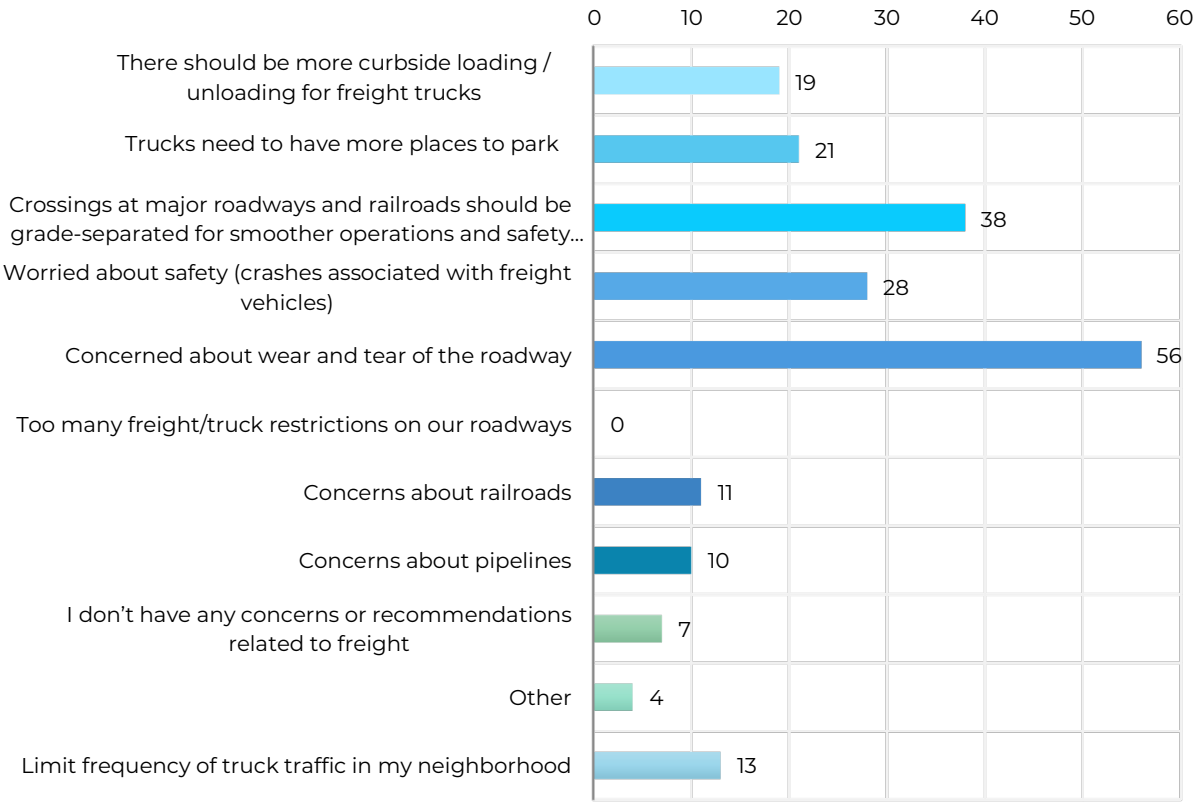
If you use public transit, what prevents you from using it more often? If you don't use transit, why not?



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

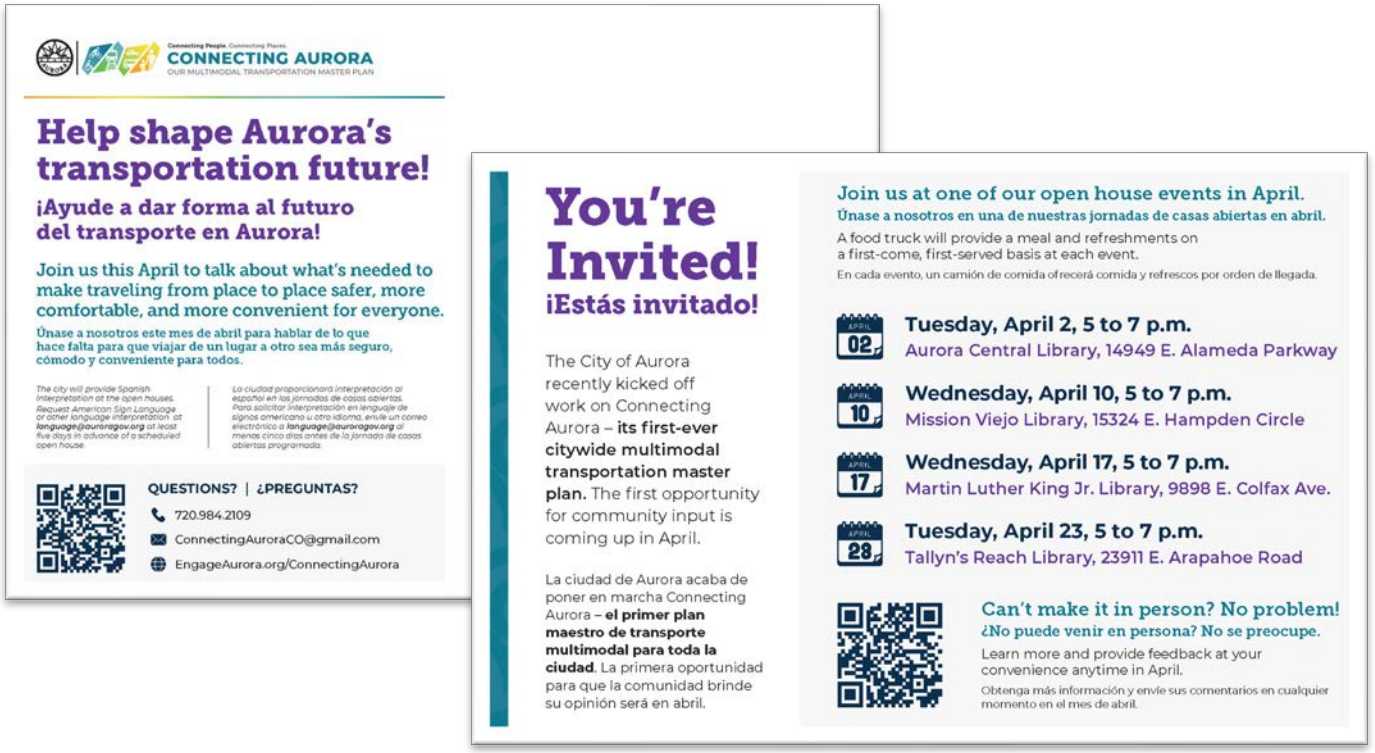
During Milestone 1, the project team employed traditional engagement methods typical of pre-COVID practices, such as project-centered open houses. Moving forward, the project team should consider the following to address these shortcomings and enhance future stakeholder engagement:

  - 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



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.

WE VALUE YOUR INPUT!

Help by providing initial feedback to get us started on the plan. **Comments will be accepted online and at open houses throughout April.**

GIVE US A CALL
720.984.2109

SEND US AN EMAIL
connectingauroraco@gmail.com

LEARN MORE ONLINE
EngageAurora.org/ConnectingAurora



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CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Ayúdanos a dar forma al futuro del transporte en Aurora.

Participe en el primer plan maestro de transporte multimodal de Aurora.

Connecting Aurora analizará la ciudad en su conjunto y determinará qué se necesita para que viajar de un lugar a otro sea más seguro, cómodo y práctico para todos.

VALORAMOS SU OPINIÓN

Ayúdenos a preparar el plan con sus comentarios. **Se aceptarán comentarios en línea y en las jornadas de casas abiertas durante todo el mes de abril.**

CONTÁCTANOS
720.984.2109

ENVÍENOS UN E-MAIL
connectingauroraco@gmail.com

MÁS INFORMACIÓN EN LÍNEA
EngageAurora.org/ConnectingAurora

OPEN HOUSE FLYER



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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 retos de movilidad 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
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FACT SHEET



Connecting People. Connecting Places.
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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.

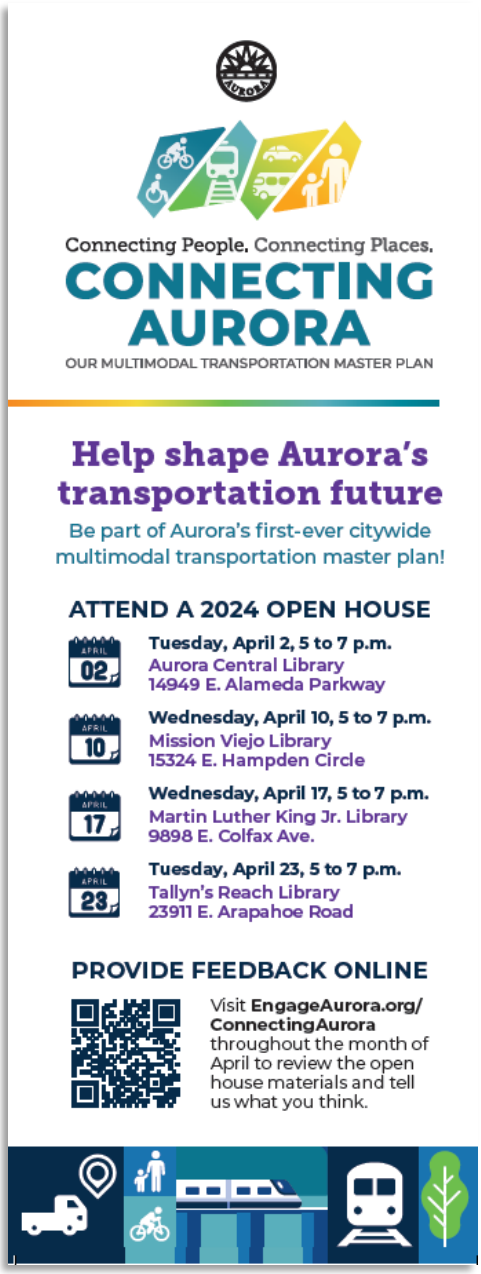
The final plan will reflect the community's shared vision for Aurora and includes improvements that will enhance your quality of life. There will be several online and in-person opportunities for the community to engage in the planning process throughout the next two years.

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

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Tallyn's Reach Library
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PROVIDE FEEDBACK ONLINE

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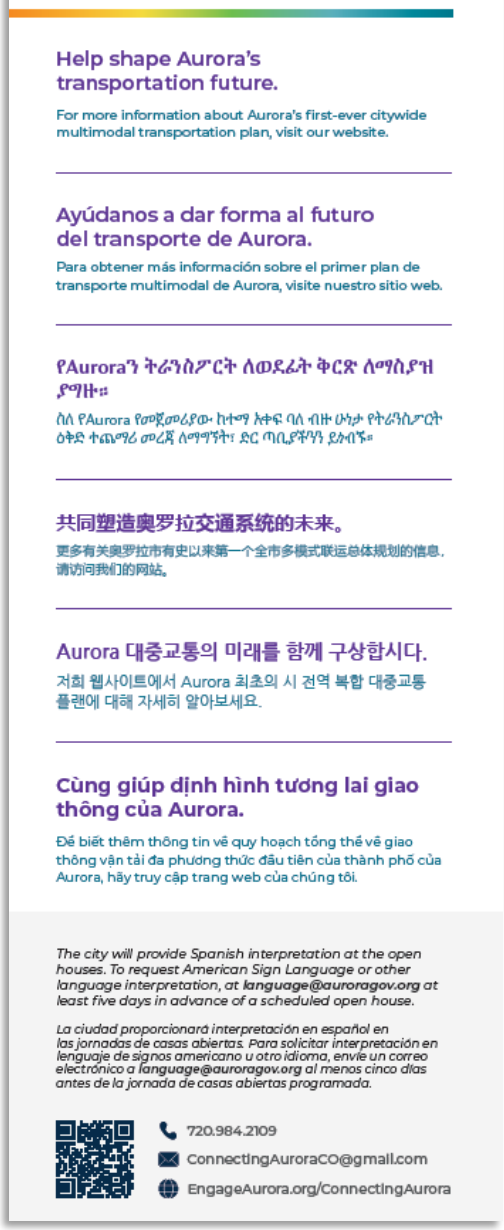

Help shape Aurora's transportation future.

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።

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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.

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EngageAurora.org/ConnectingAurora

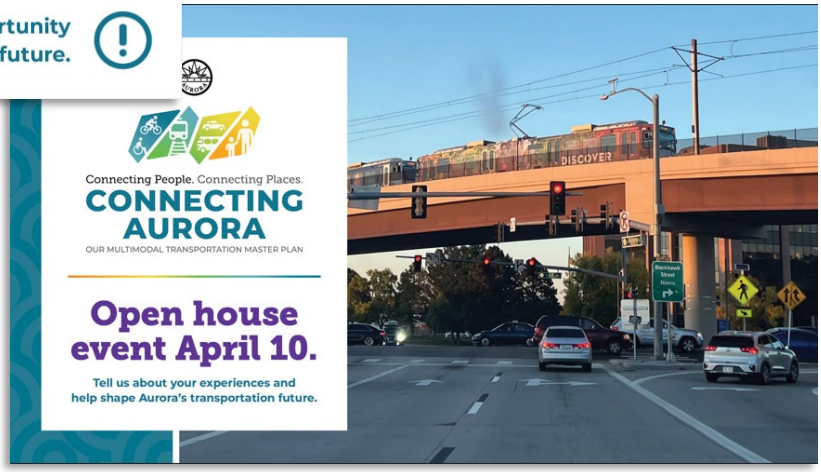


SOCIAL MEDIA POSTS 1-4











SOCIAL MEDIA POSTS 4-8







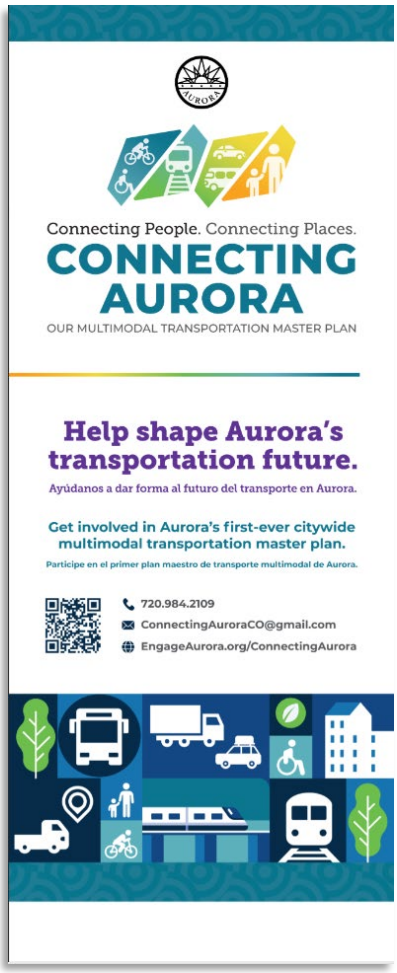


SIGNAGE

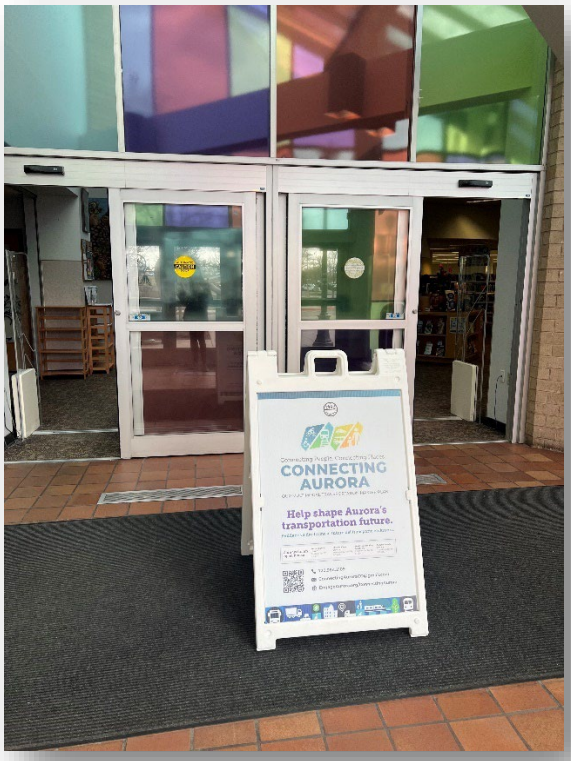
Yard Signs



Pop-Up Banner



A-Frame Signs



NEWS AURORA ARTICLE



news AURORA

February 2024

Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

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

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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

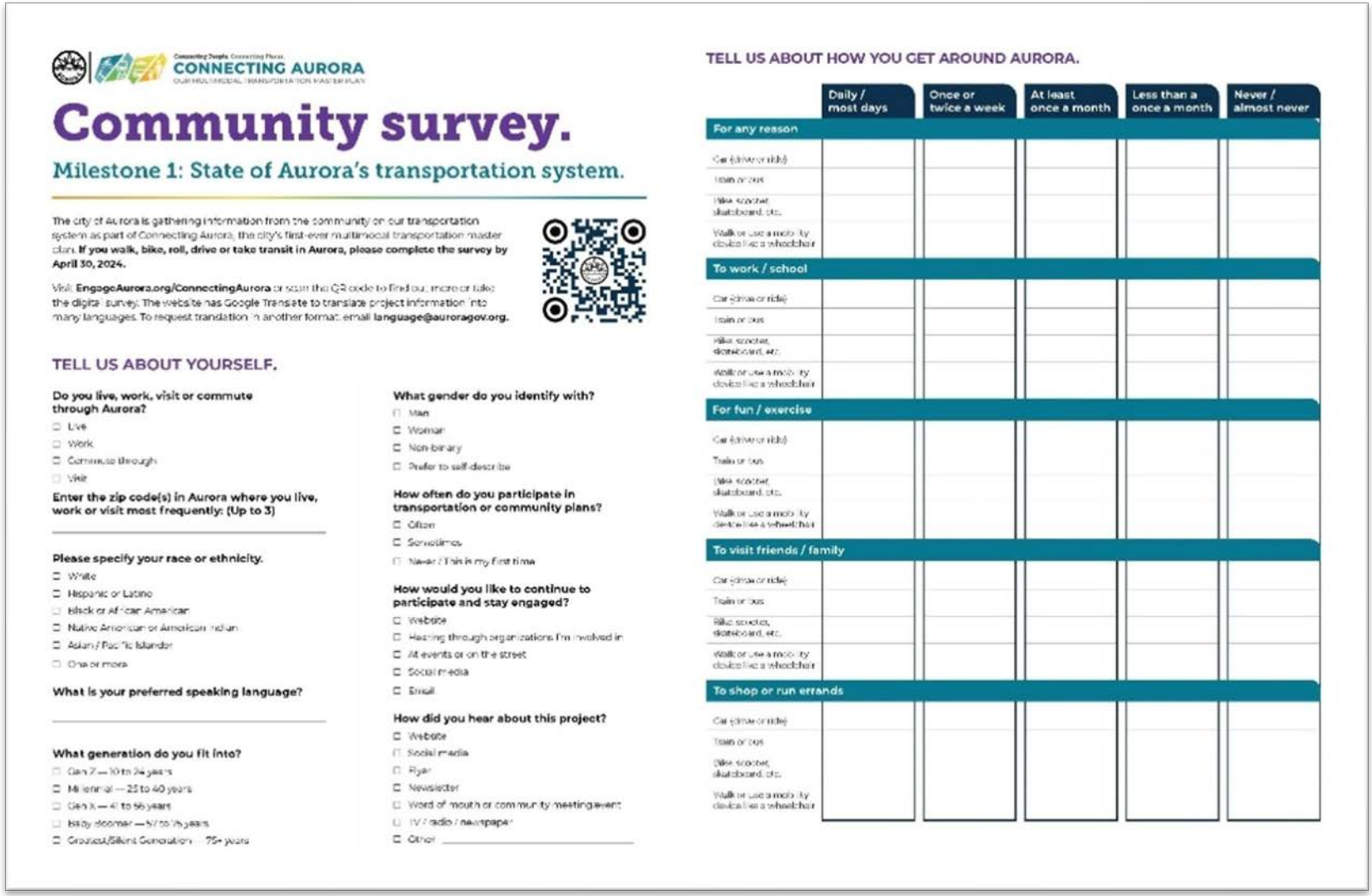
Today's agenda.

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 Friurt, 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	FDS	
	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 feel 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?

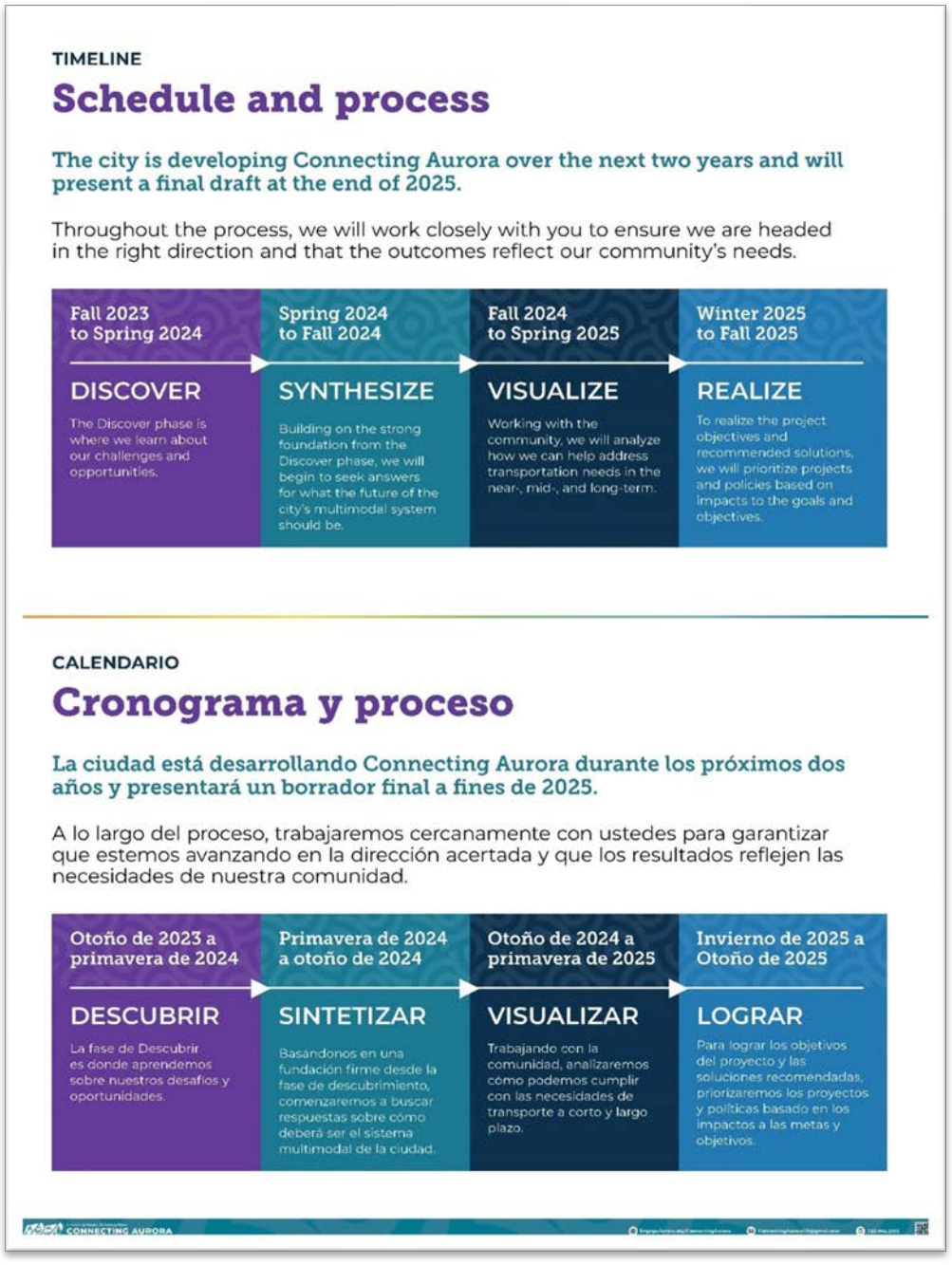
La frase modo de transporte se refiere a la manera cómo se puede transportar a los pasajeros y mercancía.

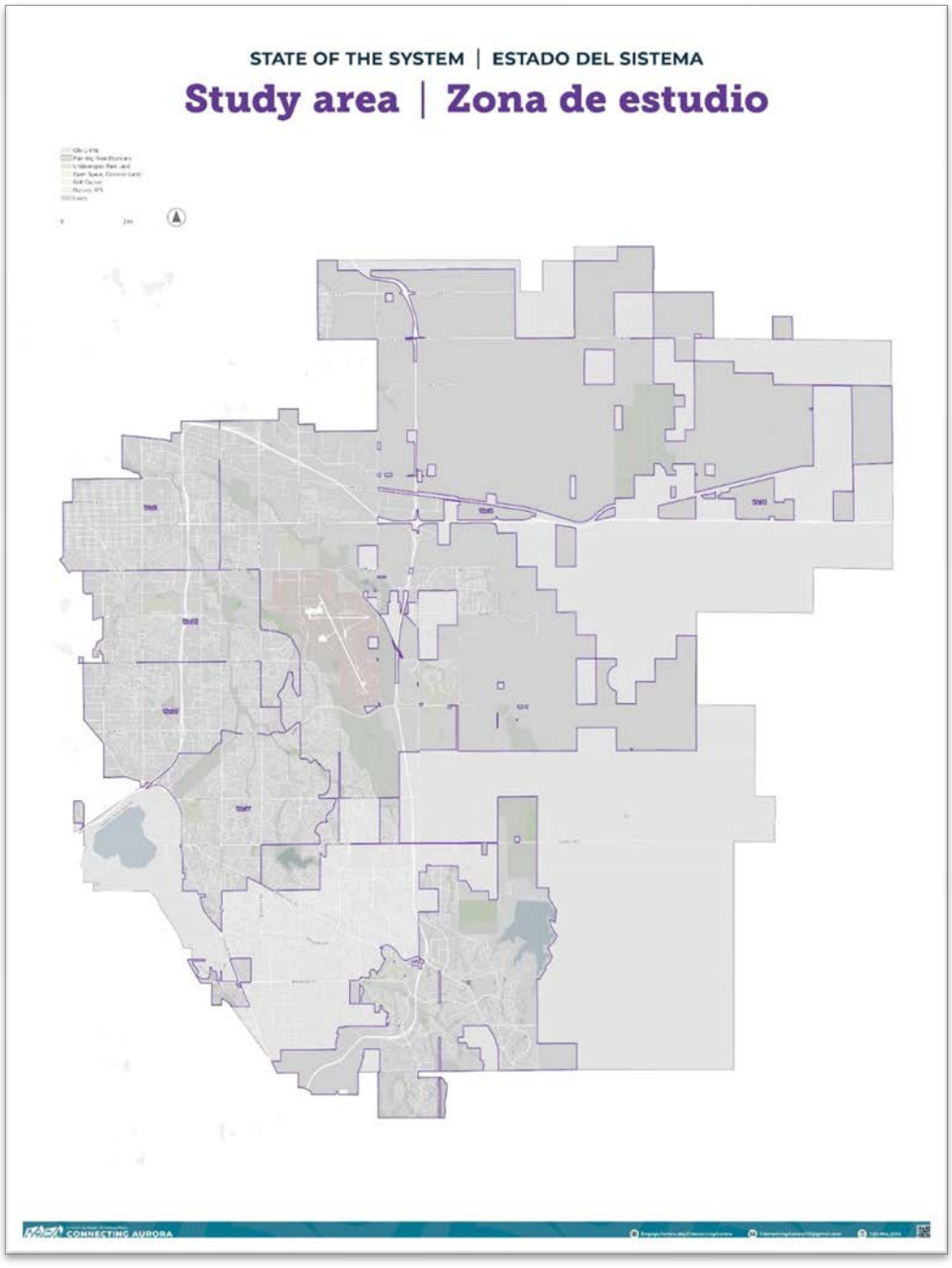
¿QUÉ SIGNIFICA MULTIMODAL?

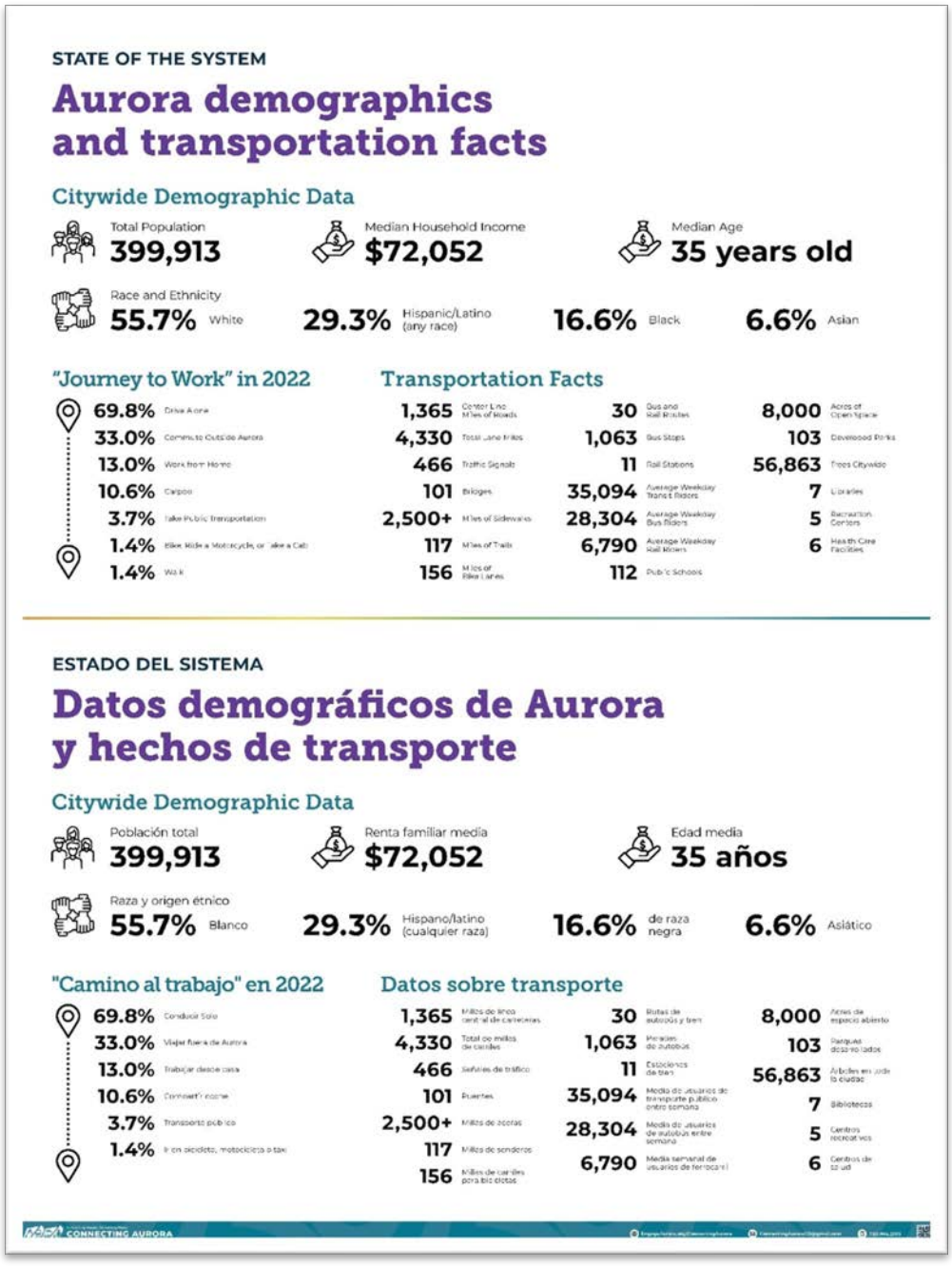
La palabra multimodal es un término de transporte que significa todas las maneras como una persona se pueda mover desde un punto A hasta un punto B. Estas podrían incluir a pie, en ruedas, bicicleta, scooter, patineta, carro, autobús, tren o camión.

CONNECTING AURORA


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% Drive Alone
33.0% Commute Outside Aurora
13.0% Work from Home
10.6% Carpool
3.7% Take Public Transportation
1.4% Bike, Ride a Motorcycle, or Take a Cab
1.4% Walk

Transportation Facts

1,365 Center Line Miles of Roads
4,330 Total Lane Miles
466 Traffic Signals
101 Bridges
2,500+ Miles of Sidewalks
117 Miles of Trails
156 Miles of Bike Lanes
30 Bus and Rail Routes
1,063 Bus Stops
11 Rail Stations
35,094 Average Weekday Transit Riders
28,304 Average Weekday Bus Riders
6,790 Average Weekday Rail Riders
112 Public Schools
8,000 Acres of Open Space
103 Developed Parks
56,863 Trees Citywide
7 Libraries
5 Recreation Centers
6 Health Care Facilities

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% Conducir Solo
33.0% Viajar fuera de Aurora
13.0% Trabajar desde casa
10.6% Carpool
3.7% Transporte público
1.4% Ir en bicicleta, motocicleta o taxi

Datos sobre transporte

1,365 Millas de línea central de carreteras
4,330 Total de millas de carriles
466 Señales de tráfico
101 Puentes
2,500+ Millas de aceras
117 Millas de senderos
156 Millas de carriles para bicicletas
30 Rutas de autobús y tren
1,063 Paradas de autobús
11 Estaciones de tren
35,094 Media de usuarios de transporte público entre semana
28,304 Media de usuarios de autobús entre semana
6,790 Media semanal de usuarios de ferrocarril
8,000 Acres de espacio abierto
103 Parques desarrollados
56,863 Árboles en toda la ciudad
7 Bibliotecas
5 Centros recreativos
6 Centros de salud

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

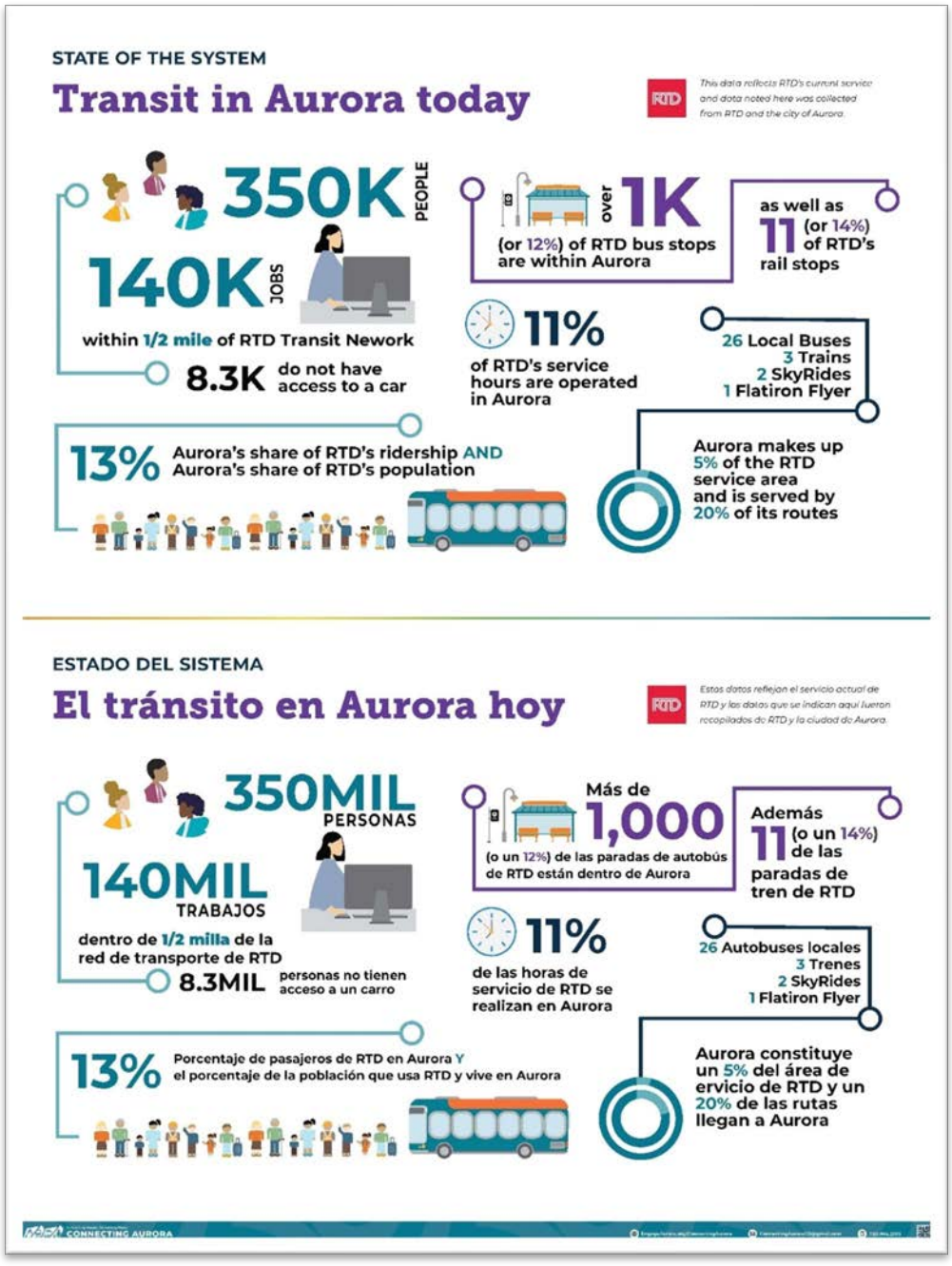
Muchos de los estudios realizados en el pasado en Aurora se han enfocado en áreas específicas para reunir comentarios públicos y proporcionar orientación para las necesidades de transporte, resultando en mejores modos transporte.

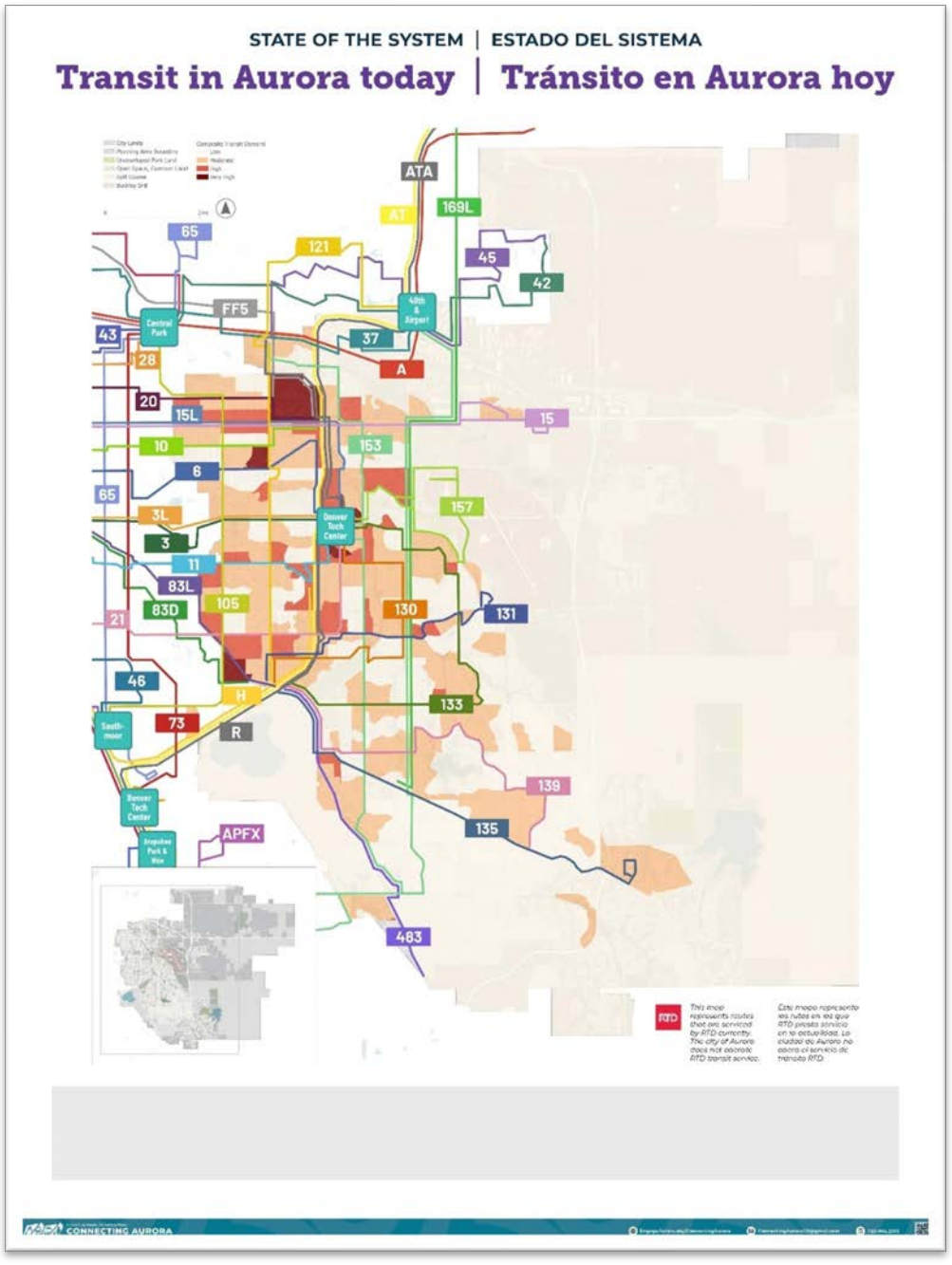
- El plan existente proporciona un punto de inicio para Connecting Aurora.
- Las opciones multimodales más seguras y convenientes son importantes para la ciudad y comunidad.
- Debido a crecimiento significante y una lista larga de proyectos / necesidades, Connecting Aurora deberá fijar prioridades para una estrategia de implementación en fases.
- Aurora tiene la oportunidad de ser un líder en la región.

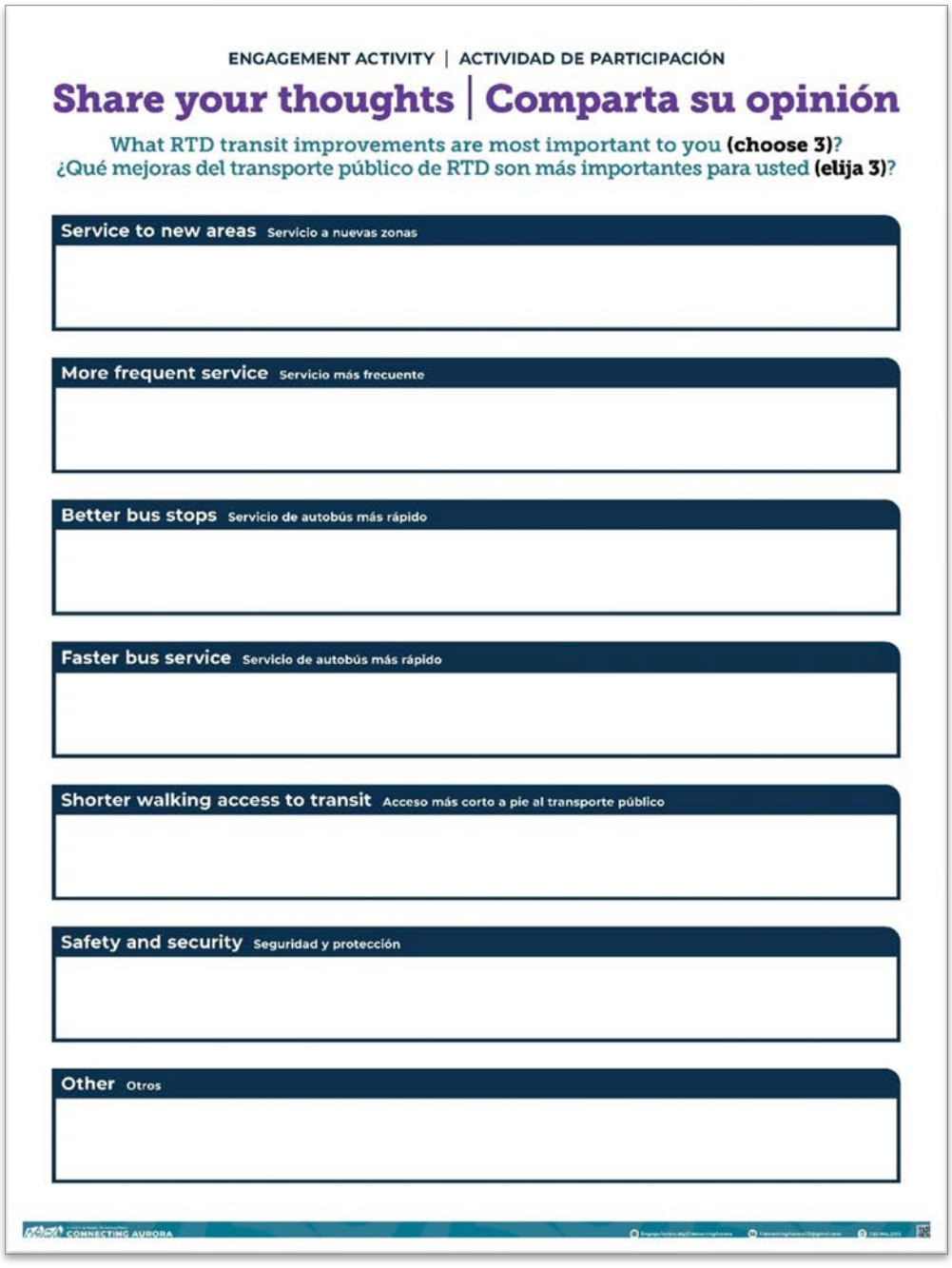


Aurora Places presenta una visión del futuro de Aurora junto con metas y actividades a largo plazo para abordar las preocupaciones y cumplir con aspiraciones en la ciudad. Los principios del plan incluyen:

- ✓ 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
AT
169L
65
121
45
42
FF5
43
37
28
A
20
15L
15
10
153
6
65
157
3L
3
11
83L
105
130
131
83D
21
46
H
133
73
R
139
135
APFX
483
RTD
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

CONNECTING AURORA


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.

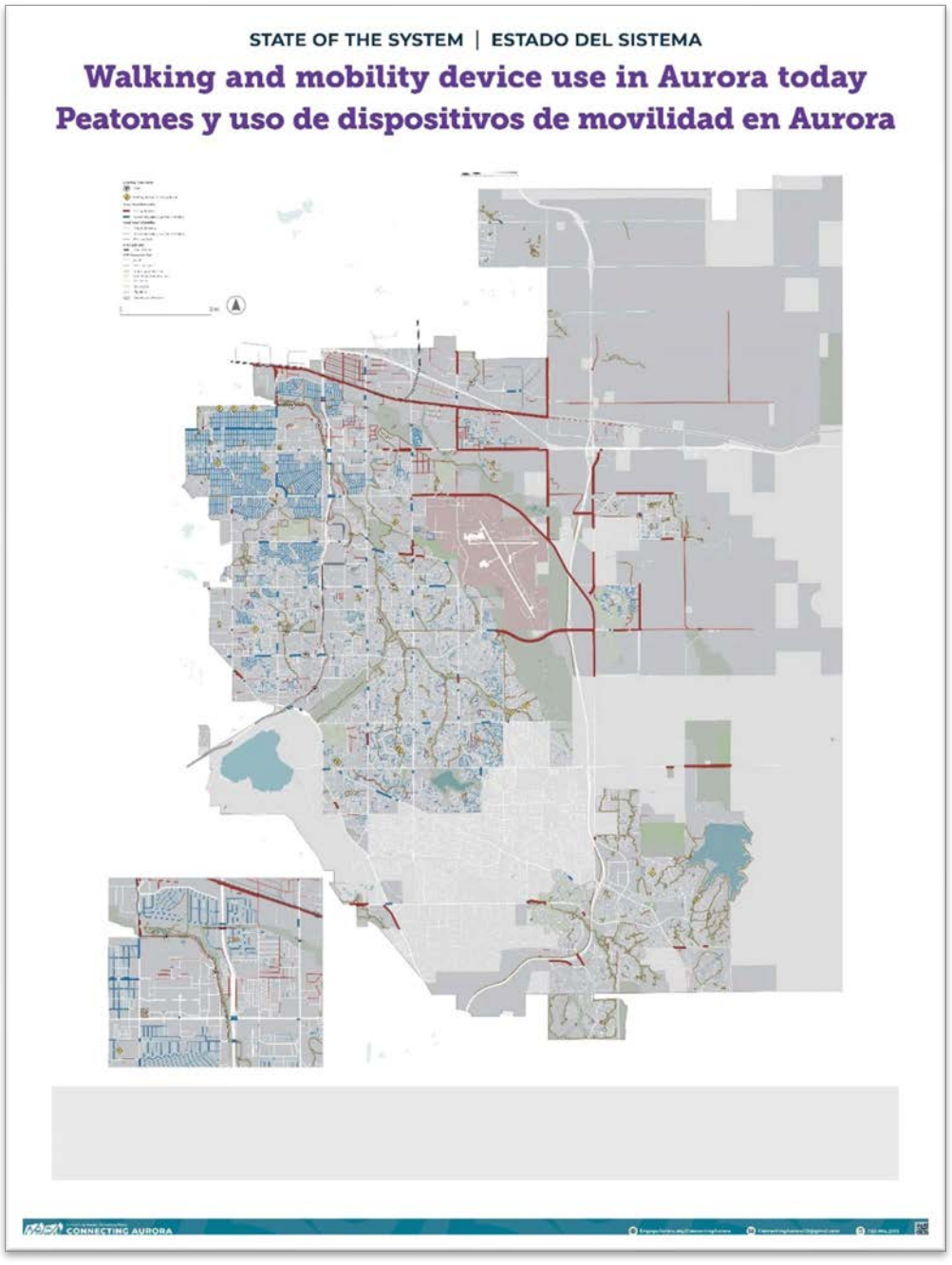


ESTADO DEL SISTEMA

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
CONNECTING 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

CONNECTING AURORA

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

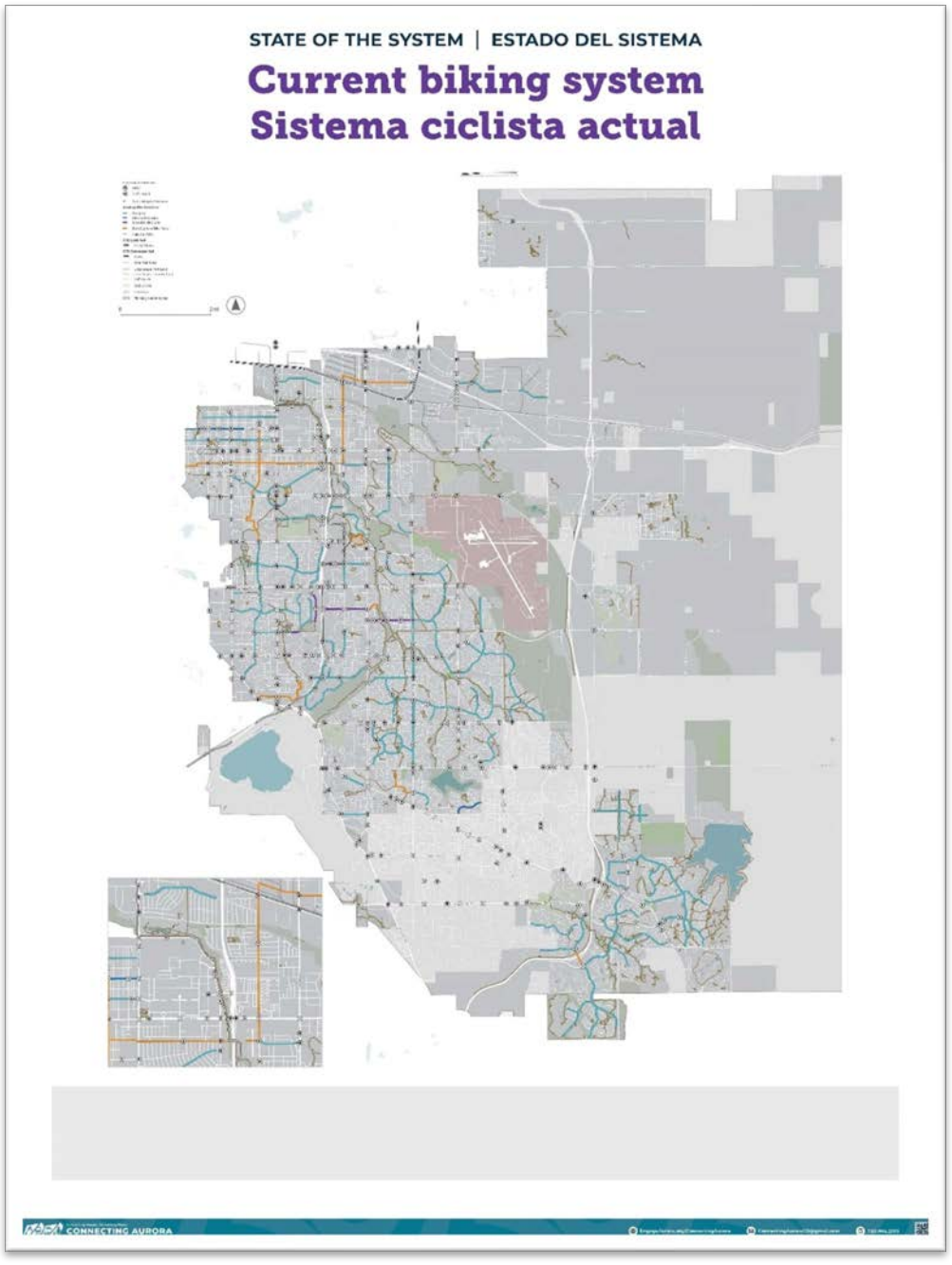
Tanto los senderos pavimentados como los caminos de uso compartido son instalaciones que facilitan transporte de dos vías para peatones, patinadores y ciclistas.

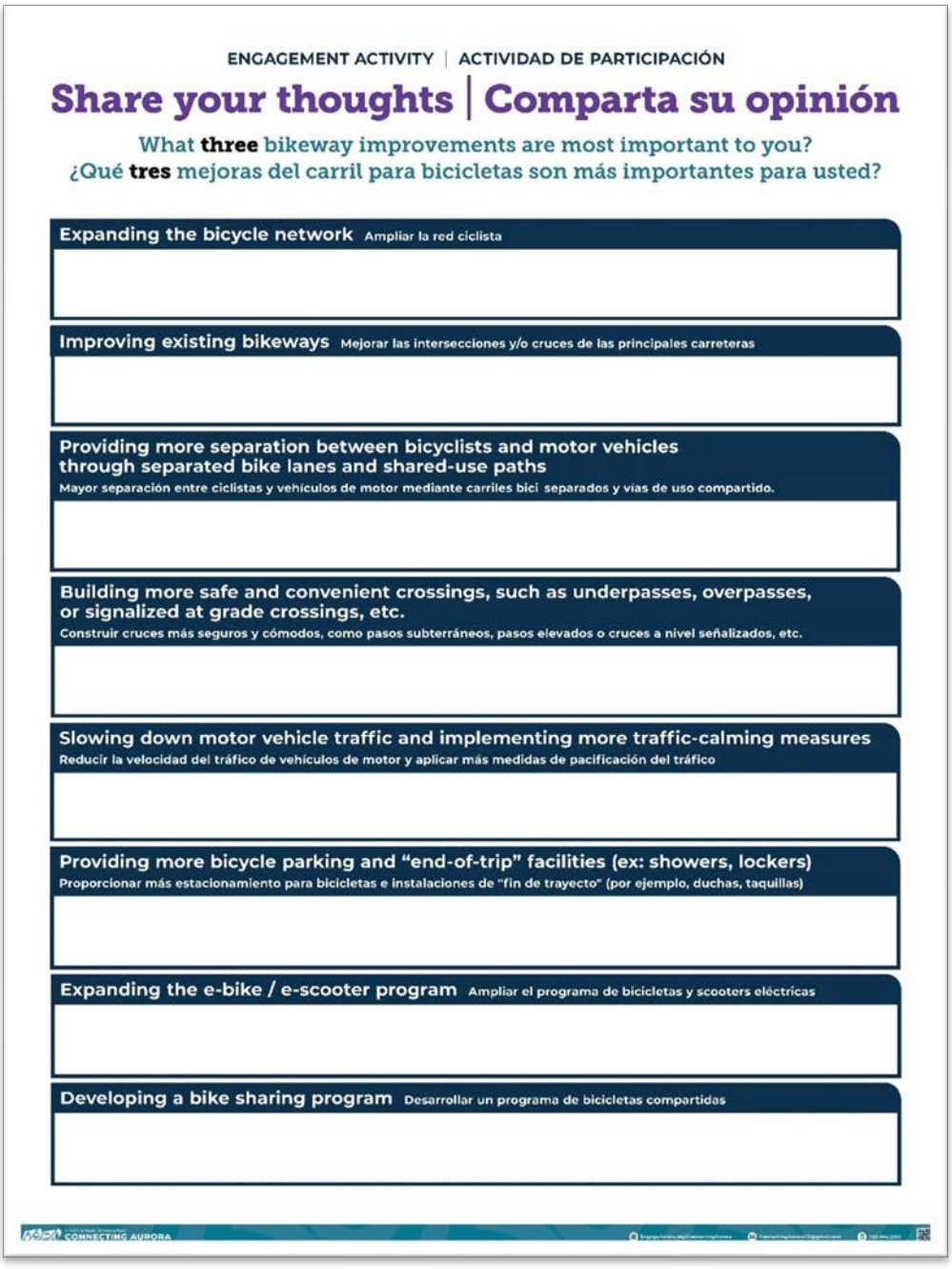


BOULEVARDS DE BICICLETAS

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.**

CONNECTING AURORA


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

CONNECTING AURORA

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 | Gestión en la banqueta | Movilidad de aire urbana | Drones para entregas | Vehículos eléctricos/de combustible alternativo

CONNECTING AURORA



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

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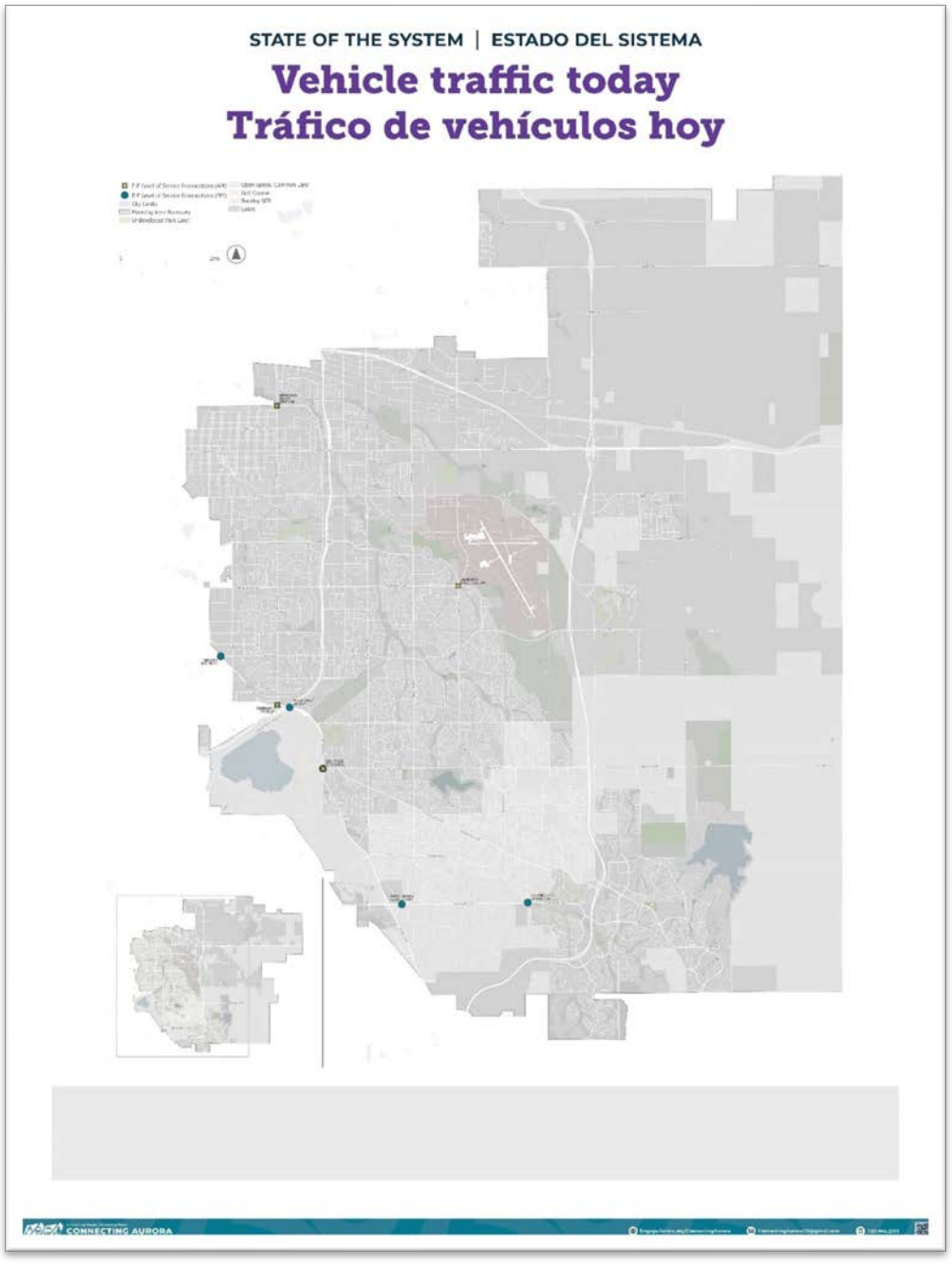
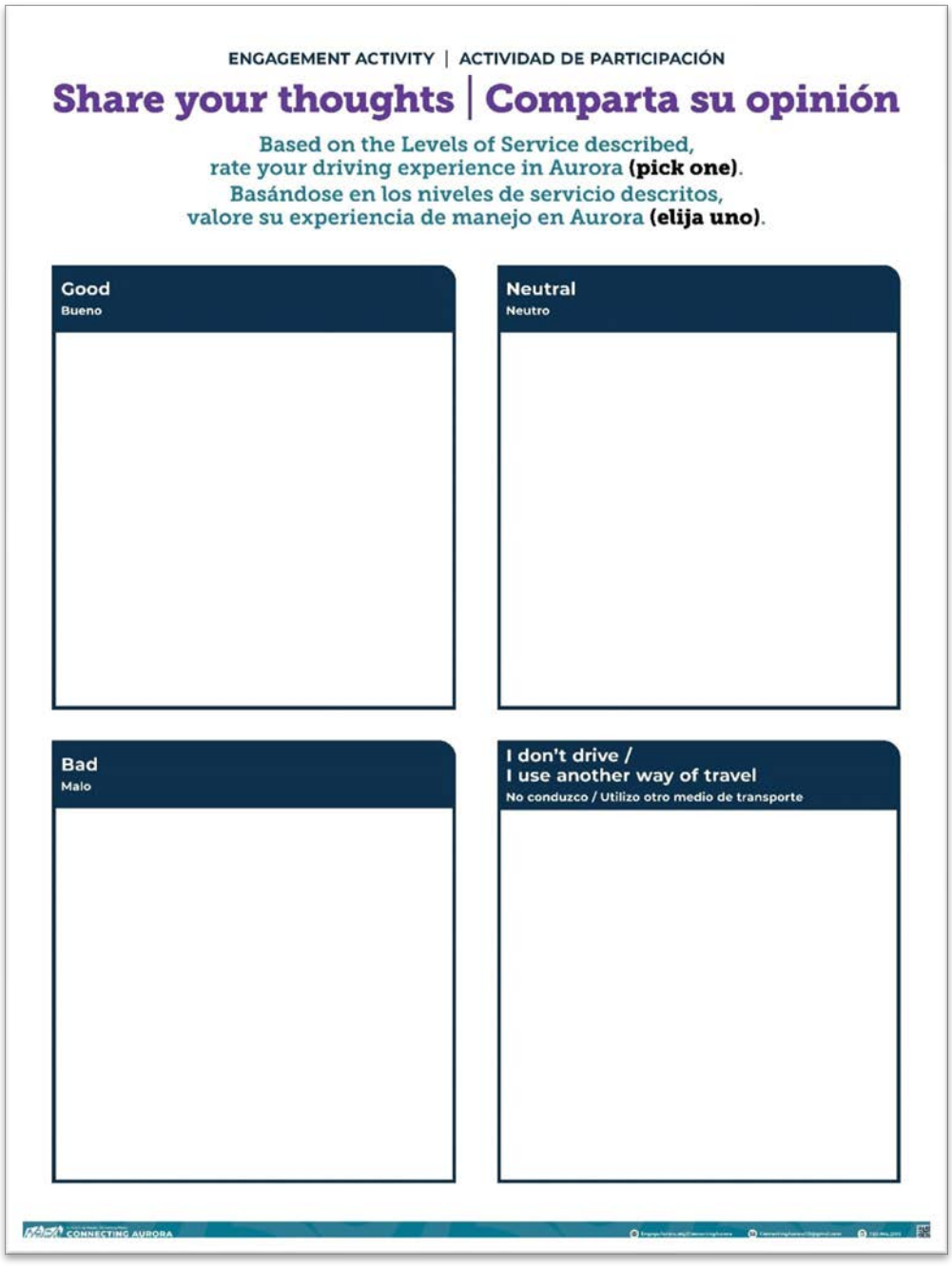

STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Vehicle traffic today
Tráfico de vehículos hoy
CONNECTING AURORA


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
CONNECTING AURORA

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

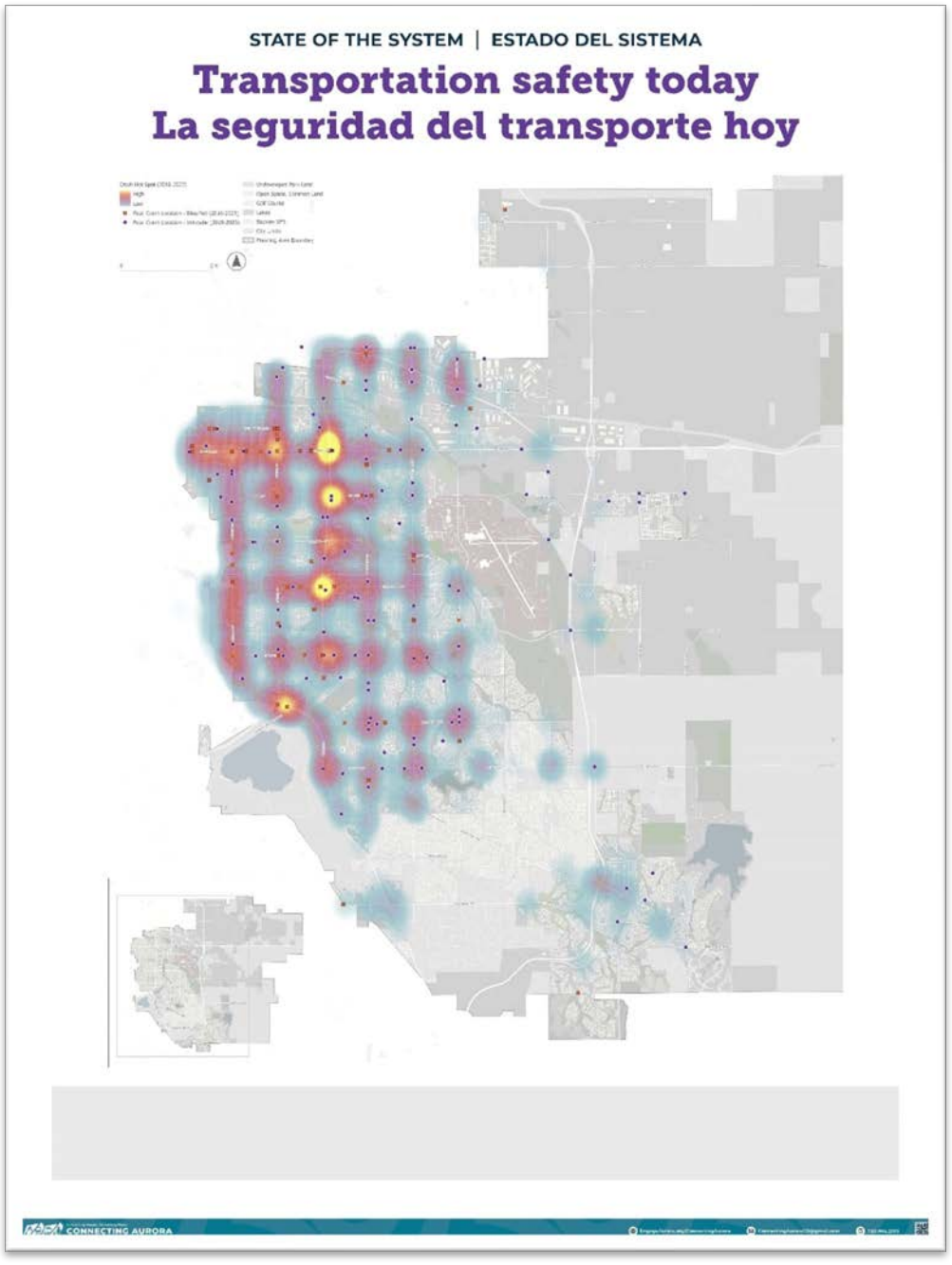
Seguridad de transporte

¿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 SEGUIRDAD 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*

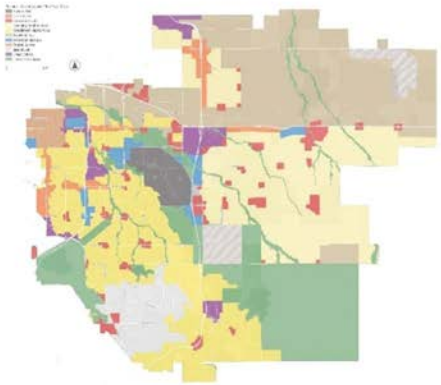
CONNECTING AURORA

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.

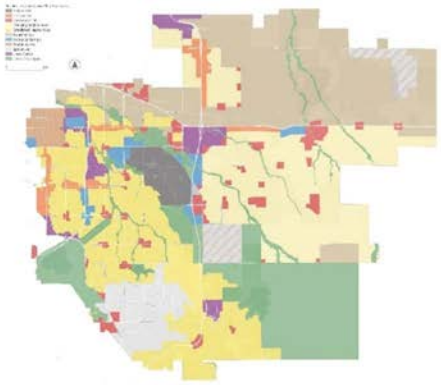


ESTADO DEL SISTEMA

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



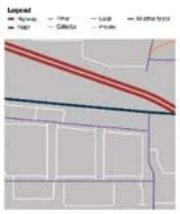


Industry Hubs

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



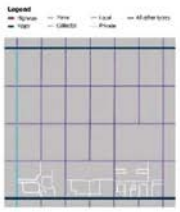


Original Aurora

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





CONNECTING AURORA

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 incluye 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





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





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





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

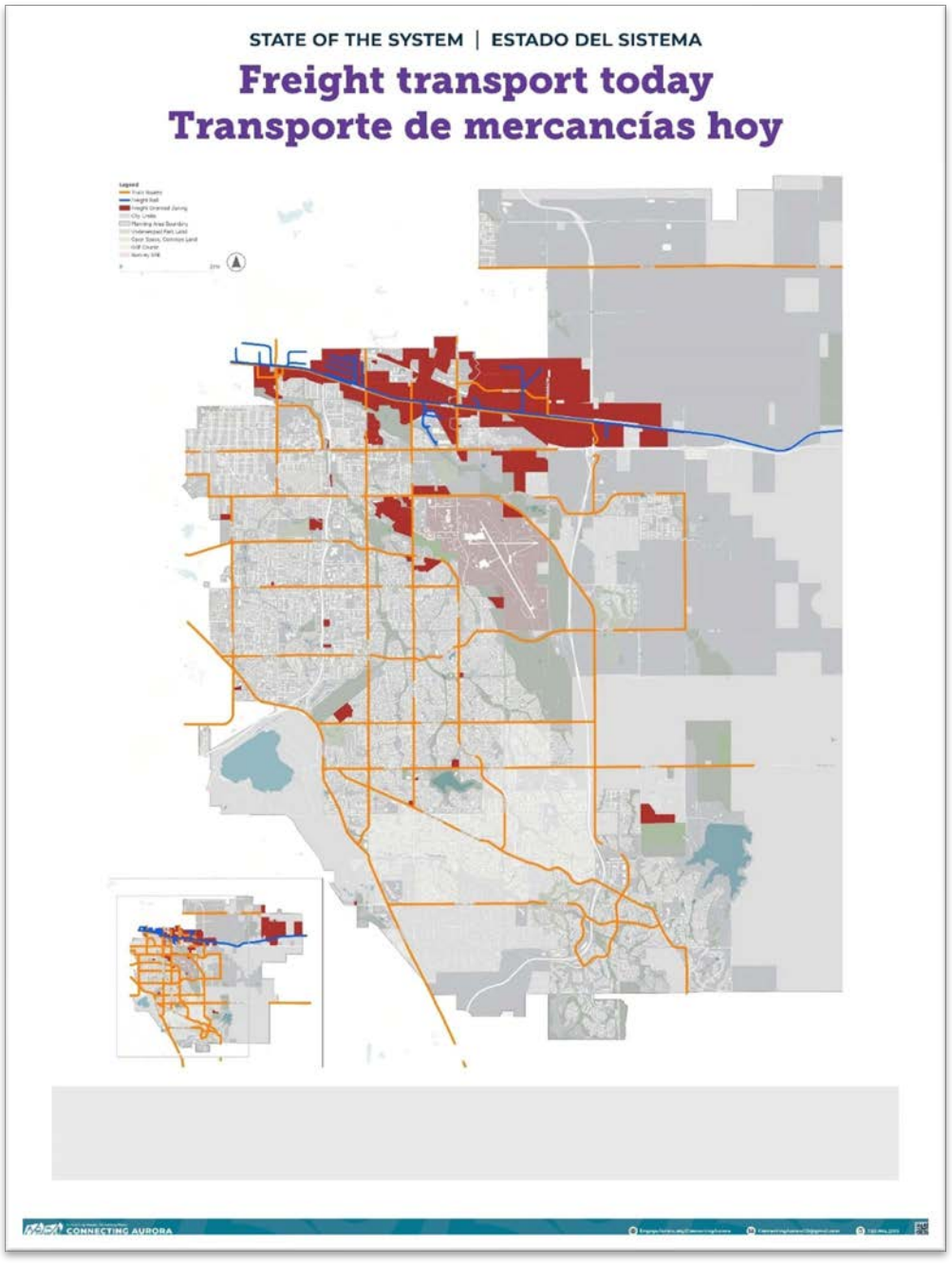
El transporte de mercancías hoy

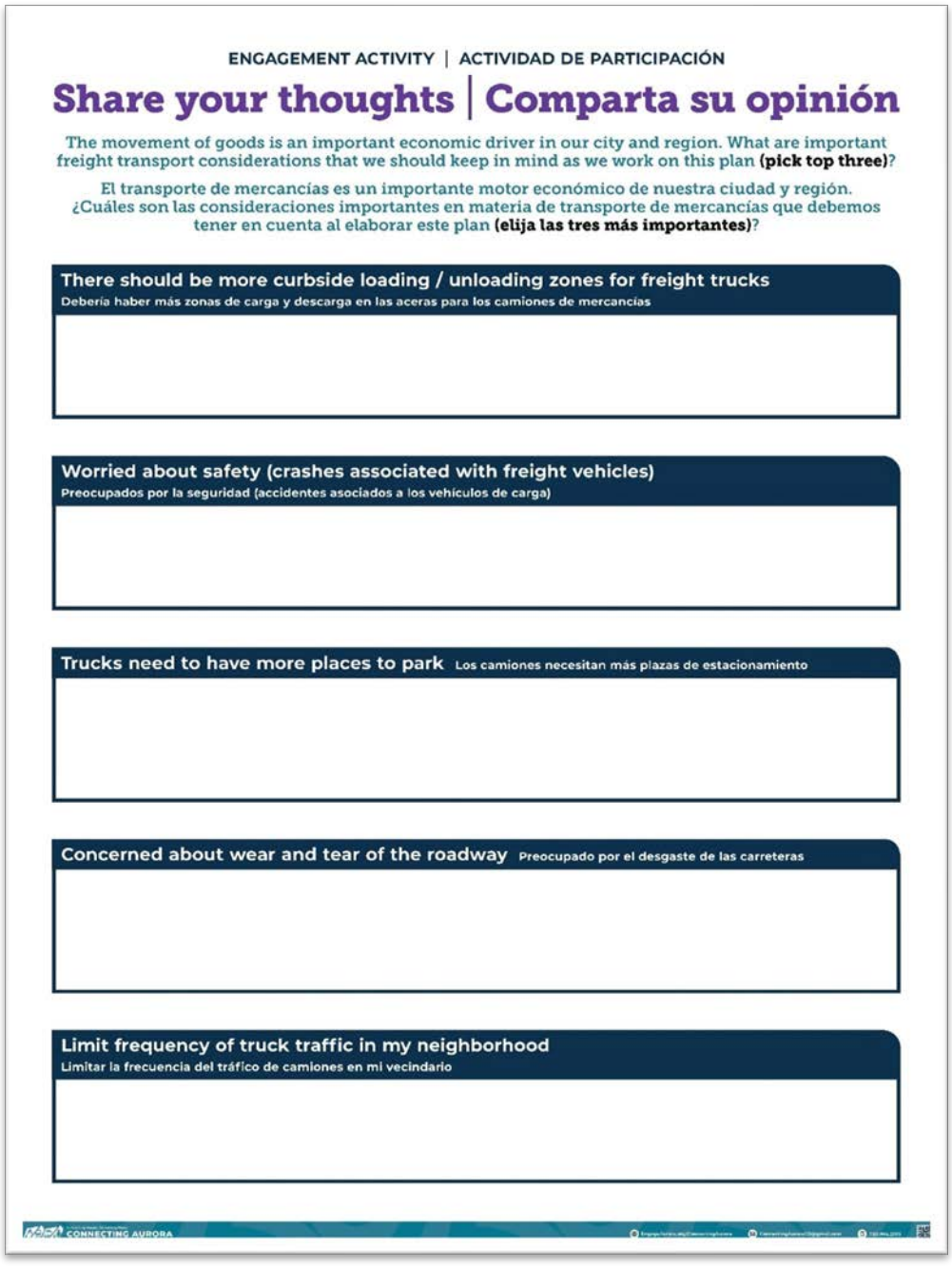
- El transporte de mercancías es una parte integral de la ciudad.
- Los centros industriales y comerciales de Aurora están ubicados a lo largo de los corredores de la I-70 y de la vía férrea, proporcionado eficiencia y congruencia a la movilidad del transporte de mercancías.
- Aproximadamente dos tercios 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.





CONNECTING AURORA


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

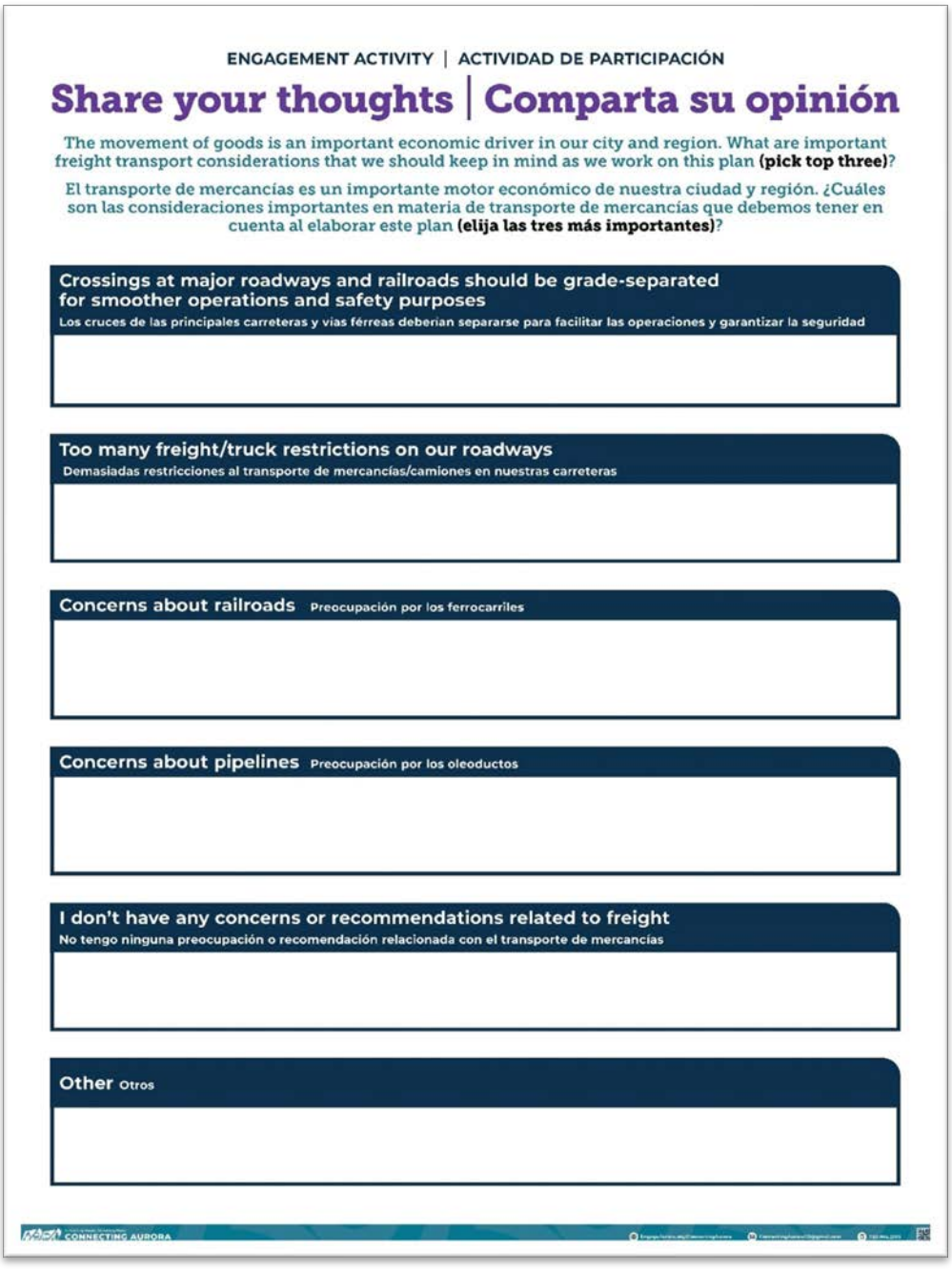
Worried about safety (crashes associated with freight vehicles)
Preocupados por la seguridad (accidentes asociados a los vehículos de carga)

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

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)**?

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

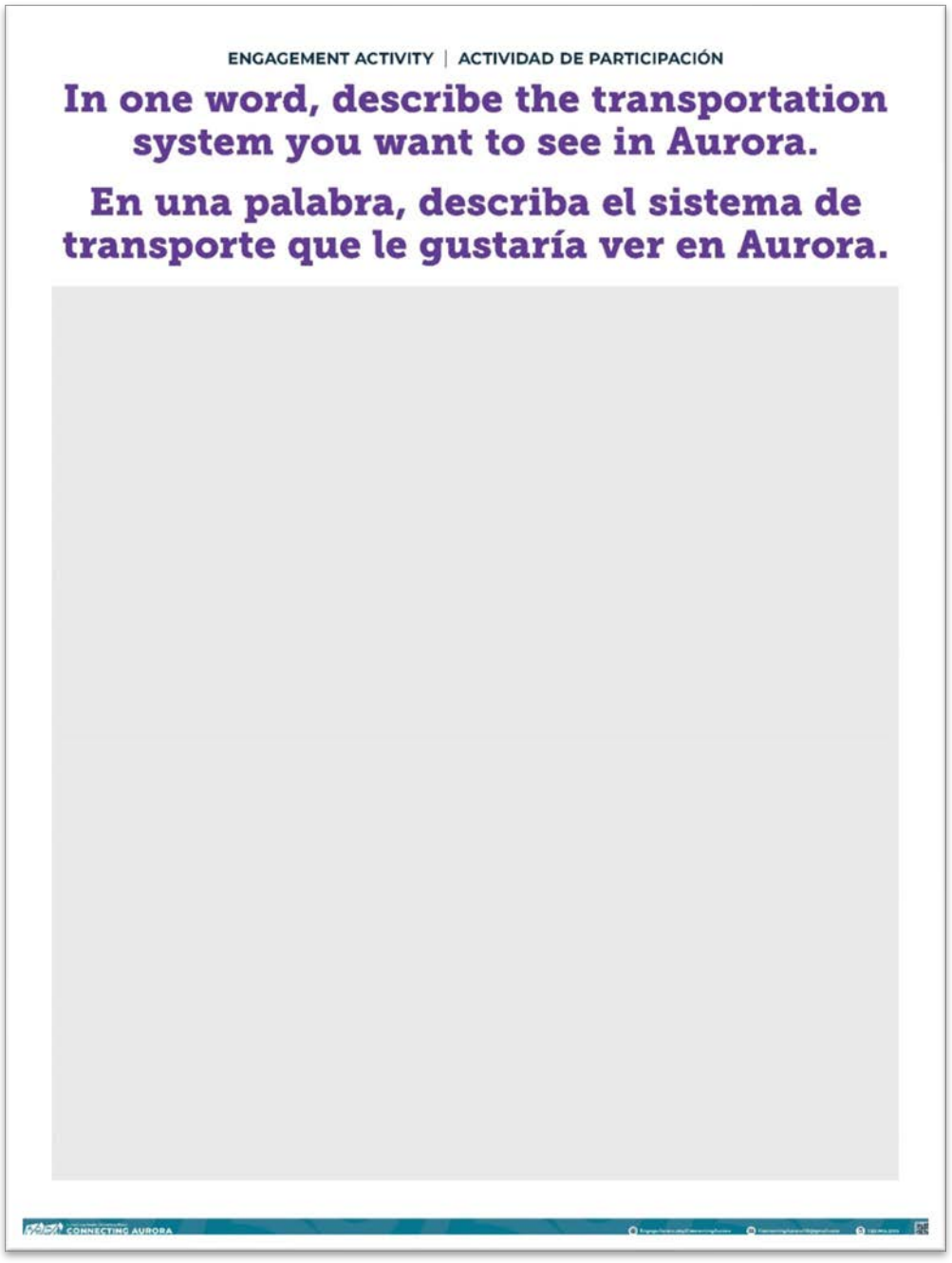
I don't have any concerns or recommendations related to freight
No tengo ninguna preocupación o recomendación relacionada con el transporte de mercancías

Other Otros

CONNECTING AURORA

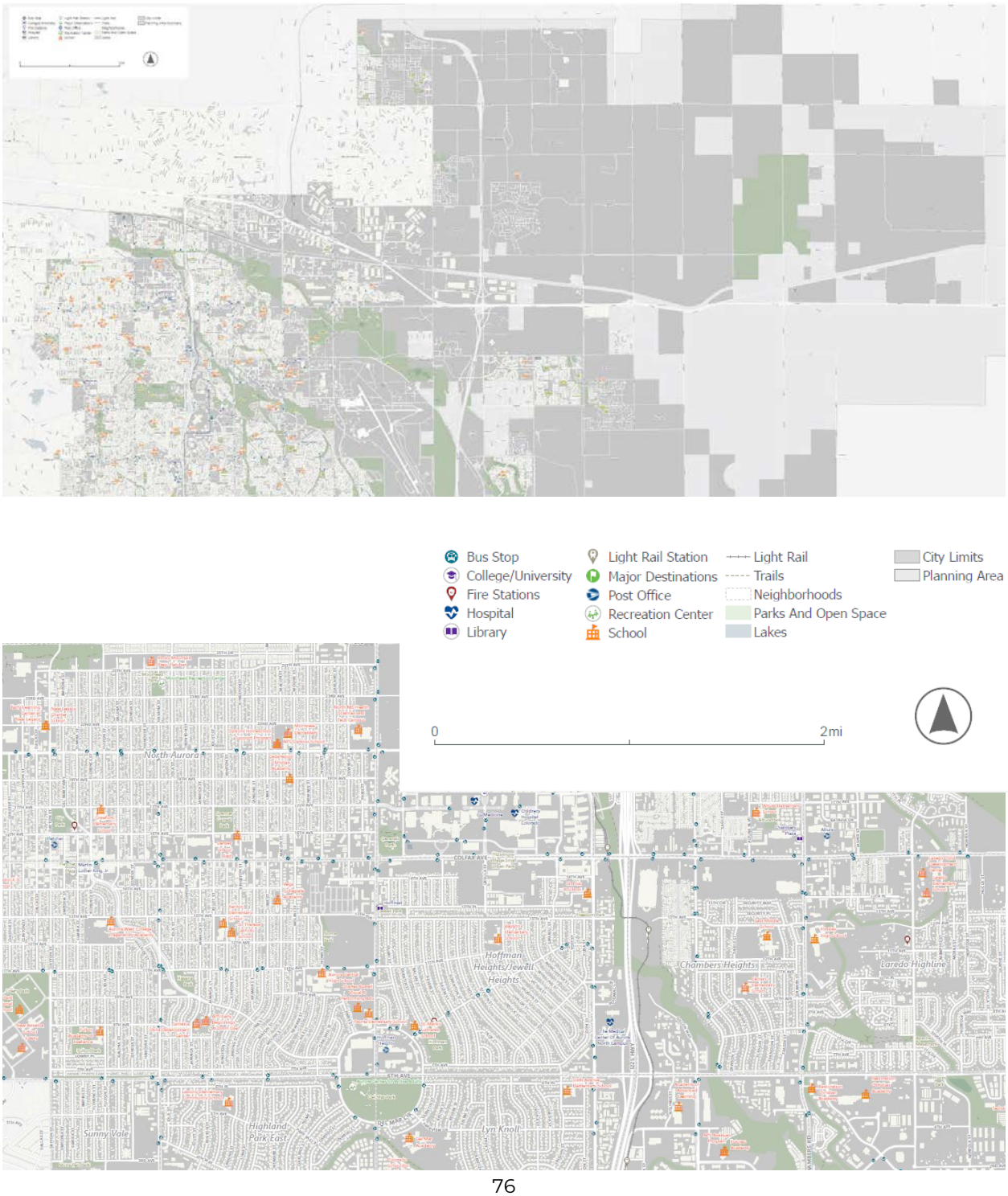

STATE OF THE SYSTEM
Transportation's role in creating great places
Good urban design promotes a safe, welcoming, comfortable, equitable, and healthy public realm and streetscape.
PEDESTRIAN EXPERIENCE
· Foster public life by providing distinct and inviting opportunities for people to sit, socialize, 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 c 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

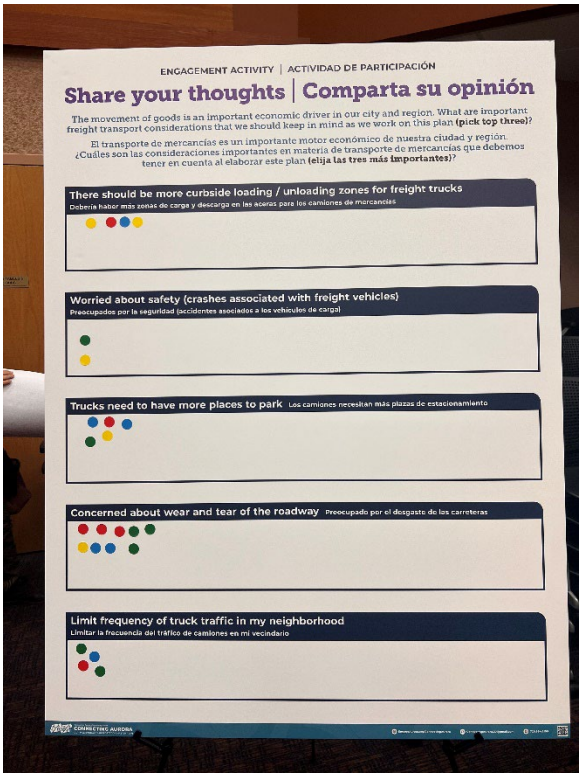
ROLLPLOT


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
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Preocupados por la seguridad (accidentes asociados a los vehículos de carga)
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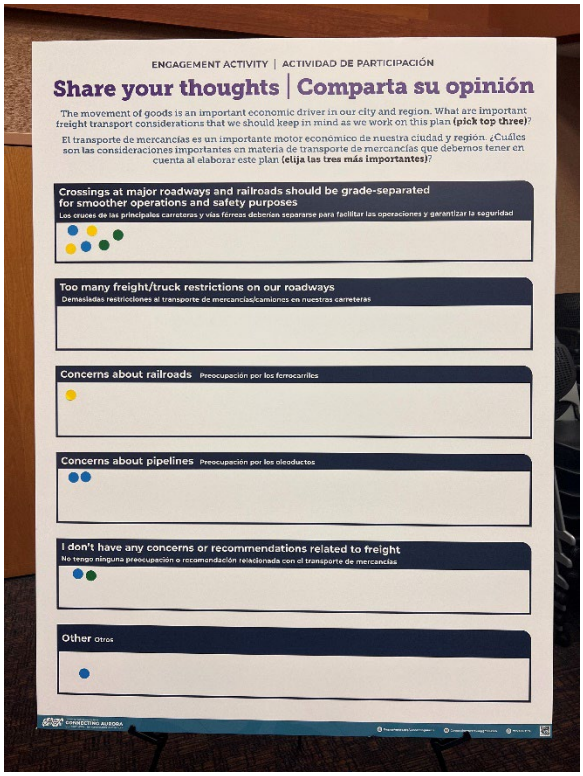
Concerned about wear and tear of the roadway Preocupado por el desgaste de las carreteras
Limit frequency of truck traffic in my neighborhood
Limitar la frecuencia del tráfico de camiones en mi vecindario


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
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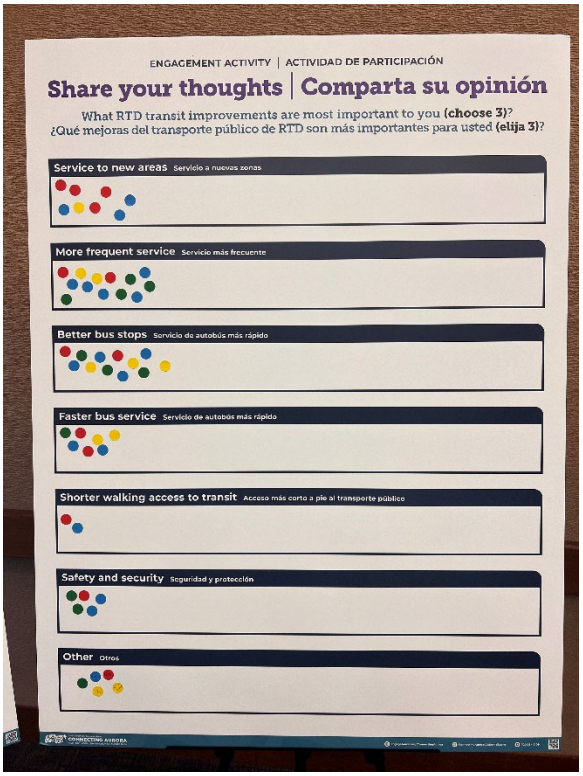
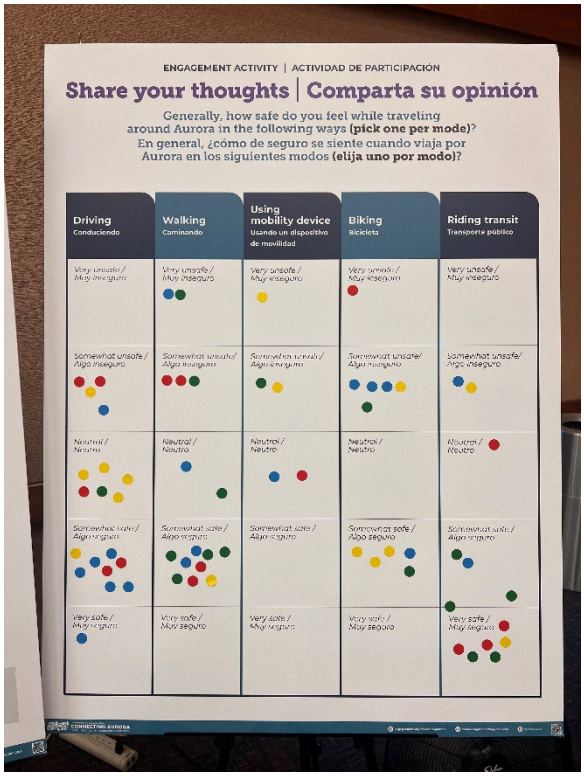
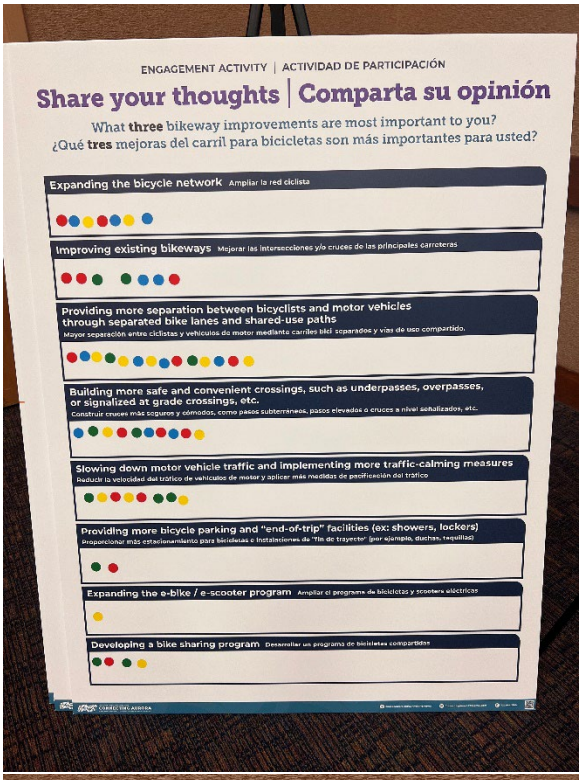
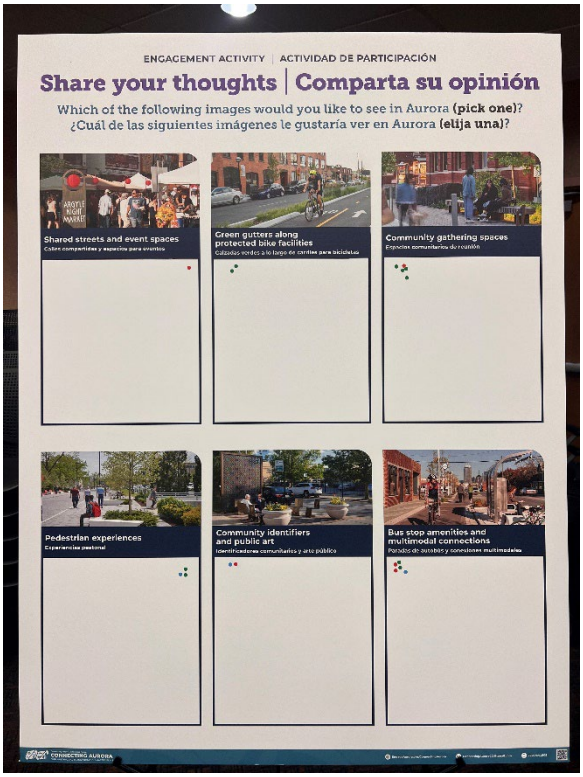
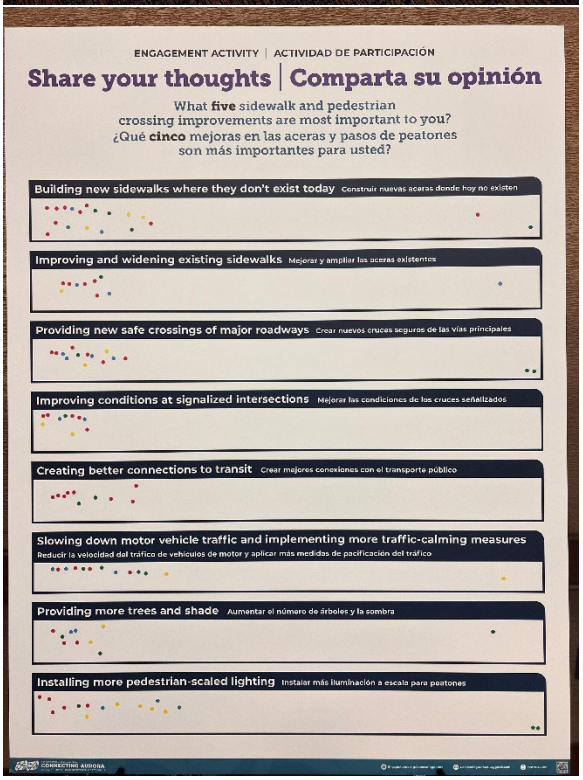
Demasiadas restricciones al transporte de mercancías/camiones en nuestras carreteras
Concerns about railroads Preocupación por los ferrocarriles
Concerns about pipelines Preocupación por los oleoductos
I don't have any concerns or recommendations related to freight
No tengo ninguna preocupación o recomendación relacionada con el transporte de mercancías
Other Otros

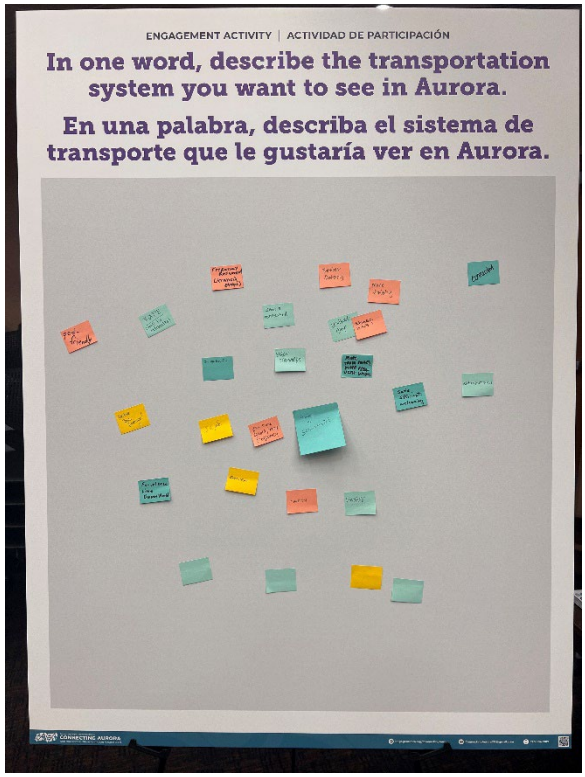

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What RTD transit improvements are most important to you (choose 3)?
¿Qué mejoras del transporte público de RTD son más importantes para usted (elija 3)?
Service to new areas Servicio a nuevas zonas
More frequent 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 eléctricas
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

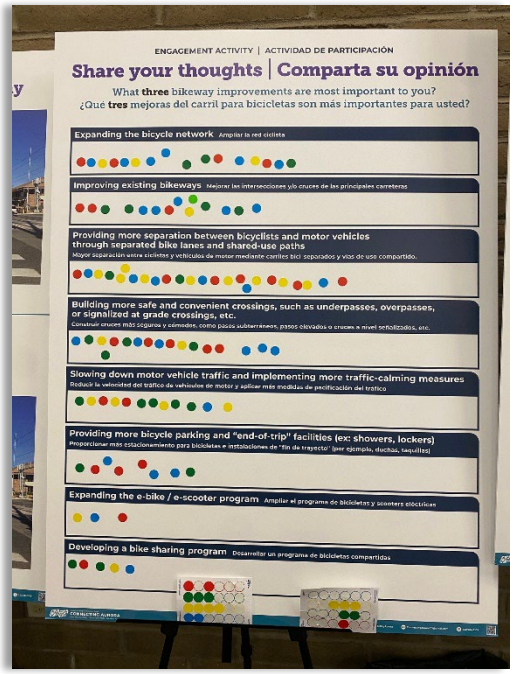

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
In one word, describe the transportation system you want to see in Aurora.
En una palabra, describa el sistema de transporte que le gustaría ver en Aurora.

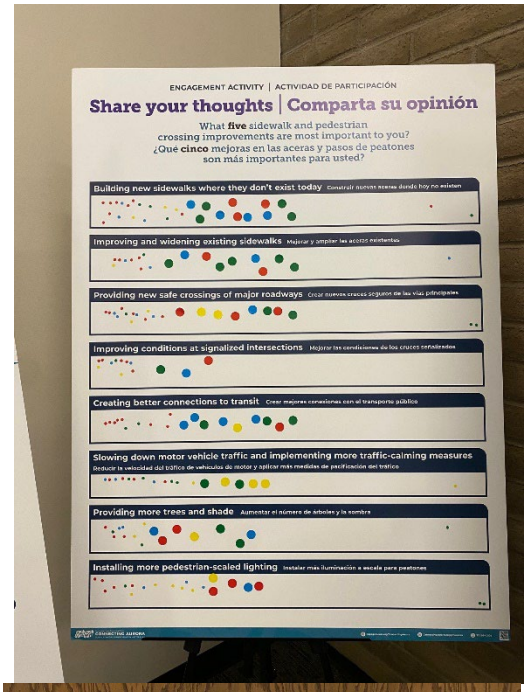
OPEN HOUSE 2: APRIL 10, 2024

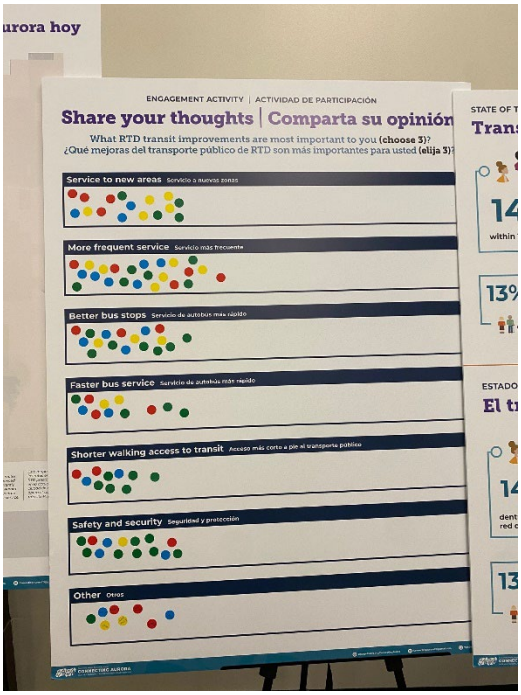


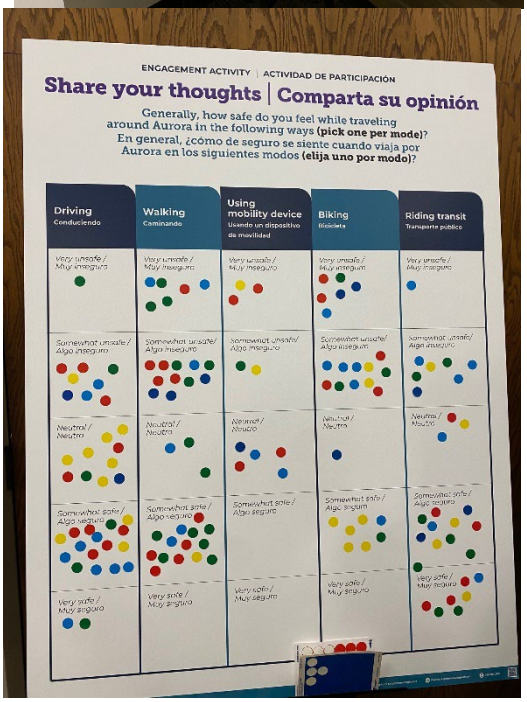


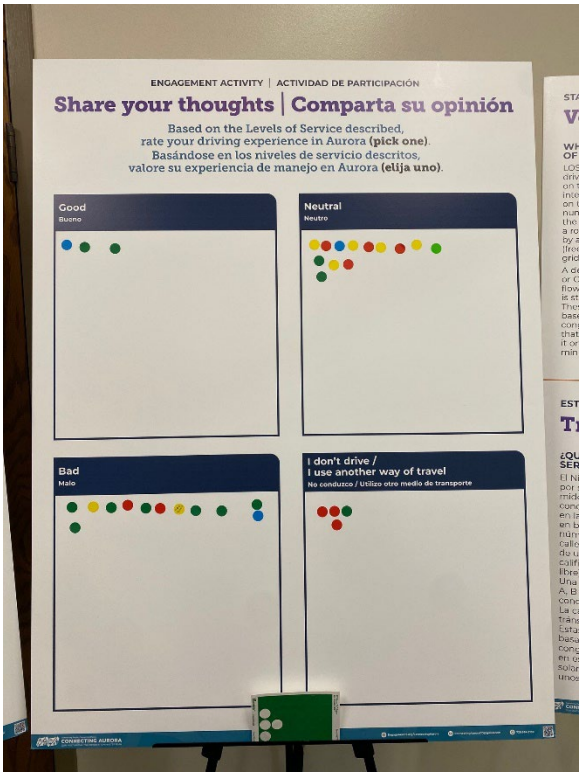


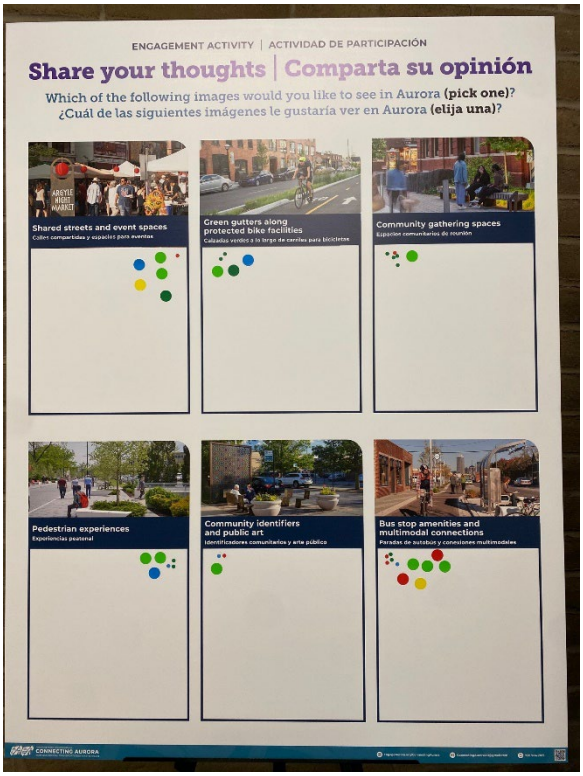

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What three bikeway improvements are most important to you?
¿Qué tres mejoras del carril para bicicletas son más importantes para usted?
Expanding the bicycle network
Improving existing bikeways
Providing more separation 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
Conduciendo
Walking
Caminando
Using mobility device
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
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)?
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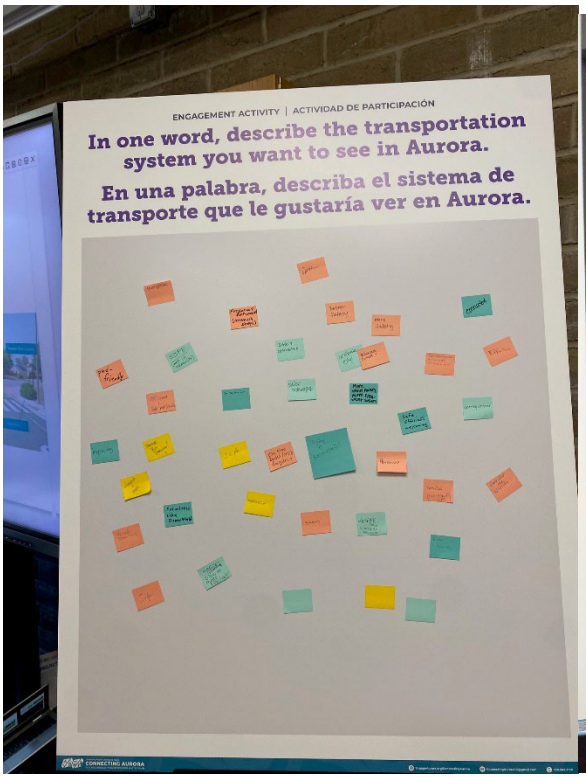
Shared streets and event spaces
Green gutters along protected bike facilities
Community gathering spaces
Pedestrian experiences
Community identifiers and public art
Bus stop amenities and multimodal connections


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
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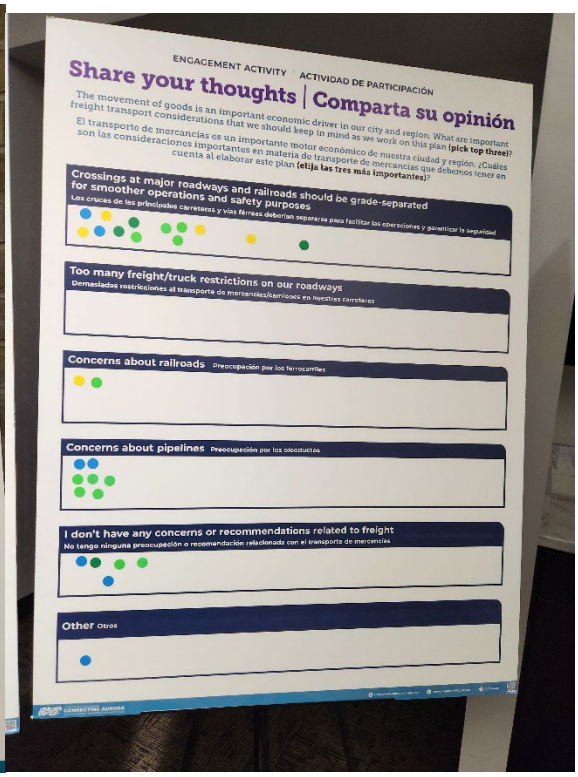
ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
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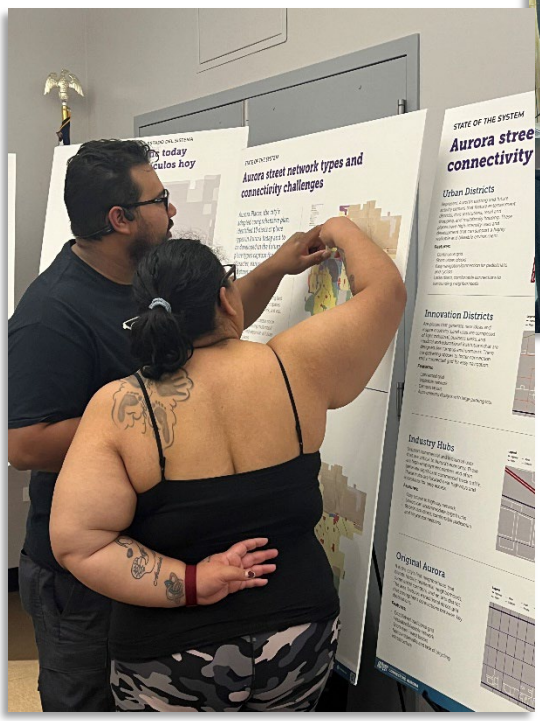
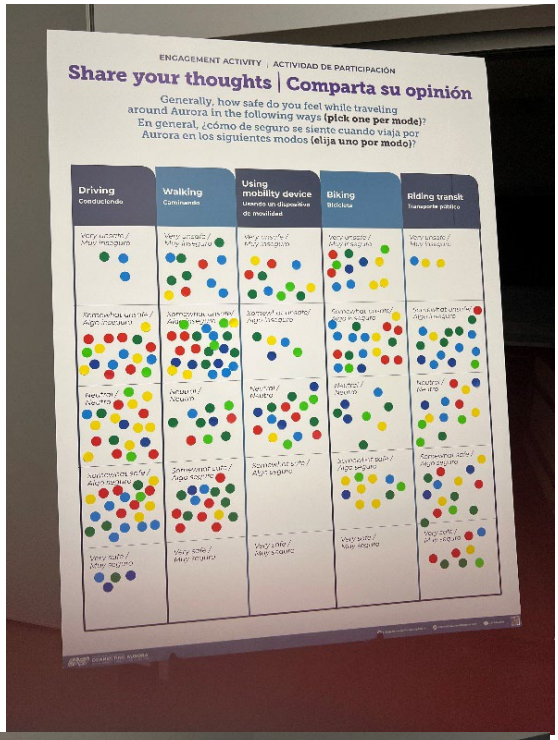
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
Crossings at major roadways and railroads should 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)?
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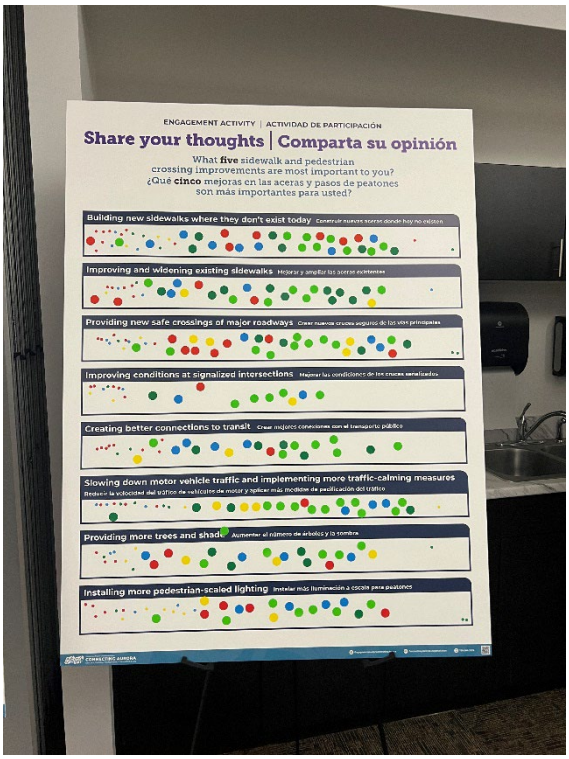
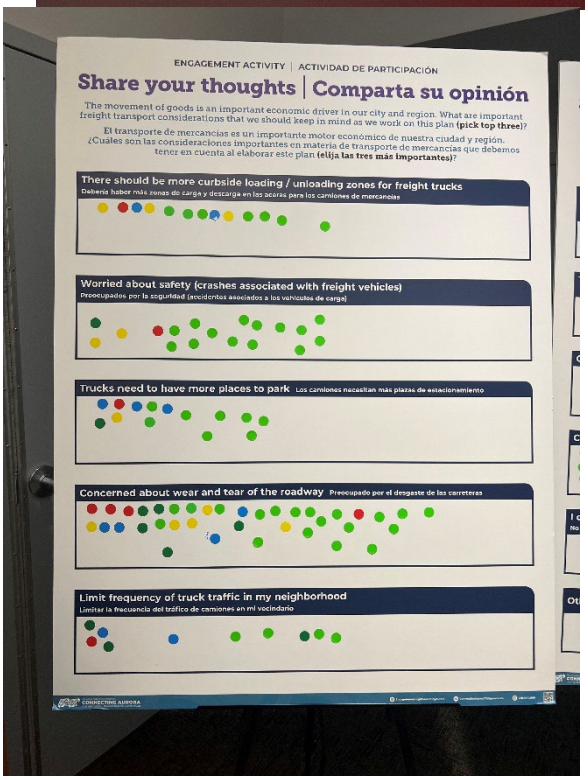
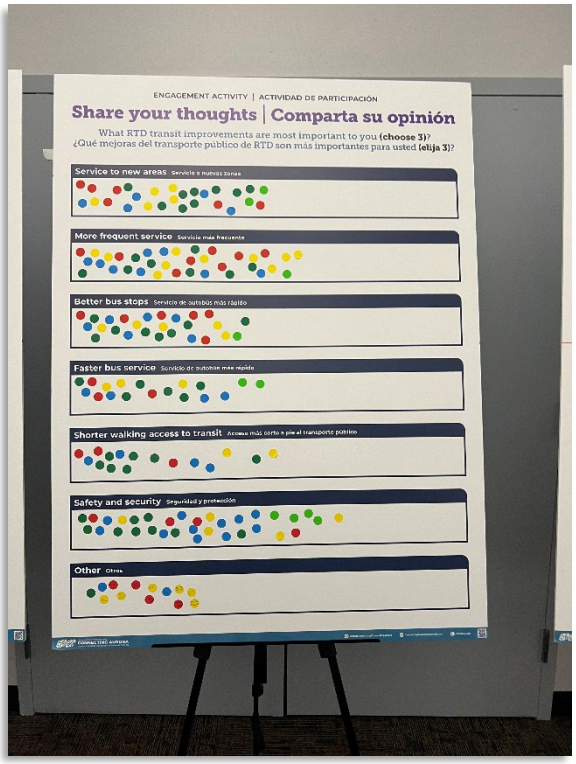
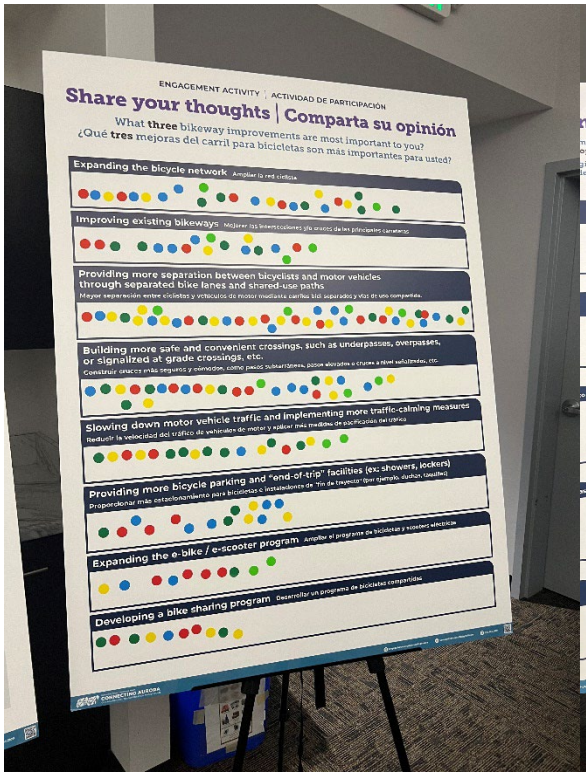
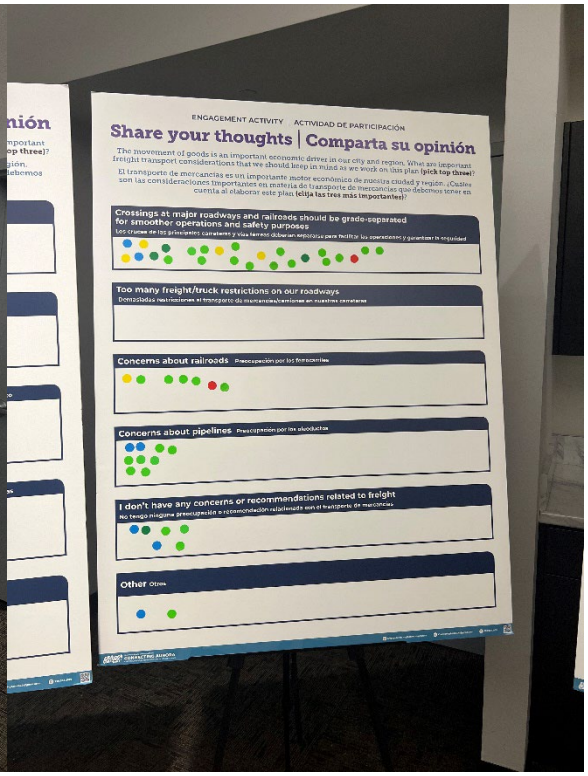
Conduciendo
Walking
Caminando
Using mobility device
Usando un dispositivo de movilidad
Biking
Bicicleta
Riding transit
Transporte público

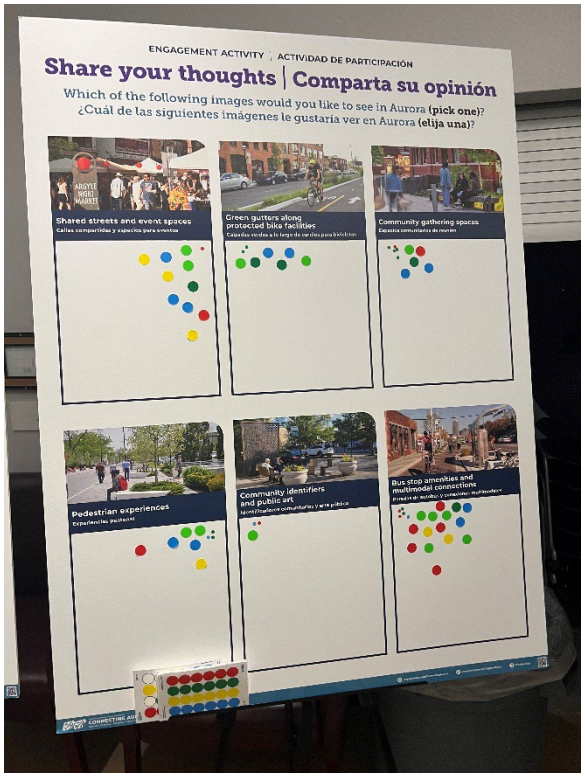

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What five sidewalk and pedestrian crossing improvements are most important to you?
¿Qué cinco mejoras en las aceras y pasos de peatones son más importantes para usted?
Building new sidewalks where they don't exist 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

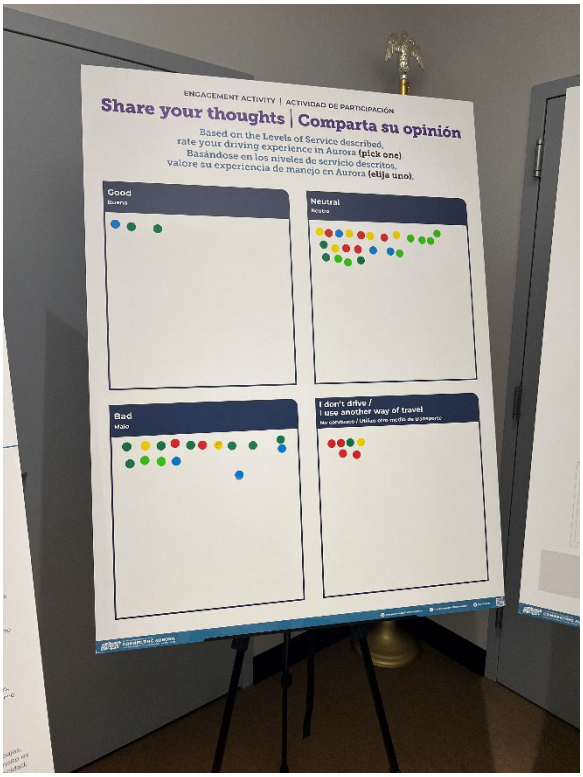

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte 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

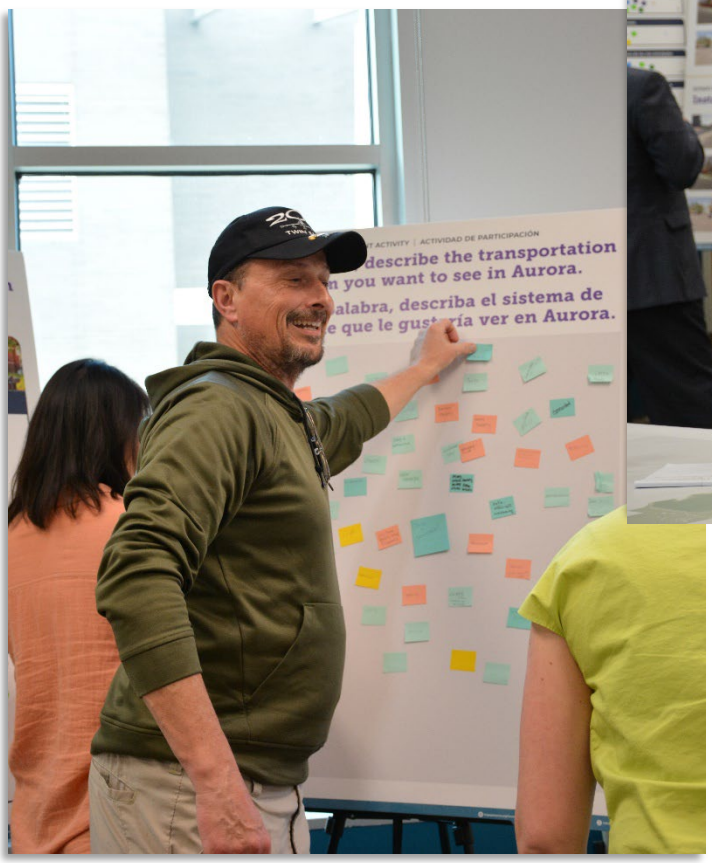

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Which of the following images would you like to see in Aurora (pick one)?
¿Cuál de las siguientes imágenes le gustaría ver en Aurora (elija una)?
Shared streets and event spaces
Green gutters along protected bike 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

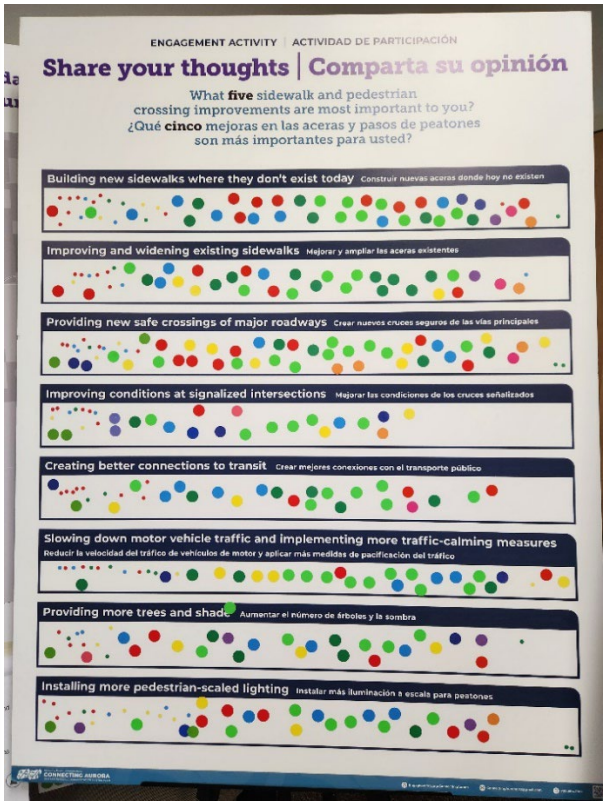
OPEN HOUSE 4: APRIL 23, 2024

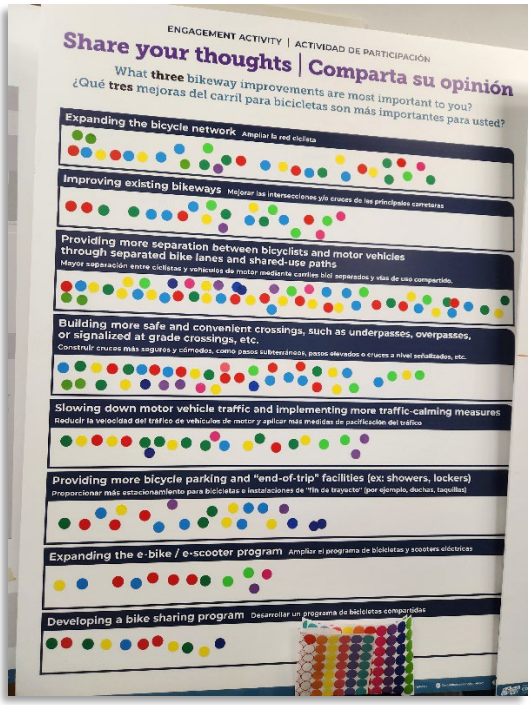


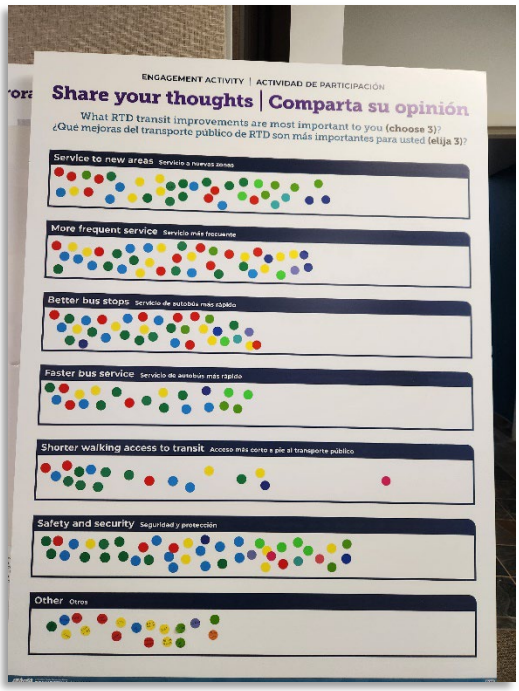


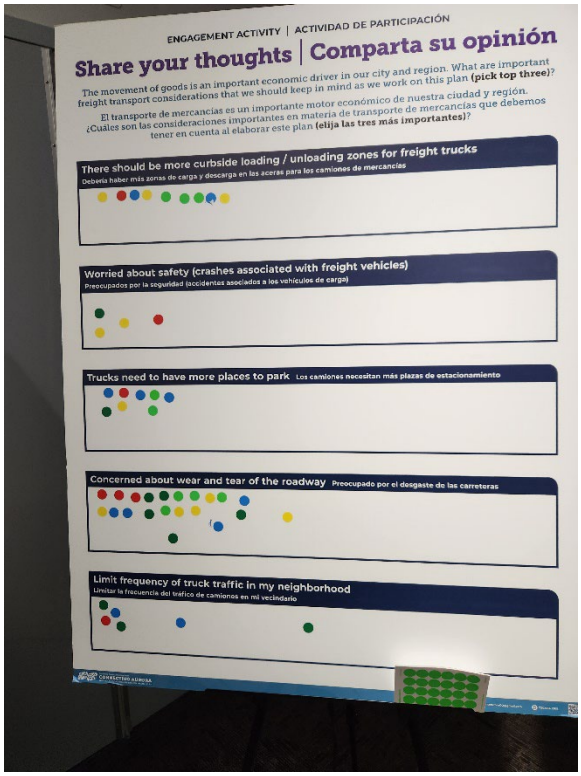



Share your thoughts | Comparta su opinió
Generally, how safe do you feel while traveling around Aurora in the following ways (pick one per mode)?
En general, ¿cómo de seguro se siente cuando viaja por Aurora en los siguientes modos (elija uno por modo)?
Driving Conduciendo
Walking Caminando
Using mobility 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
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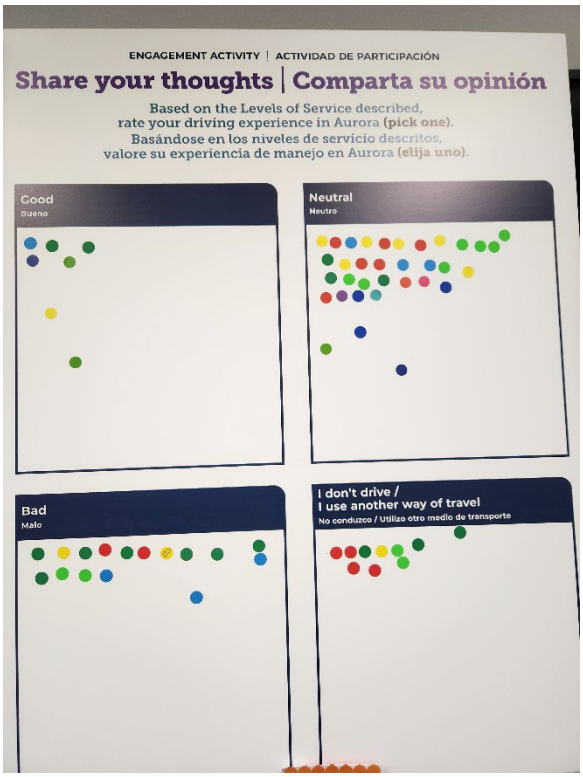
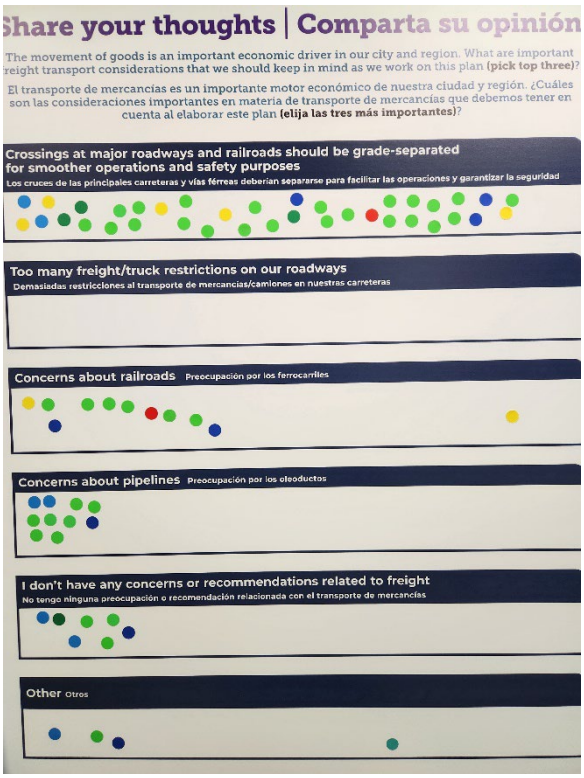
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son 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
Bueno
Neutral
Neutro
Bad
Malo
I don't drive / I use another way of travel
No conduzco / Utilizo otro medio de transporte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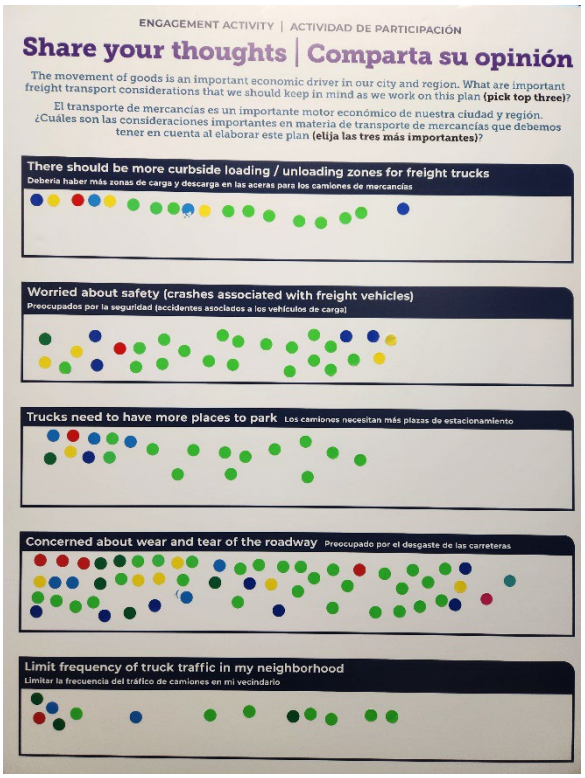
Crossings at major roadways and railroads should be grade-separated for smoother operations and safety purposes
Los cruces de las principales carreteras y vías férreas deberían separarse para facilitar las operaciones y garantizar la seguridad
Too many freight/truck restrictions on our roadways
Demasiadas 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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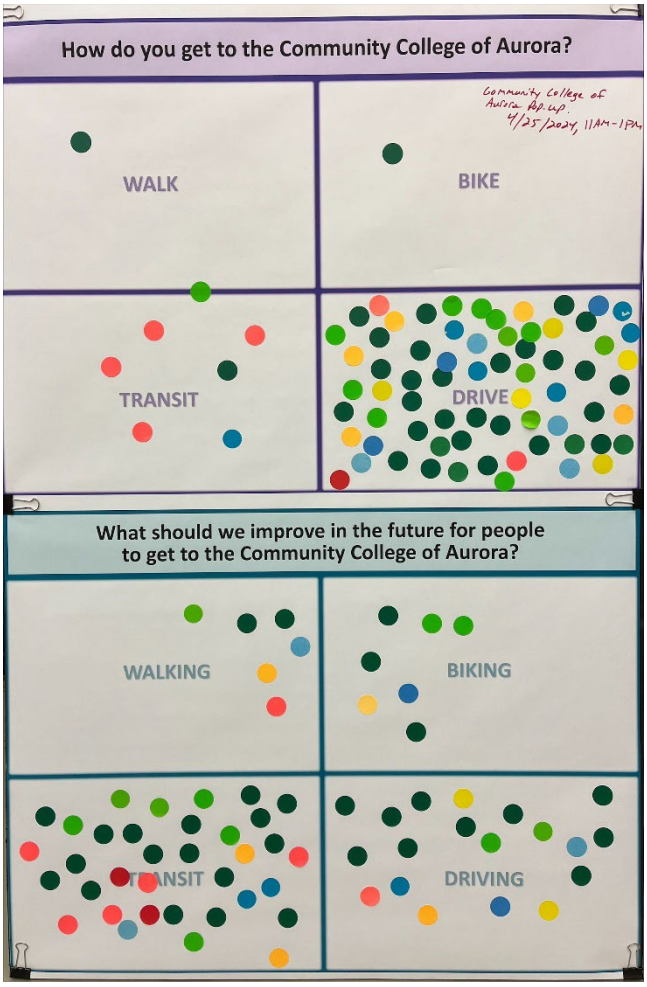
There should be more curbside loading / unloading zones for freight trucks
Worried about safety (crashes associated with freight vehicles)
Trucks need to have more places to park Los camiones necesitan más plazas de estacionamiento
Concerned about wear and tear of the roadway Preocupado por el desgaste de las carreteras
Limit frequency of truck traffic in my neighborhood

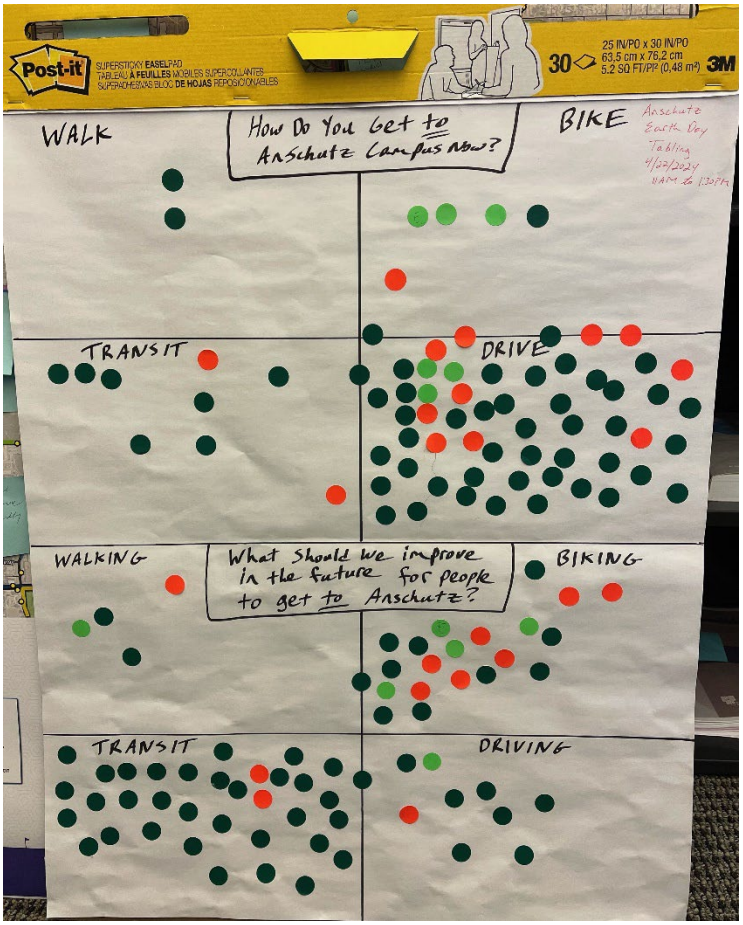
POP-UP EVENTS








How do you get to the Community College of Aurora?
Community College of Aurora Pop up 4/25/2024, 11AM-1PM
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
30
25 IN/PO x 30 IN/PO
63,5 cm x 76,2 cm
5.2 SQ FT/PP (0,48 m²)
3M
WALK
How Do You Get to Anschutz Campus Now?
BIKE
Anschutz Earth Day Tabling 4/22/2024 11AM to 1:30PM
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



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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

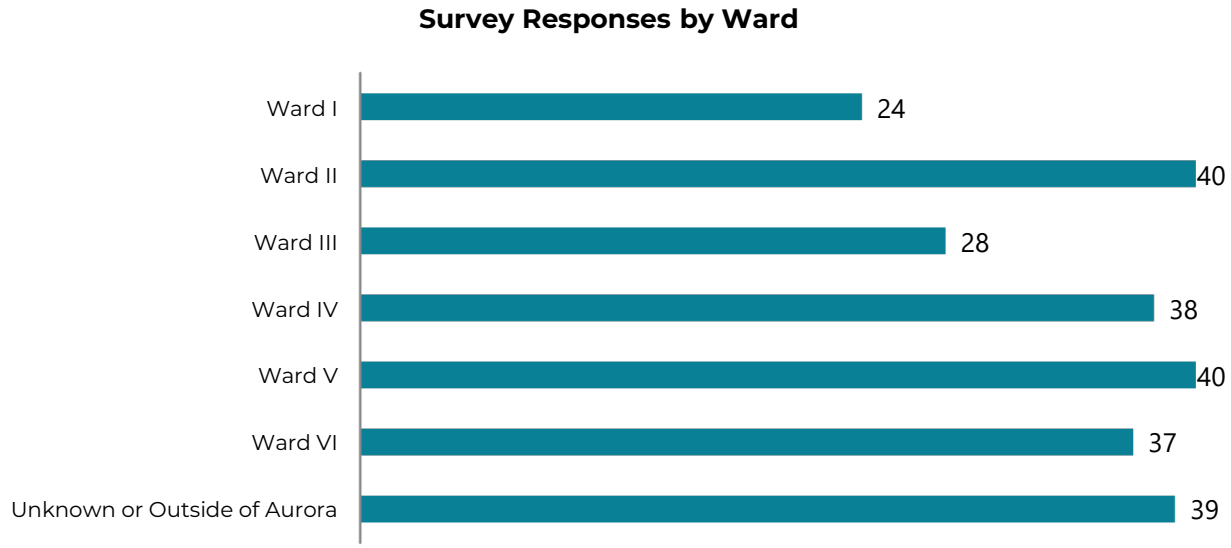
- A variety of people who live, work, commute through or visit Aurora.
- There was a diverse representation from all Wards.
- Individuals of all ages, from students to seniors.
- Individuals and families of varying backgrounds.
- There was a small representation from the ADA accessibility community.

DEMOGRAPHIC INFORMATION

Those who filled out the online survey had the opportunity to provide demographic information while filling out the survey.

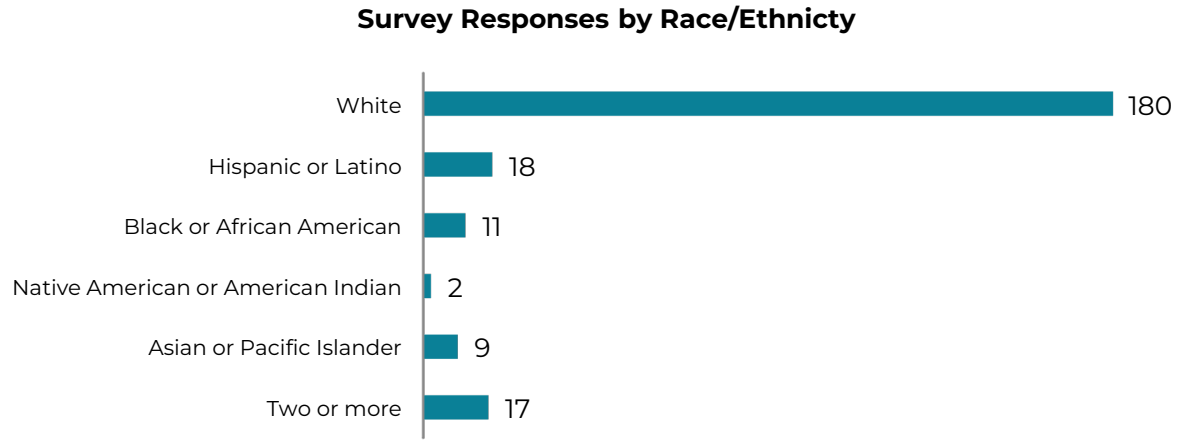
Wards

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

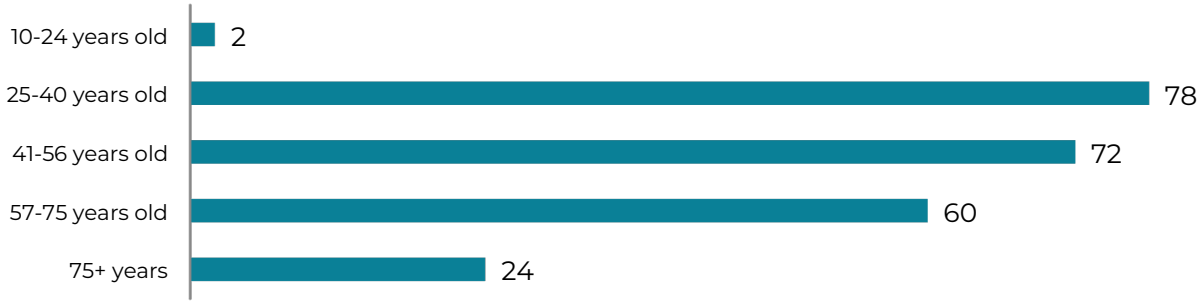
Of the 252 survey responses, 237 participants provided information about their race or ethnicity. Most survey respondents were primarily white with minorities represented by about 25% of the survey responses.



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



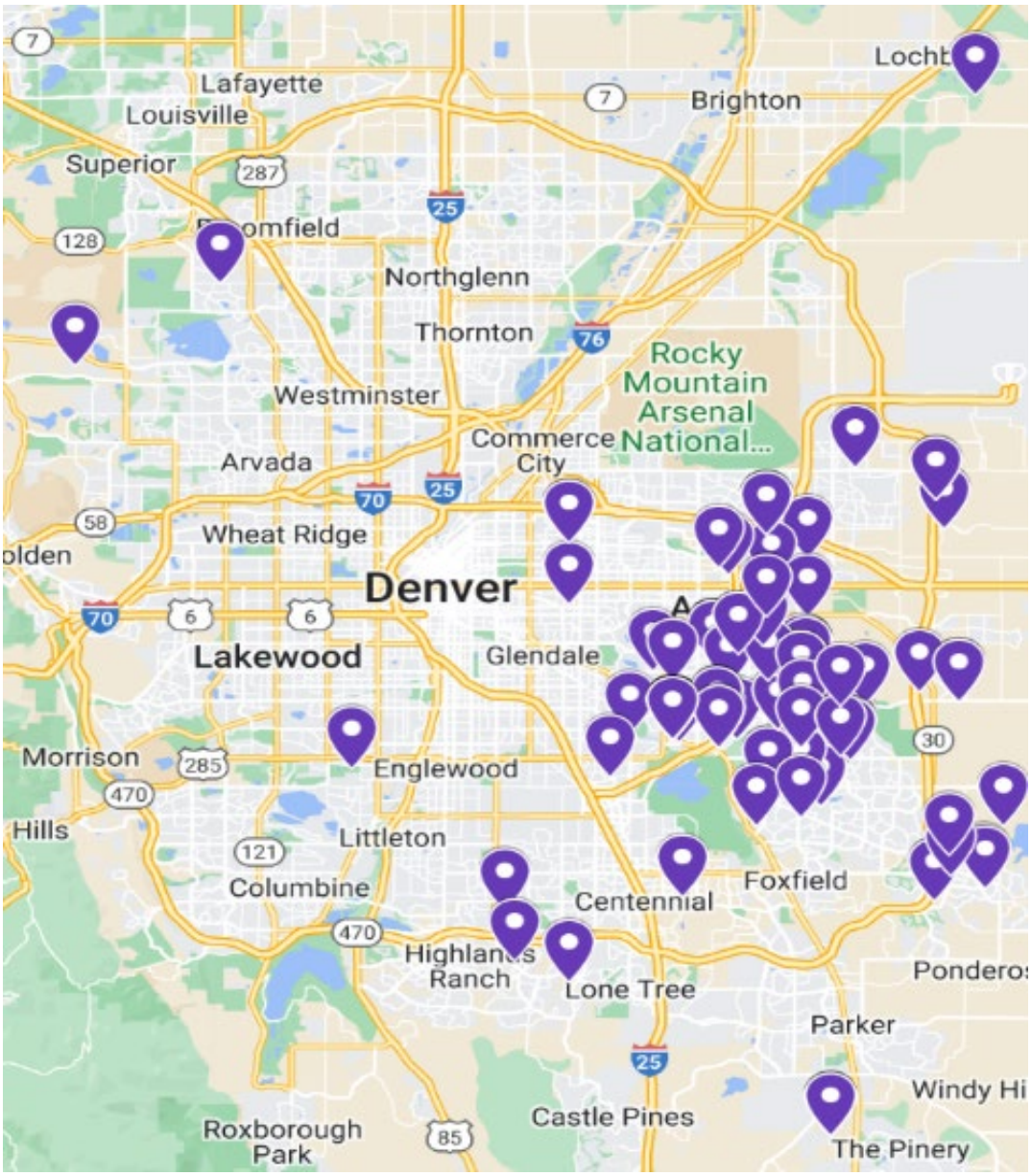
ADA Accessibility Community

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



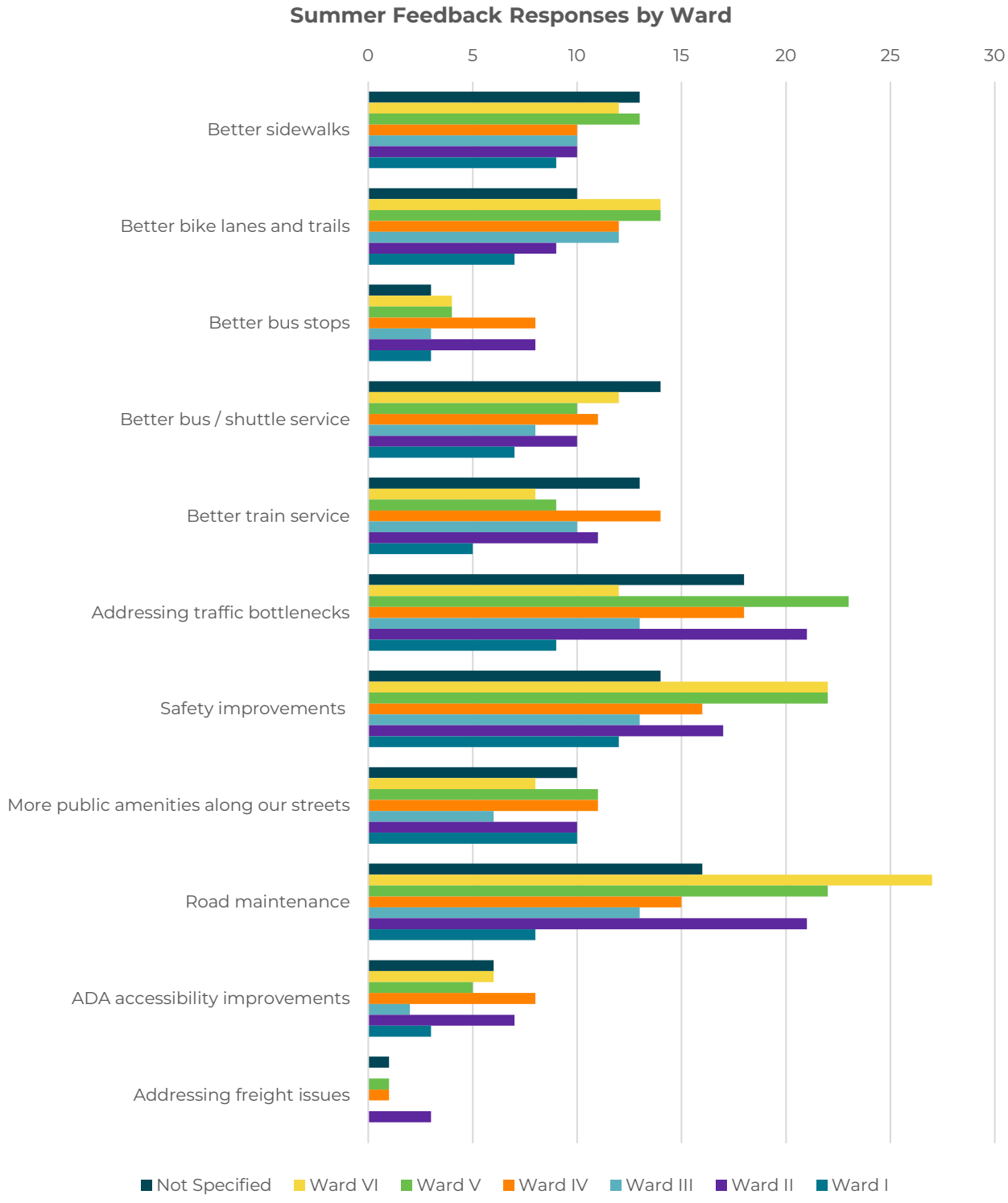
ONLINE MAP COMMENT LOCATIONS

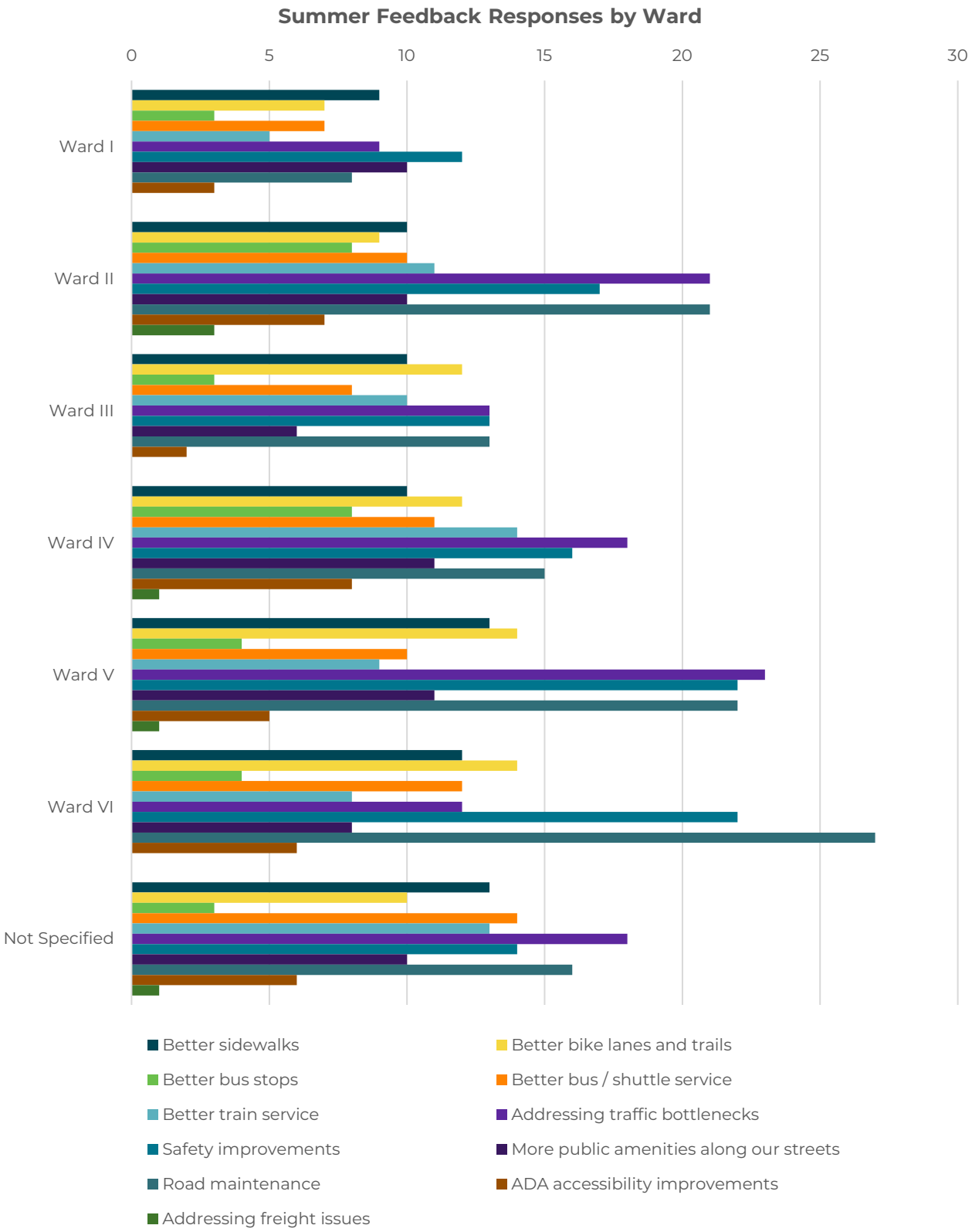


Feedback Results by Demographic

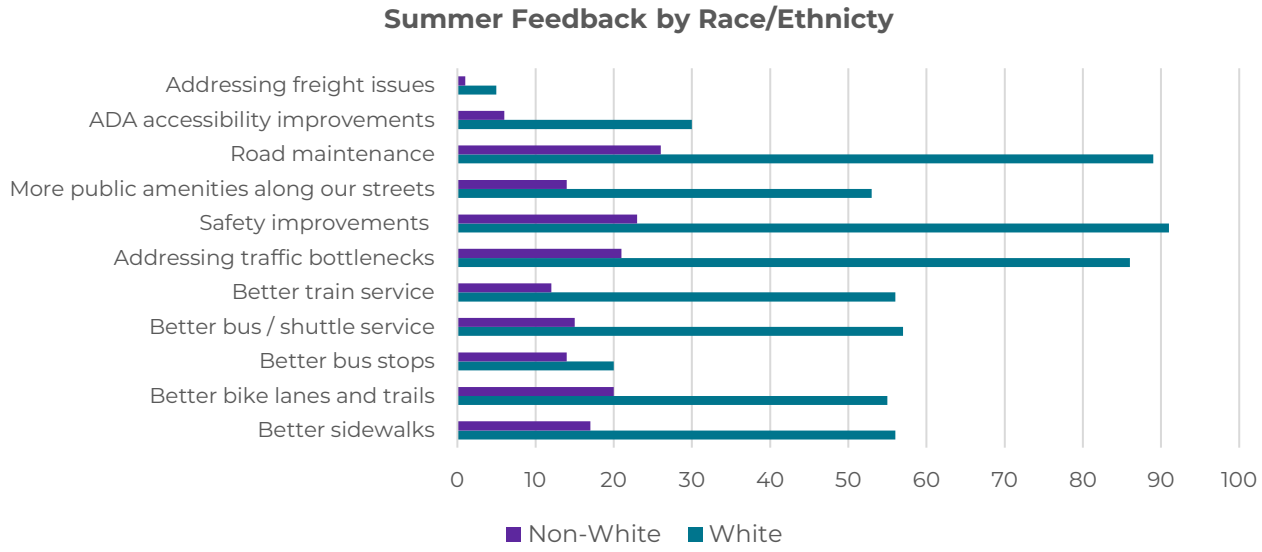
The online survey asked various demographic questions to help the project team make sure they're reaching as diverse and audience as possible. Results are broken down by these demographics in the following pages.

WARDS

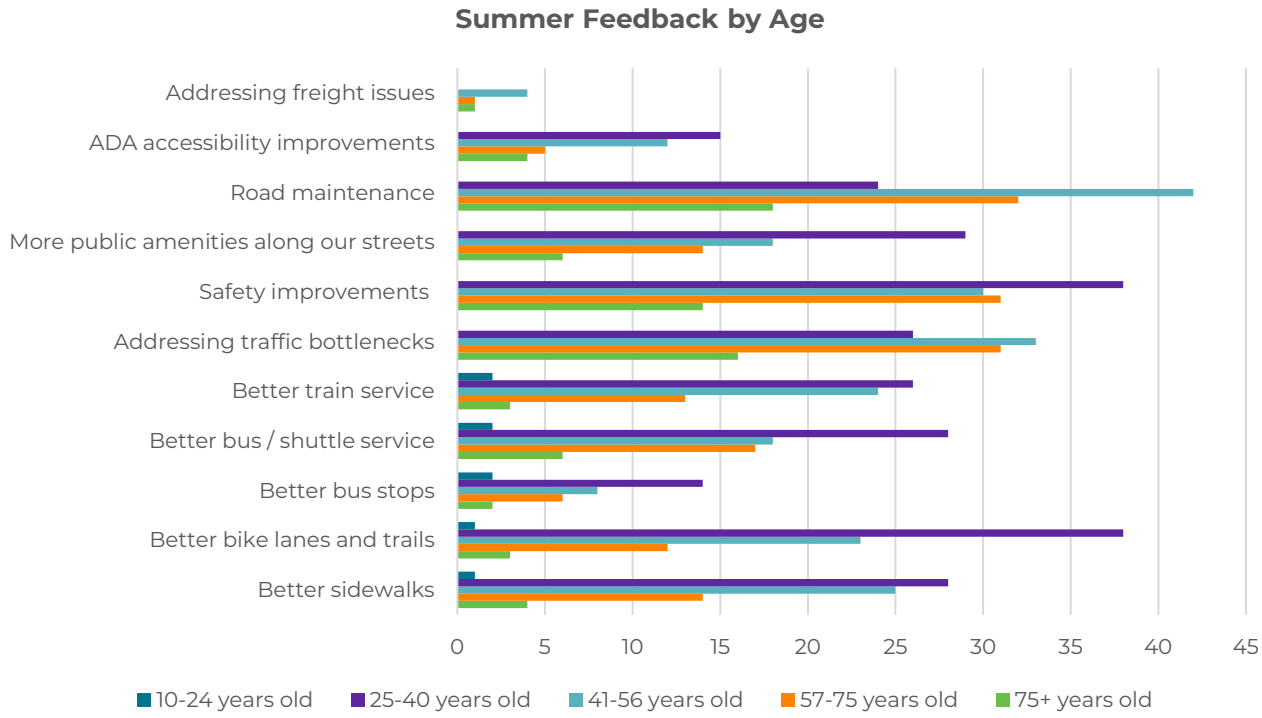

Summer Feedback Responses by Ward
0
5
10
15
20
25
30
Better sidewalks
Better bike lanes and trails
Better bus stops
Better bus / shuttle service
Better train service
Addressing traffic bottlenecks
Safety improvements
More public amenities along our streets
Road maintenance
ADA accessibility improvements
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

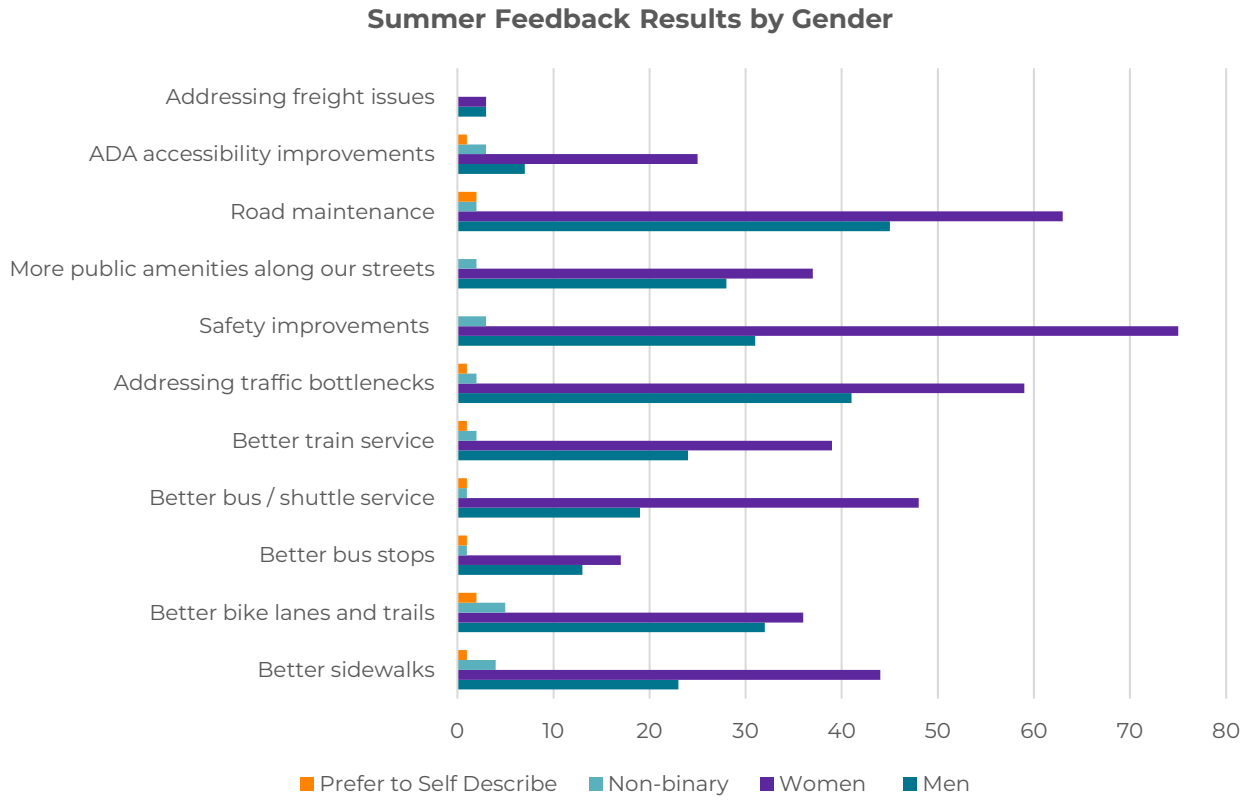
RACE/ETHNICITY



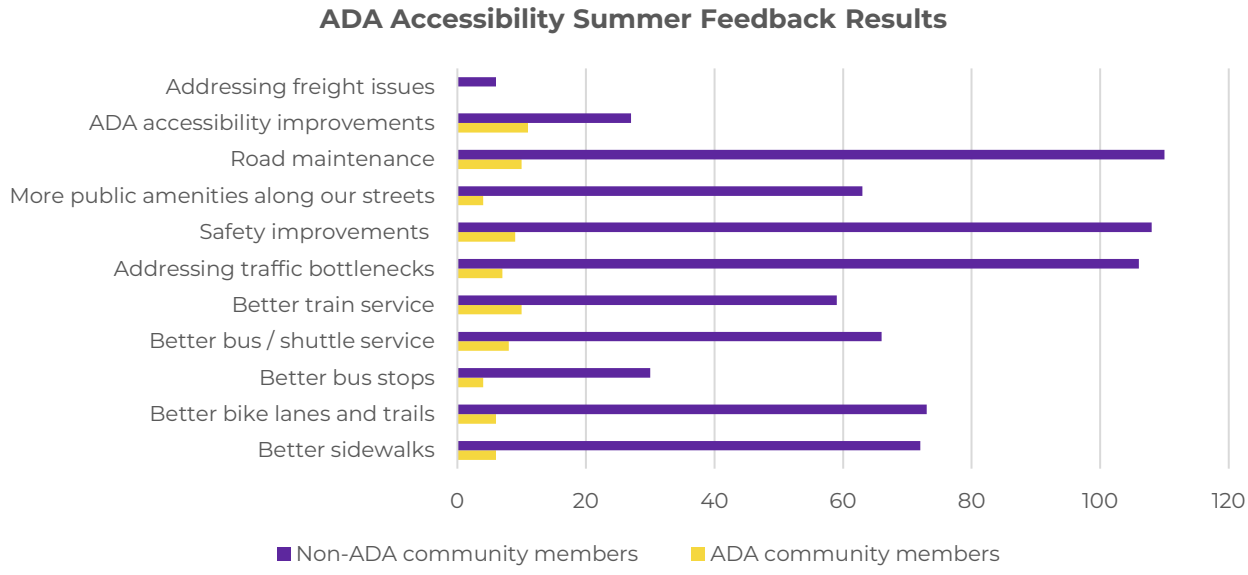
AGE



GENDER

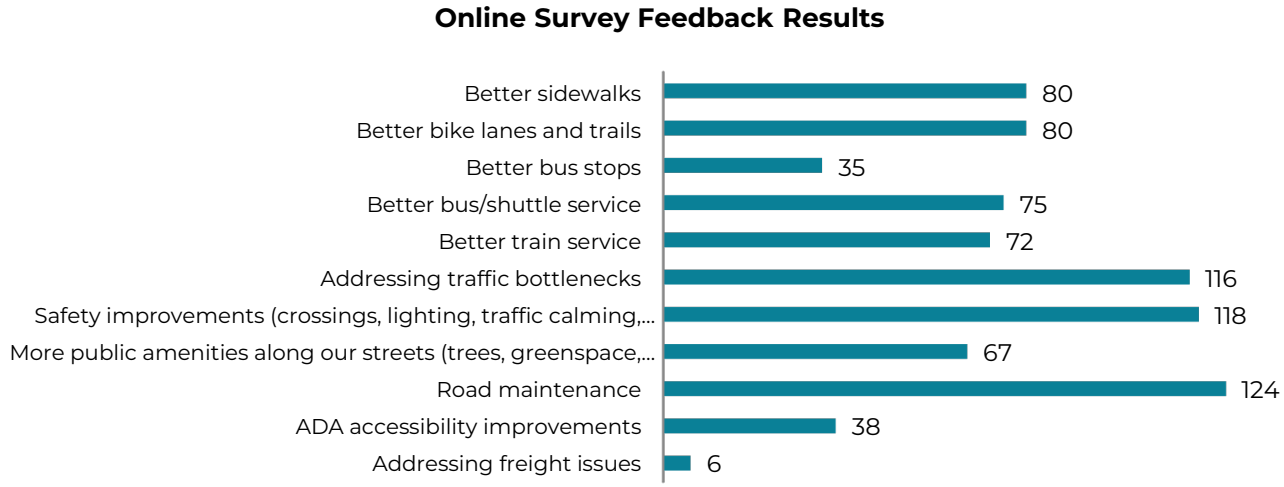


ADA ACCESSIBILITY COMMUNITY



Online Survey Results

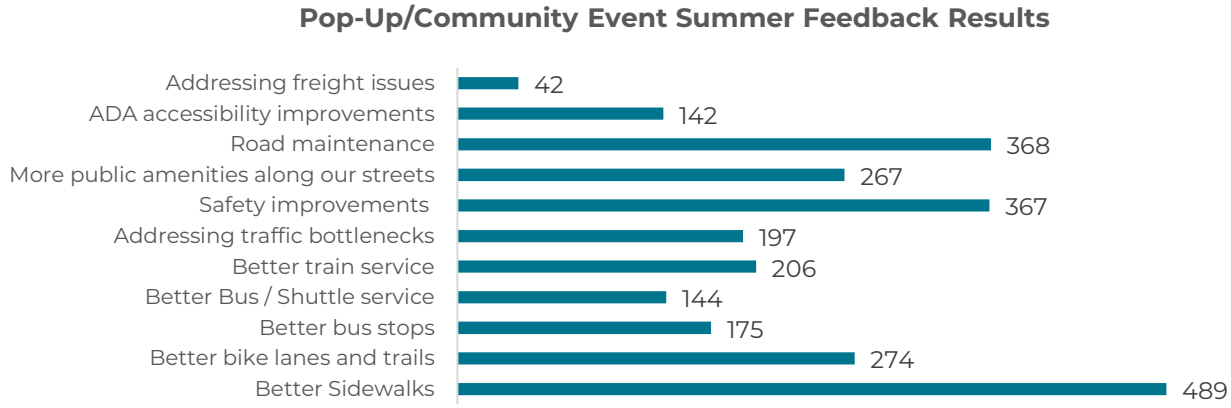
The 252 responses to the online survey are outlined below. The top priorities from the online survey include road maintenance, safety improvements, and addressing traffic bottlenecks.



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.

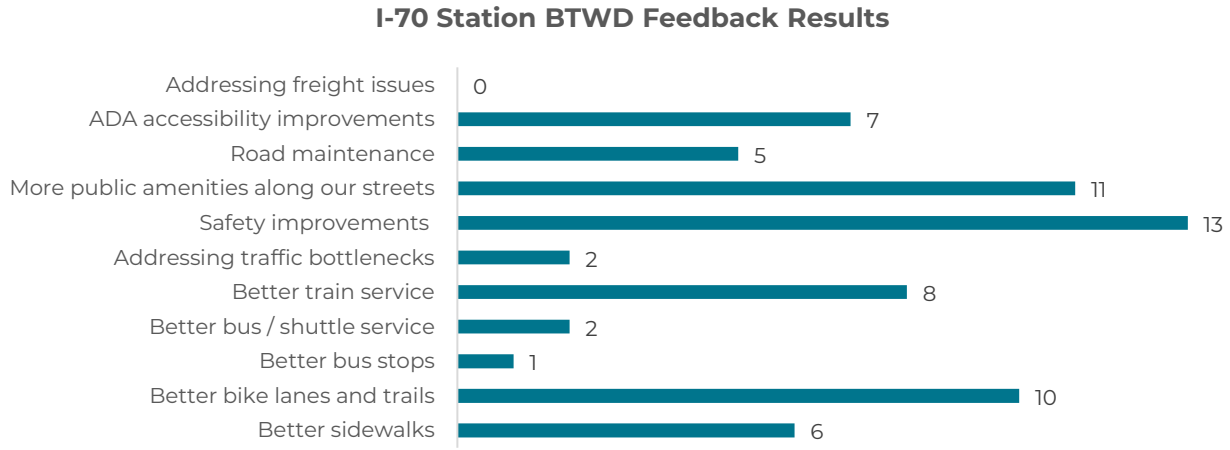
All total about 667 people participated through the pop-up/community events and top priorities included better sidewalks, road maintenance and safety improvements. Results from each event are detailed in the following pages.



BIKE TO WORK DAY

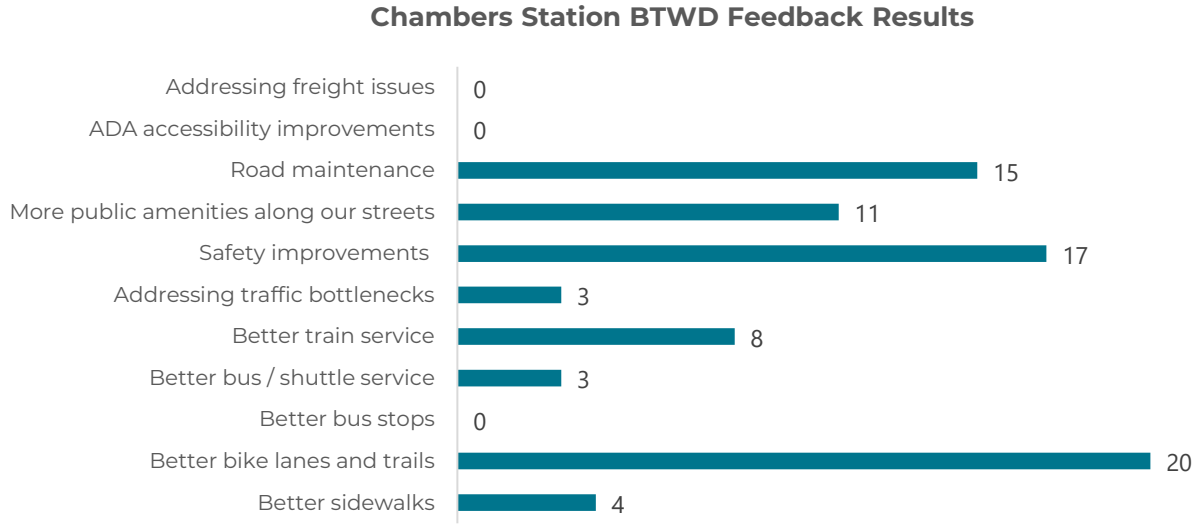
I-70 Bike/Pedestrian Bridge Station

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.



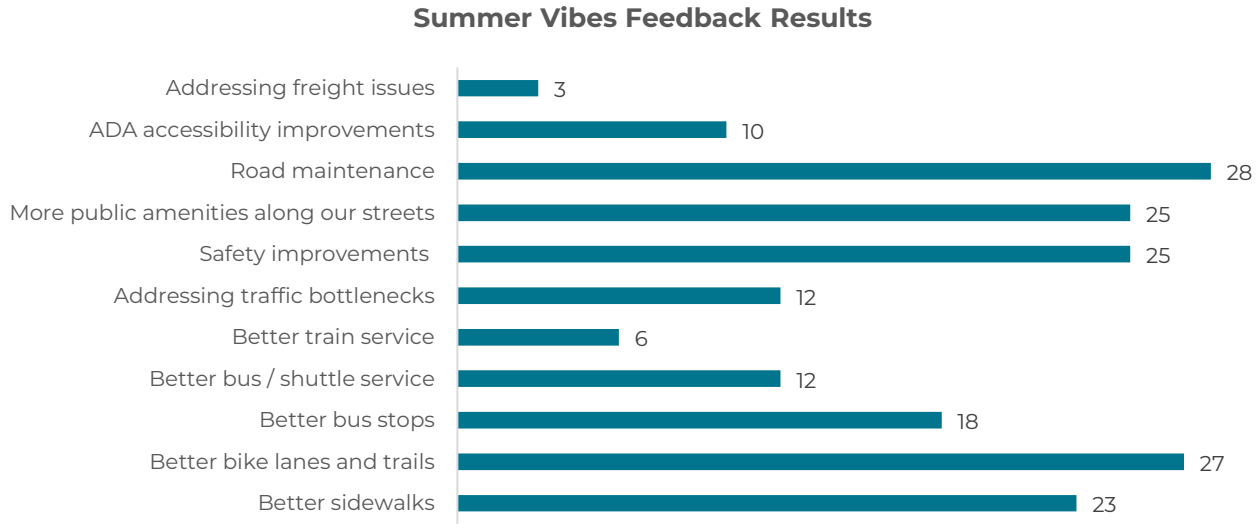
Chambers Station

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

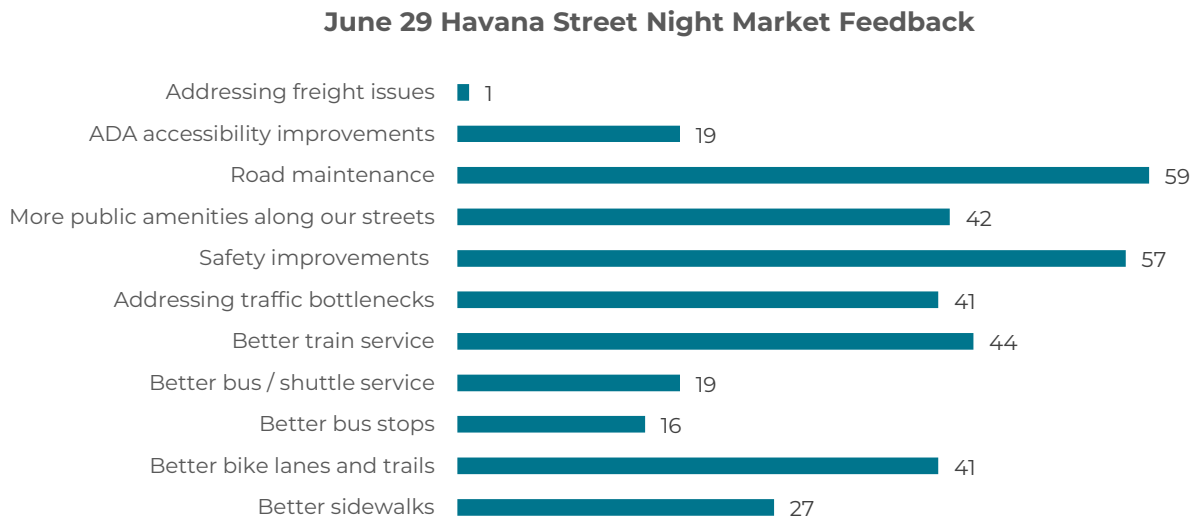
Forty-seven people provided input at the Summer Vibes event at Wheel Park. Top Priorities included road maintenance and better bike lanes and trails.



HAVANA STREET NIGHT MARKET

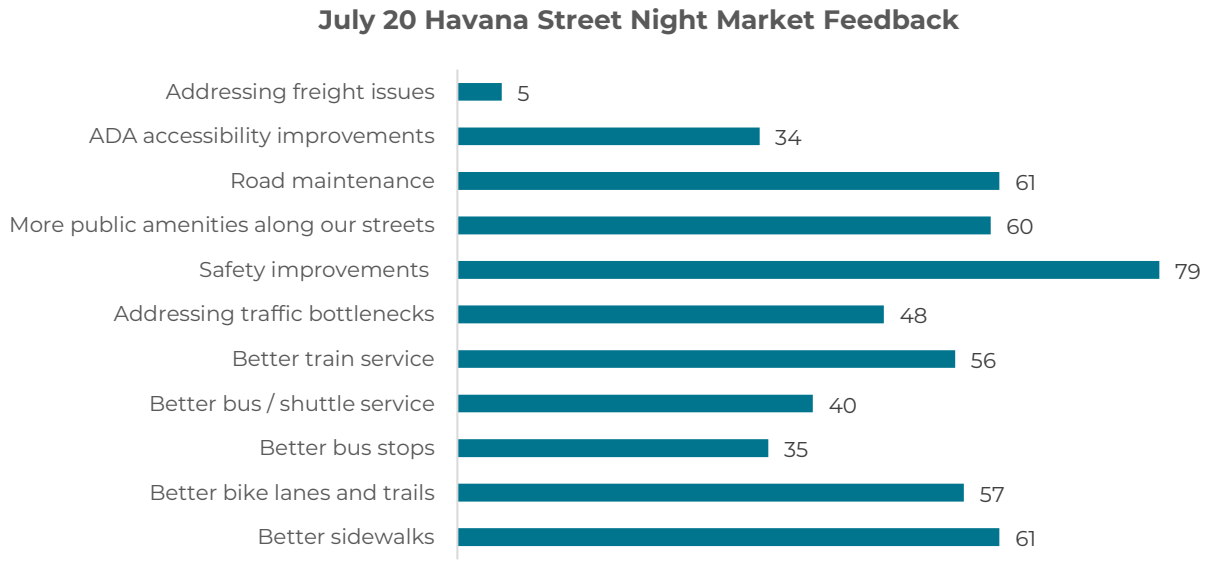
June 29, 2024

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.



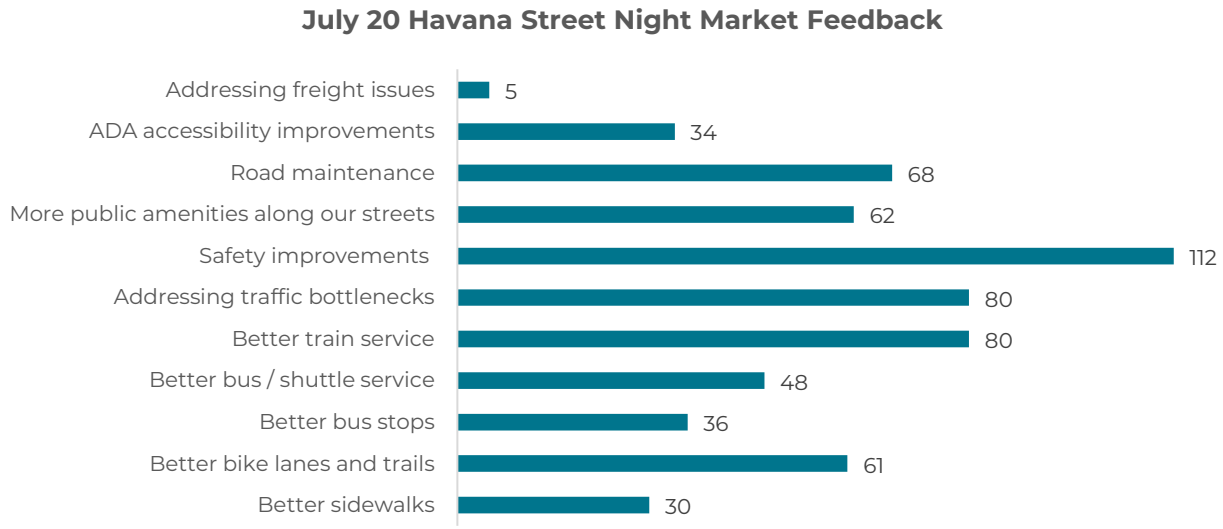
July 20, 2024

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.



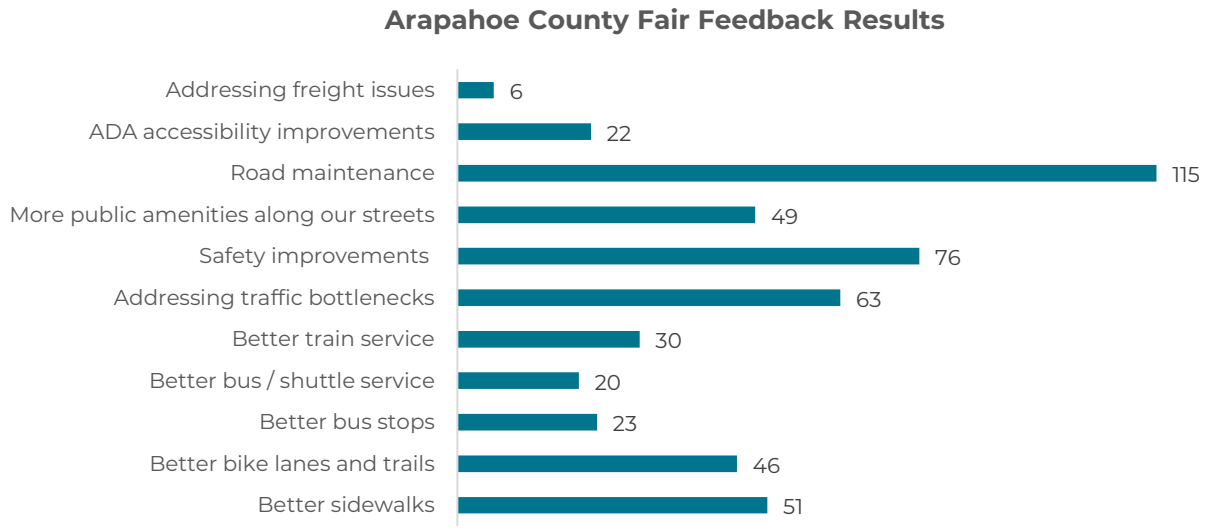
Aug. 31, 2024

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.



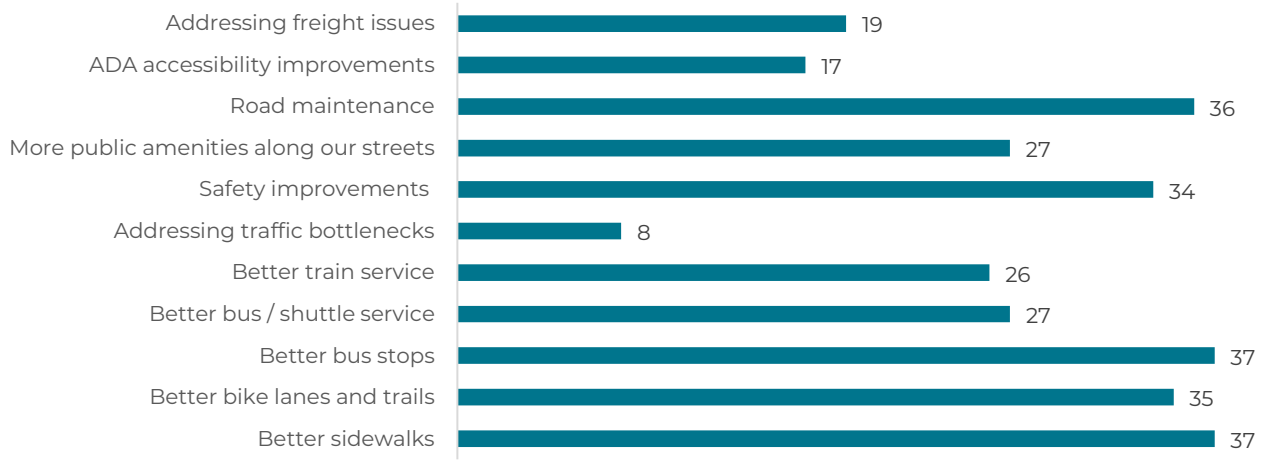
ARAPAHOE COUNTY FAIR

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

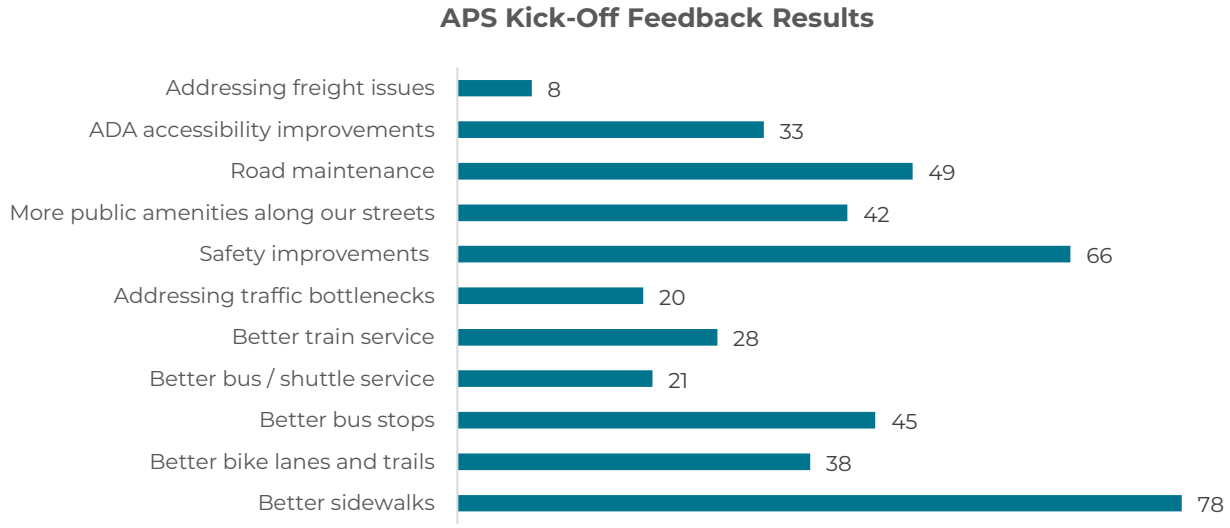
Seventy-six people provided feedback at the National Night Out event at the Martin Luther King Jr. Library. Top priorities included better bus stops, better sidewalks, and road maintenance.





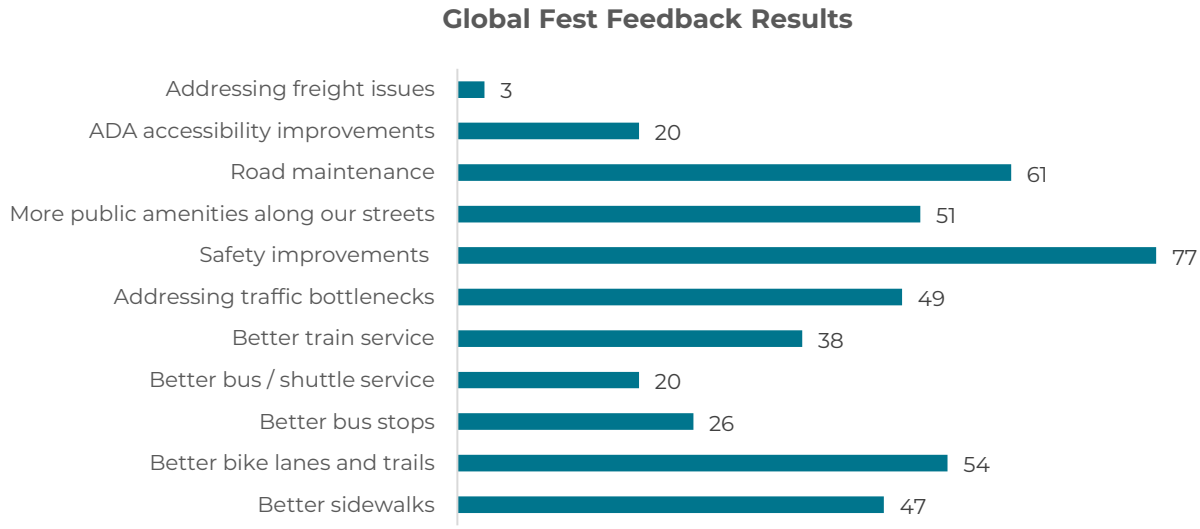
AURORA PUBLIC SCHOOLS KICK-OFF

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.



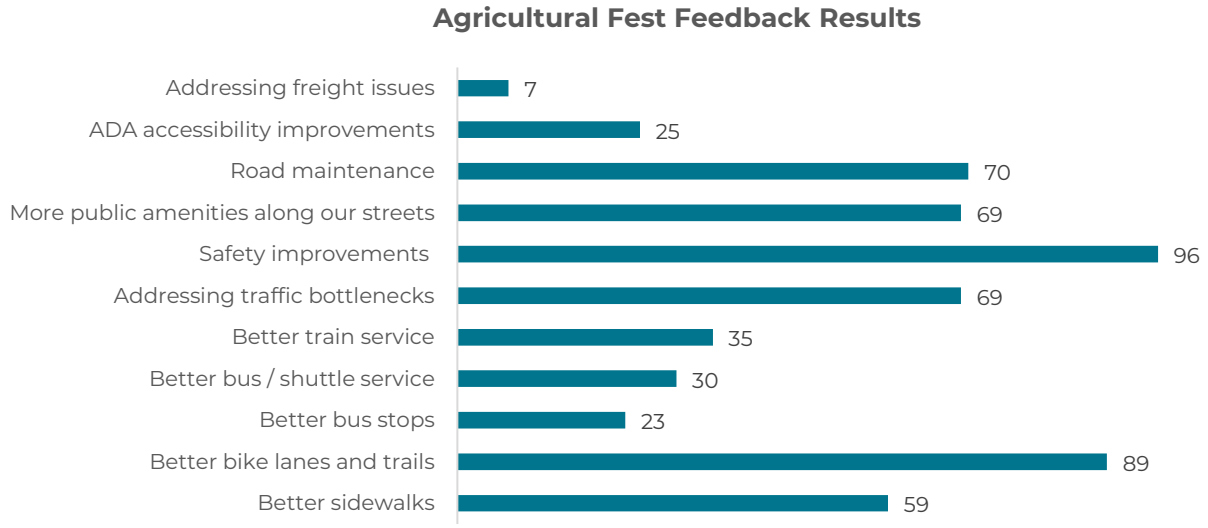
GLOBAL FEST

One hundred eleven people participated in the feedback opportunity at Global Fest. Top priorities included safety improvements and road maintenance.



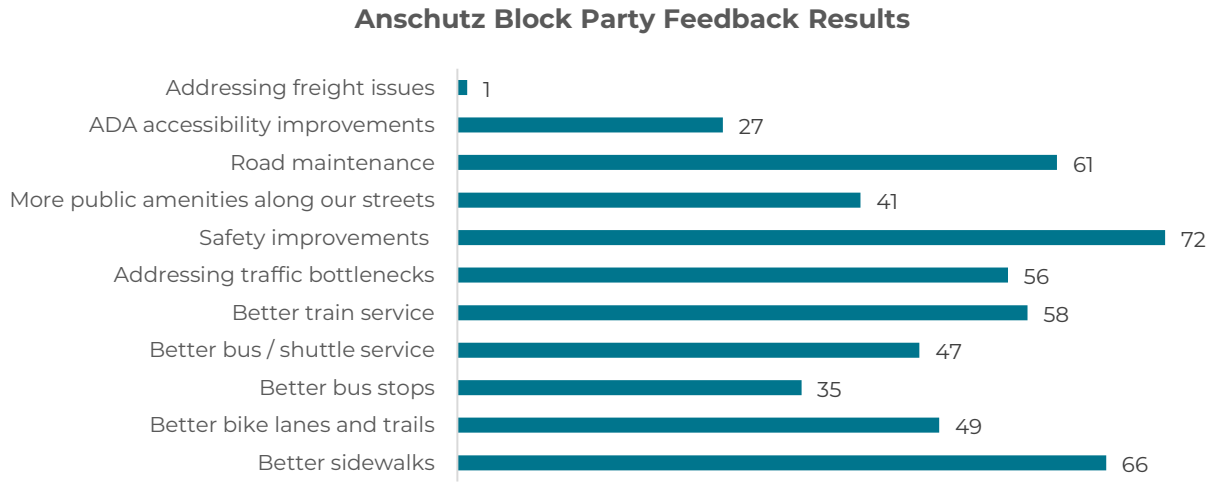
AGRICULTURAL FEST

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.



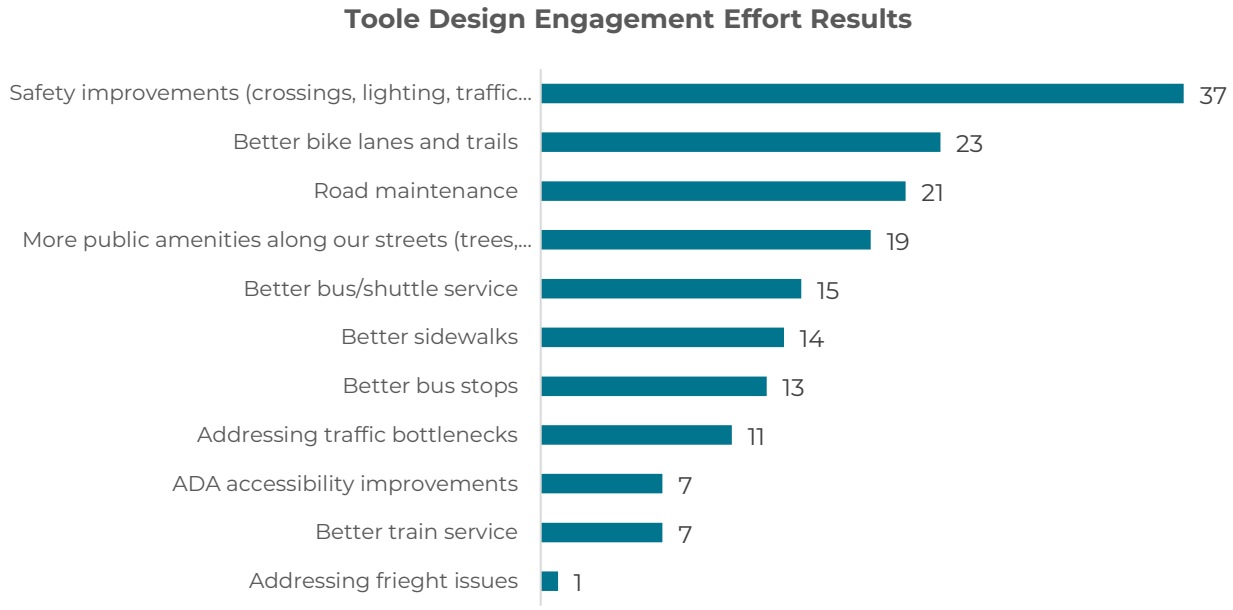
Anschutz Block Party

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.

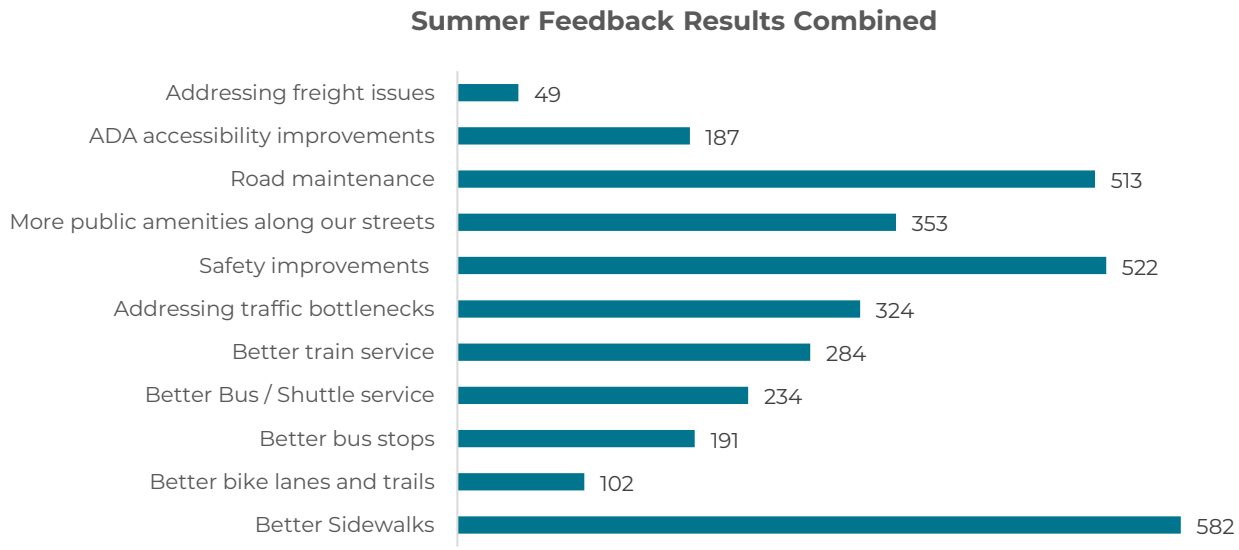


What We Heard – Overall

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%

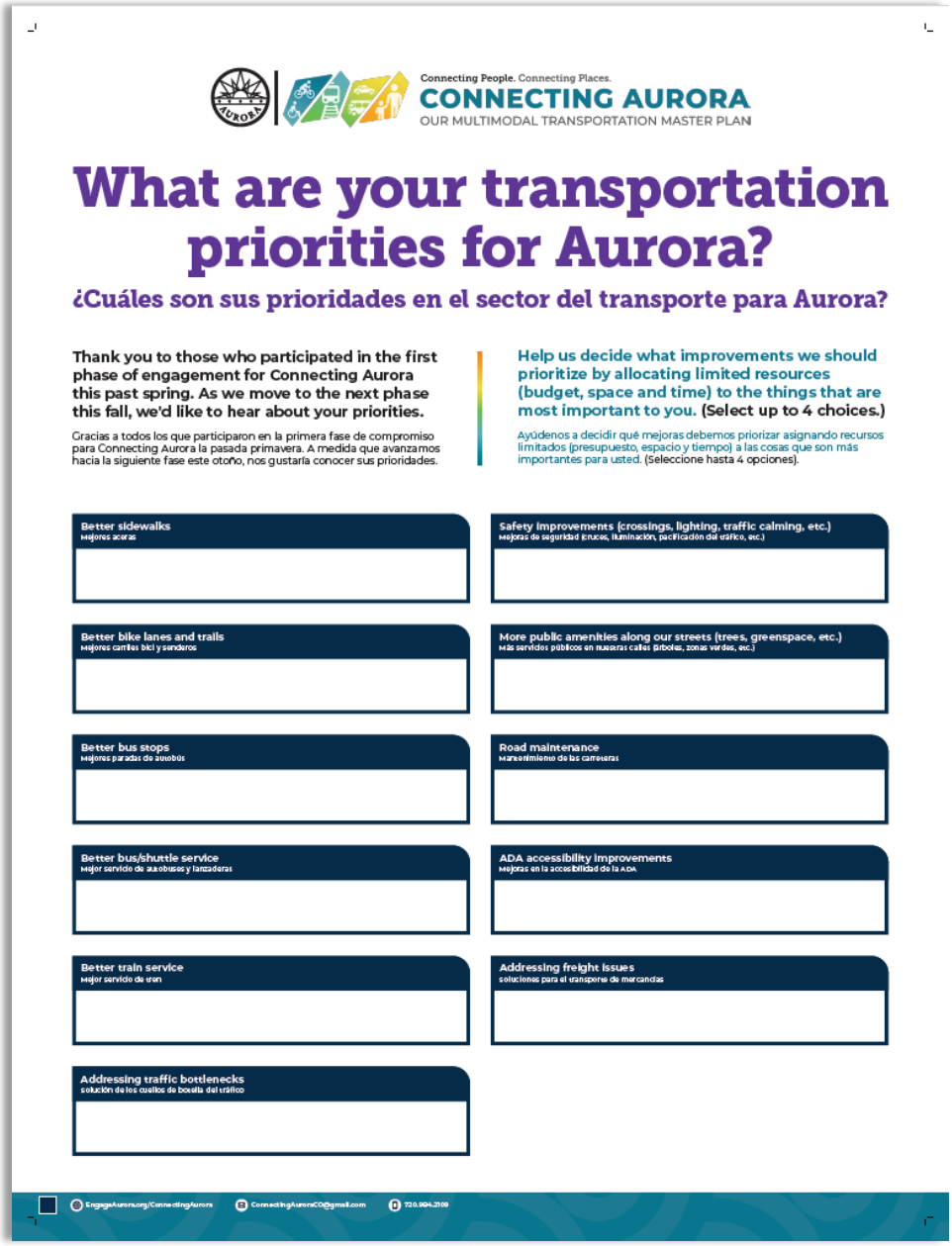
APPENDIX A: PROMOTIONAL MATERIALS

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.)**

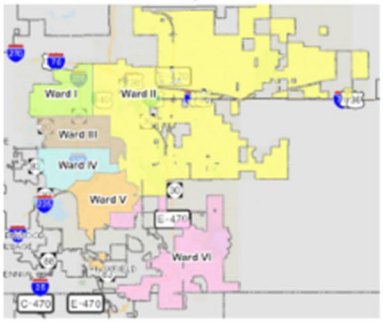
(Choose any 4 options)

- ☐ 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.



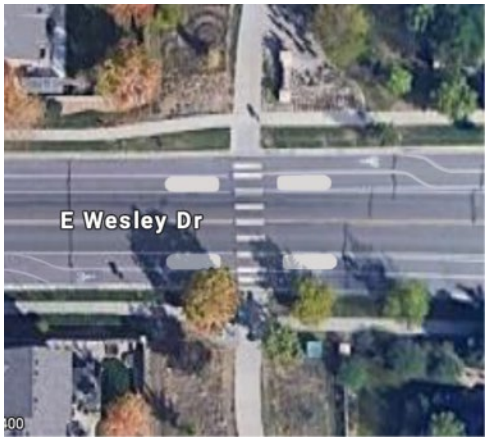
39.58123294110284	-104.71110105514528	South Aurora Parkway, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111948	Transit	Add transit stop to improve accessibility to Red Tail Hawk Park
39.61881339179453	-104.67863559722902	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)



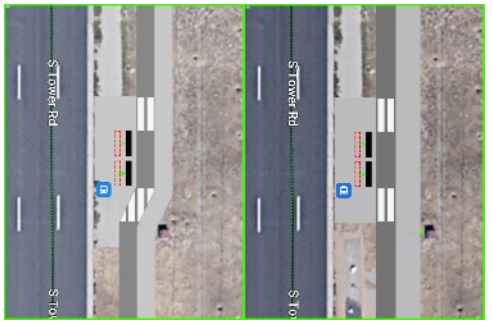
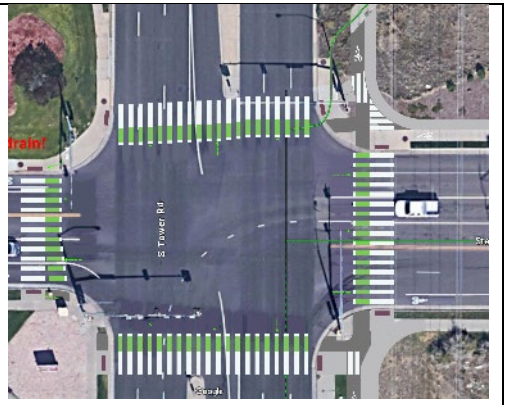
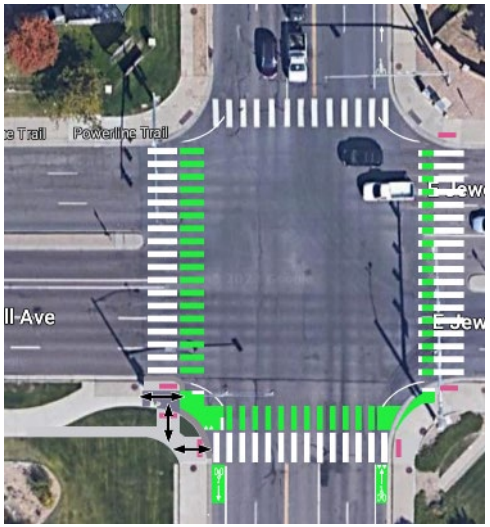
				 Image link
39.6686632021741	-104.77227687835693	2684 South Tower Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114302	Transit	This bus stop is near continuously sprayed with icy mud during and after heavy snows 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)

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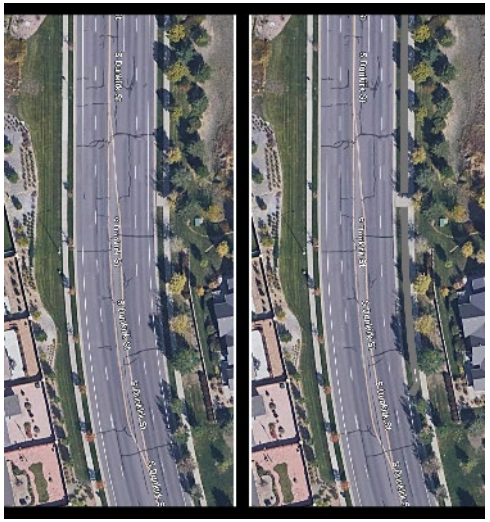
39.680917742060515	-104.76292669773103	1831 South Dunkirk Street, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114362	Bicycle	Awkward and dangerous bicycle lane cutoff. Either extend bicycle lane to the intersection 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)

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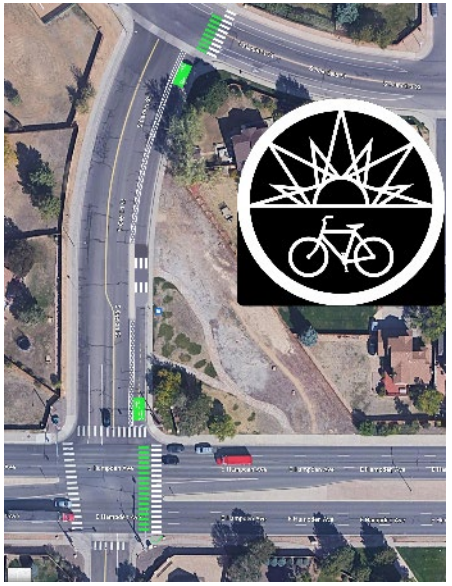
39.65294134250844	-104.74092185497285	East Hampden Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114534	Car	Hampden is unnecessarily wide between Conservatory Parkway and Ceylon St, even at high traffic times 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)



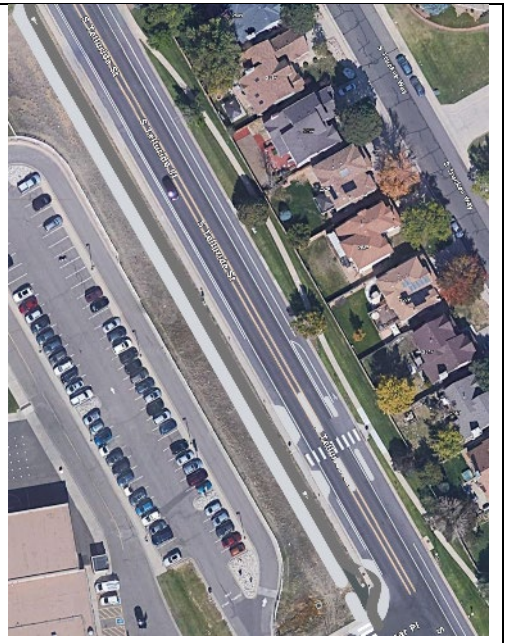
				 Image link
39.682127388351184	-104.80988144874574	1901 South Chambers Road, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114696	Pedestrian/Mobility Device	Would be nice to have a marked and signaled crossing for pedestrians 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

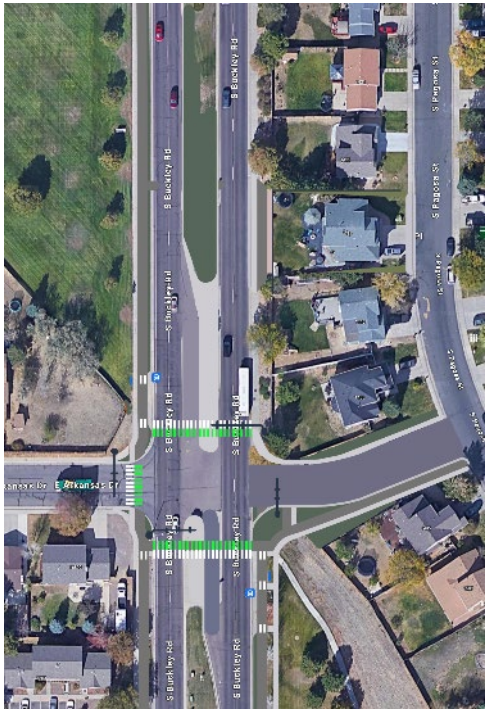


39.667593717012444	-104.80510711669922	16002 East Yale Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114811	Bicycle	Better bicycle connections for kids taking a bike to school & after school activities or people 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)

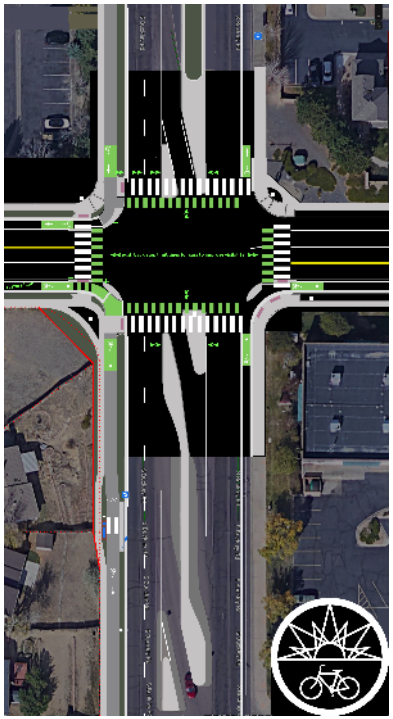
				 Image link



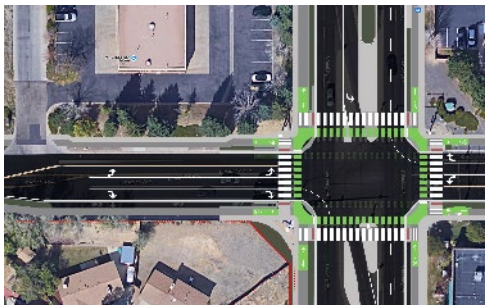
39.690193907560285	-104.79096651077272	South Buckley Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115074	Car	Not sure what can be done about the accident prone intersection here without backing traffic up across 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



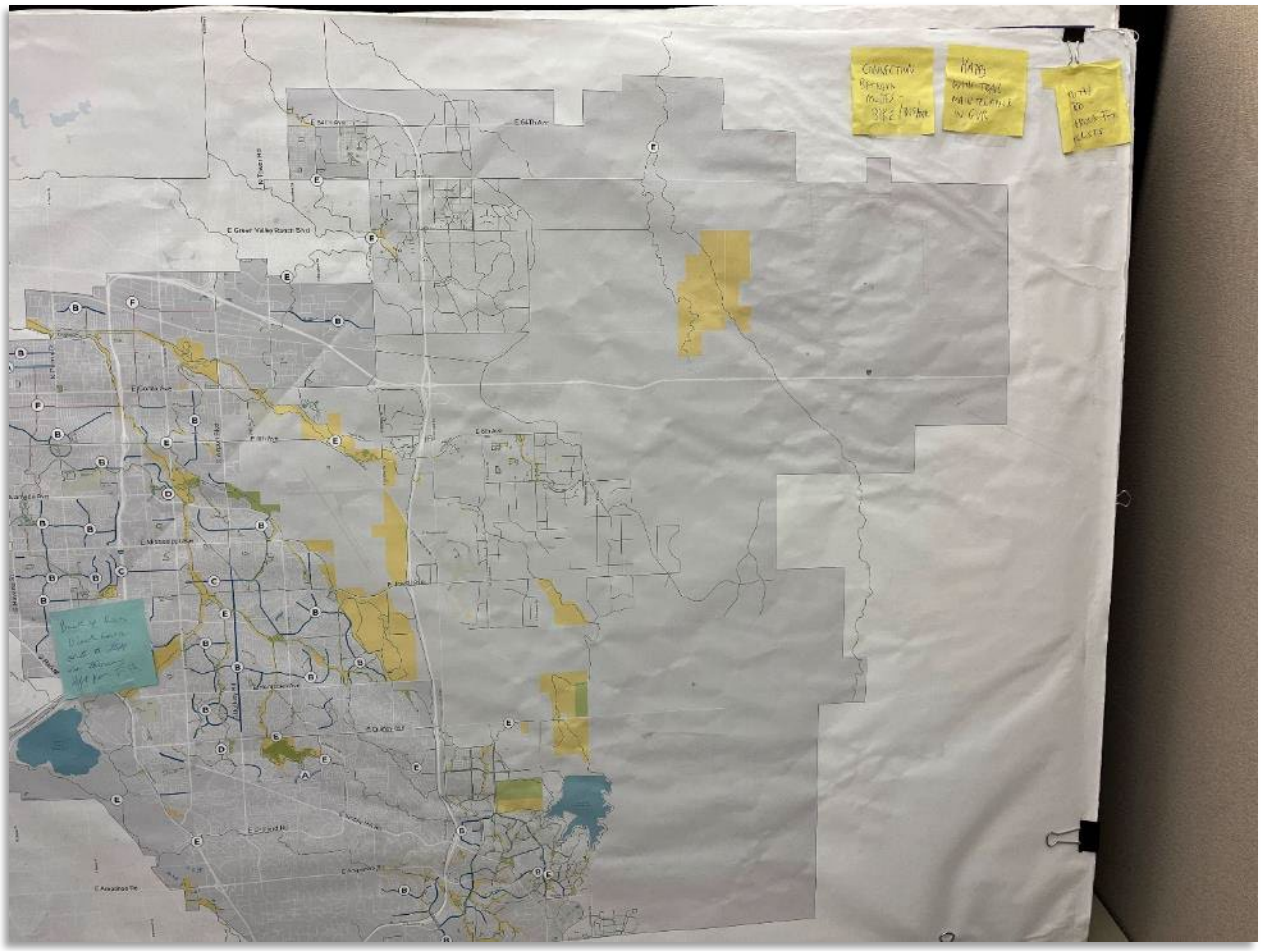
Aurora Reservoir – Memorial Day Opening Weekend



Havana Street Global Night Market



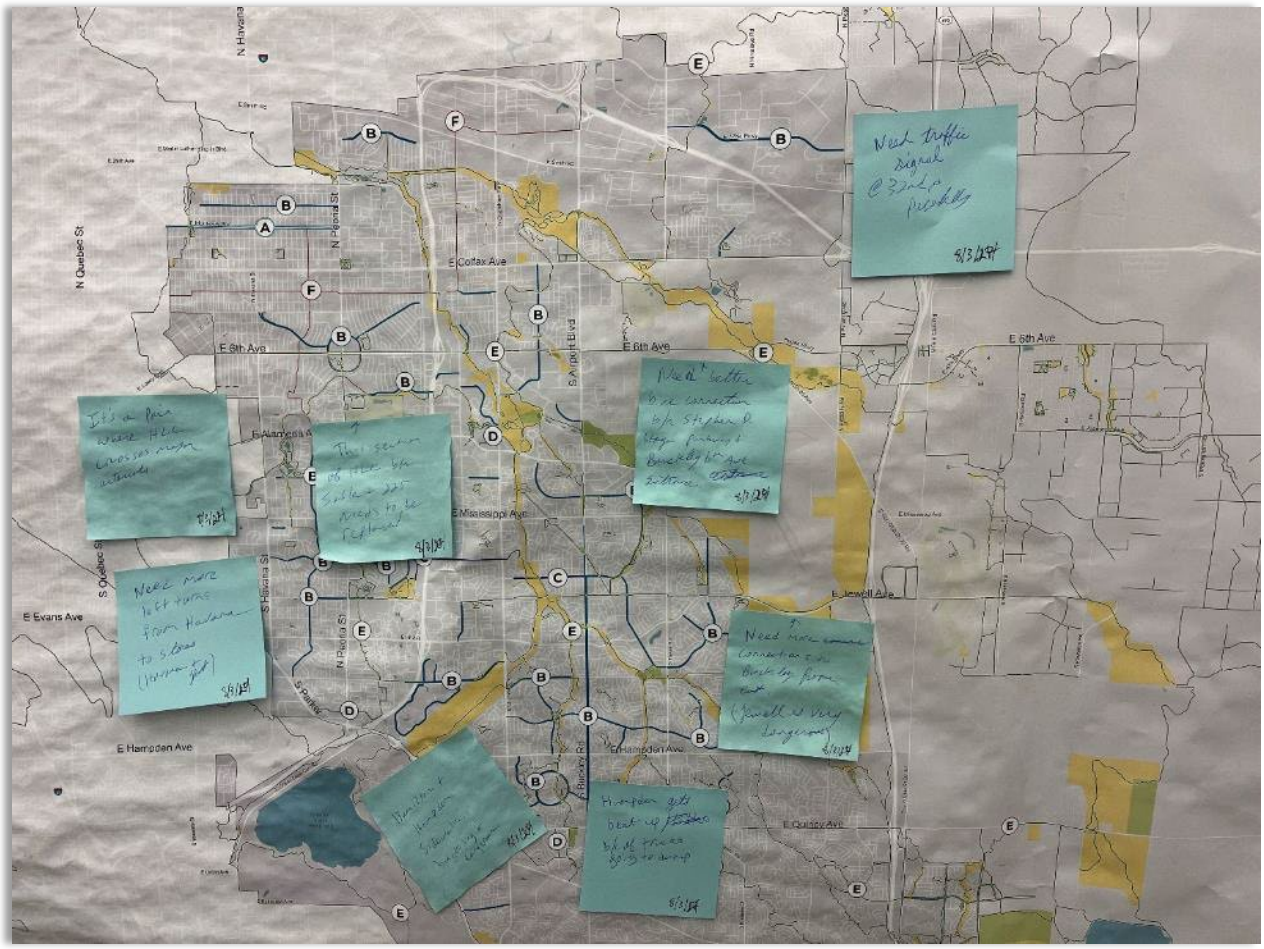
Havana Street Global Night Market



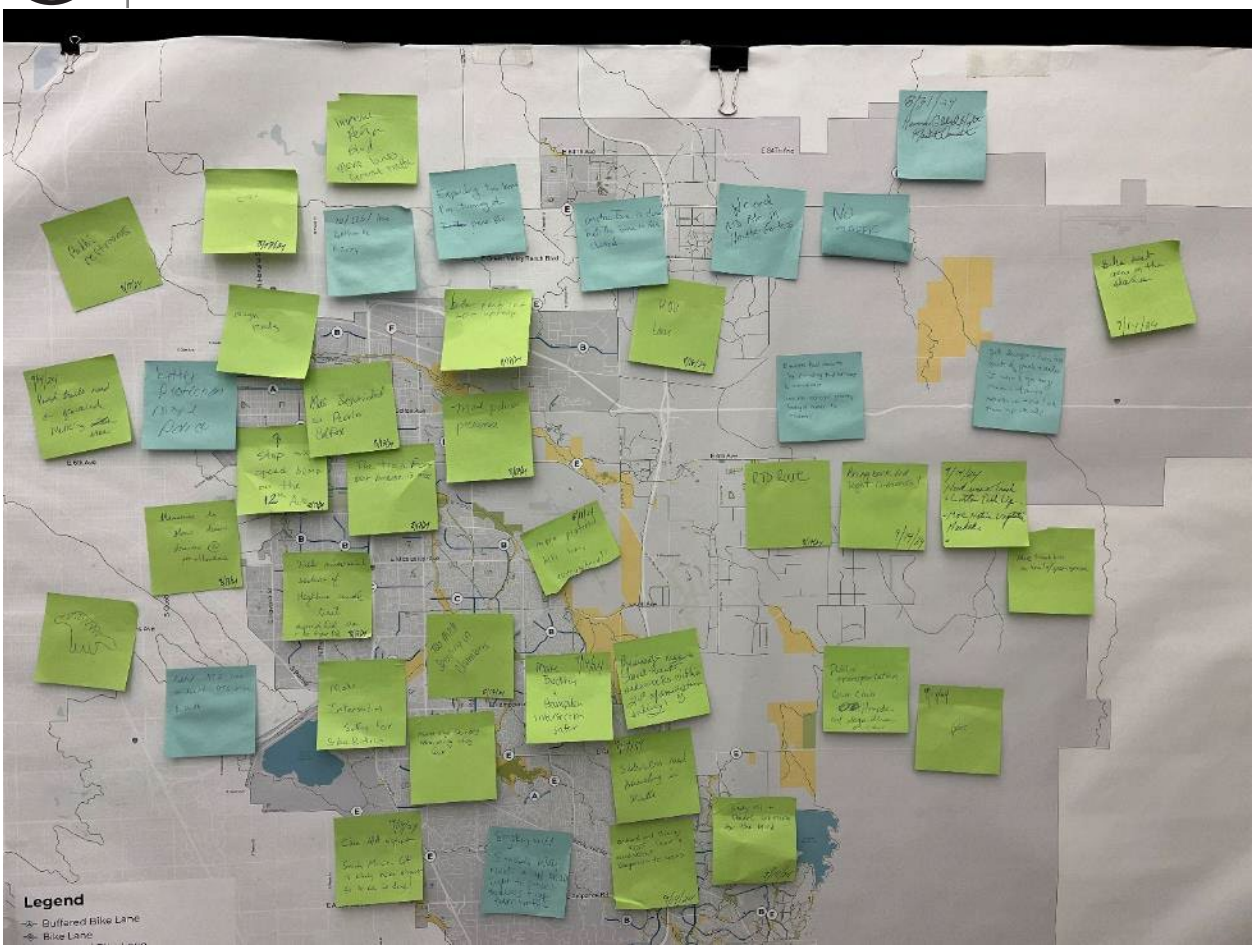
Map comments collected throughout all pop-up events.


DENVER INTERNATIONAL AIRPORT - DIA
Public Works Department

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).

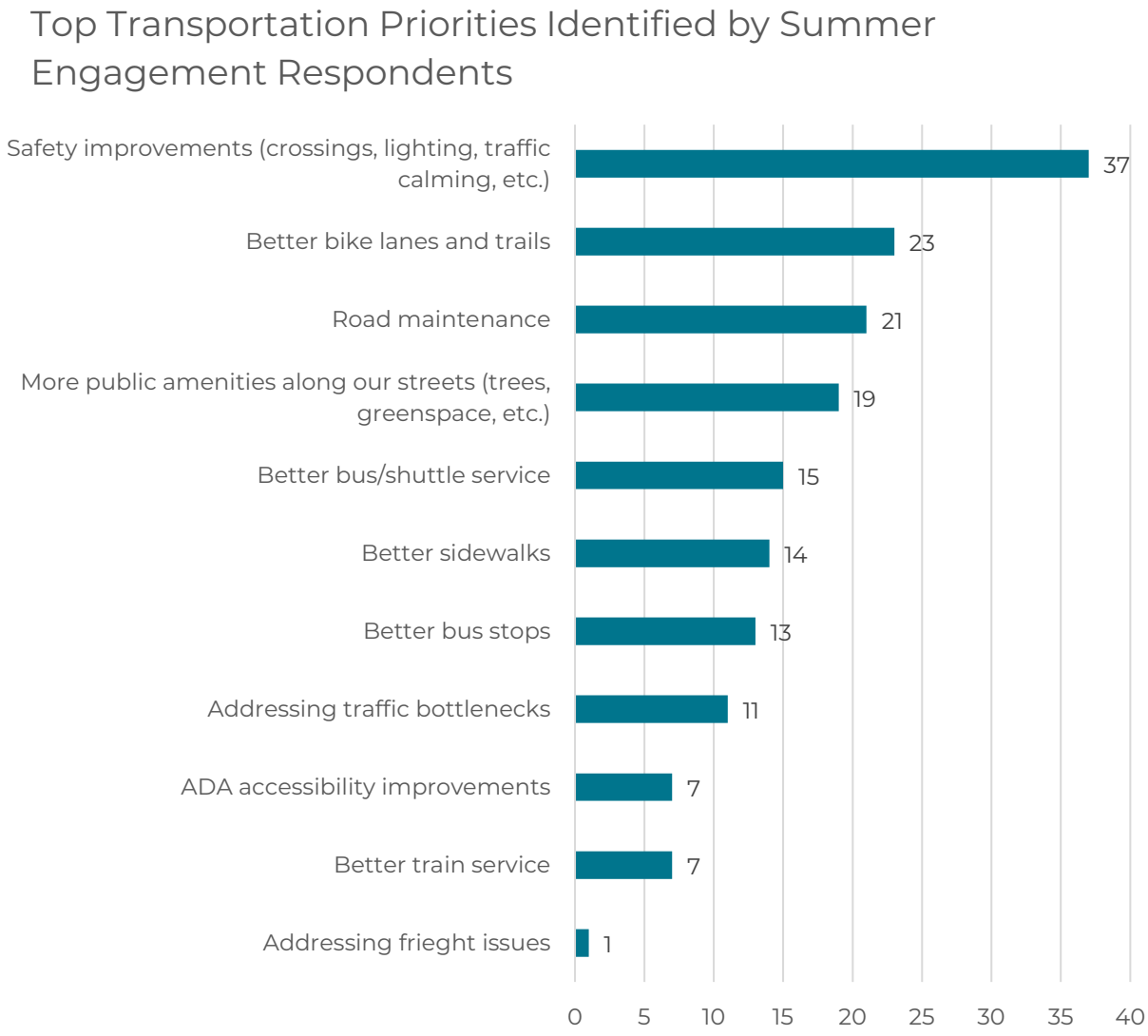


Figure 6: Transportation Priorities

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	

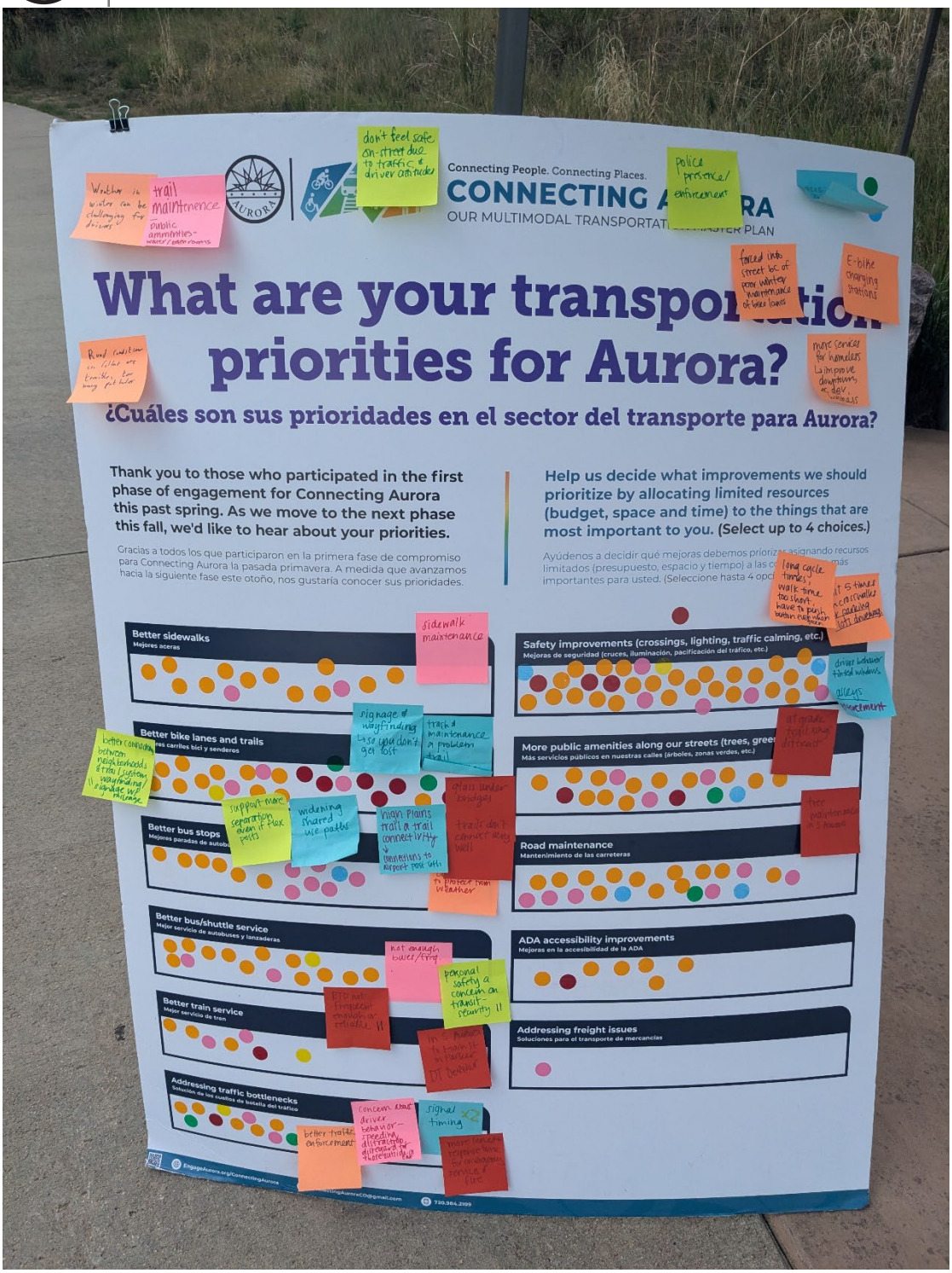


Figure 7: Transportation Priority Board Results

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



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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

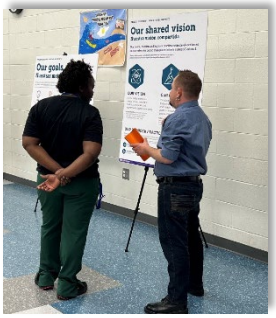
TOUCHPOINTS	ONLINE VISITS	ACTIVELY ENGAGED
*153K+	*1.4K+	1.3k+

**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







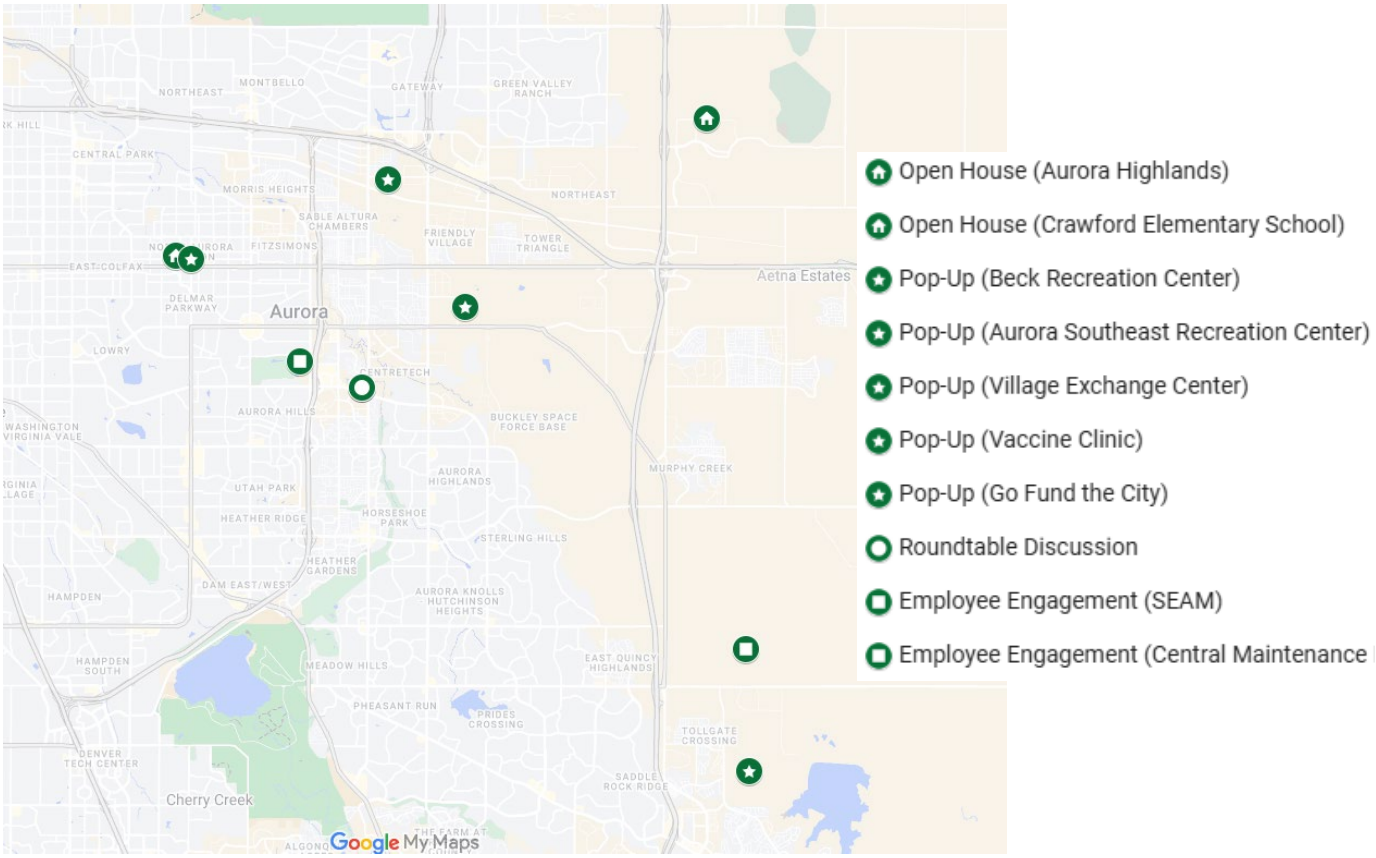
Presentations on Milestone 2 were given to employees across the city, including Parks, Recreation & Open Space (PROS) employees, Aurora Water employees, and employees at the Southeast Area Maintenance Facility and the Central Maintenance Facility, which included mechanics from the heavy maintenance division. 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

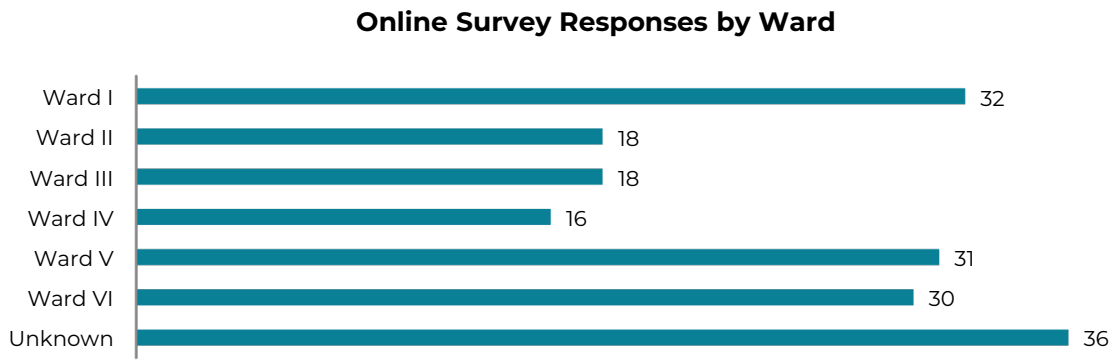
- A variety of people who live, work, commute through, or visit Aurora.
- Individuals of all ages, from students to seniors.
- Individuals and families of varying backgrounds.

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.

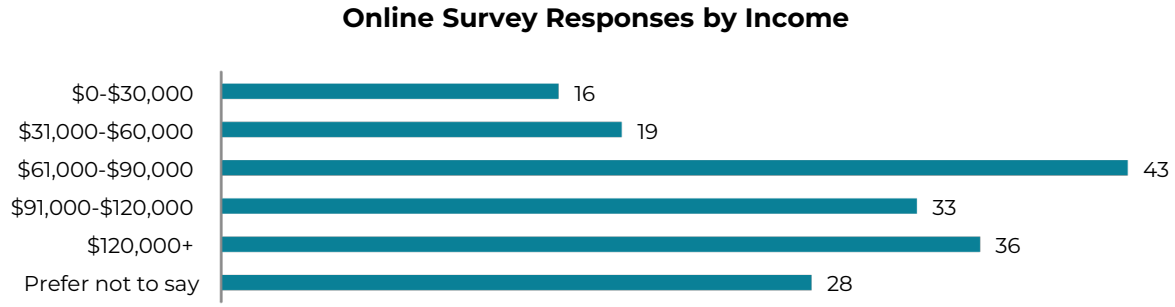
Wards

One hundred nineteen of the 186 survey takers provided information about which Ward they live in.



Income

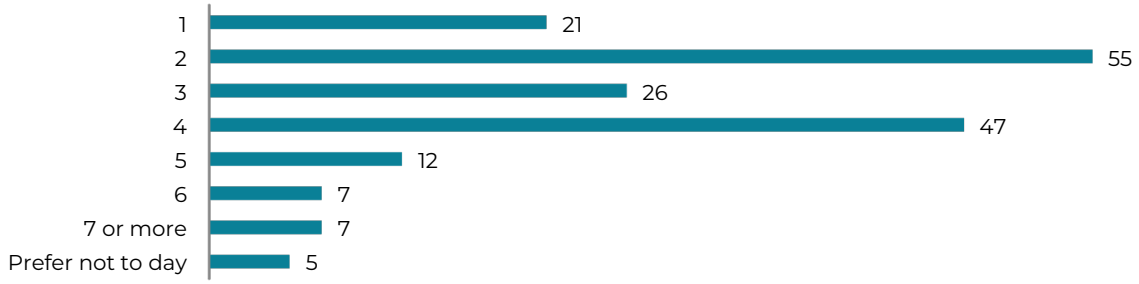
One hundred seventy-five of the 186 survey takers provided information about their income.



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.

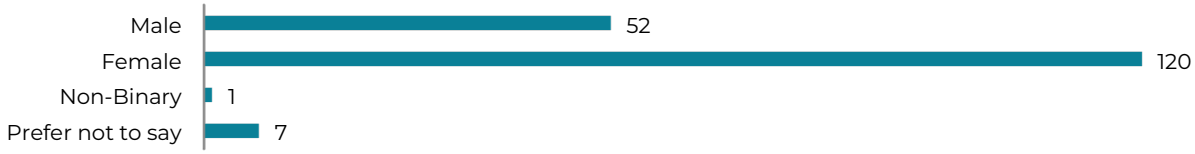
Online Survey Responses by Area Median Income Level



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.

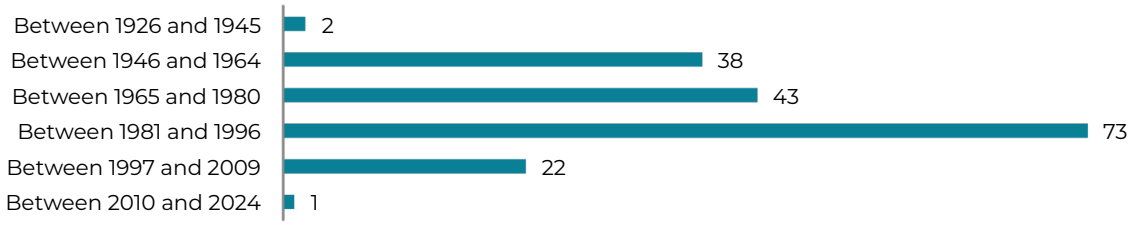
Online Survey Responses by Vehicle Ownership



Age

One hundred seventy-nine of the 186 survey takers provided information about their age.

Online Survey Responses by Year Born



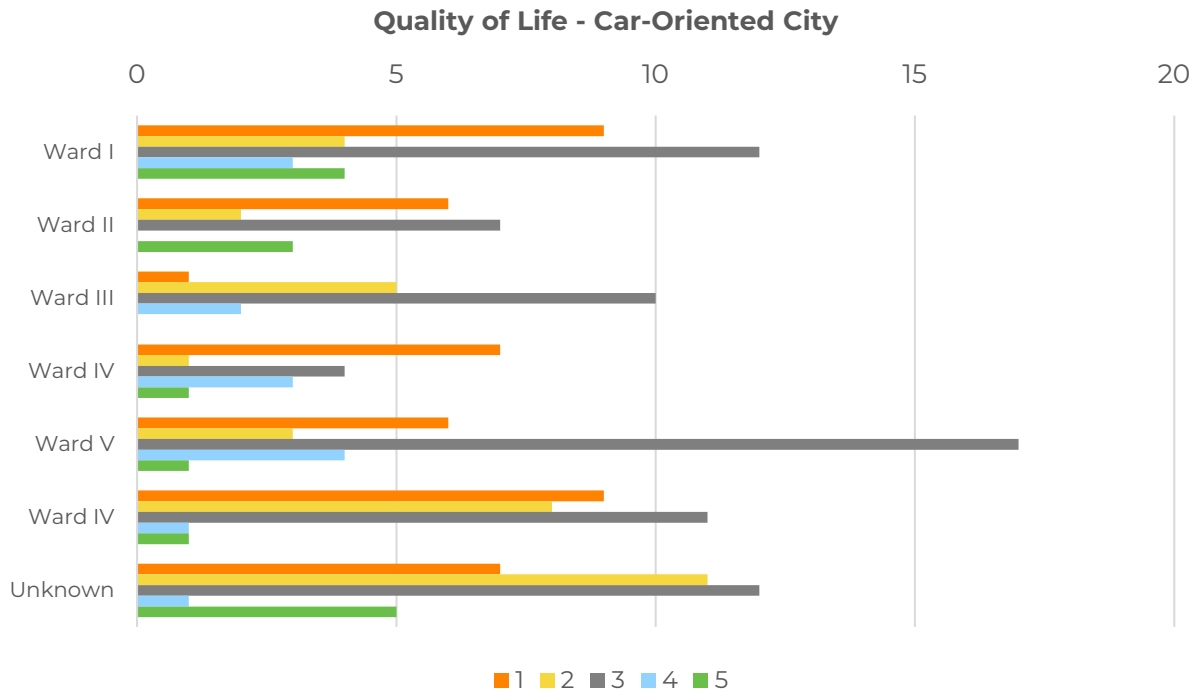
What We Heard

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
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5
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20
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
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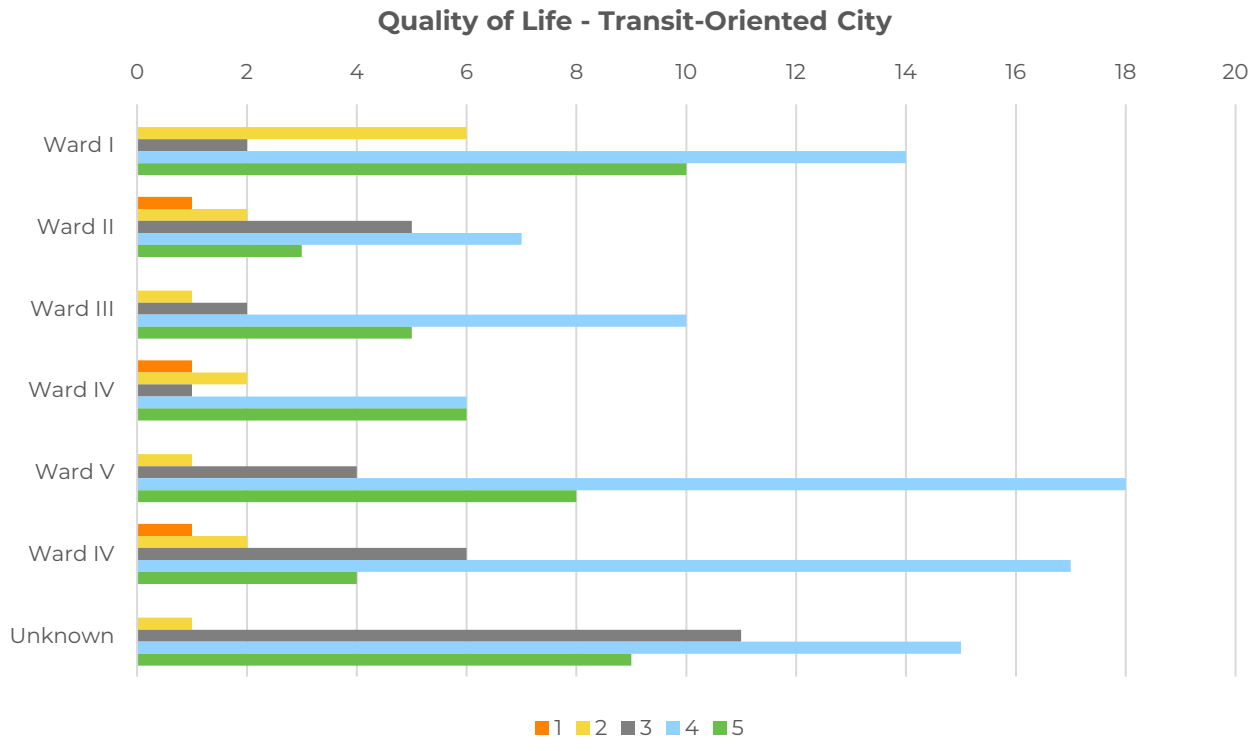
Quality of Life - Transit-Oriented City
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Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
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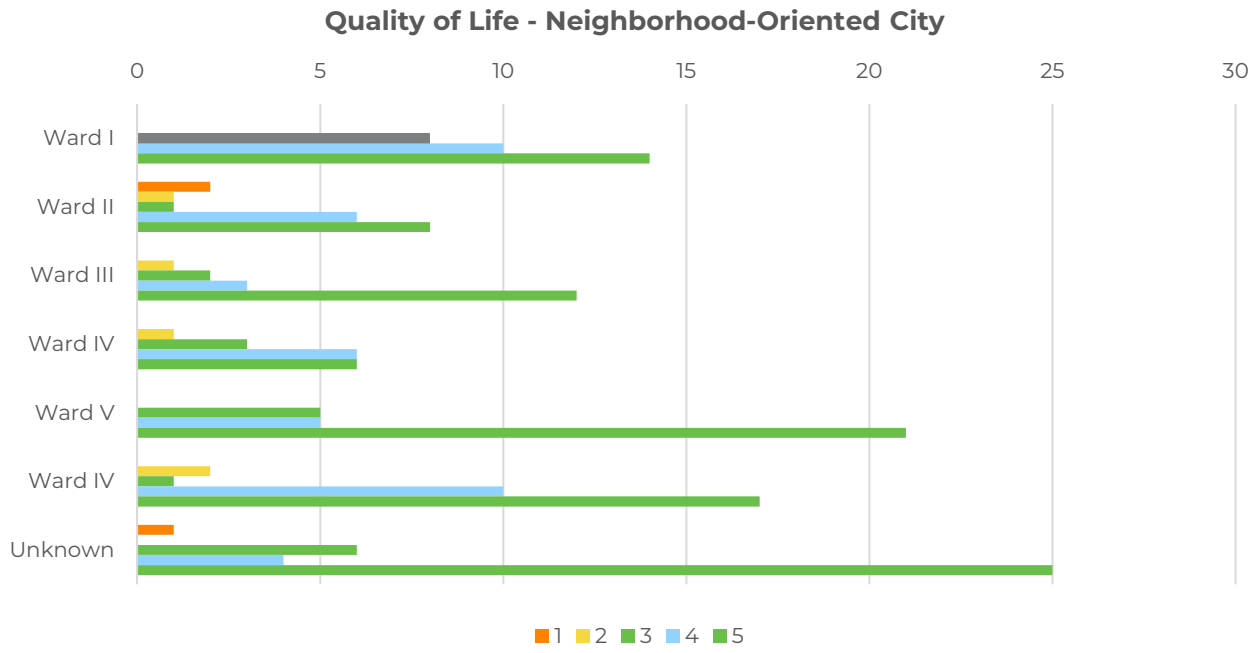
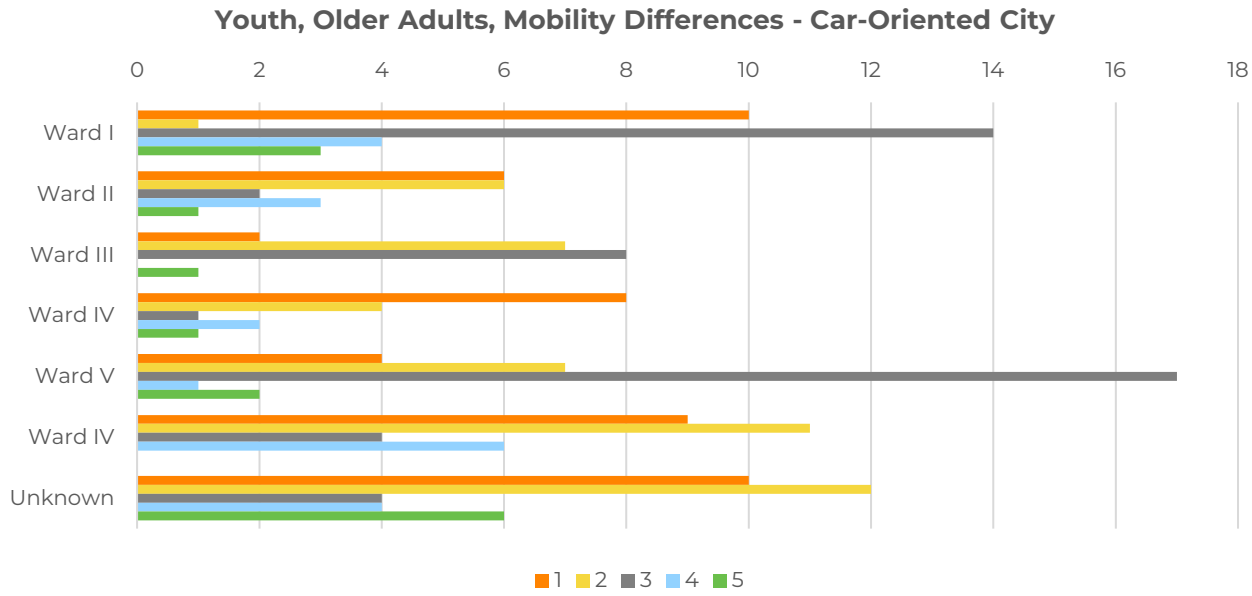
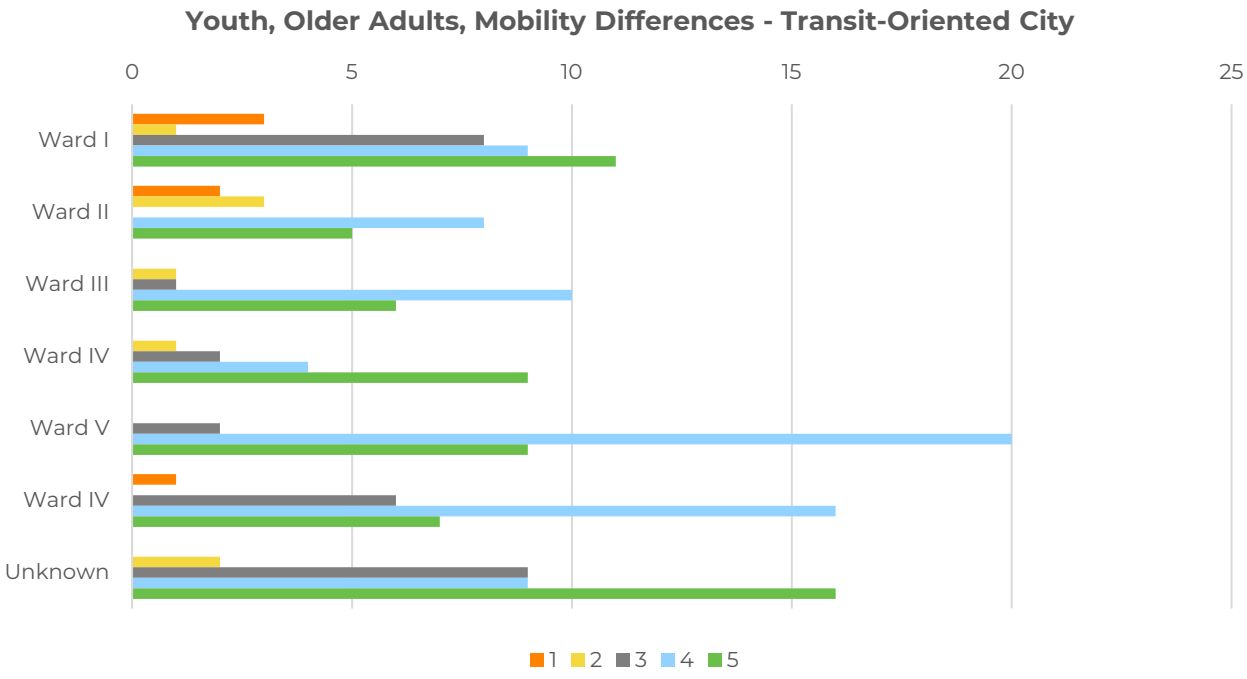


Impacts to Youth, Older Adults and Residents with Mobility Differences

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
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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
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4
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12
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16
18
20
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
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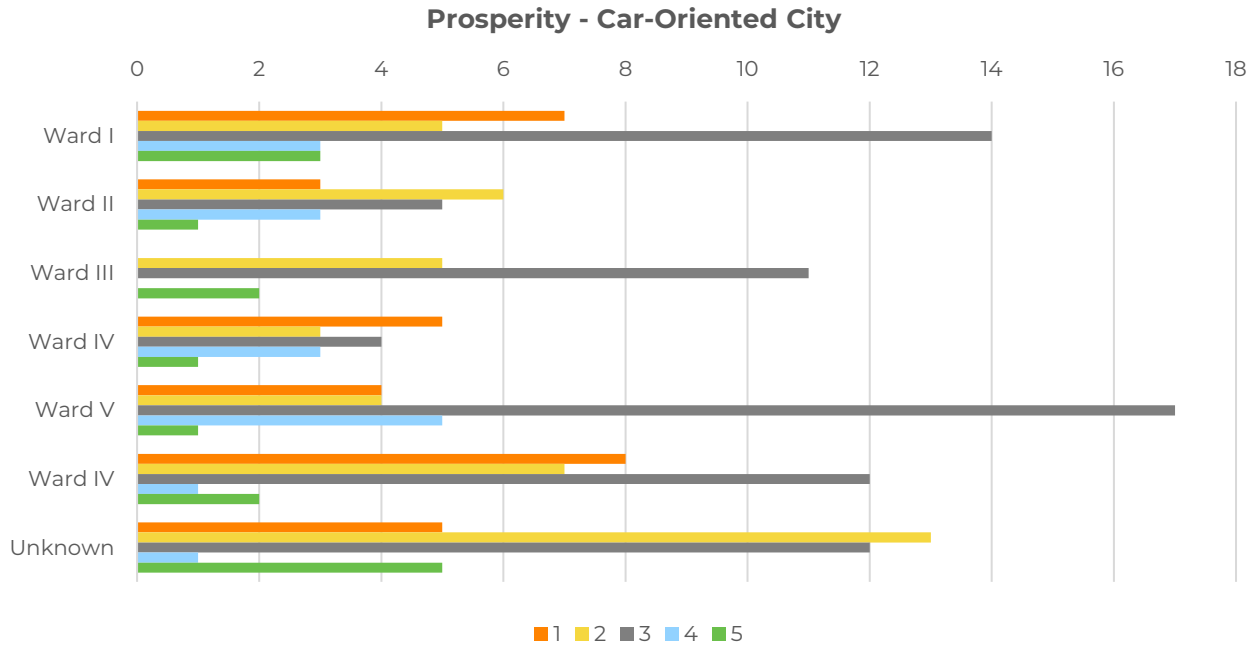
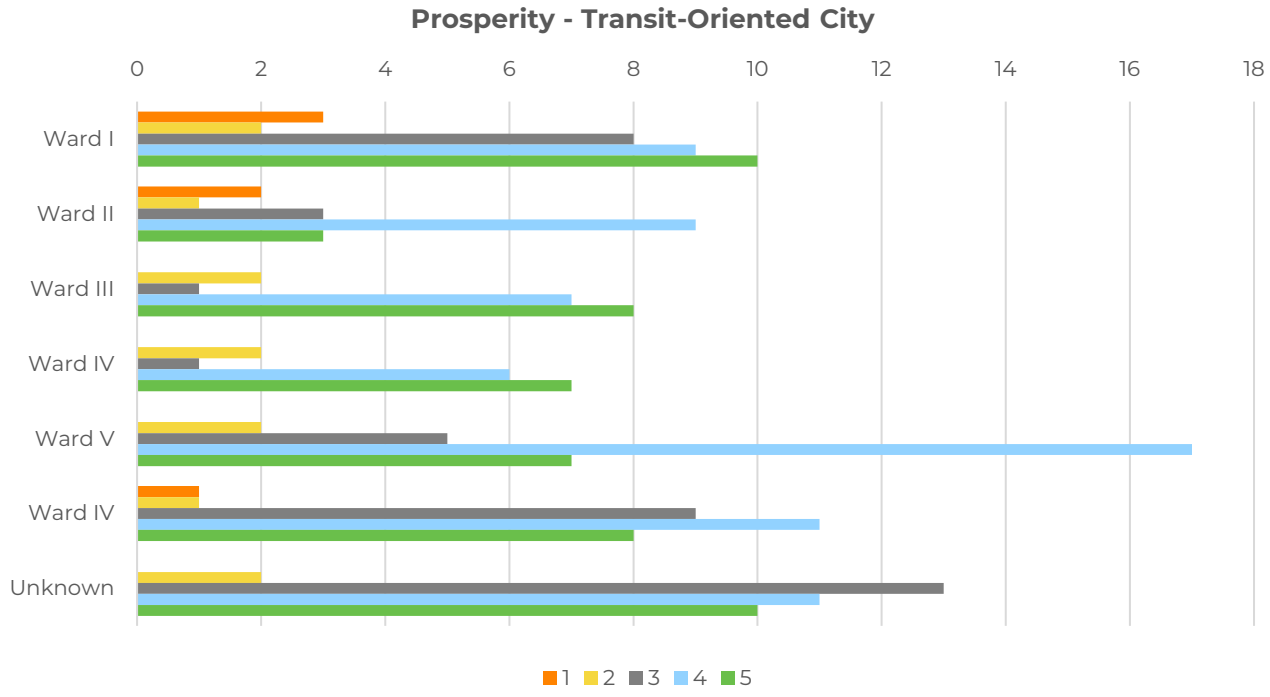
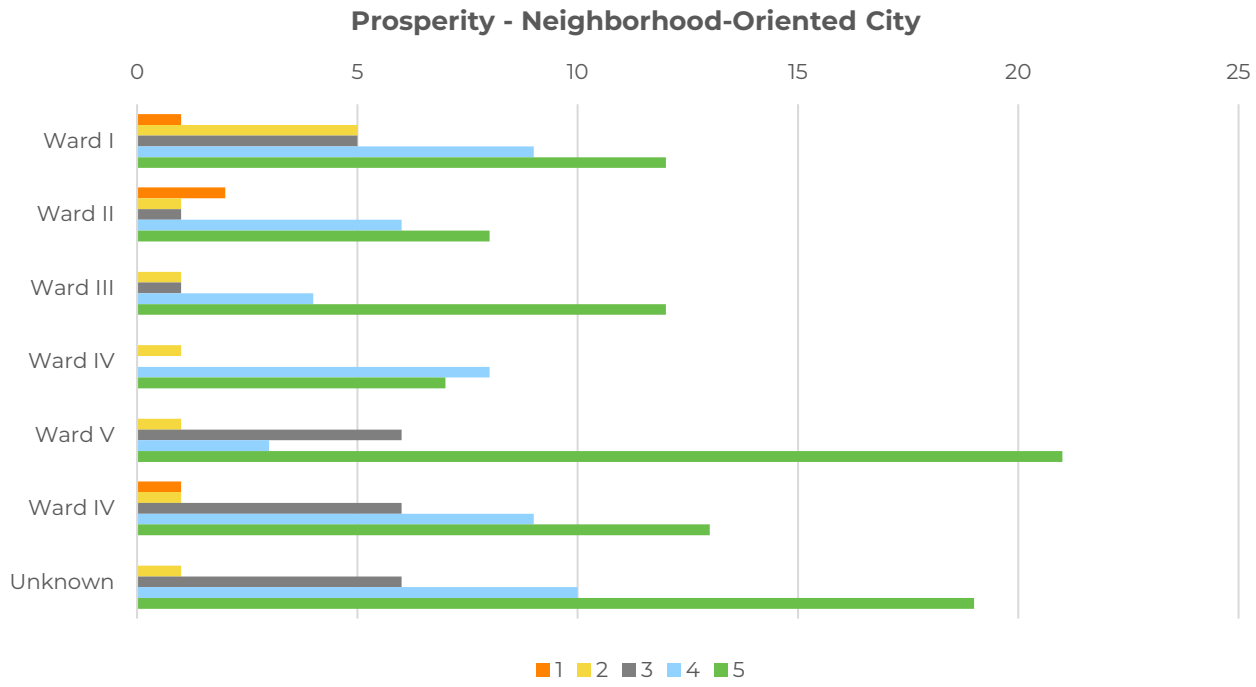
2
3
4
5

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.

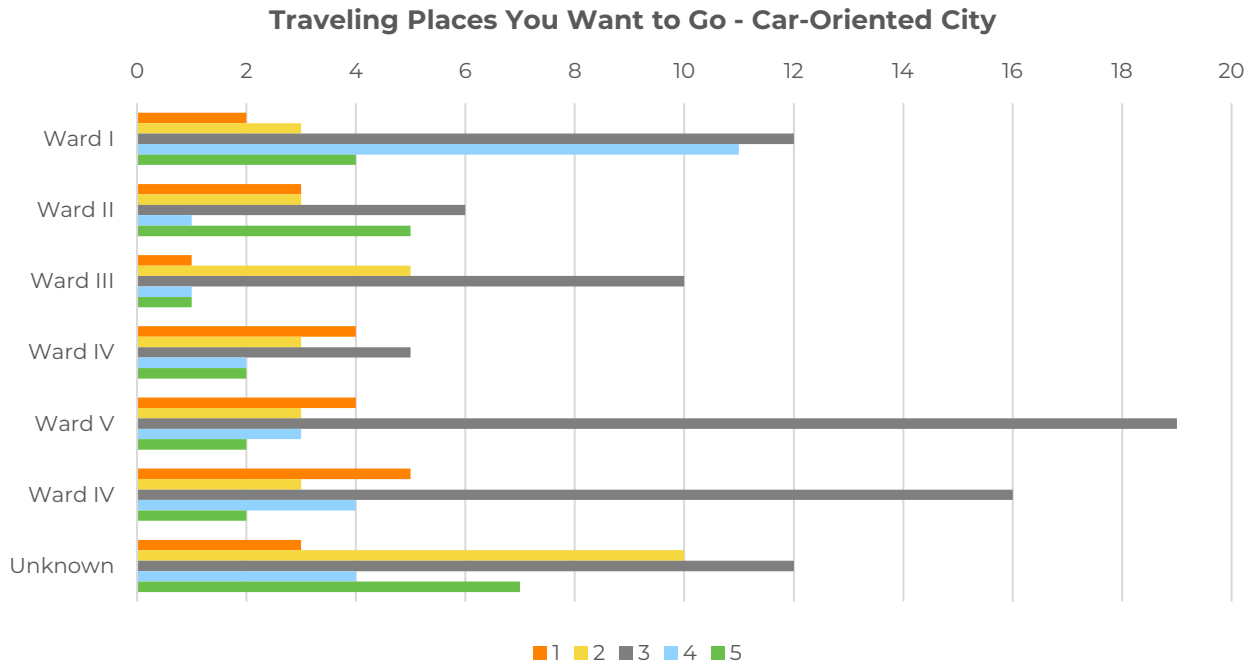


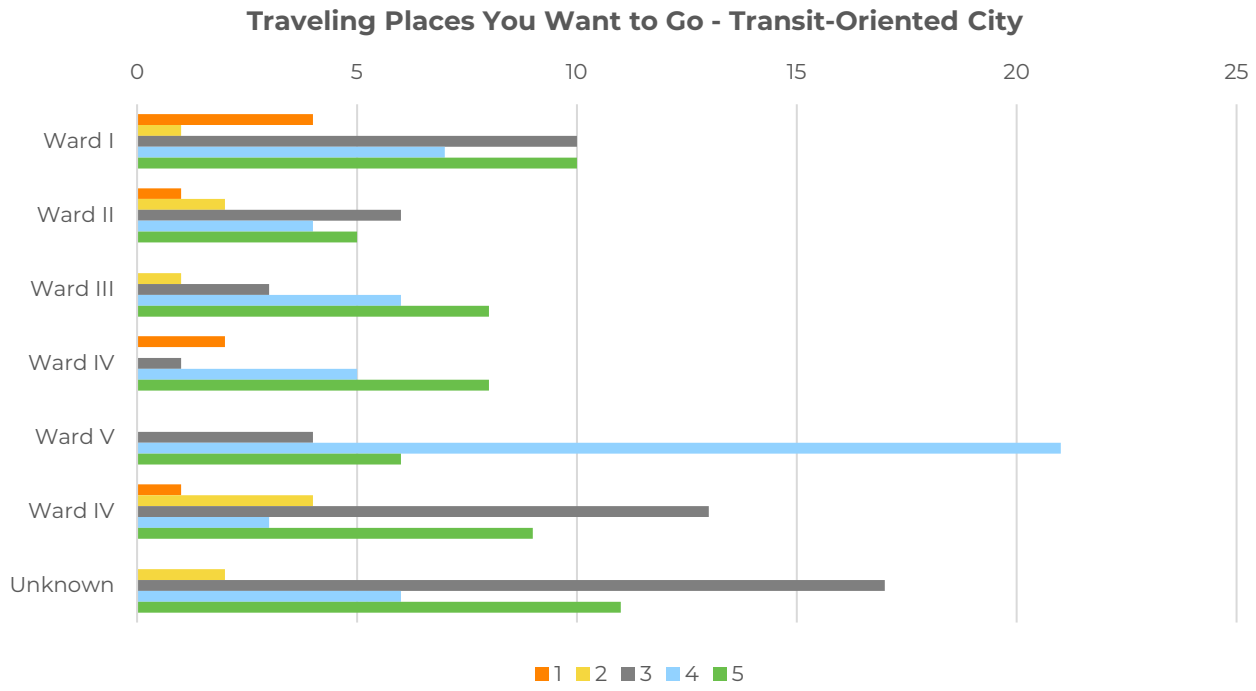




Traveling to Places You Want To Go

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
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25
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
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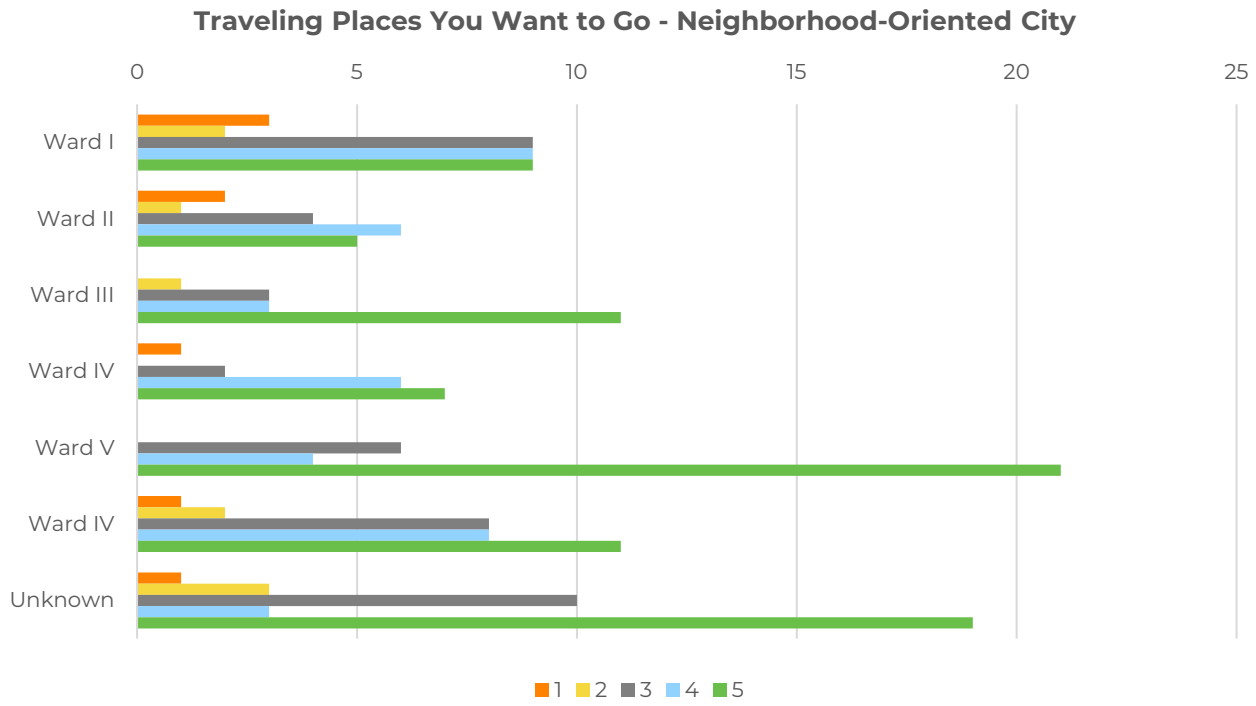
2
3
4
5


Traveling Places You Want to Go - Neighborhood-Oriented City
0
5
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20
25
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
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2
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4
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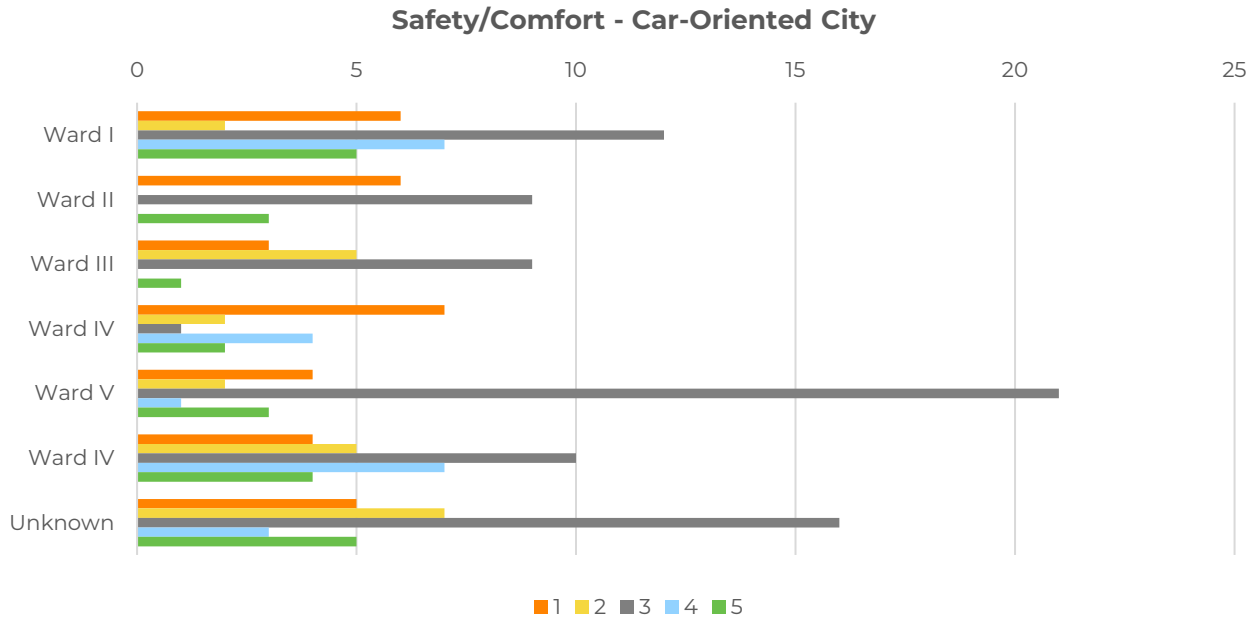
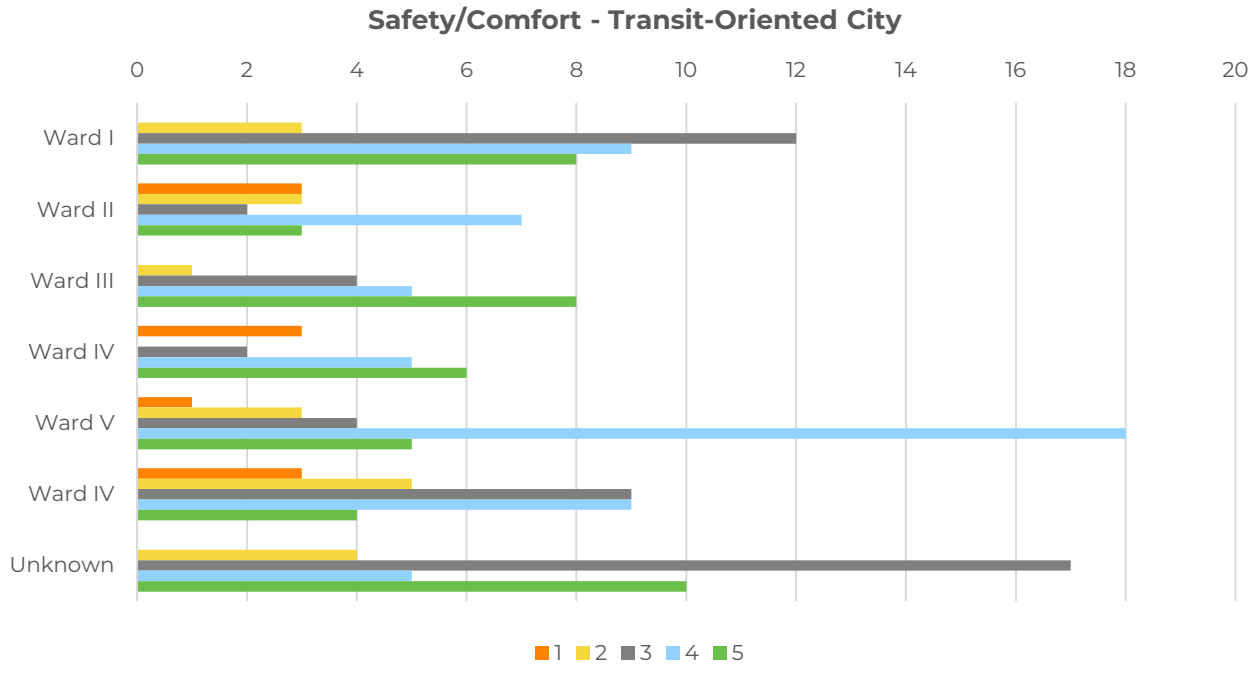
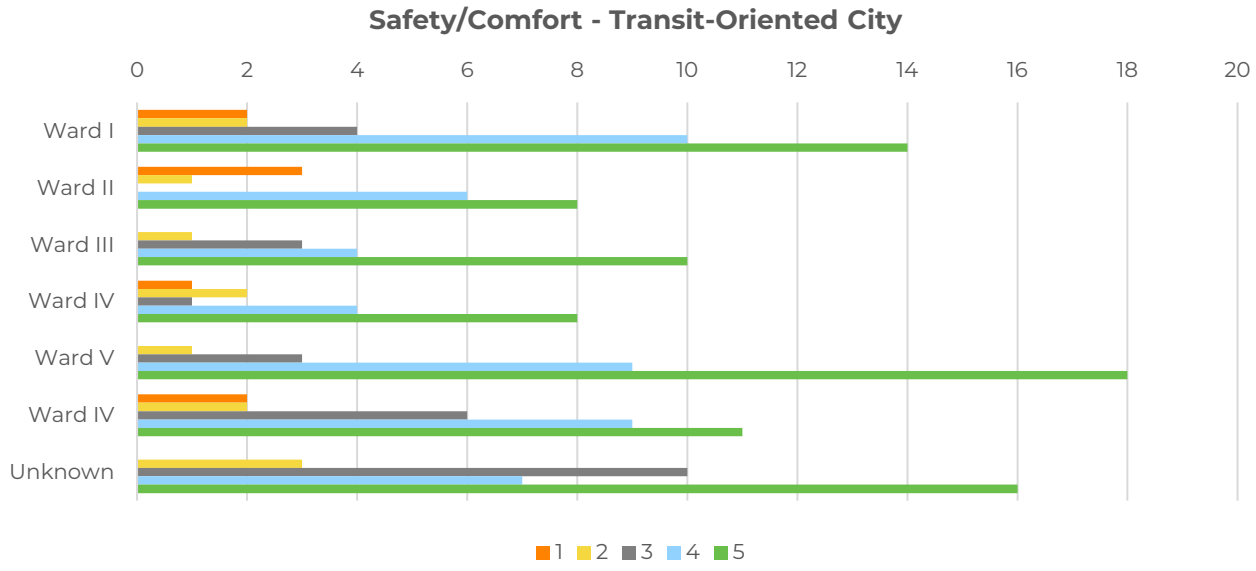
Safety and Comfort

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.





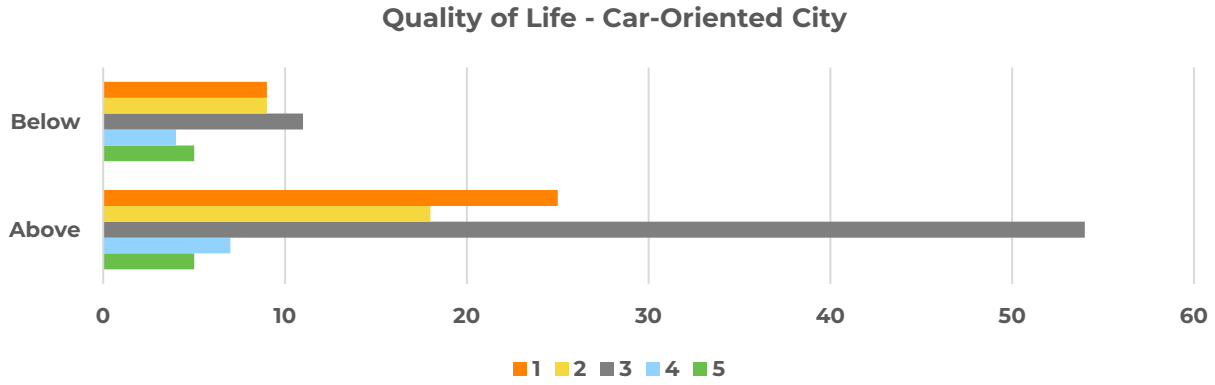


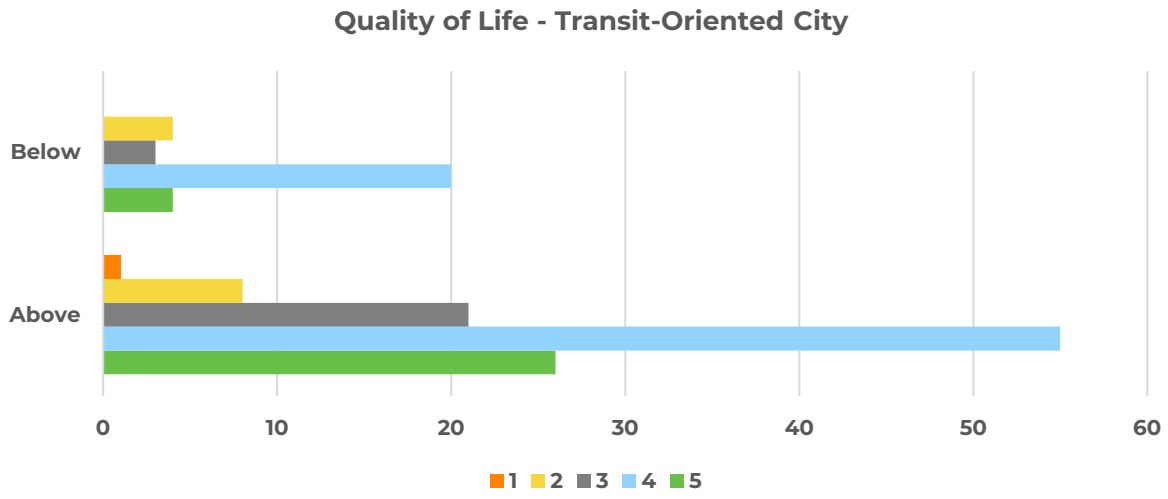
FEEDBACK BY POVERTY LEVEL

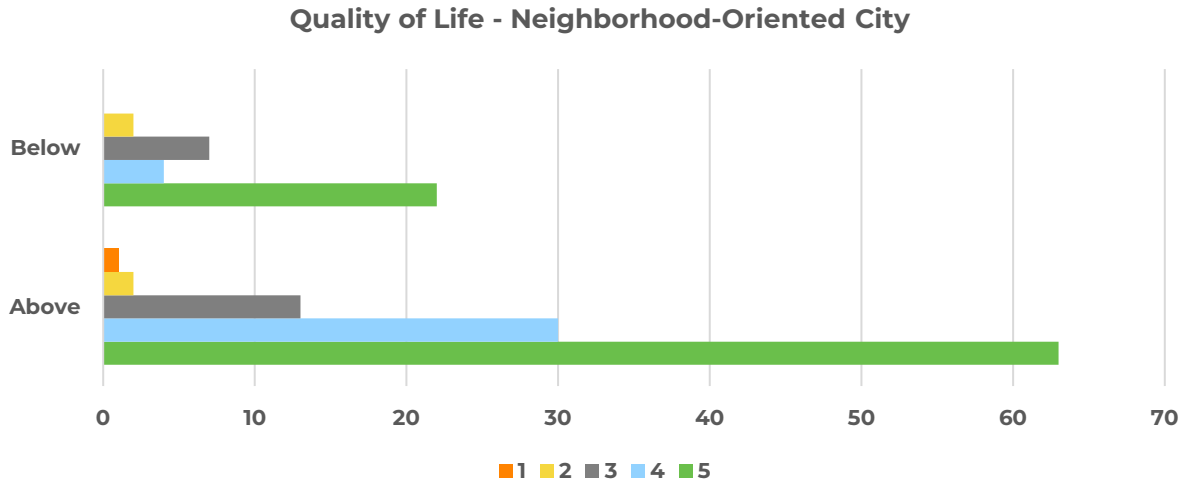
The online survey asked for information on income level and number of people per household. Based on these two questions, respondents were grouped into being either above or below 60% of the area median income. The data in the following charts show's responses to the five survey questions based on poverty 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.

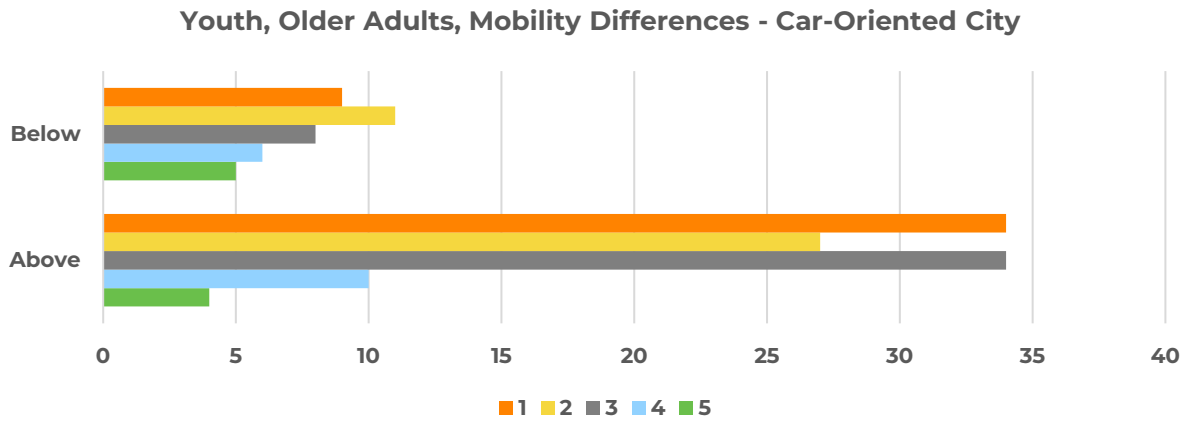


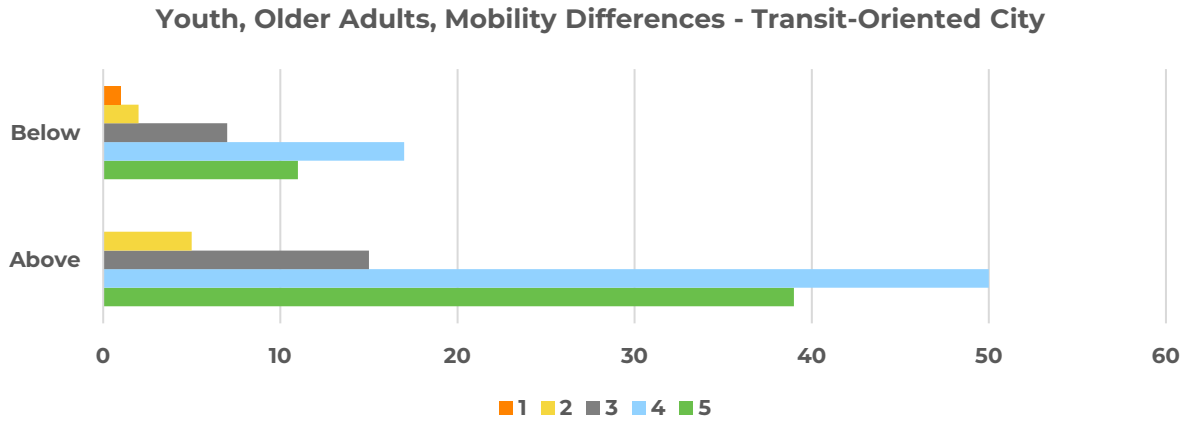


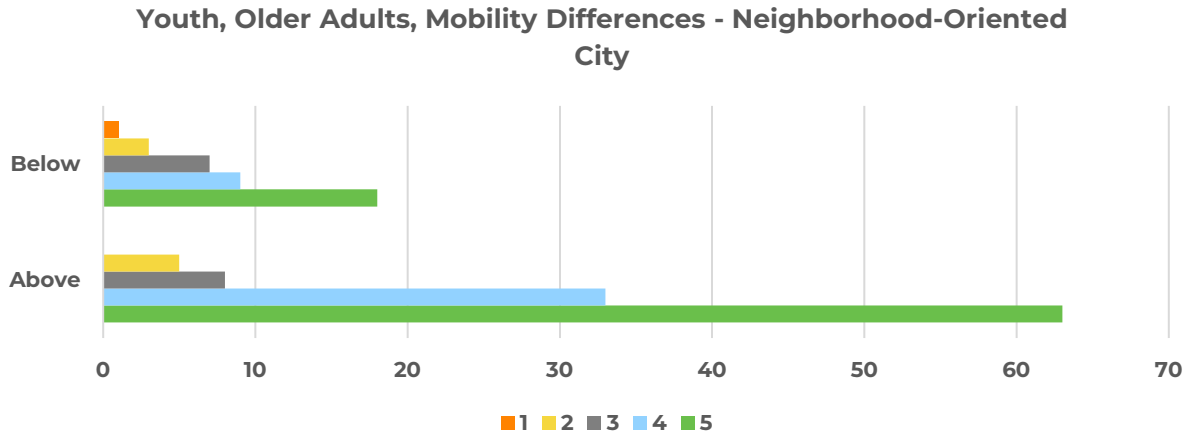


Impacts to Youth, Older Adults and Residents with Mobility Differences

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.



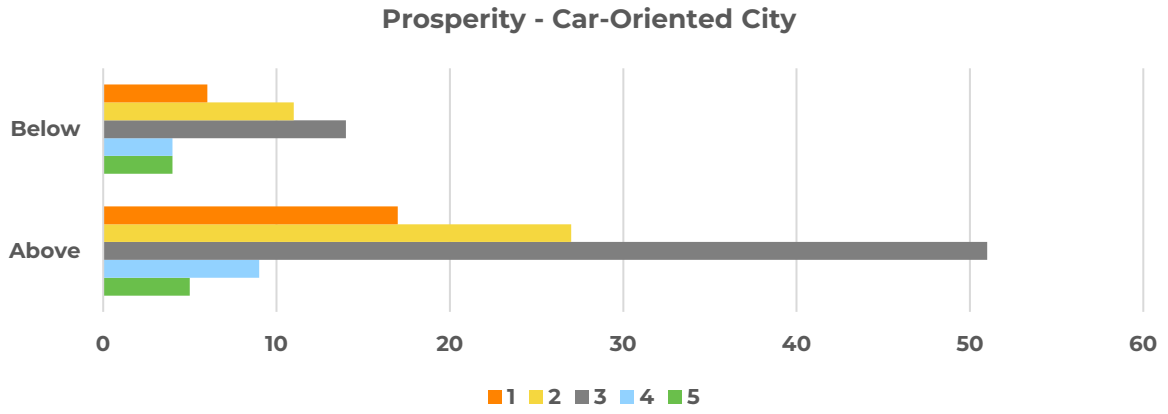


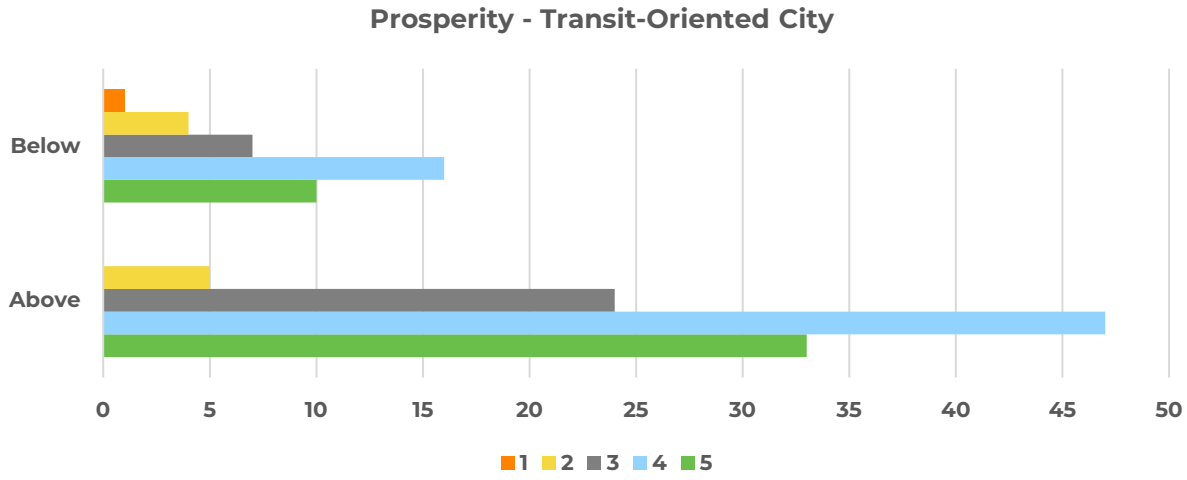


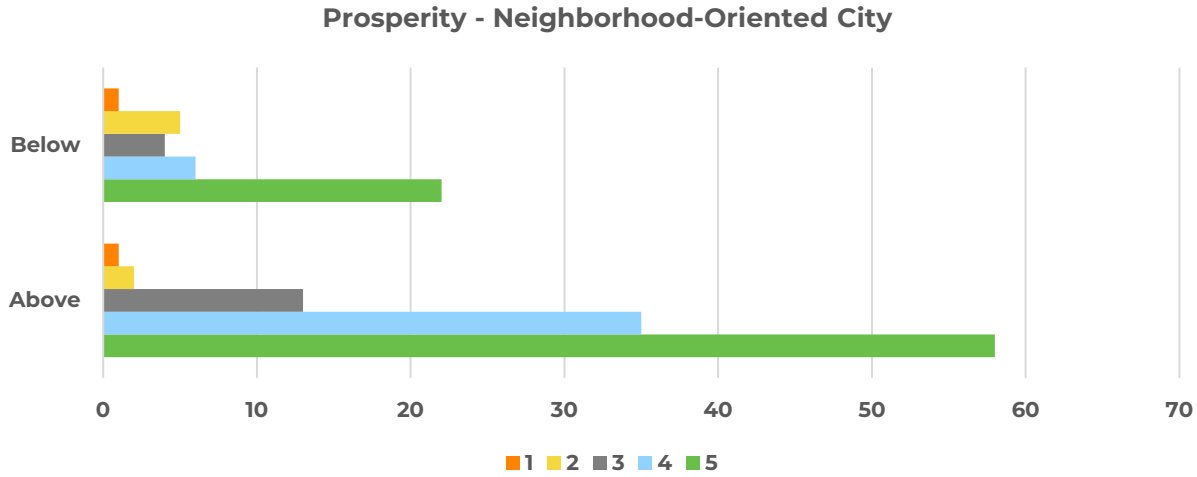
Prosperity

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.

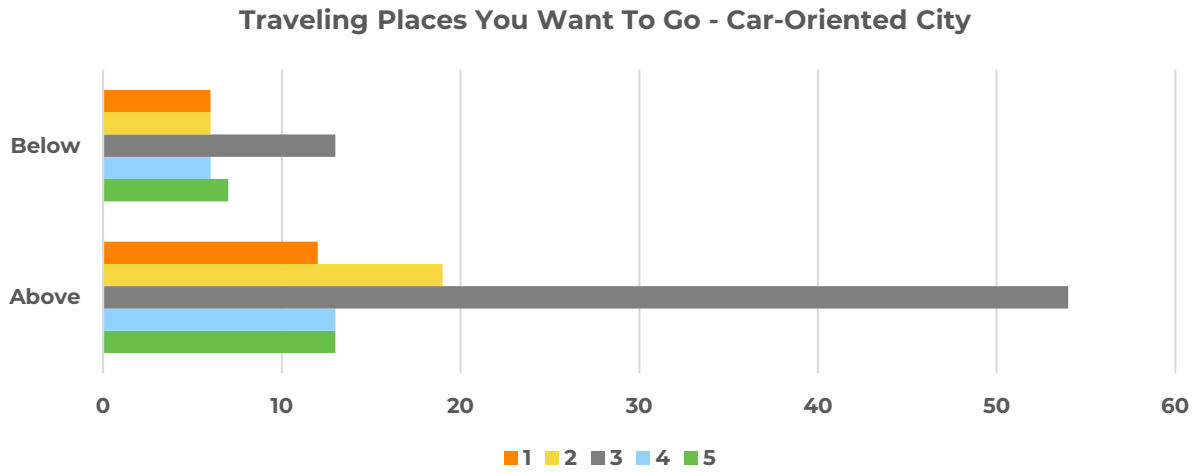


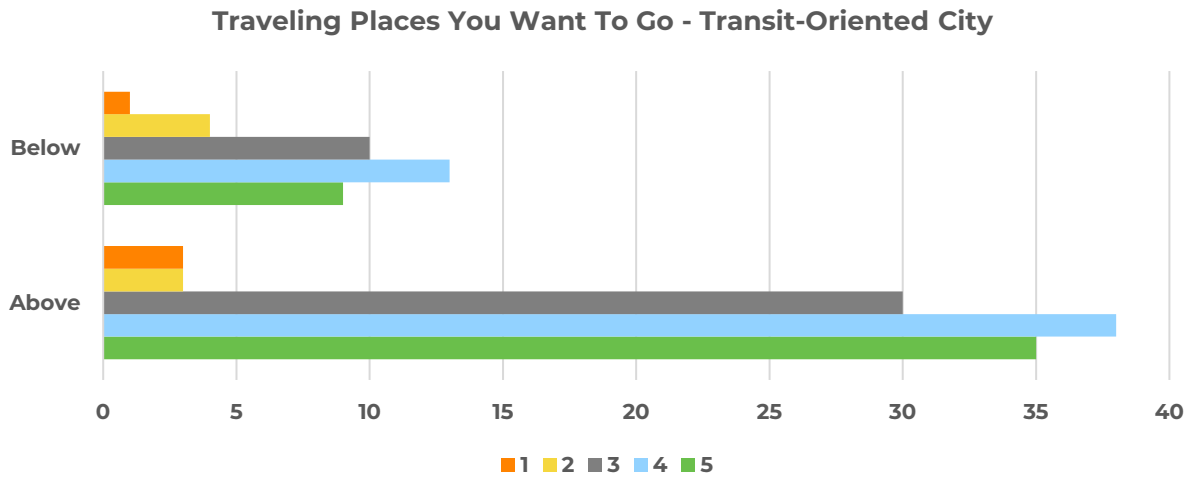


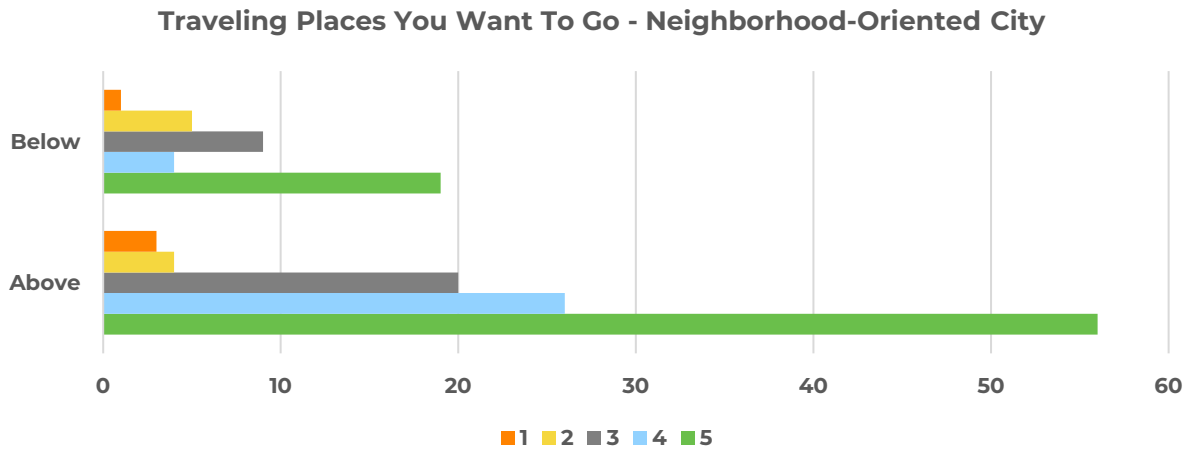


Traveling to Places You Want To Go

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.

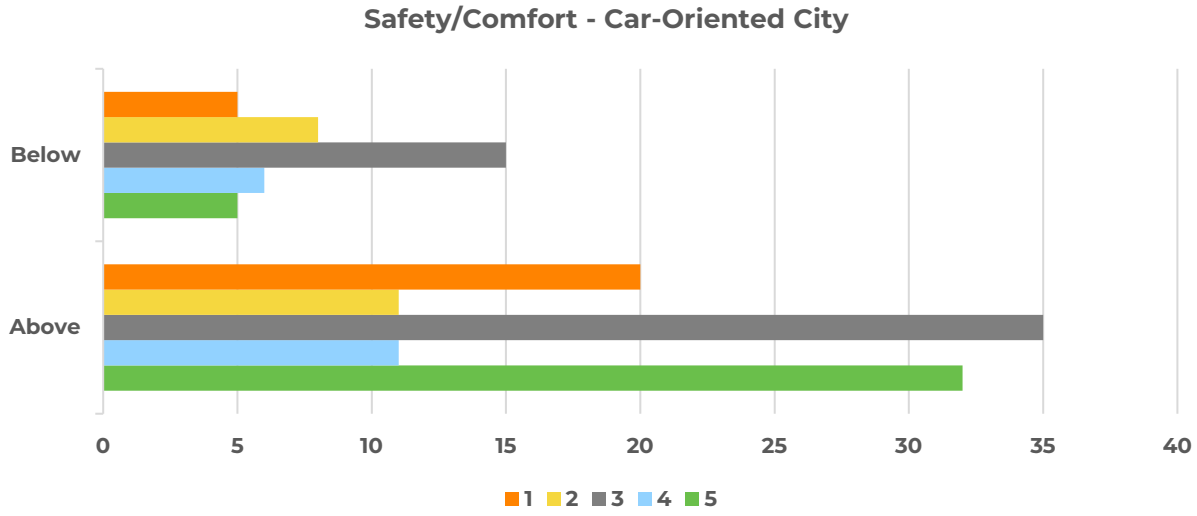


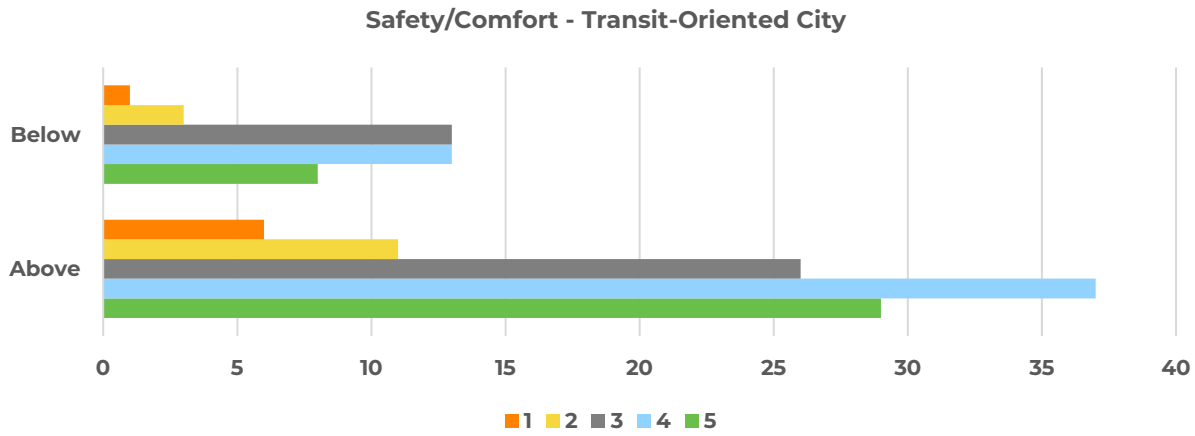


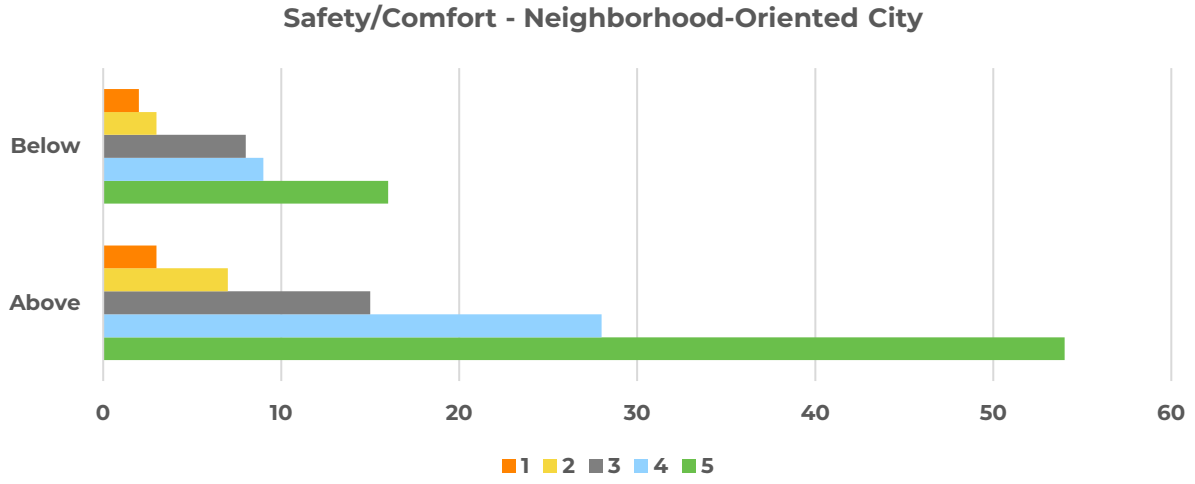


Safety and Comfort

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.





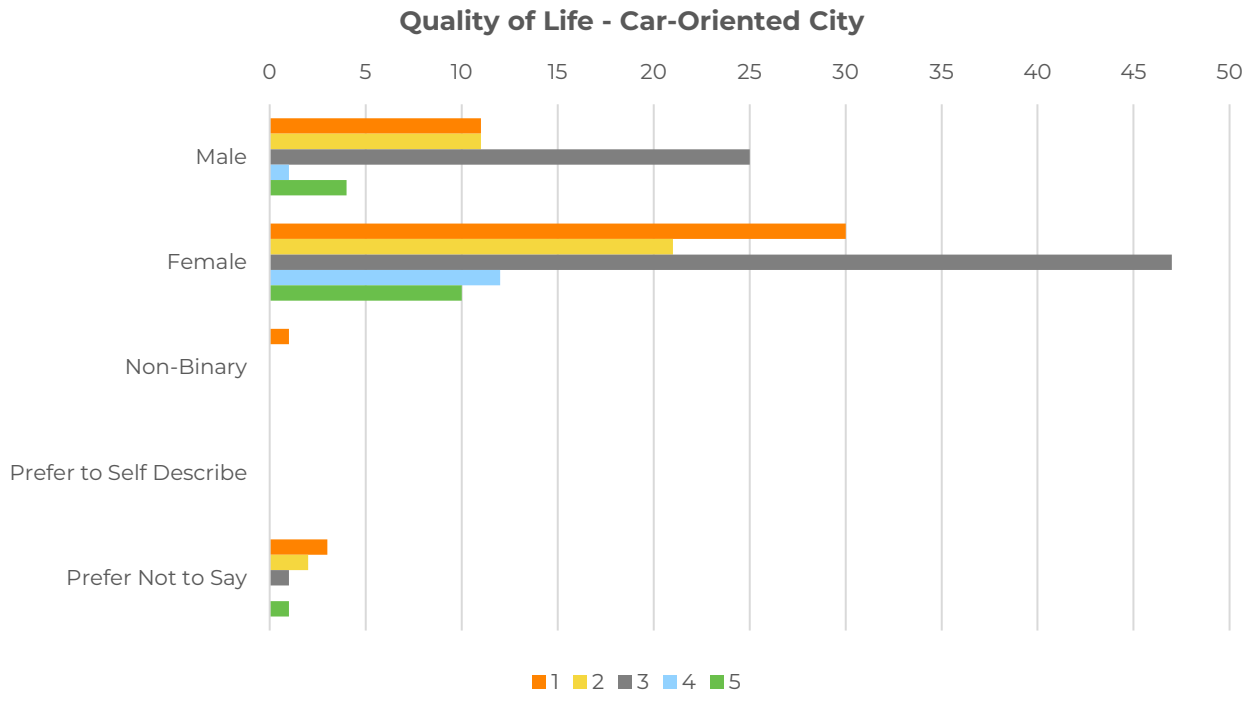


FEEDBACK BY GENDER

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
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25
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Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
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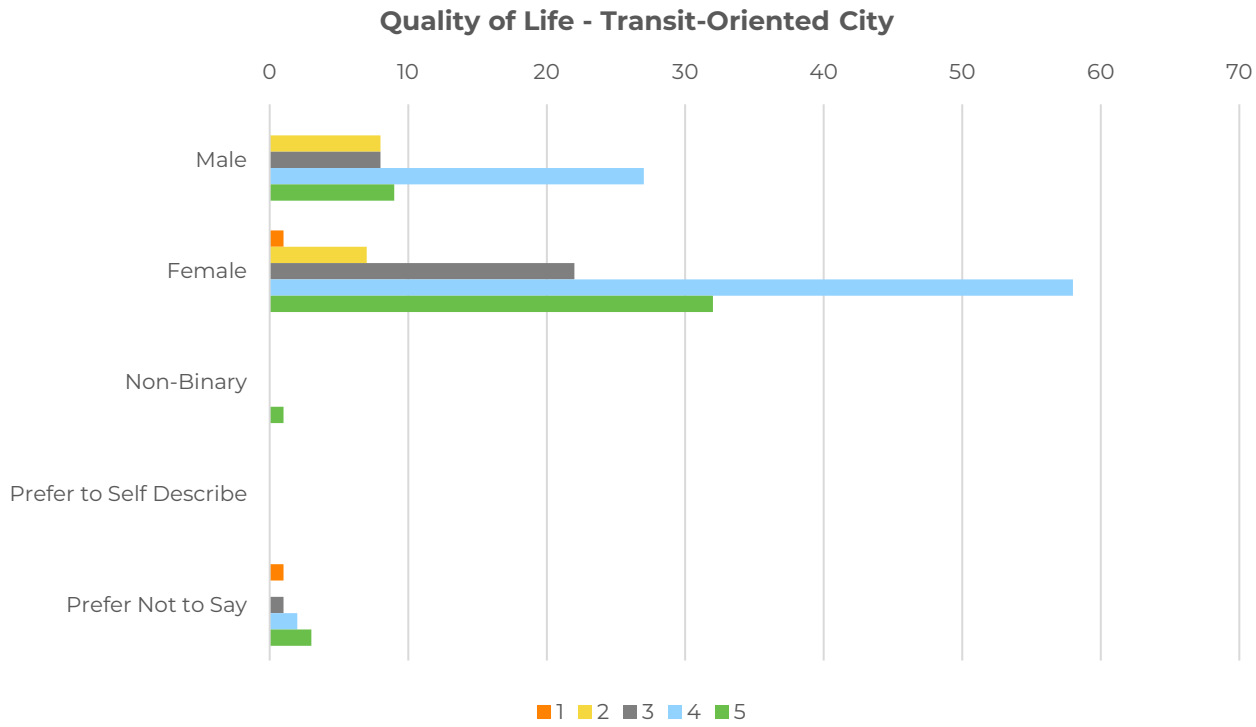
Quality of Life - Transit-Oriented City
0
10
20
30
40
50
60
70
Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
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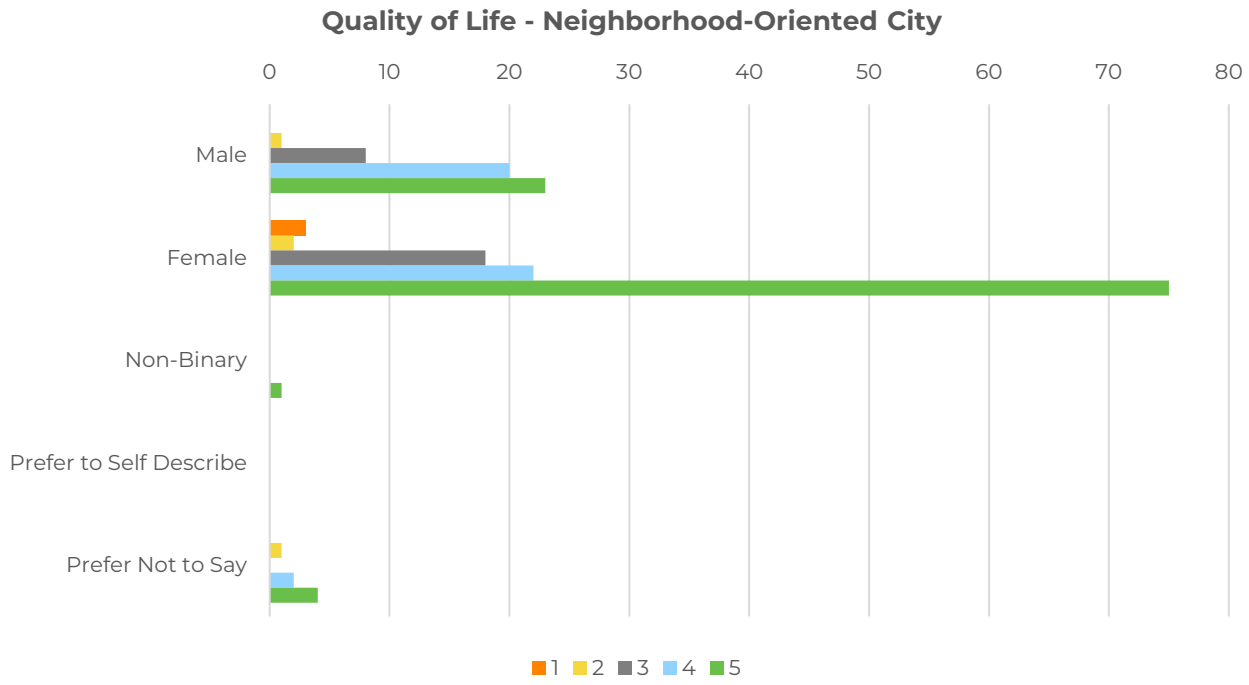
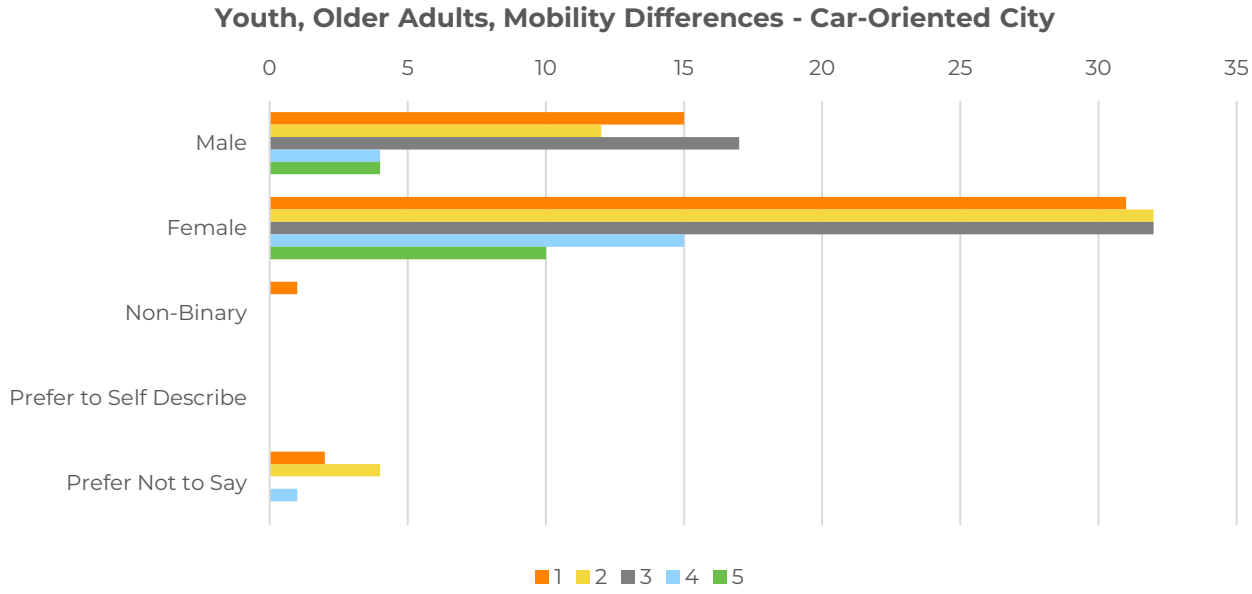
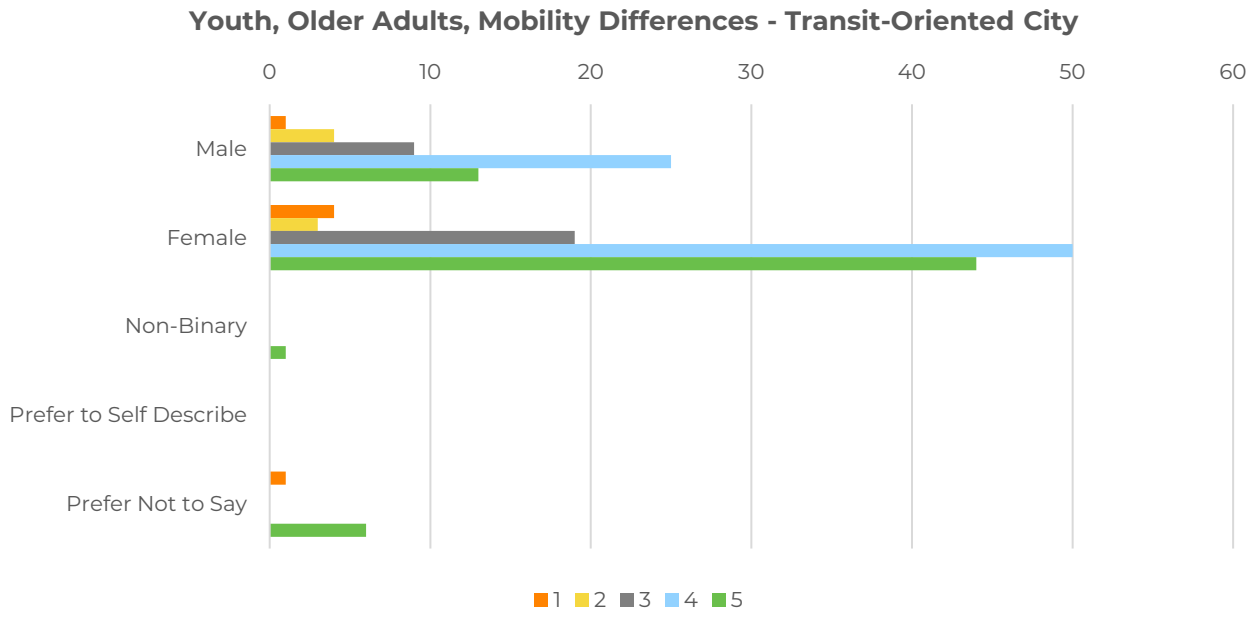
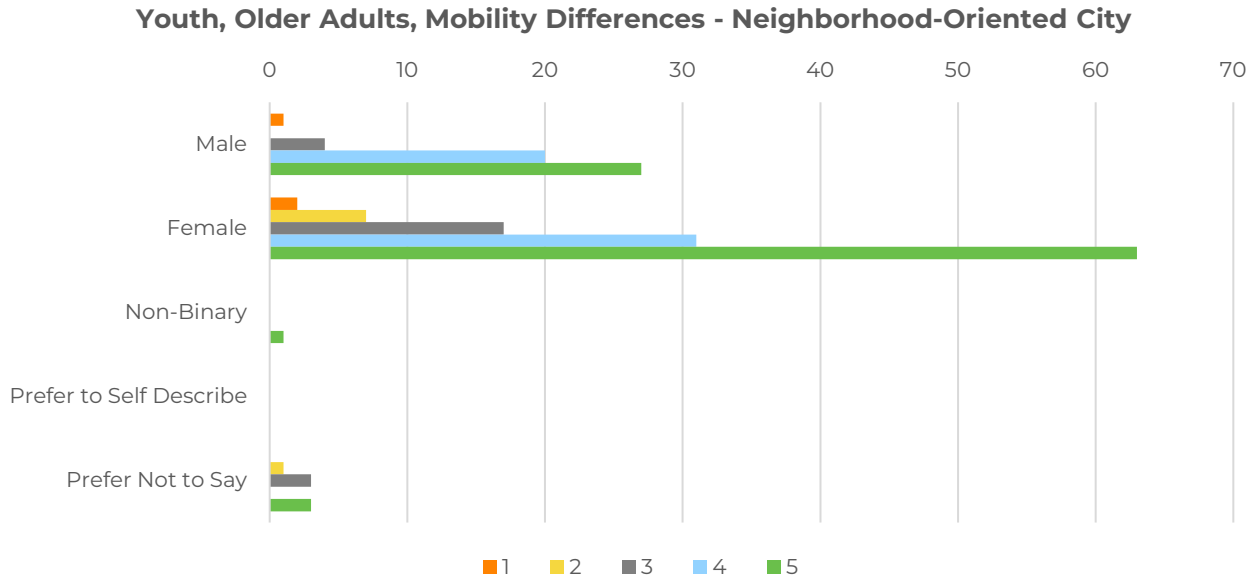


Impacts to Youth, Older Adults and Residents with Mobility Differences

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.

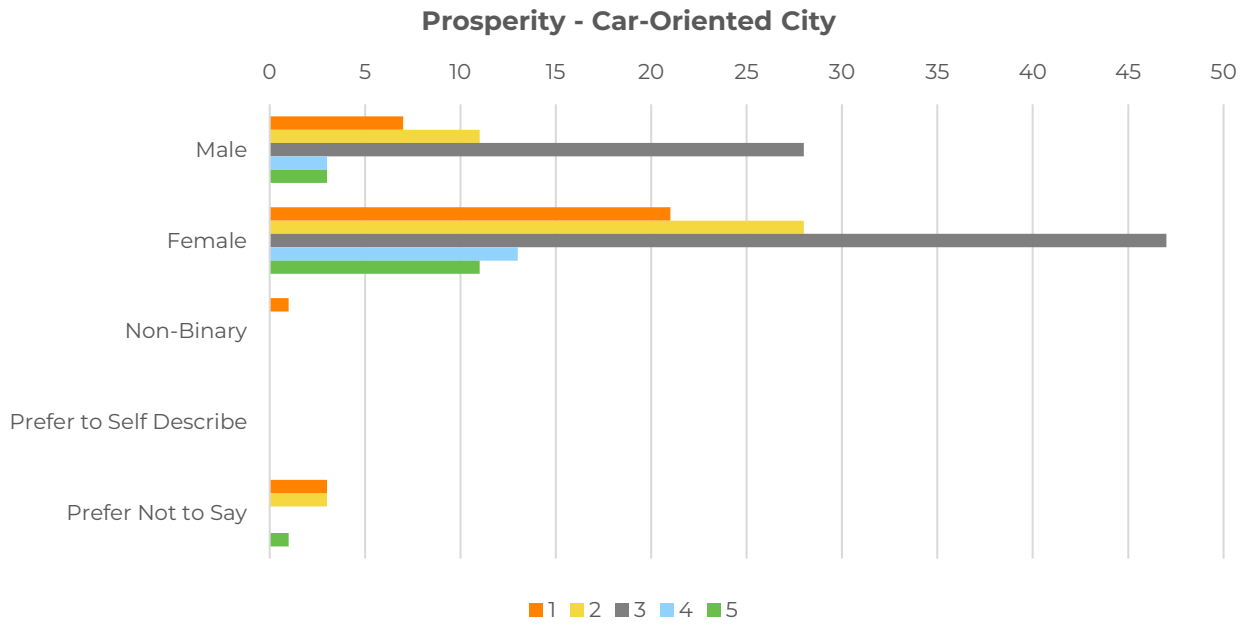






Prosperity

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
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Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
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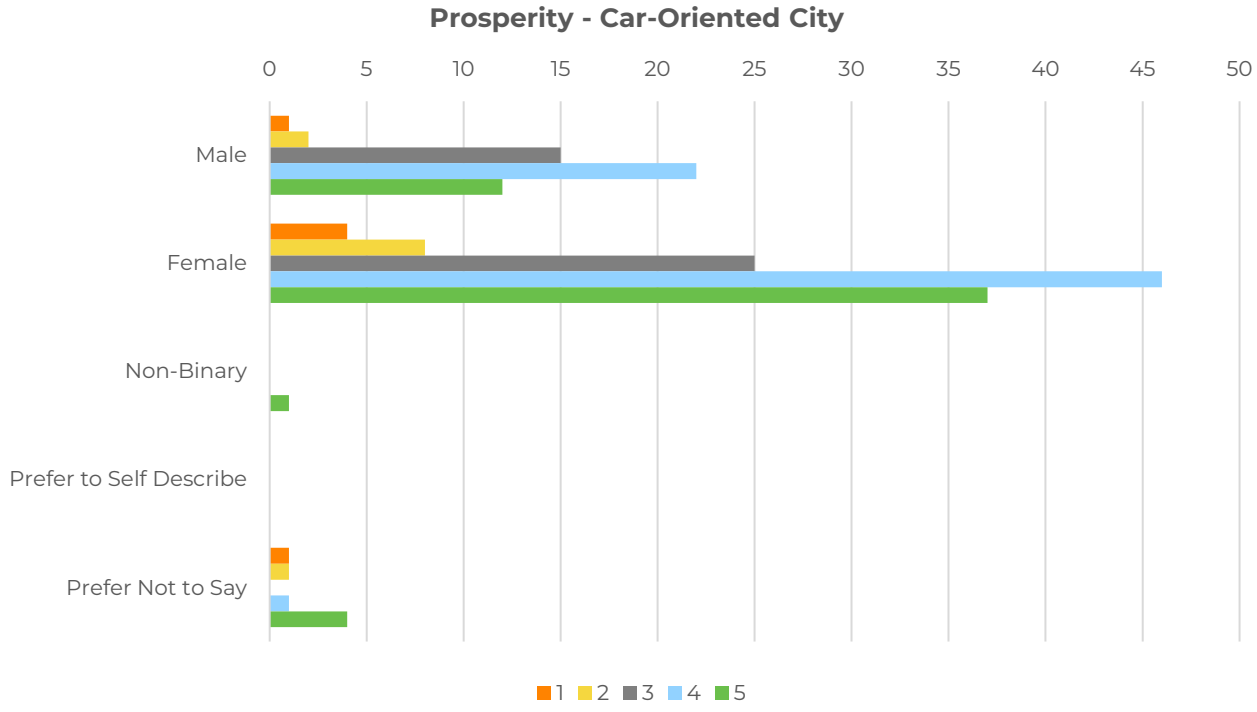
Prosperity - Car-Oriented City
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Prefer to Self Describe
Prefer Not to Say
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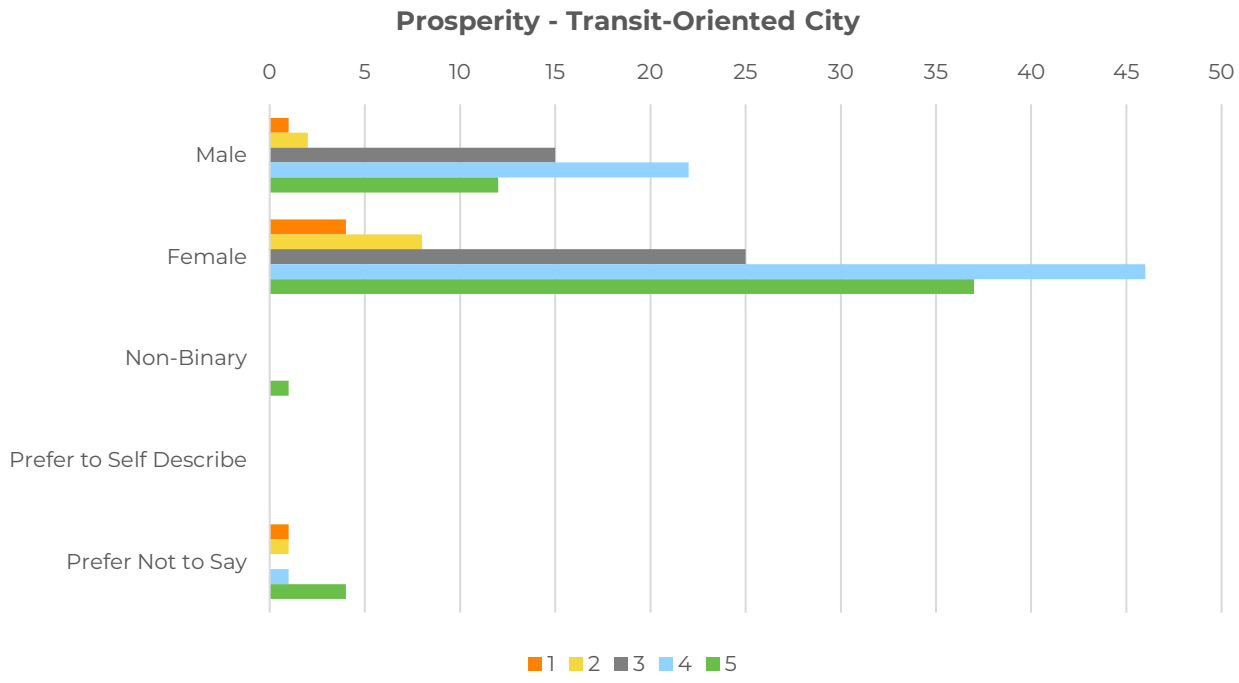
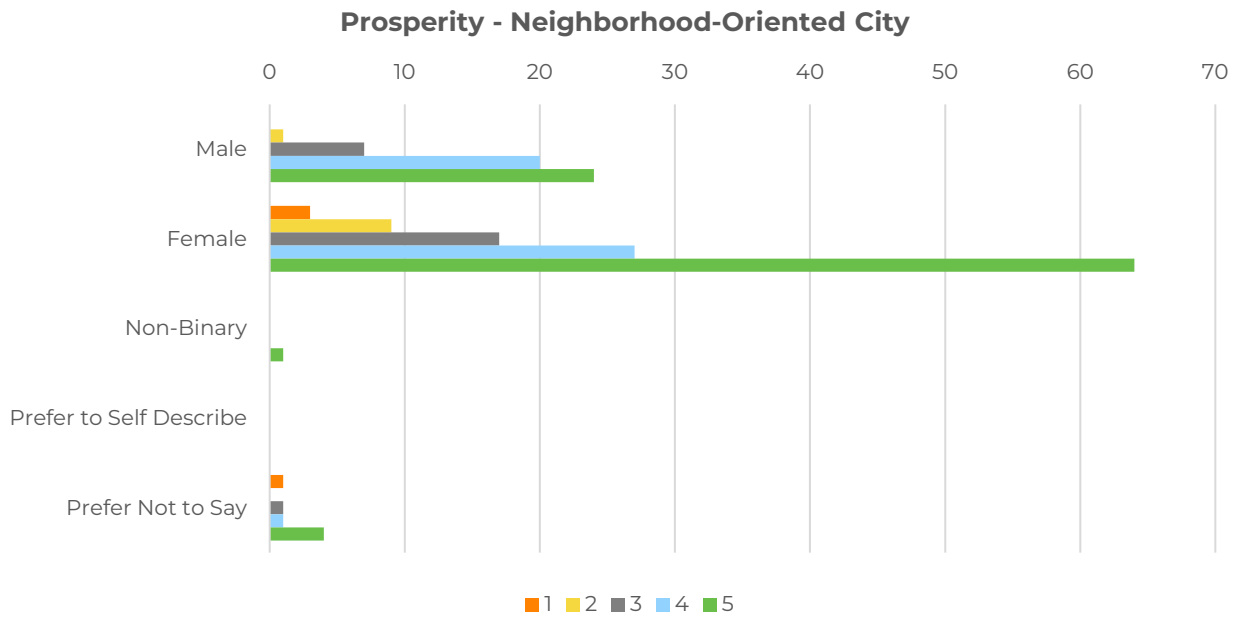
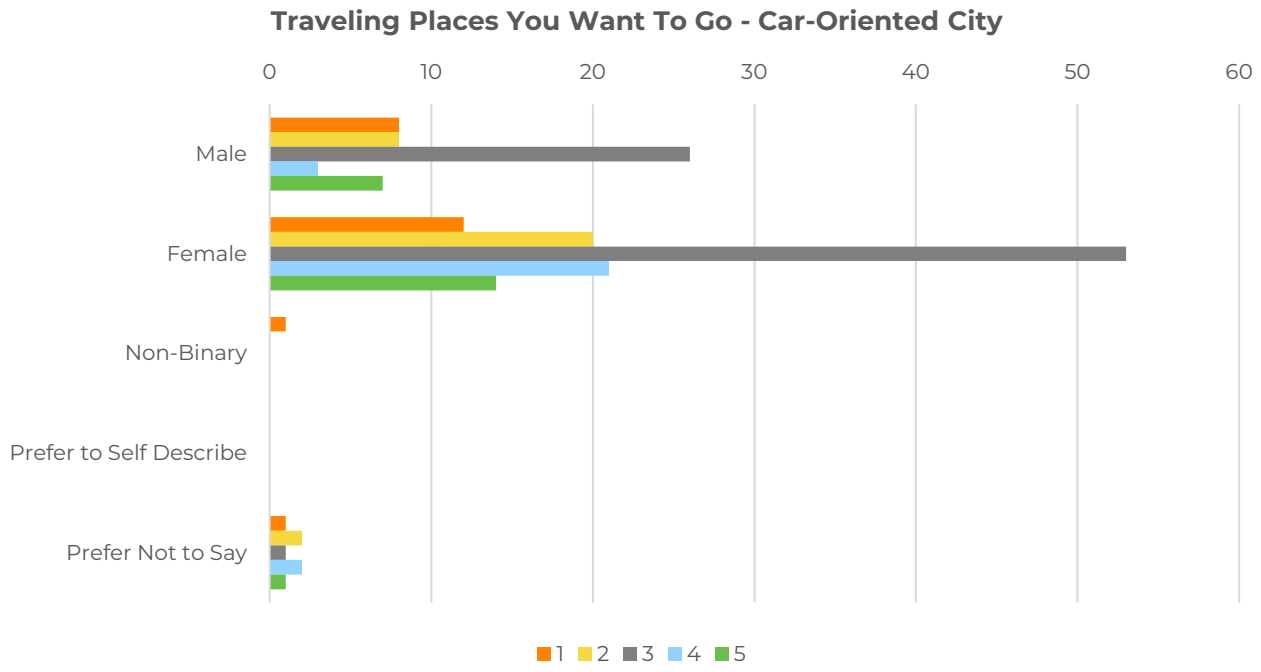




Traveling to Places You Want To Go

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
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Non-Binary
Prefer to Self Describe
Prefer Not to Say
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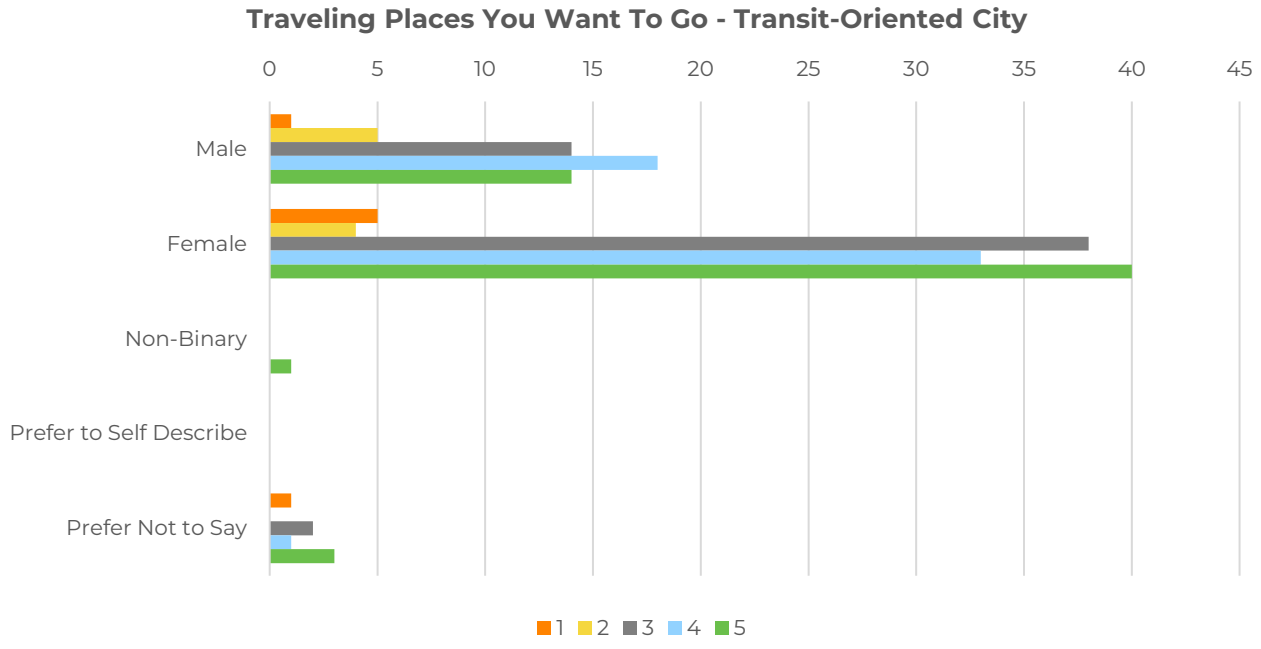
Traveling Places You Want To Go - Transit-Oriented City
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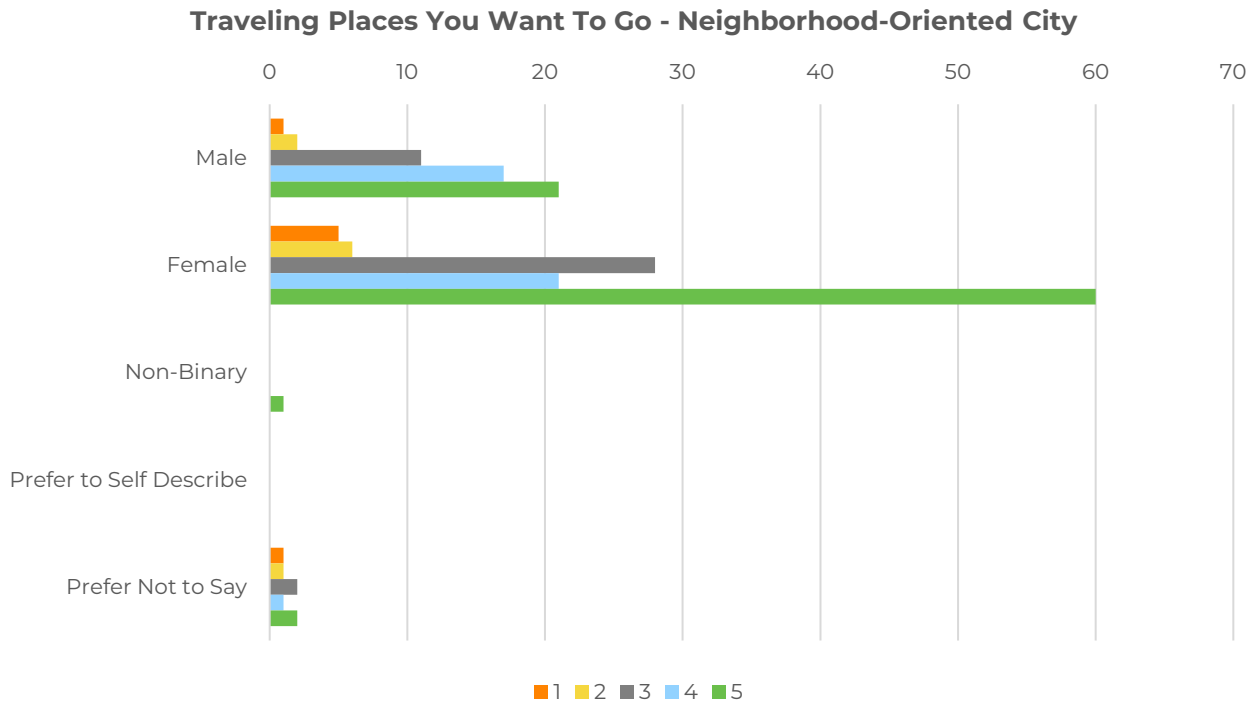
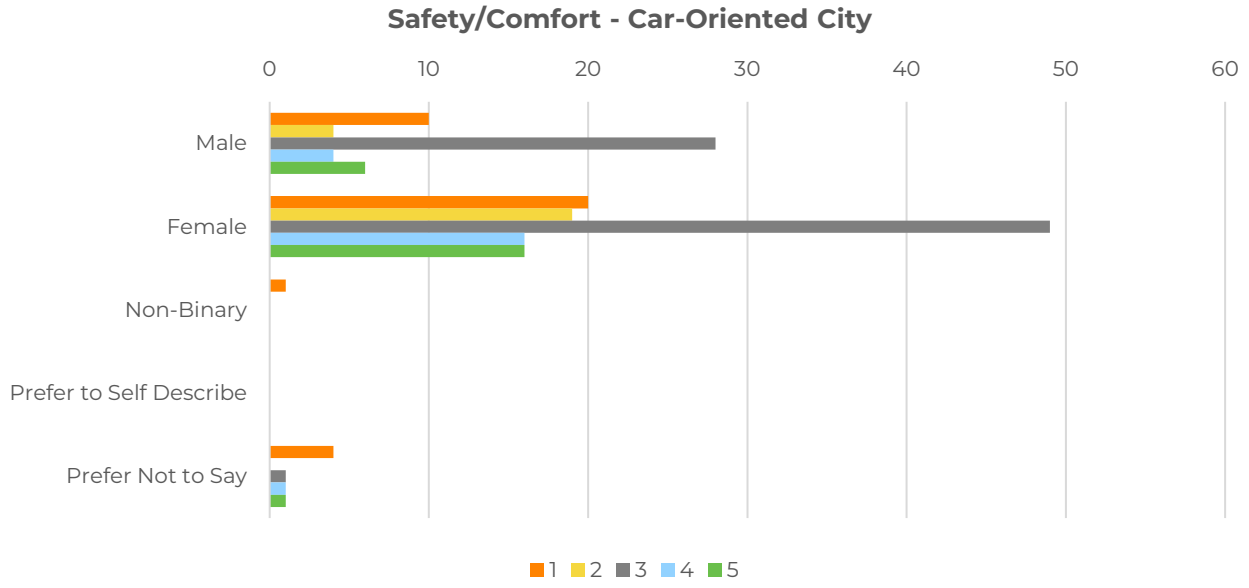
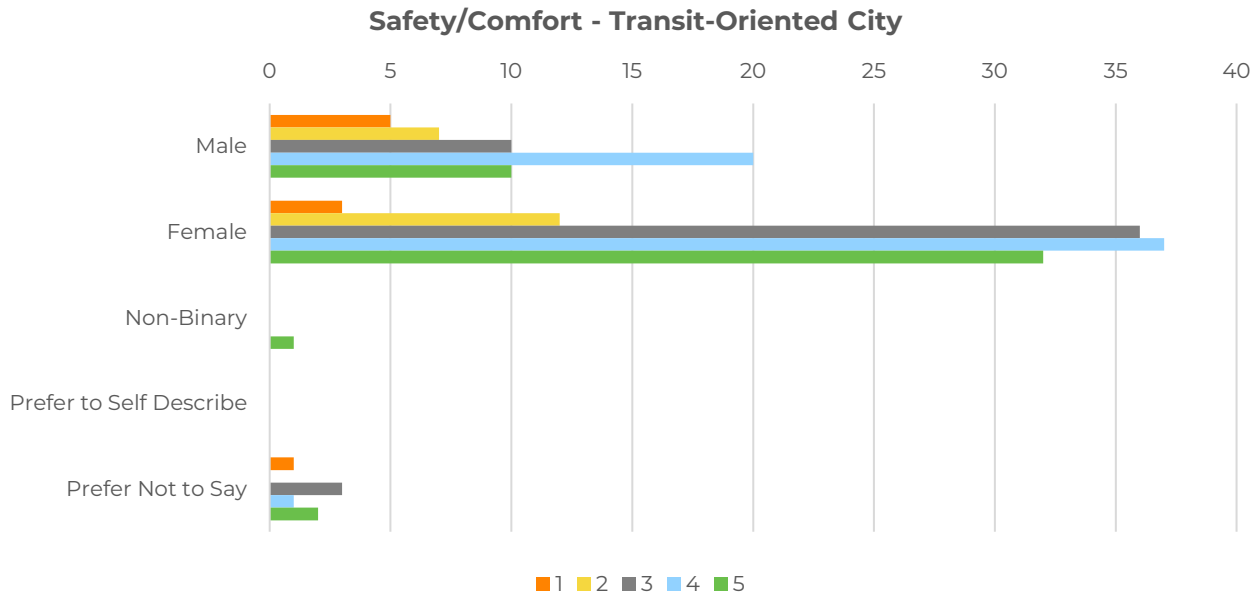
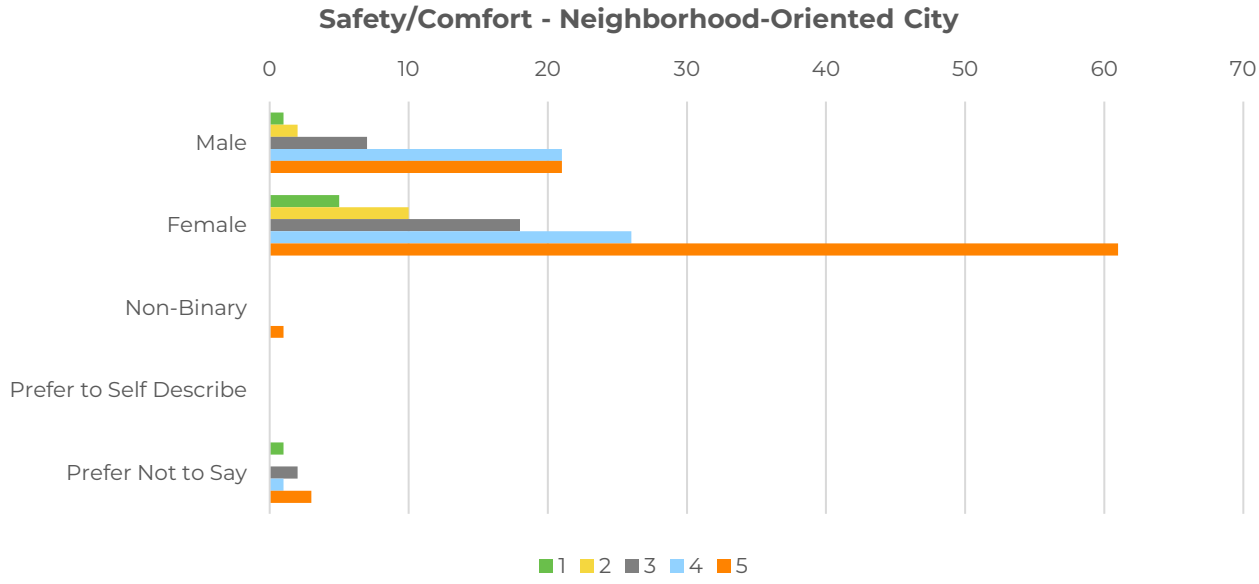


Safety and Comfort

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.







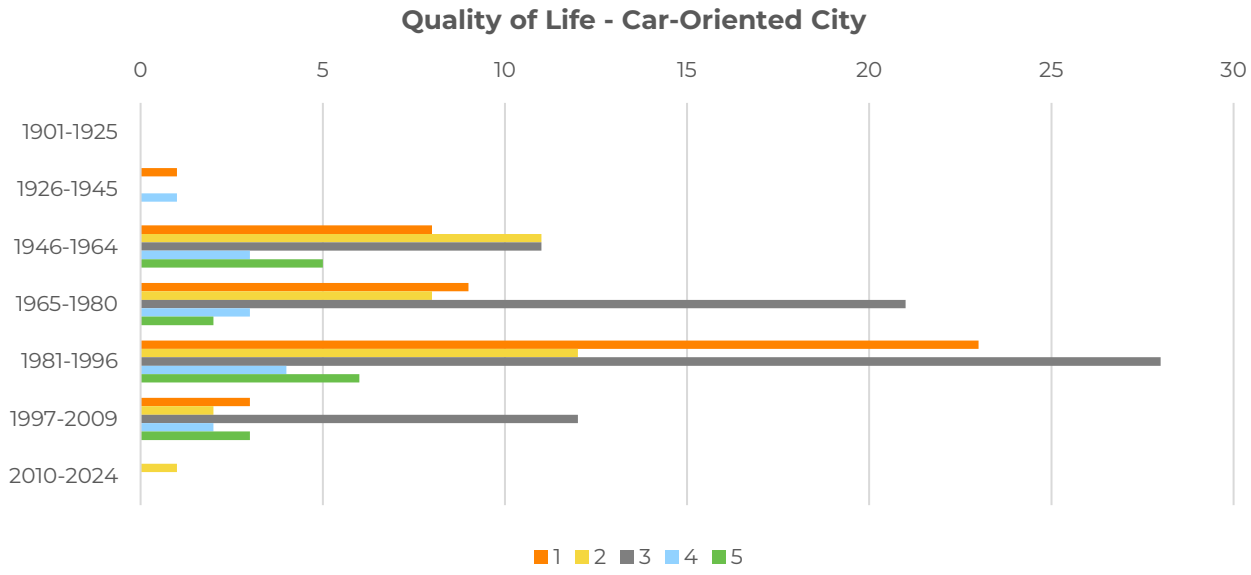
FEEDBACK BY AGE

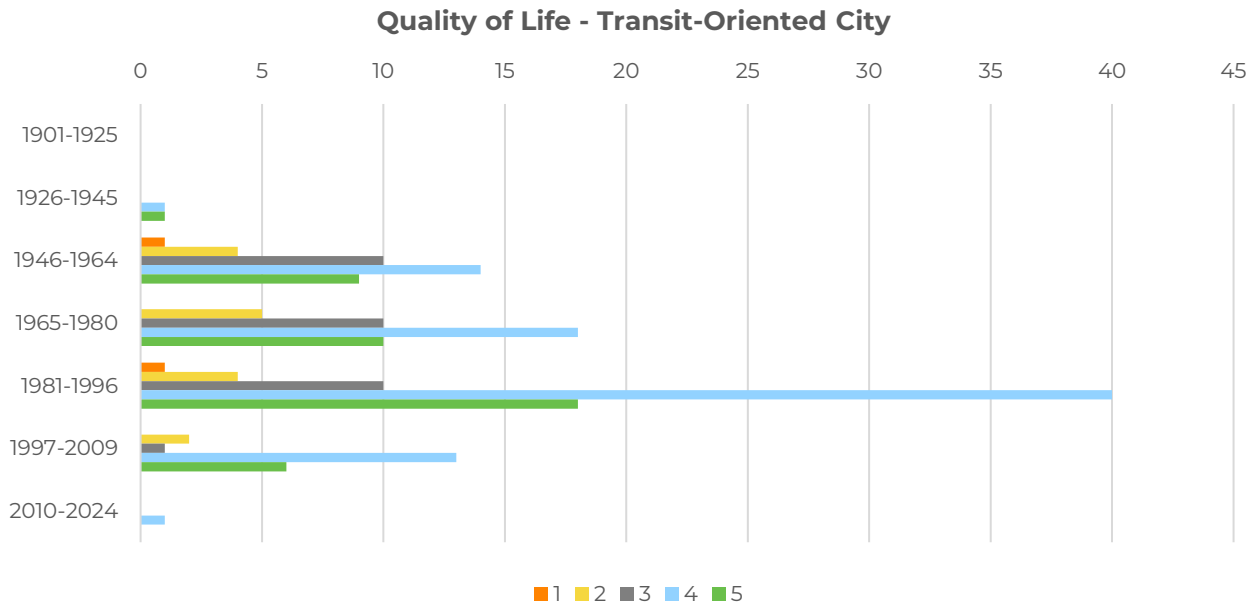
The online survey asked for information about which year participants were born in. The data in the following charts show's responses to the five survey questions based on age. Each of the five questions allowed participants to indicate if they felt like the community or indicated demographic would be

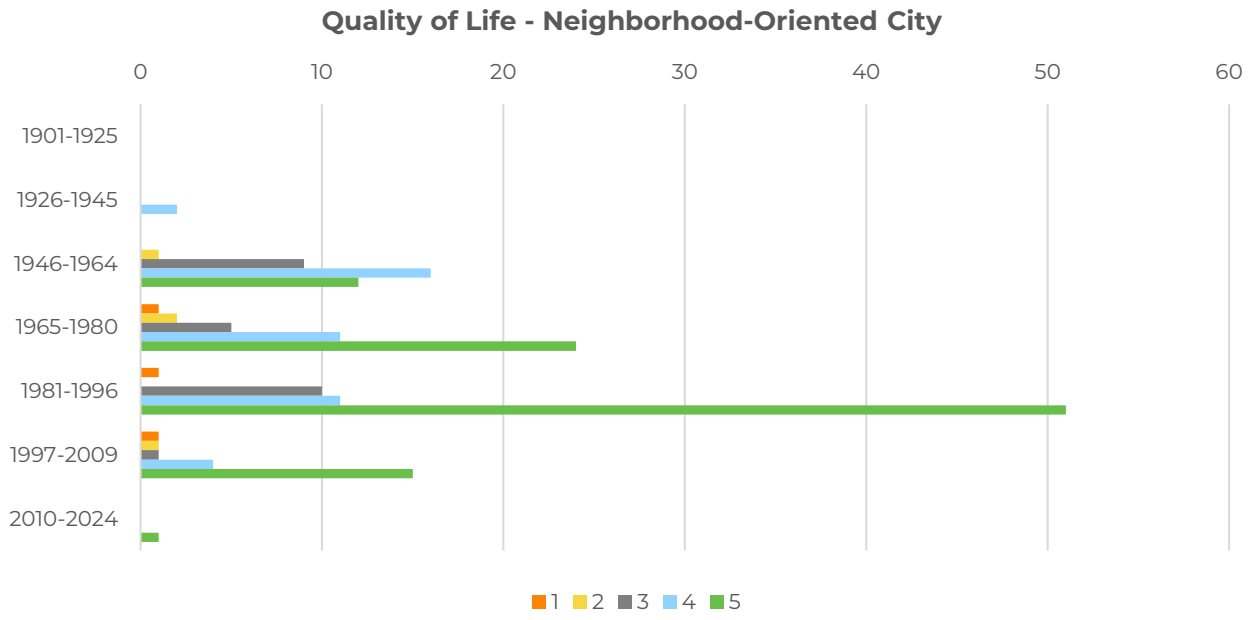
better or worse for three imagined future scenarios. These three futures were Car-Oriented City (Status Quo), Transit-Oriented City and Neighborhood-Oriented City.

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.

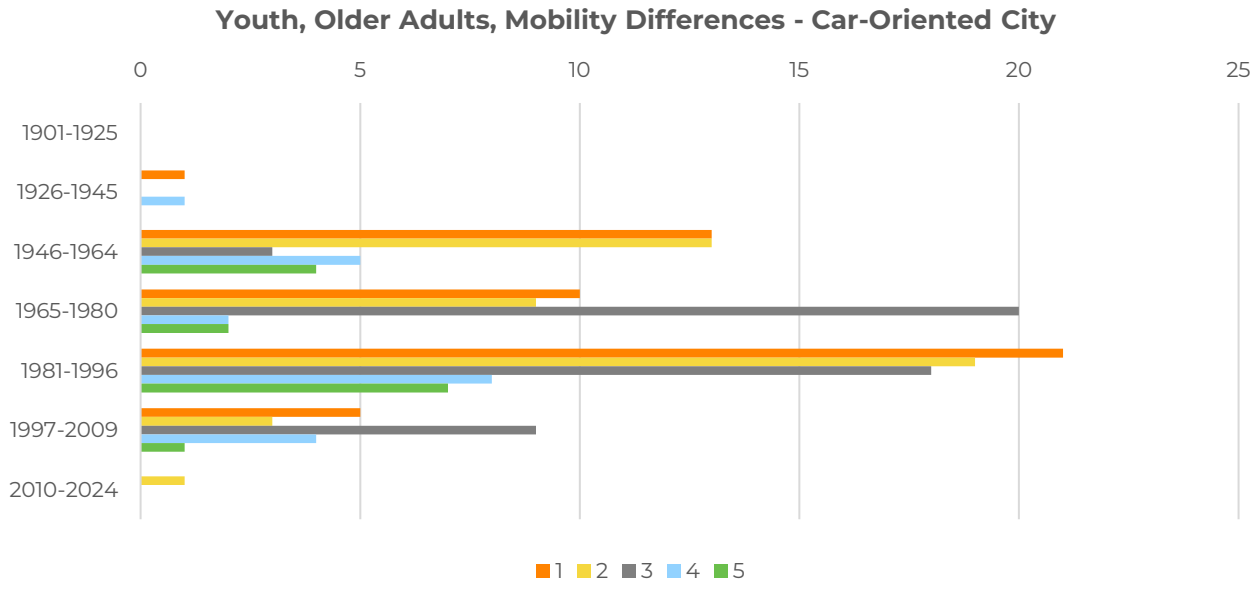


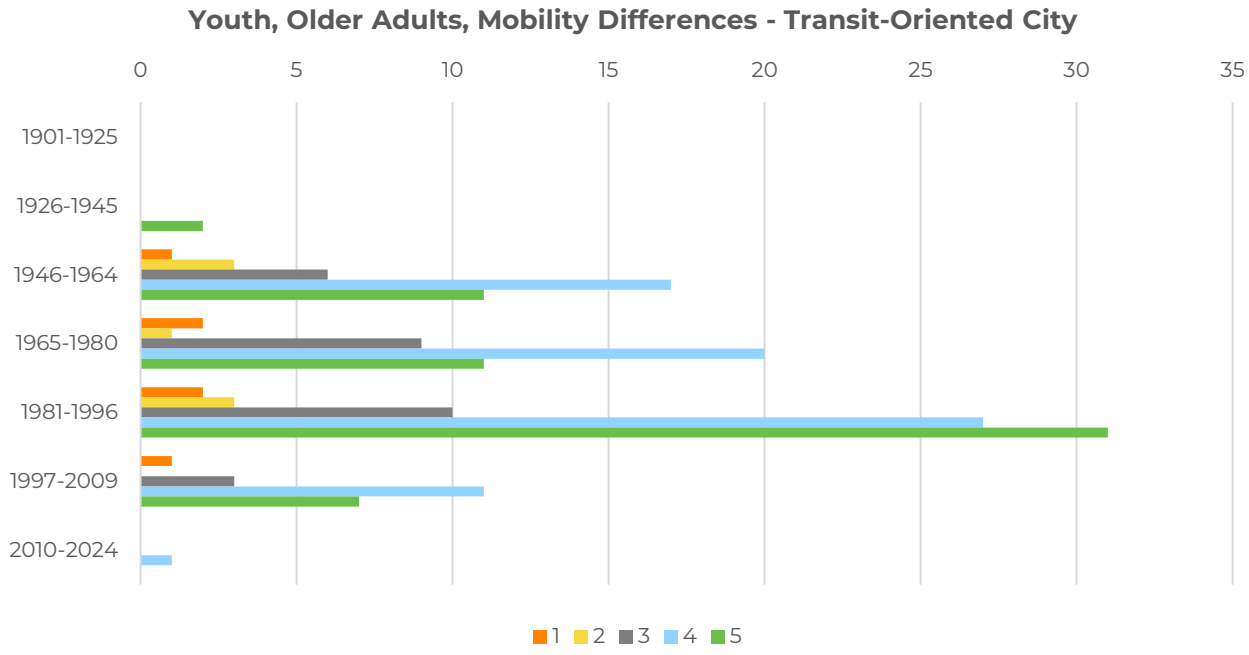




Impacts to Youth, Older Adults and Residents with Mobility Differences

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
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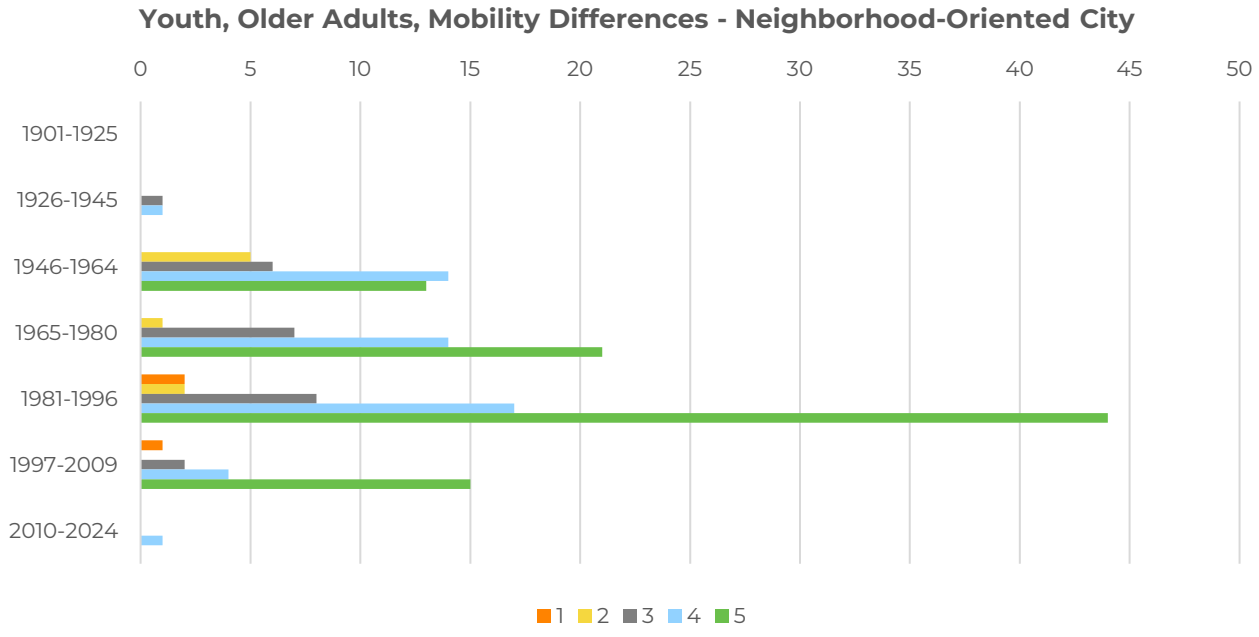
4
5


Youth, Older Adults, Mobility Differences - Neighborhood-Oriented City
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10
15
20
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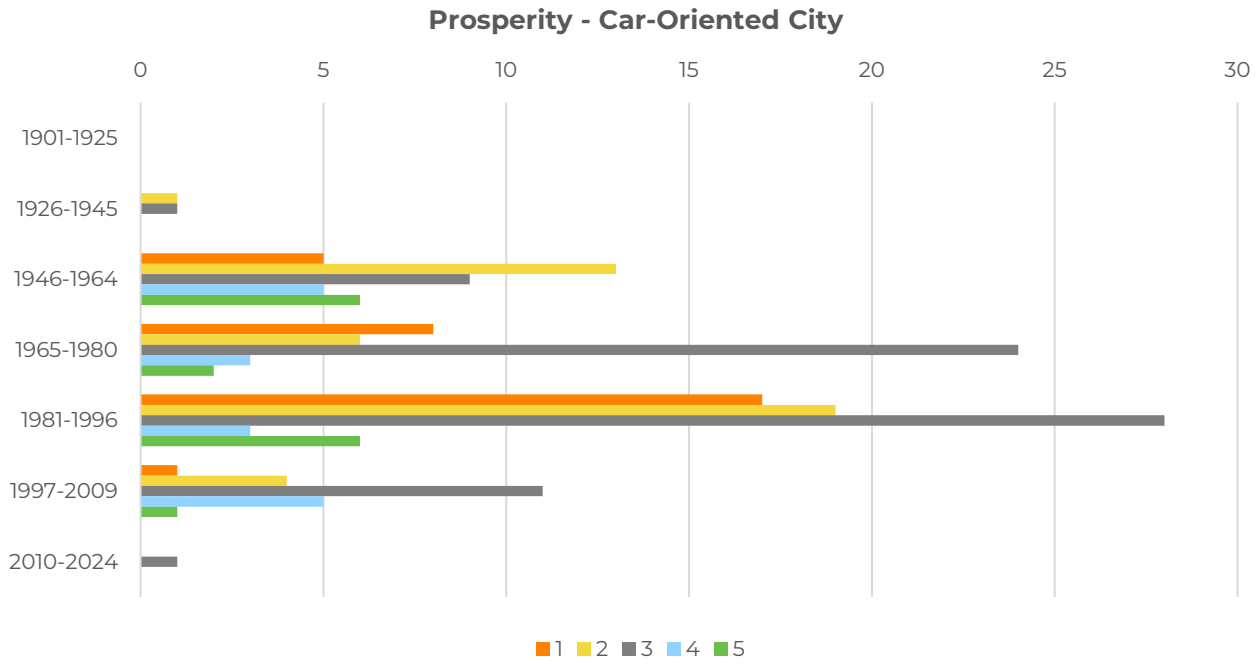
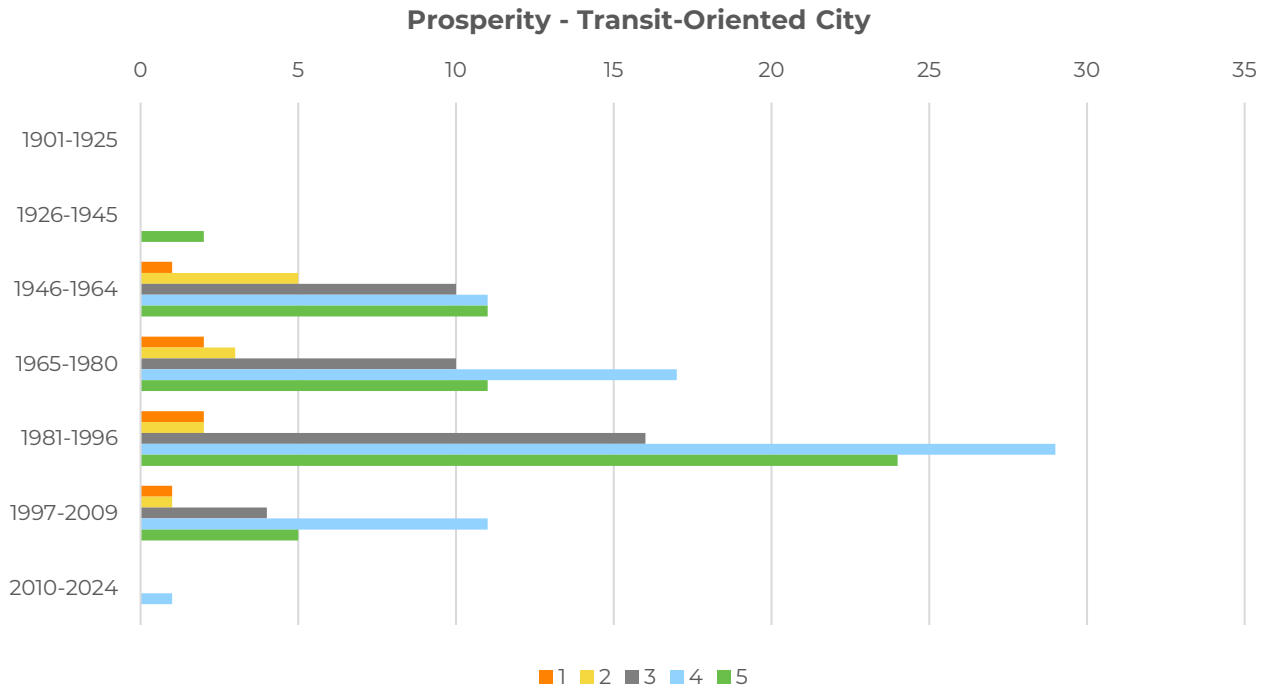
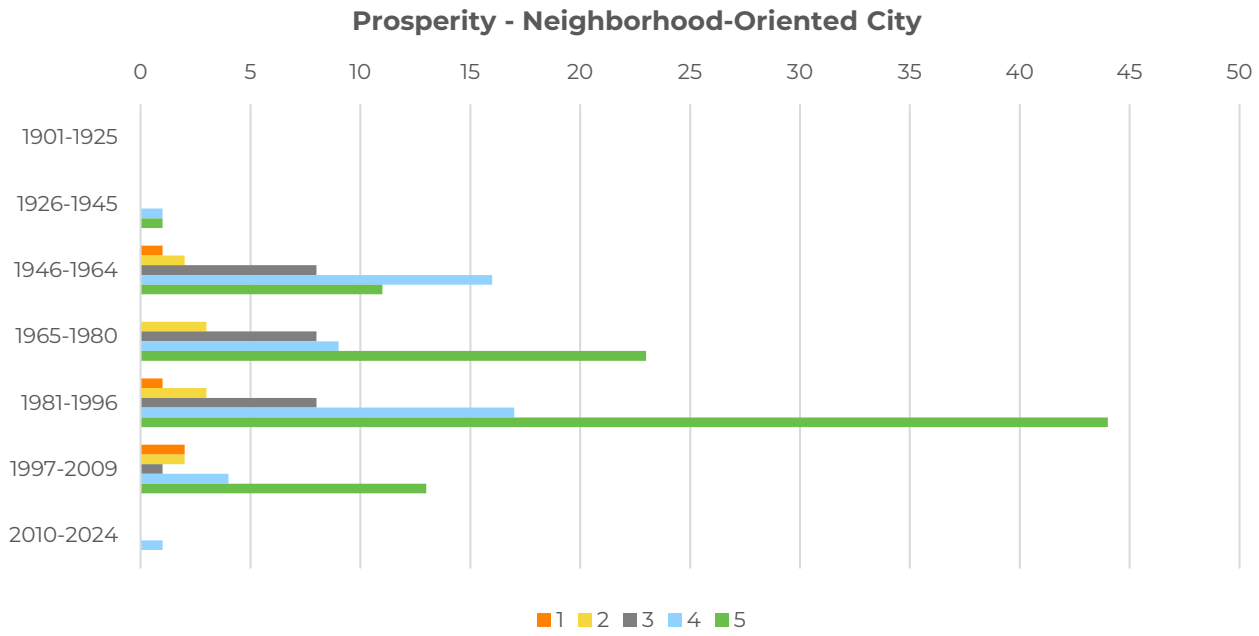
40
45
50
1901-1925
1926-1945
1946-1964
1965-1980
1981-1996
1997-2009
2010-2024
1
2
3
4
5

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.

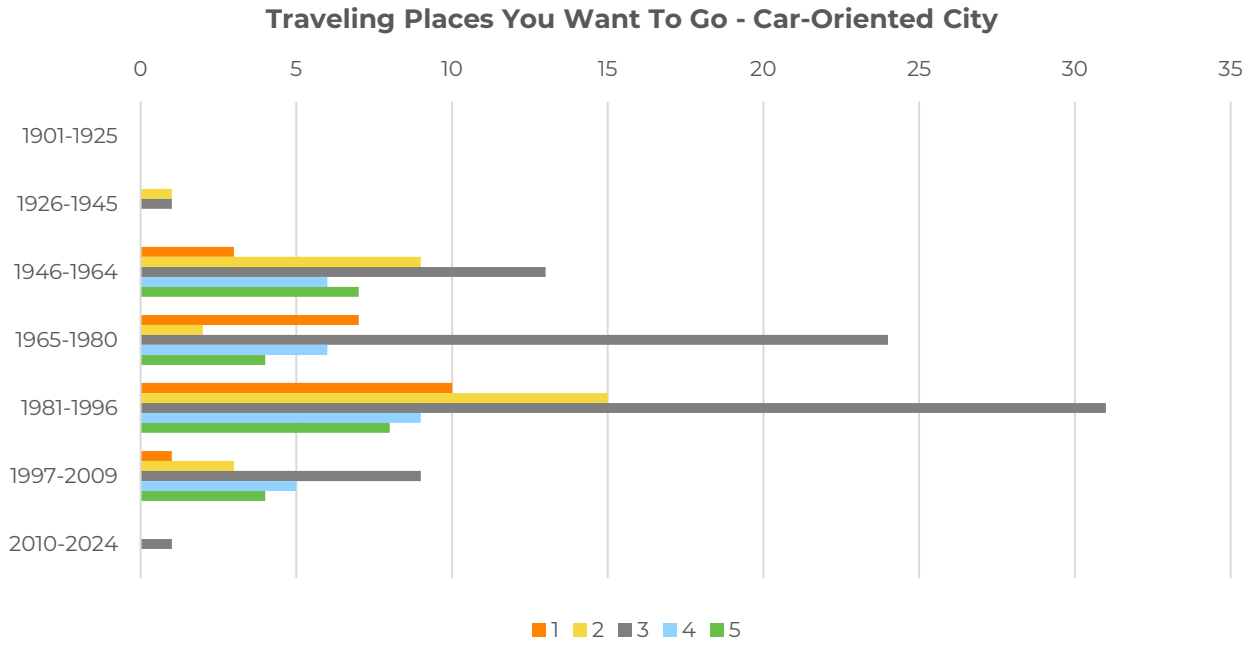


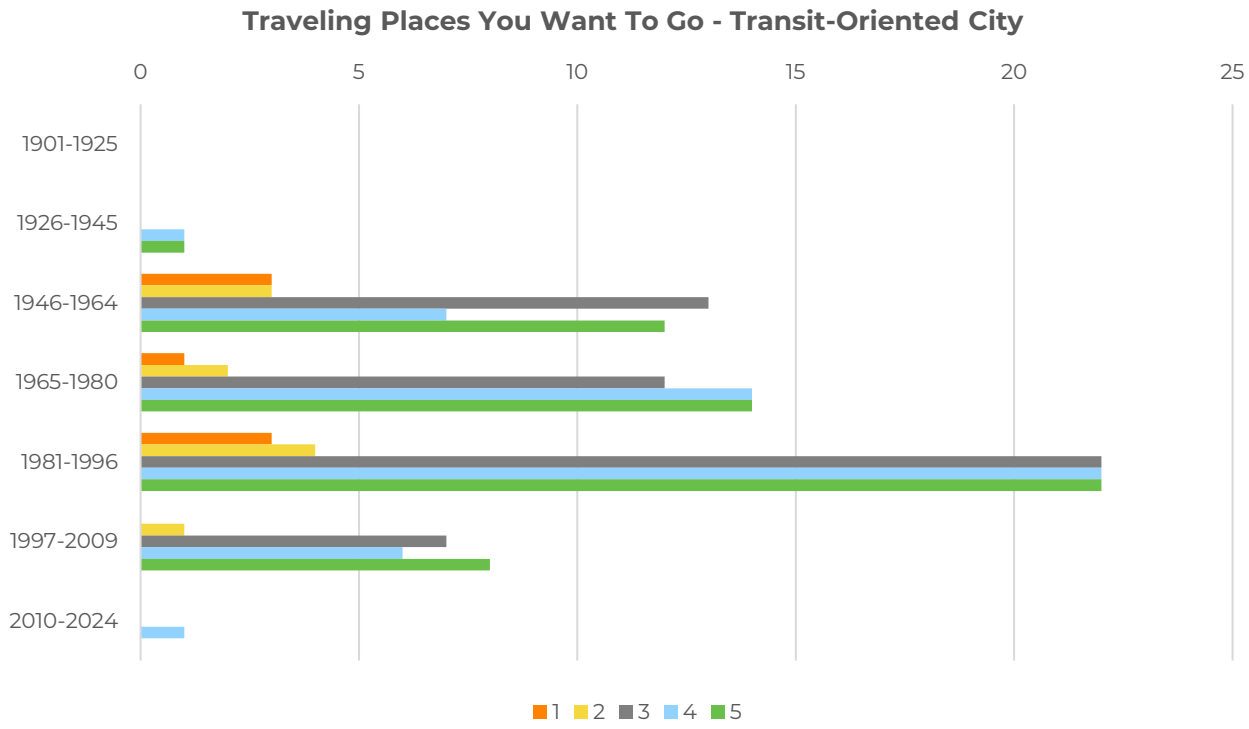


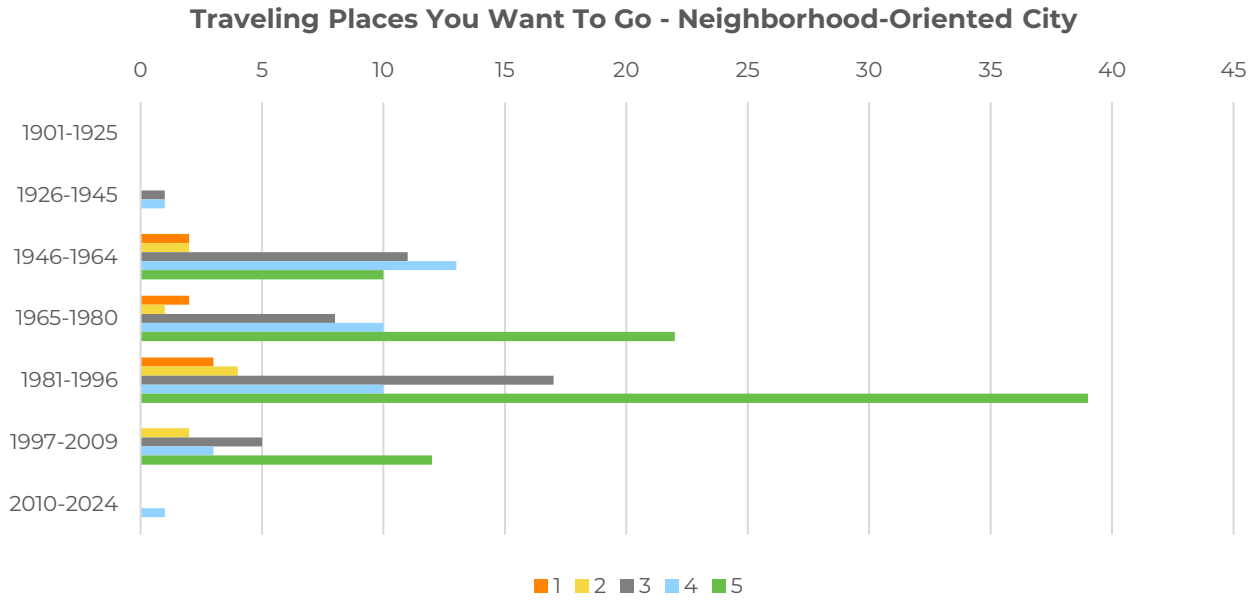


Traveling to Places You Want To Go

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.

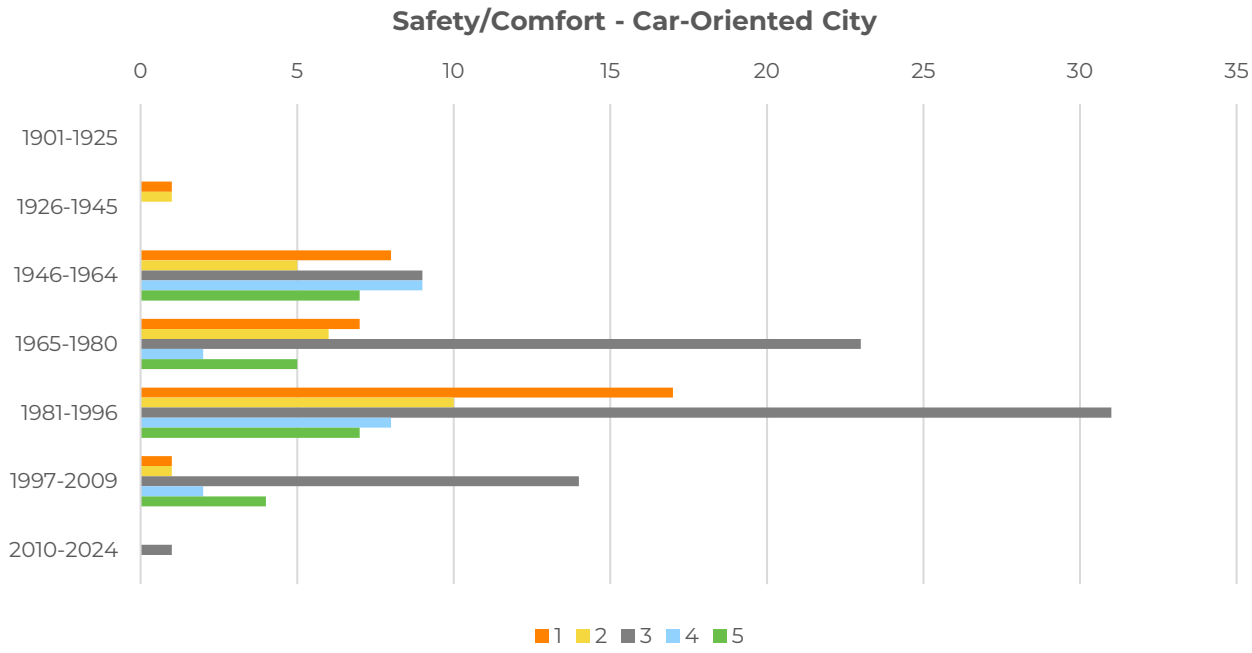


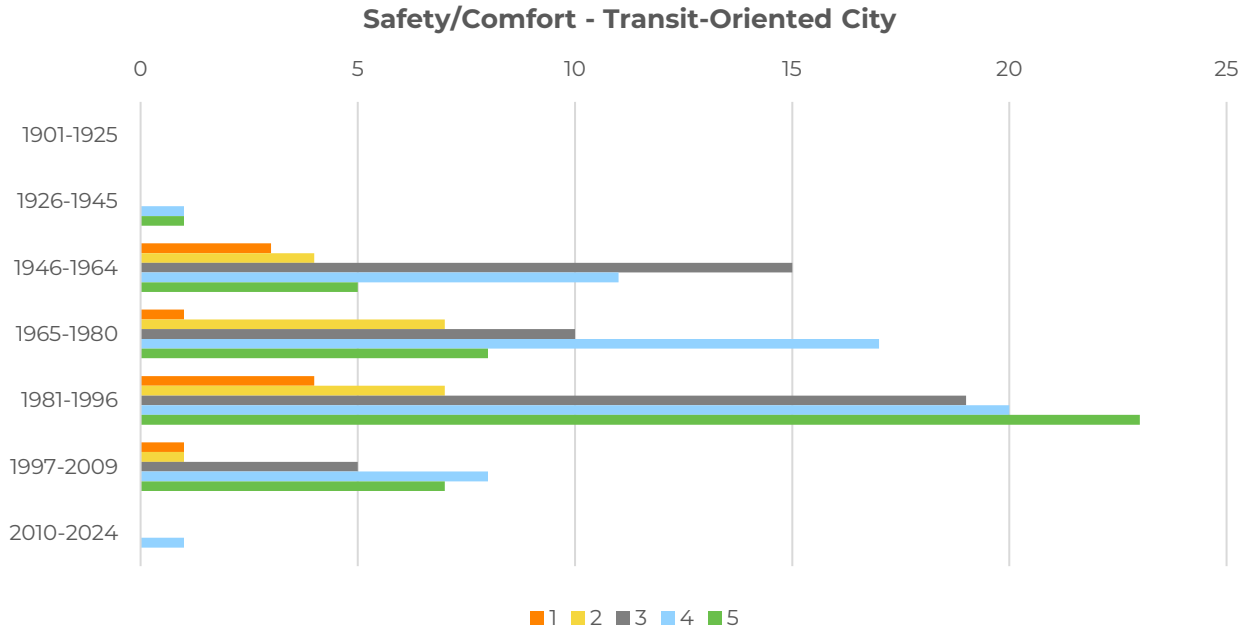

Traveling Places You Want To Go - Transit-Oriented City
0
5
10
15
20
25
1901-1925
1926-1945
1946-1964
1965-1980
1981-1996
1997-2009
2010-2024
1
2
3
4
5

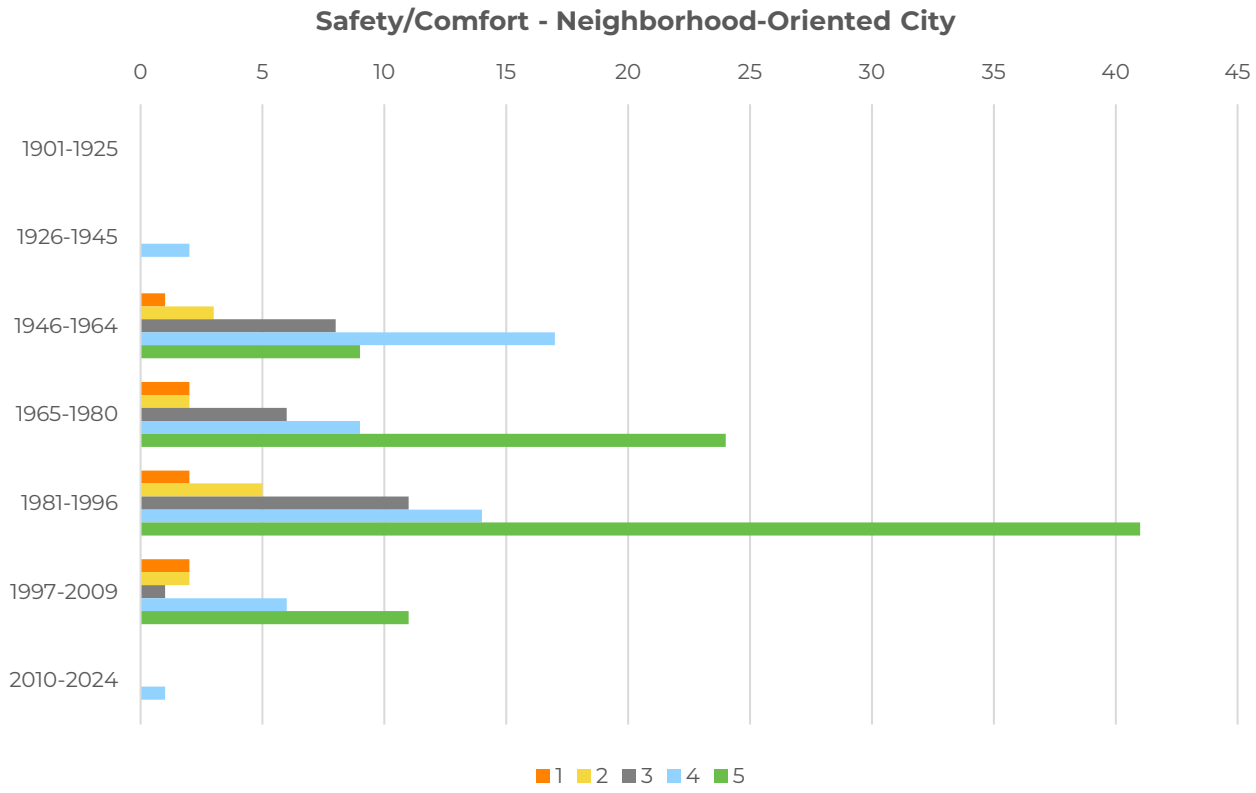

Traveling Places You Want To Go - Neighborhood-Oriented City
0
5
10
15
20
25
30
35
40
45
1901-1925
1926-1945
1946-1964
1965-1980
1981-1996
1997-2009
2010-2024
1
2
3
4
5

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.







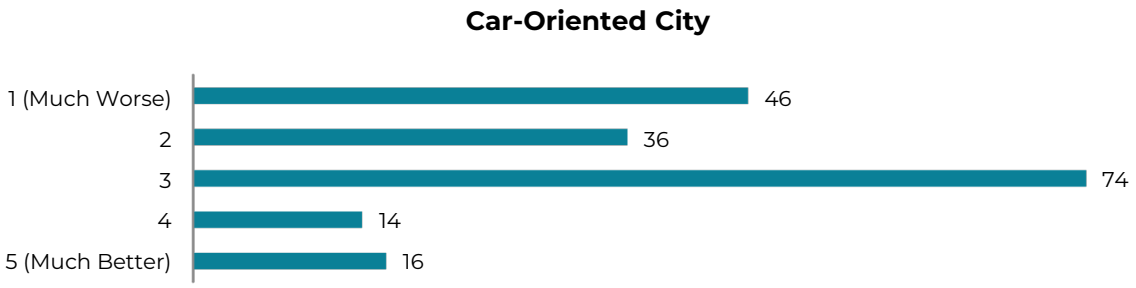
ONLINE SURVEY RESPONSES OVERALL

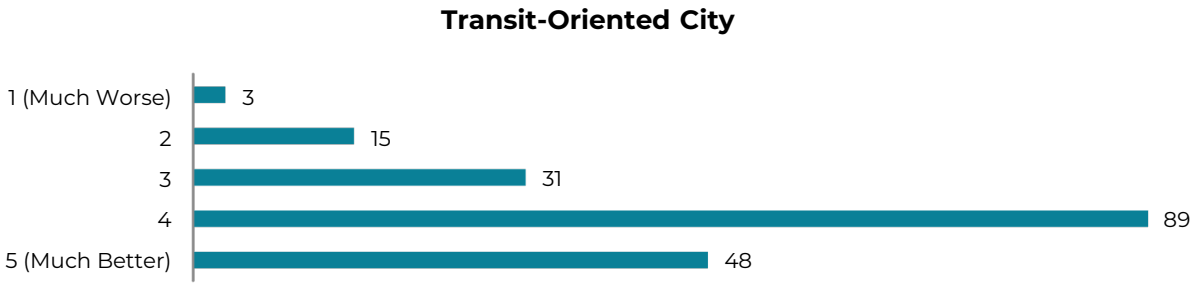
Throughout the course of Milestone 2, community members were invited to take a survey to gauge public opinion on the impacts of each imagined future. The survey was available online on Engage Aurora, as well as in paper form at the open houses. The survey consisted of five demographic questions and five questions about each scenario, focusing on quality of life, accessibility, prosperity, mobility, and safety.

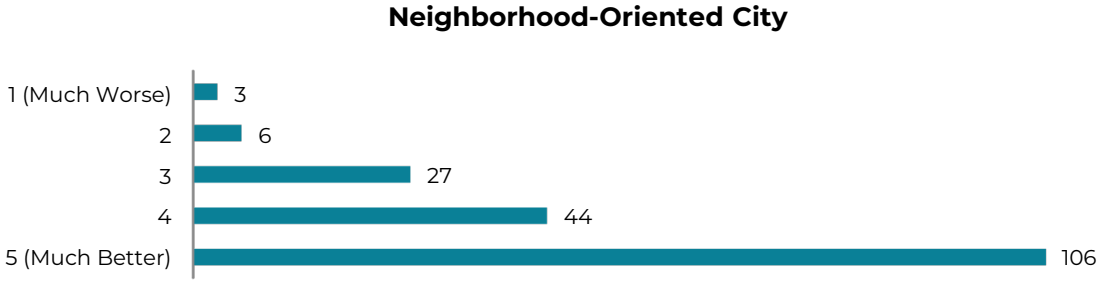
As seen in the breakdown of each question below, a neighborhood-oriented city was most favored by respondents in improving quality of life, accessibility, prosperity, mobility, and safety. A car-oriented city, on the other hand, was consistently seen to either not have any impact or to worsen conditions.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?

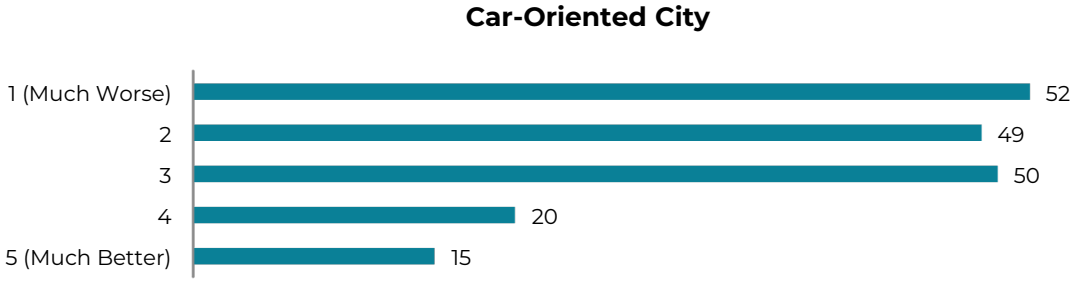




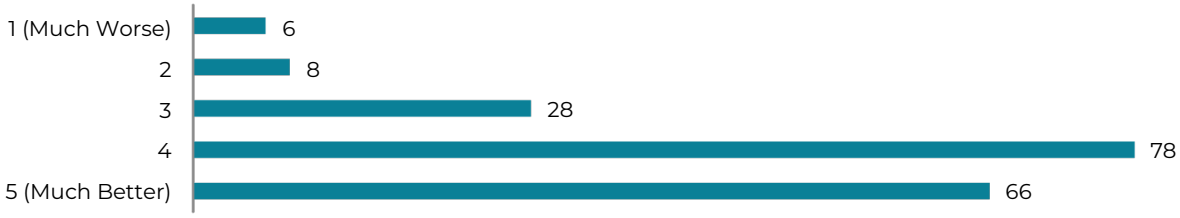


Impacts to Youth, Older Adults and Residents with Mobility Differences

How do you think each of the three futures would impact youth, older adults and residents with mobility differences?



Transit-Oriented City



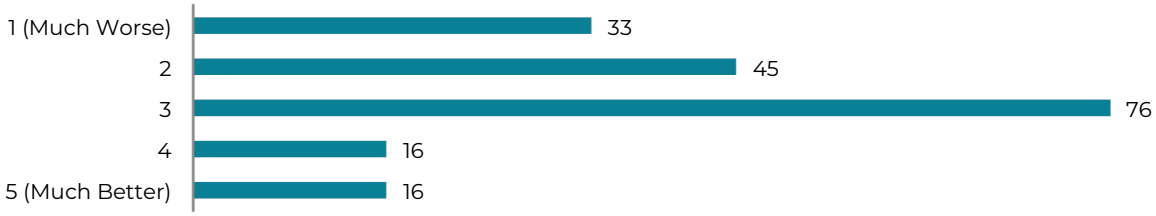
Neighborhood-Oriented City



Prosperity

How do you think each of three futures would impact our city's prosperity?

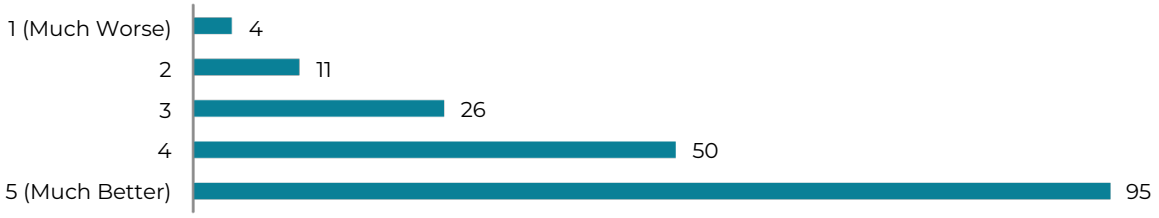
Car-Oriented City



Transit-Oriented City



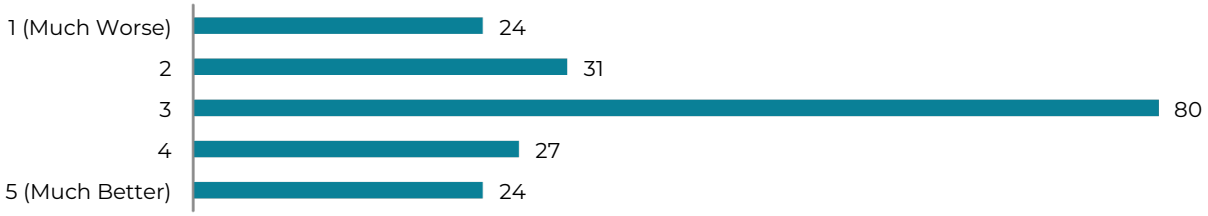
Neighborhood-Oriented City



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?

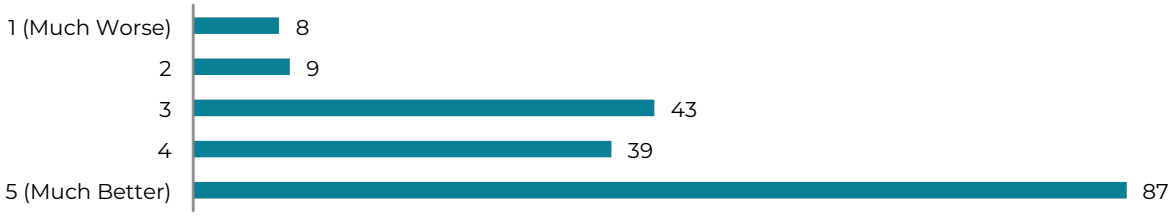
Car-Oriented City



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?

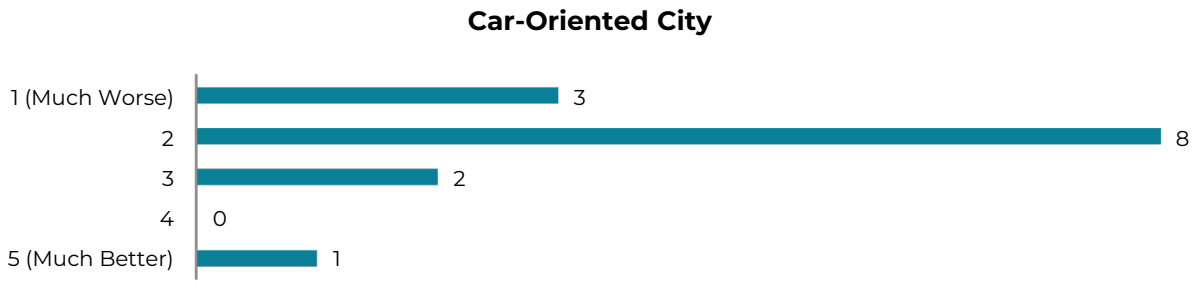


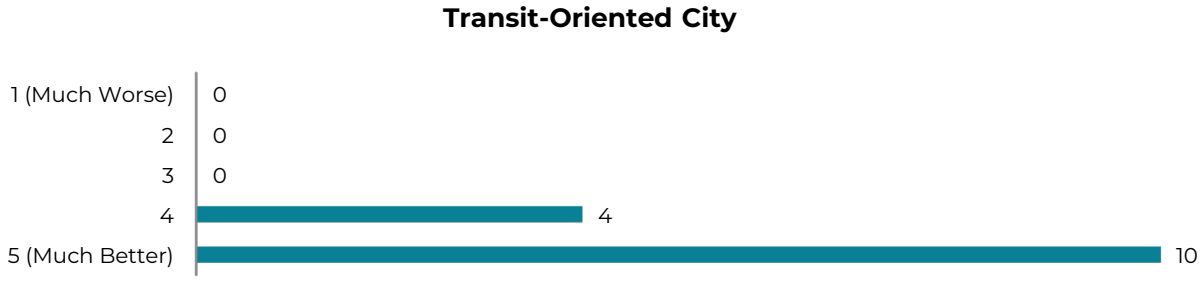
OPEN HOUSE #1 – CRAWFORD ELEMENTARY

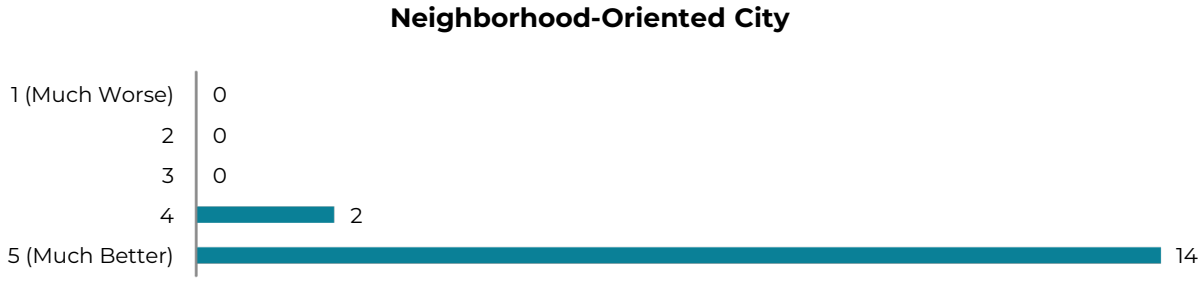
After learning more about each imagined future, open house attendees were invited to share their feedback by placing dots on a board to reflect how each scenario would impact their overall quality of life. Out of the 22 attendees, 14 participated in the dot board activity. As seen in the graphs below, 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?





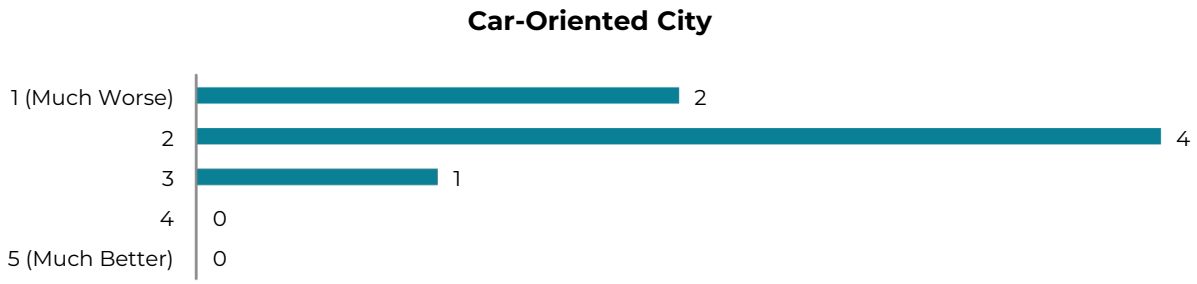


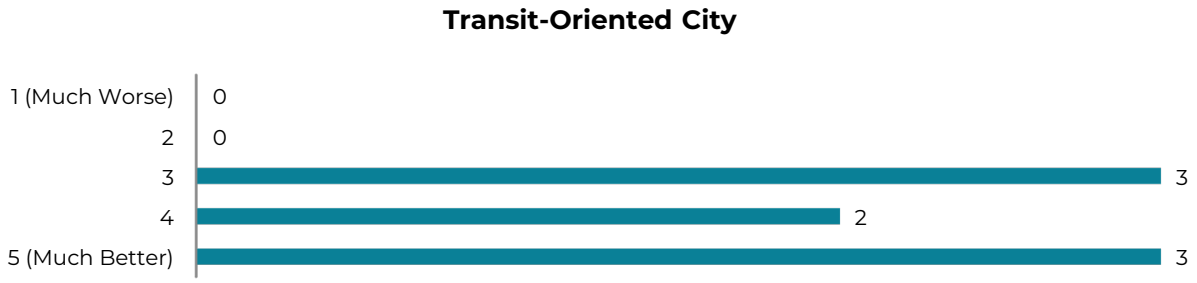
OPEN HOUSE #2 – AURORA HIGHLANDS P-8

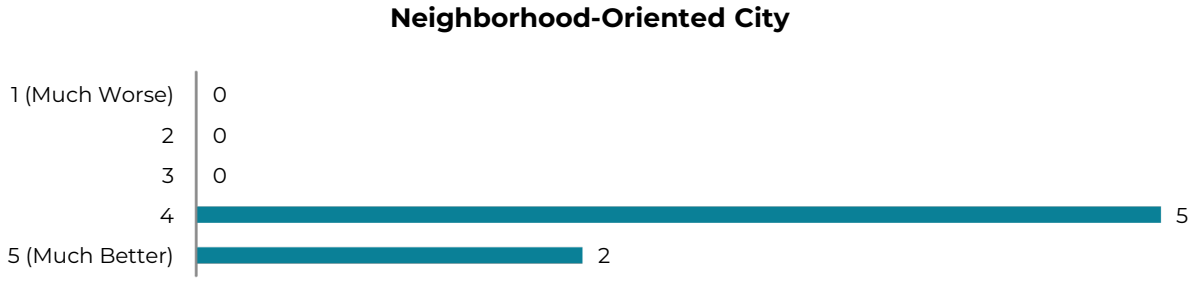
After learning more about each imagined future, open house attendees were invited to share their feedback by placing dots on a board to reflect how each scenario would impact their overall quality of life. Out of the 18 attendees, 7 participated in the dot board activity. As seen in the graphs below, 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?







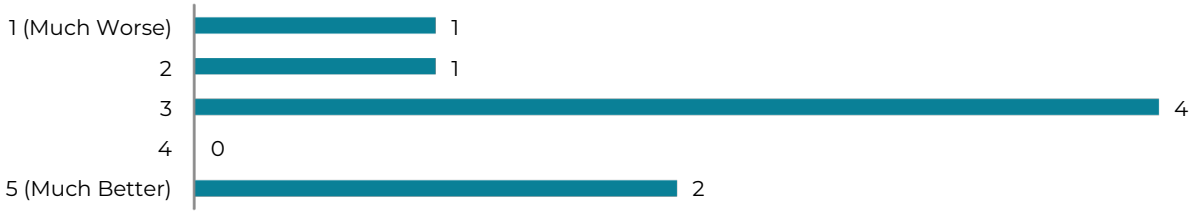
VIRTUAL TOWN HALL

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?

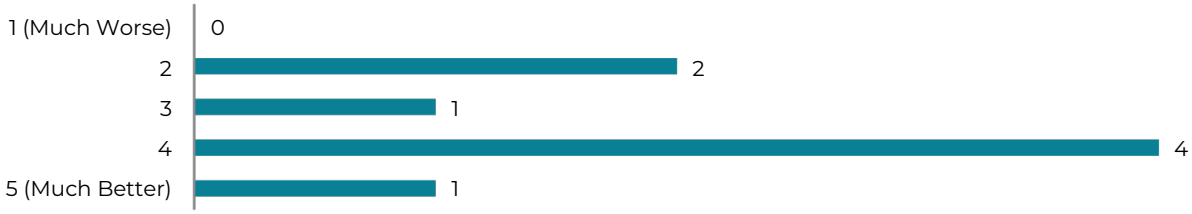
Car-Oriented City



Transit-Oriented City



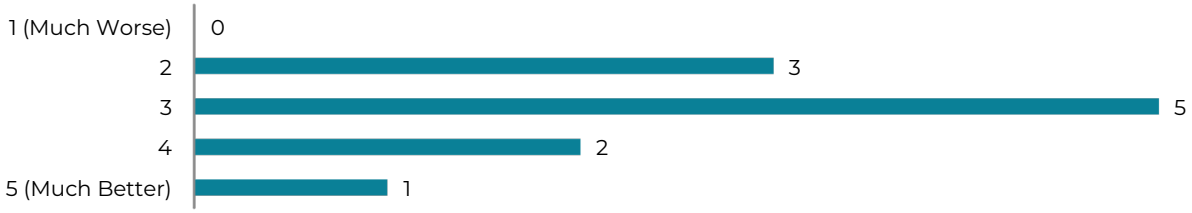
Neighborhood-Oriented City



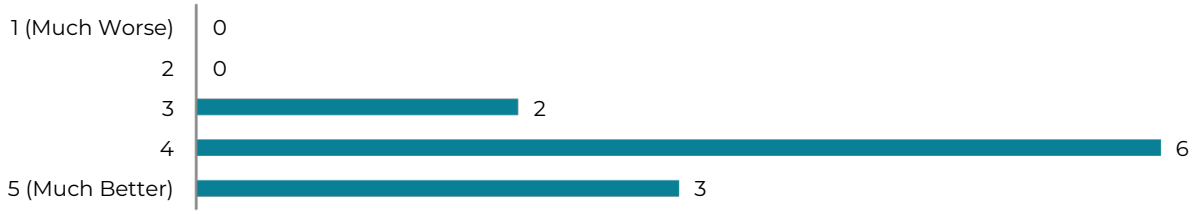
Impacts to Youth, Older Adults and Residents with Mobility Differences

How do you think each of the three futures would impact youth, older adults and residents with mobility differences?

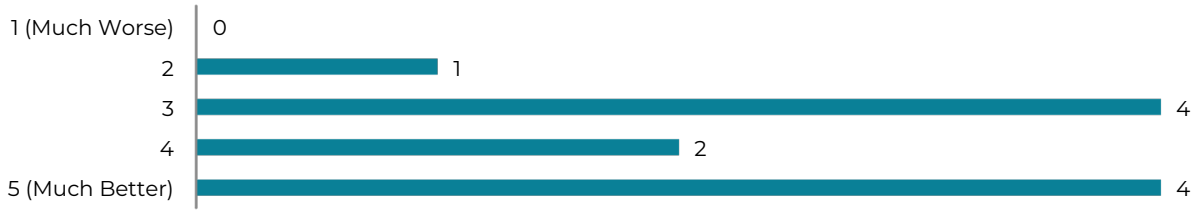
Car-Oriented City



Transit-Oriented City



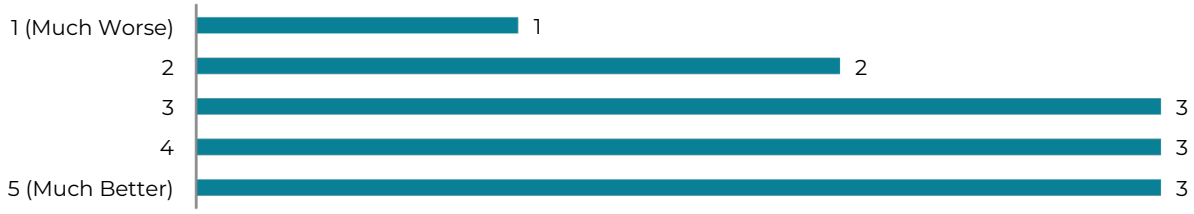
Neighborhood-Oriented City



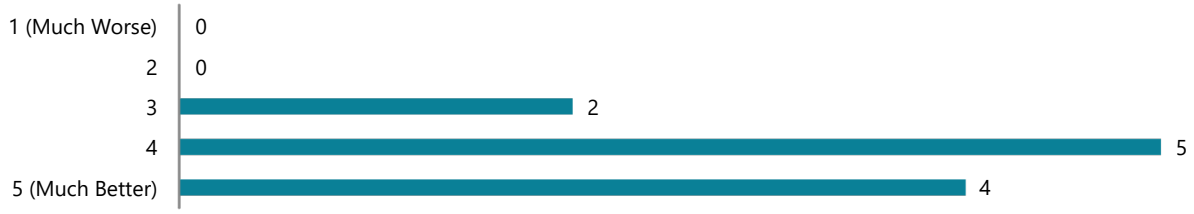
Prosperity

How do you think each of three futures would impact our city's prosperity?

Car-Oriented City



Transit-Oriented City



Neighborhood-Oriented City



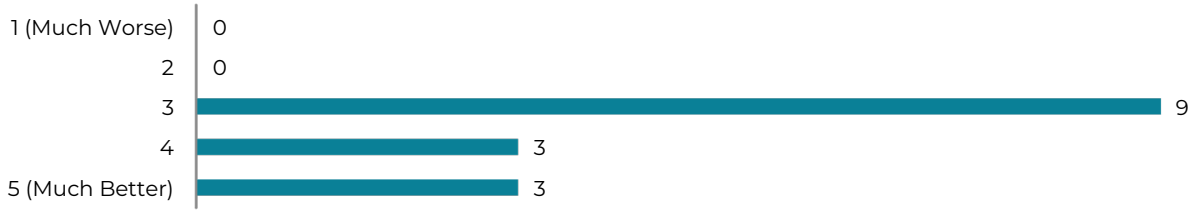
Traveling to Places You Want To Go

How do you think each of the three futures would impact your ability to travel to the places you want to go?

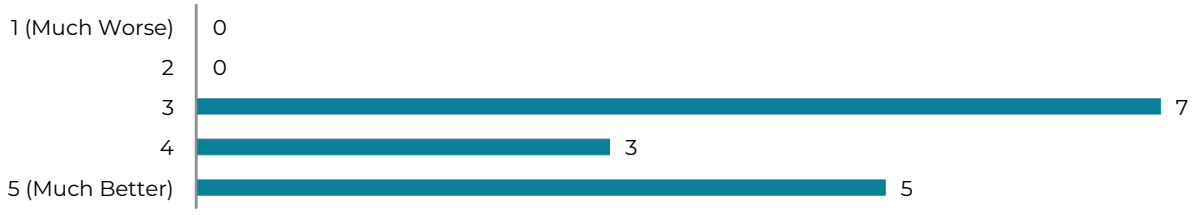
Car-Oriented City



Transit-Oriented City

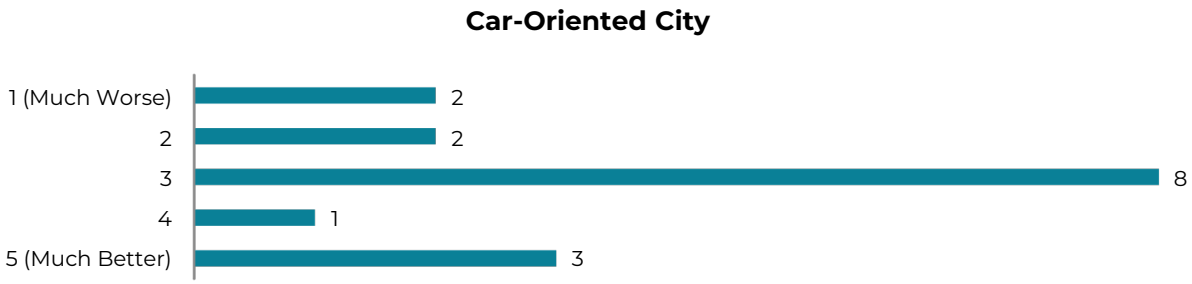


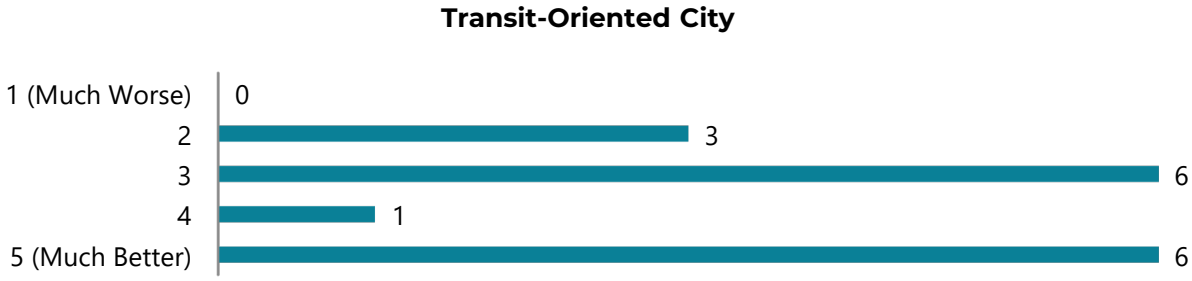
Neighborhood-Oriented City

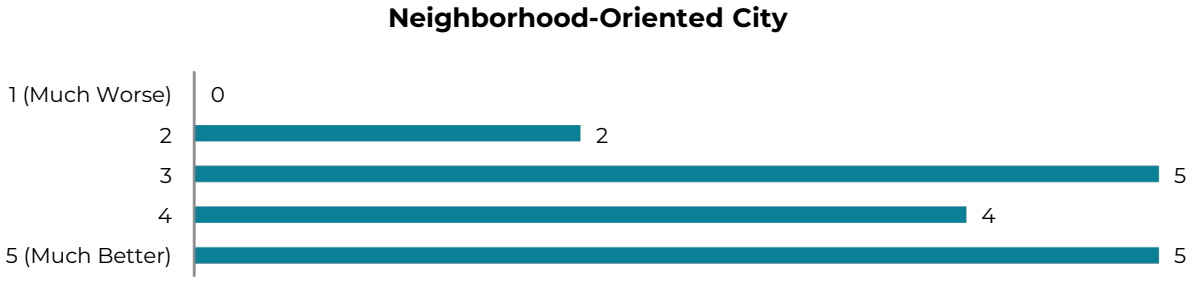


Safety/Comfort

How do you think each of the three futures would impact your safety and personal comfort when you travel?







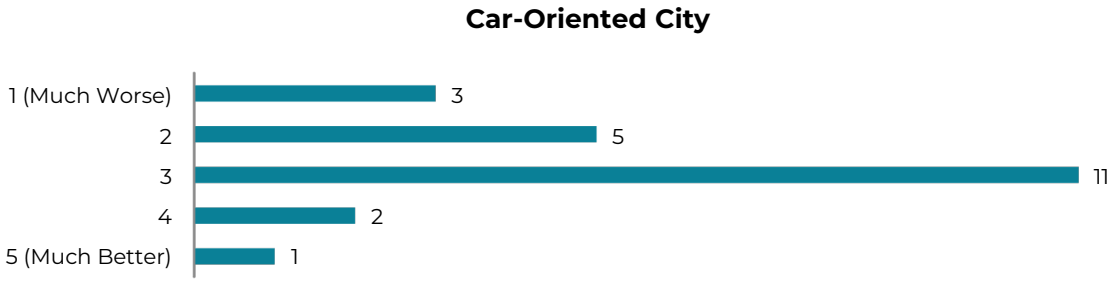
ROUNDTABLE DISCUSSION

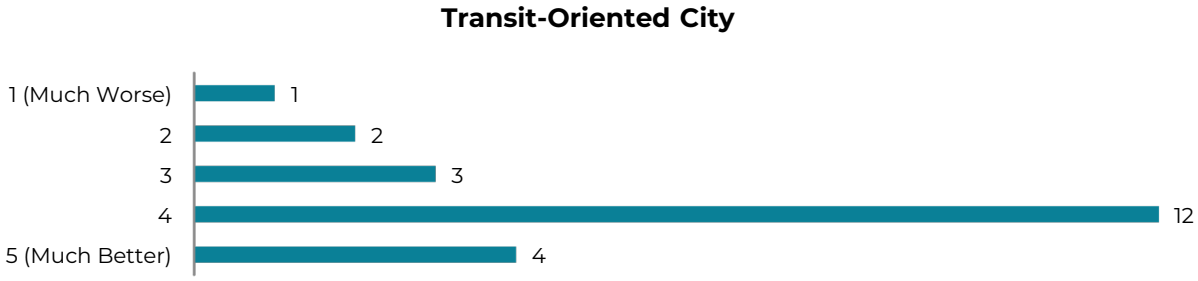
To make up for an open house cancellation due to inclement weather, the Project Team hosted a roundtable discussion, inviting members of all City of Aurora boards and commissions. The evening was also open to the general public. Following a presentation and small group discussions, attendees were asked 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.

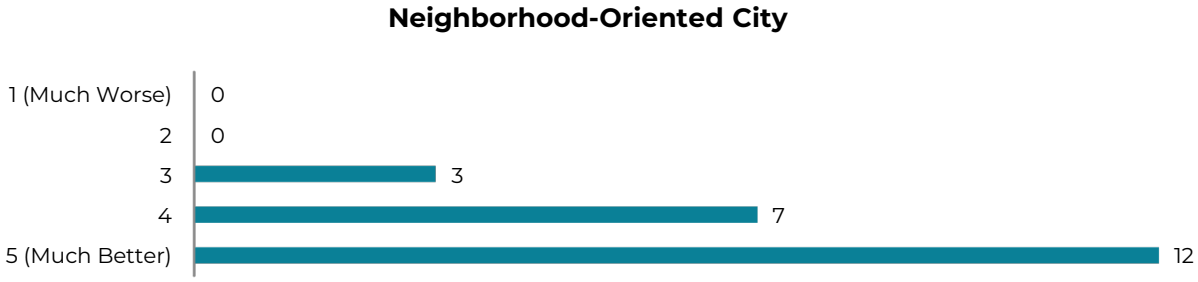
Based on the evening's discussions and the polling results shown below, attendees showed a general support for moving toward a transit or neighborhood-oriented future. In the group discussions, they did, however, have concerns about accessibility, land use/zoning, political will, public buy-in, and safety 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?

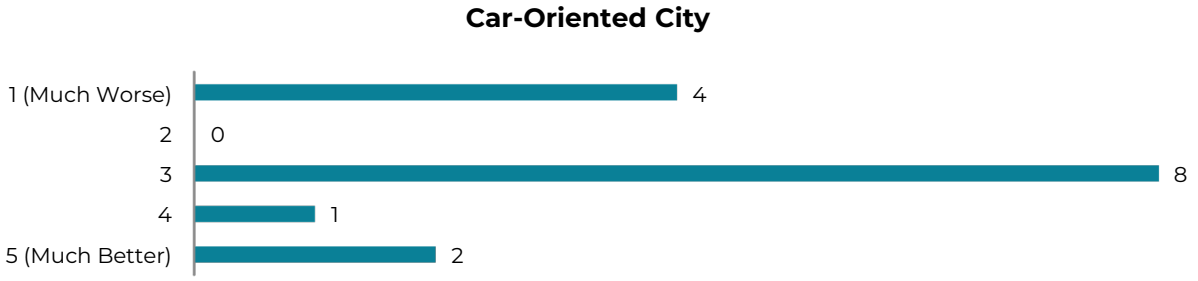




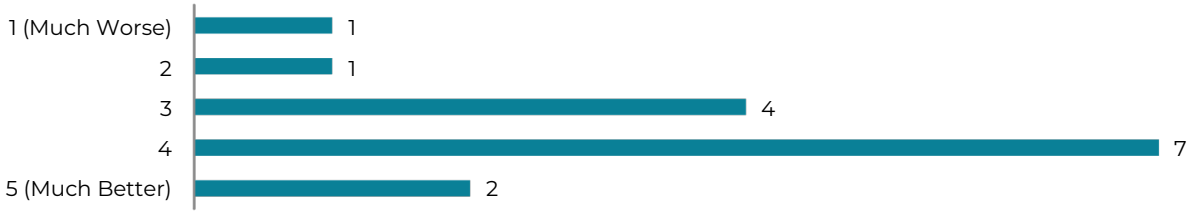


Impacts to Youth, Older Adults and Residents with Mobility Differences

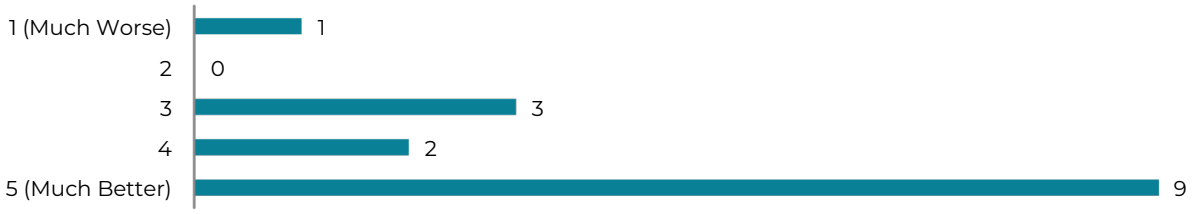
How do you think each of the three futures would impact youth, older adults and residents with mobility differences?



Transit-Oriented City



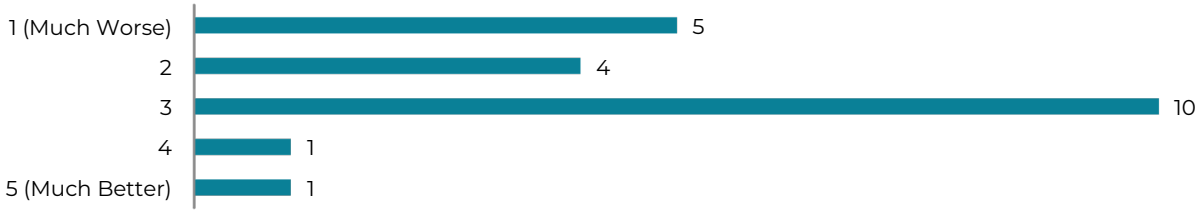
Neighborhood-Oriented City



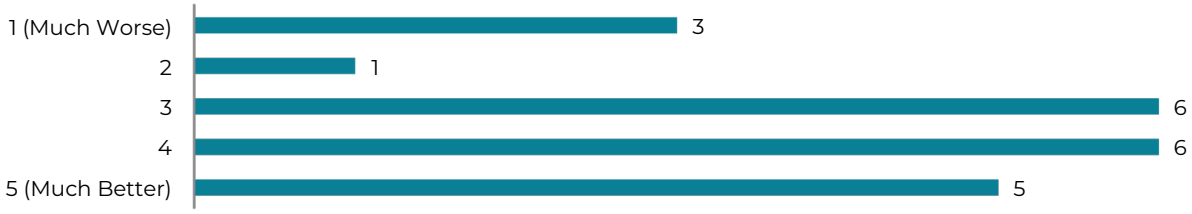
Prosperity

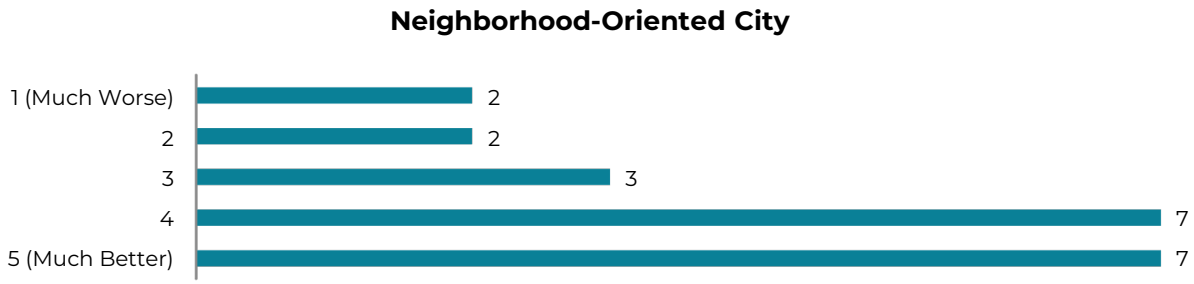
How do you think each of three futures would impact our city's prosperity?

Car-Oriented City



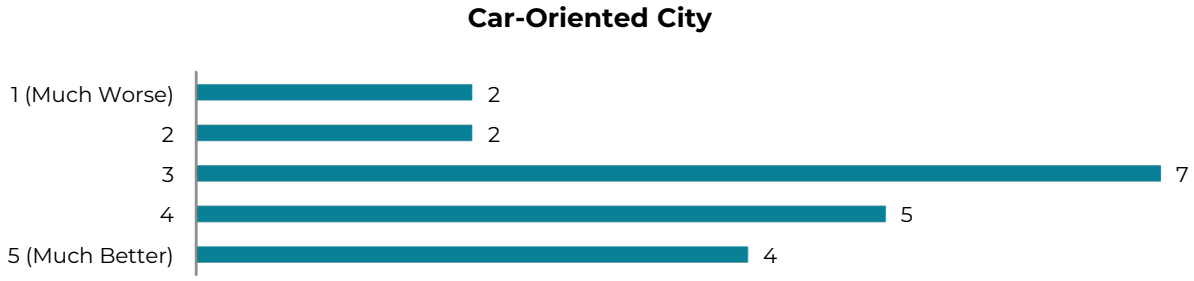
Transit-Oriented City

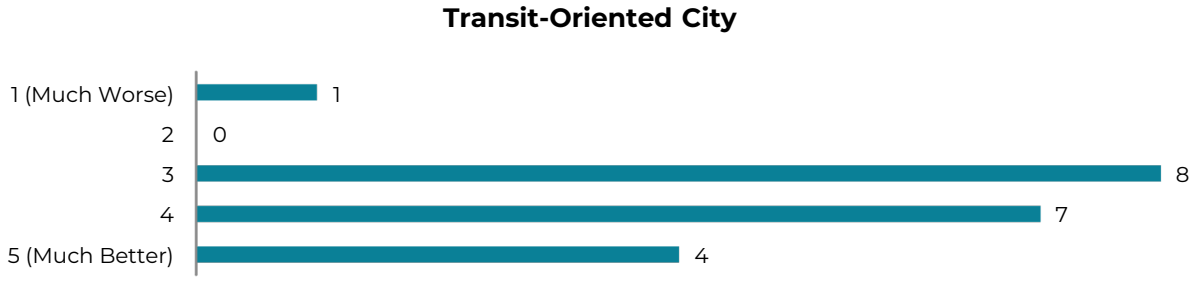


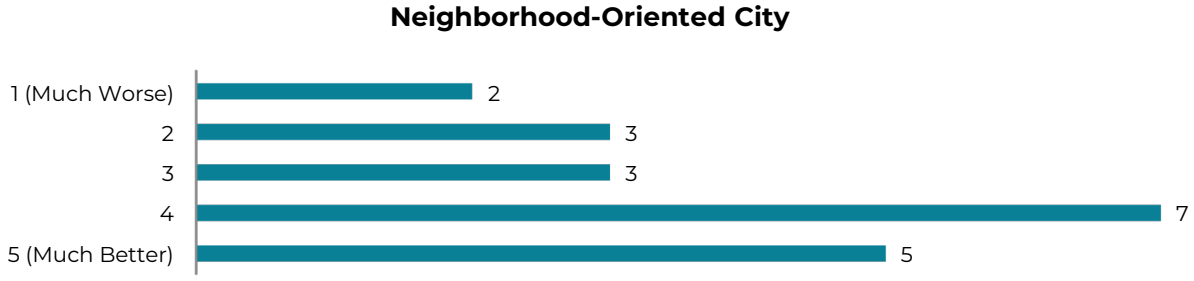


Traveling to Places You Want To Go

How do you think each of the three futures would impact your ability to travel to the places you want to go?

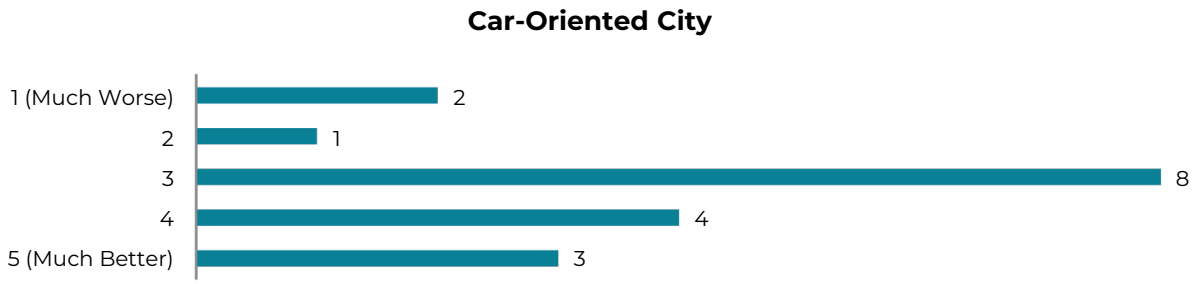


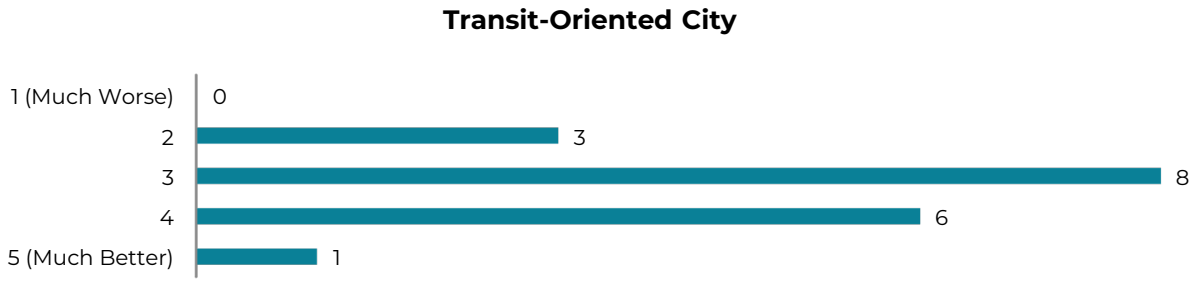


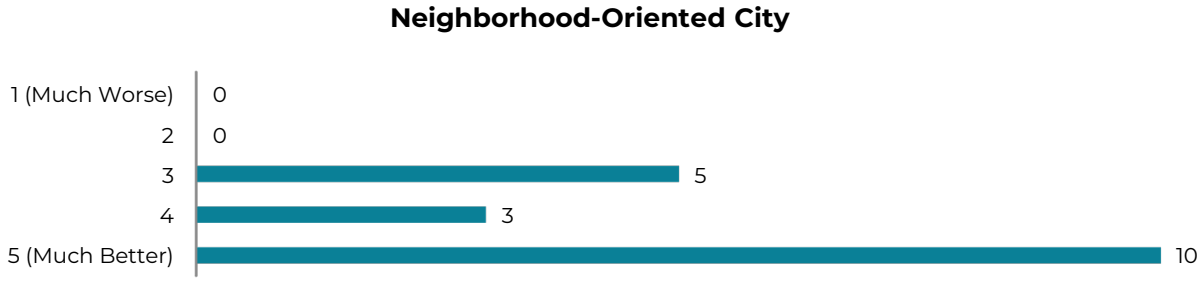


Safety/Comfort

How do you think each of the three futures would impact your safety and personal comfort when you travel?





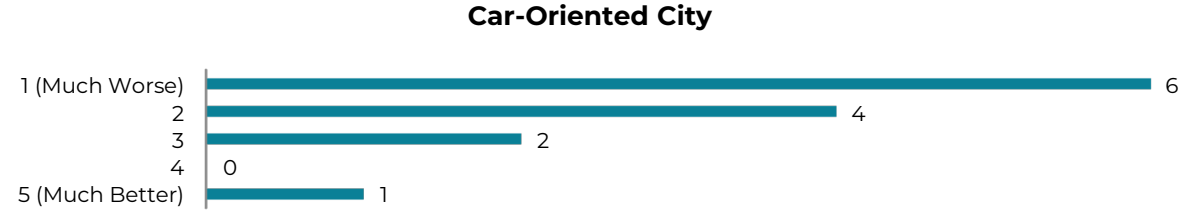


STAKEHOLDER MEETING

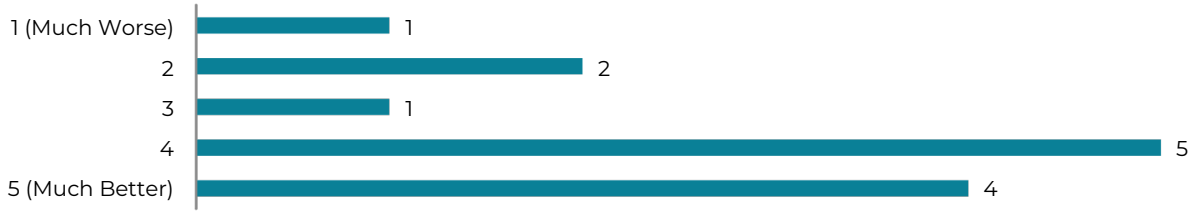
The Project Team hosted a virtual stakeholder meeting to discuss Milestone 2. Following a presentation on the project thus far and potential imagined futures, stakeholders were asked to respond to five polls. The polling questions were identical to the questions asked in the Milestone 2 survey. Overall, stakeholders tended to favor the transit-oriented and neighborhood-oriented futures.

Quality of Life

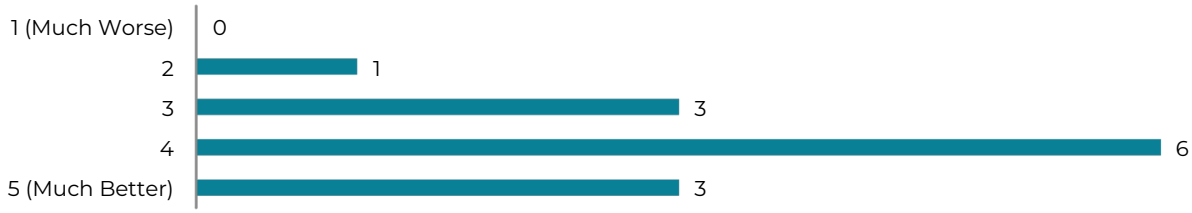
How do you think each of the three futures would impact your overall quality of life?



Transit-Oriented City



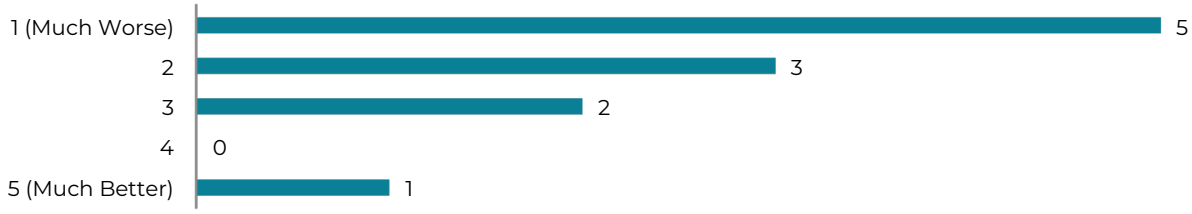
Neighborhood-Oriented City



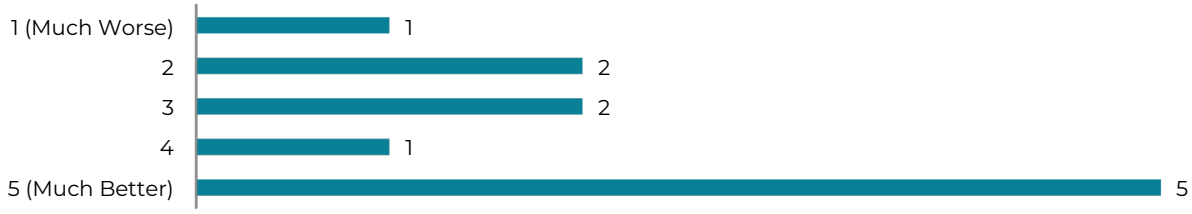
Impacts to Youth, Older Adults and Residents with Mobility Differences

How do you think each of the three futures would impact youth, older adults and residents with mobility differences?

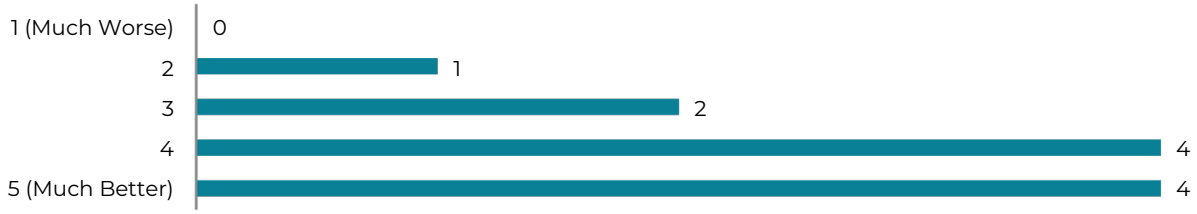
Car-Oriented City



Transit-Oriented City



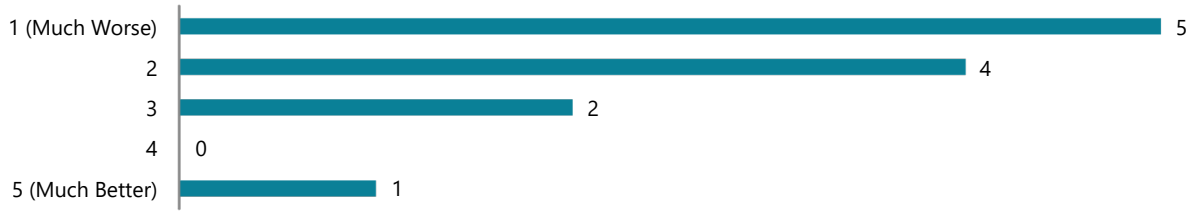
Neighborhood-Oriented City



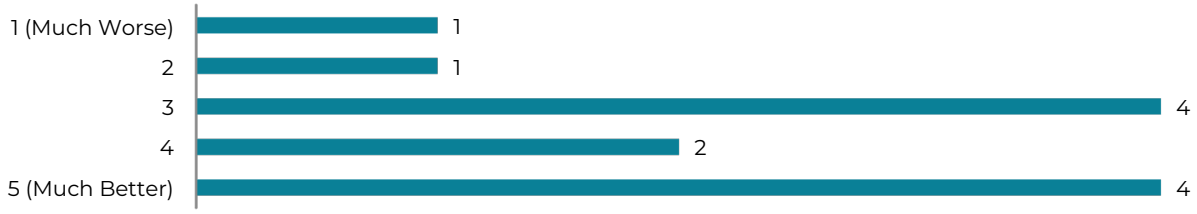
Prosperity

How do you think each of three futures would impact our city's prosperity?

Car-Oriented City



Transit-Oriented City

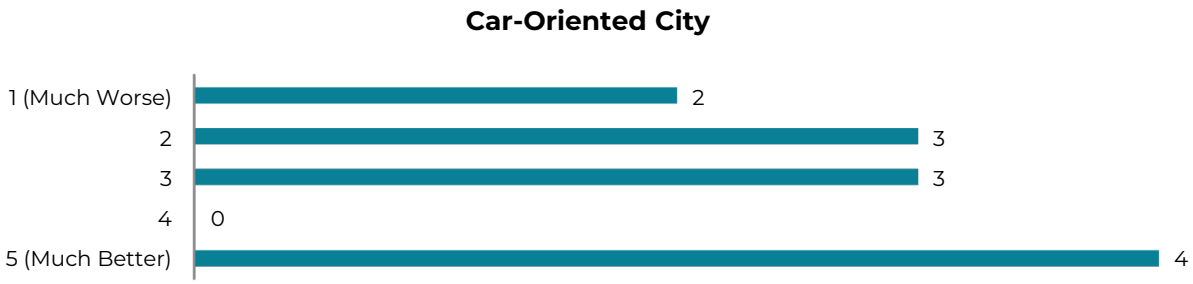


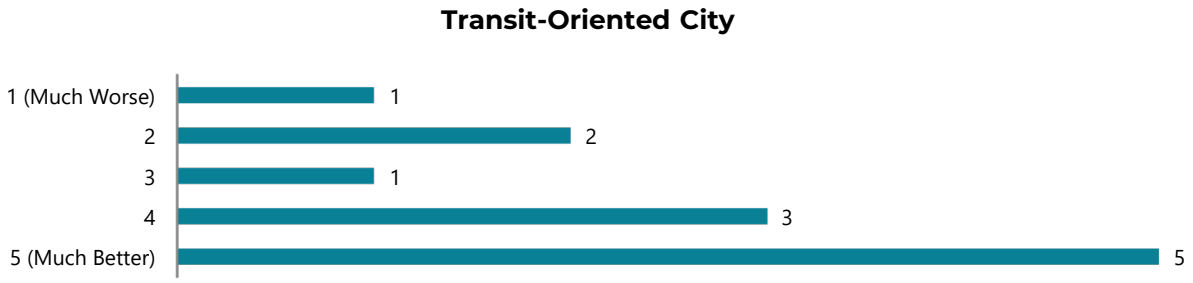
Neighborhood-Oriented City

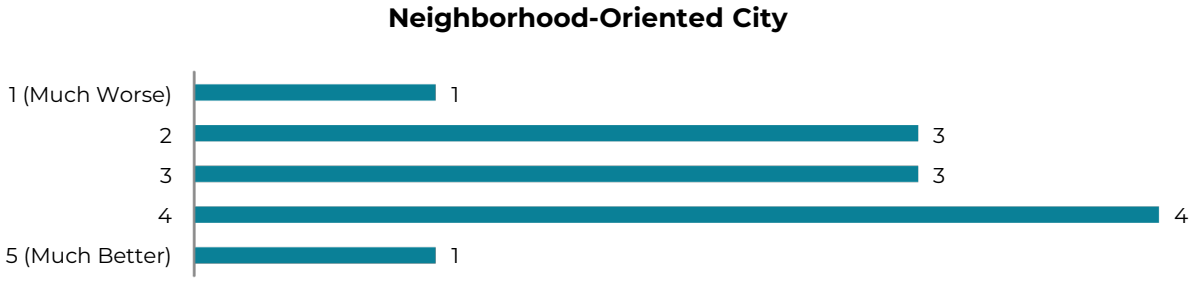


Traveling to Places You Want To Go

How do you think each of the three futures would impact your ability to travel to the places you want to go?

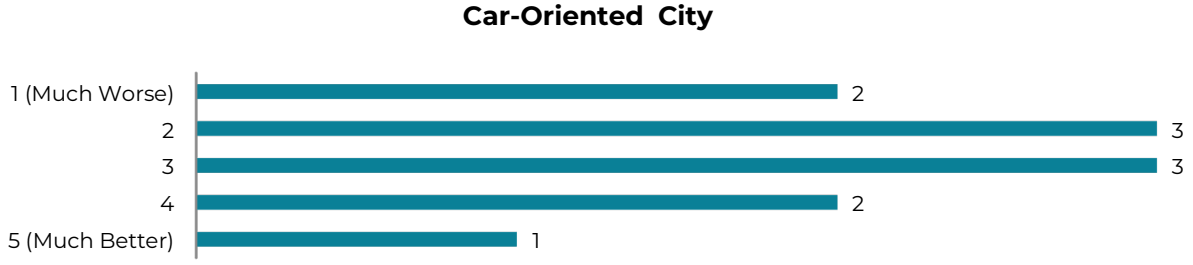


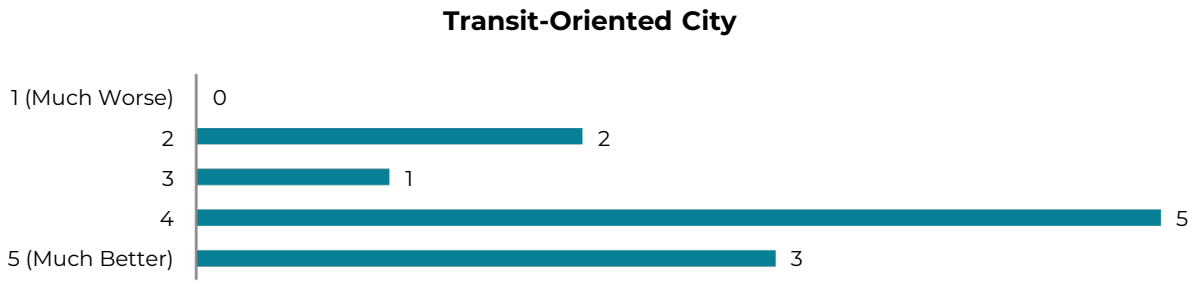


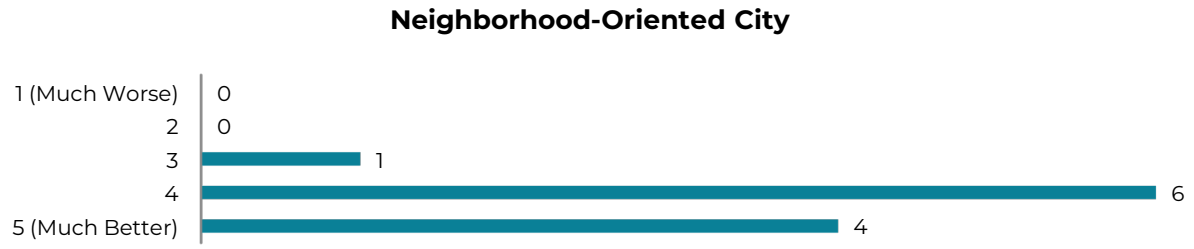


Safety/Comfort

How do you think each of the three futures would impact your safety and personal comfort when you travel?



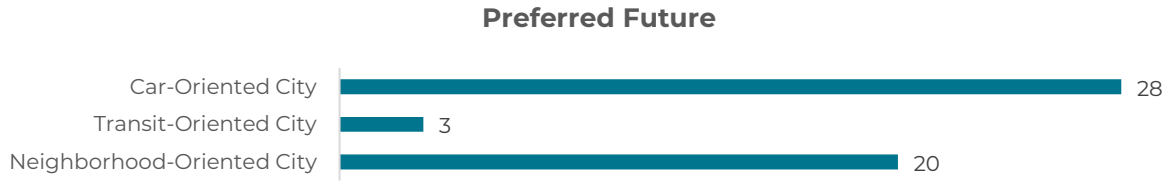




EMPLOYEE ENGAGEMENT – SEAM (JAN. 6, 2025)

Preferred Future

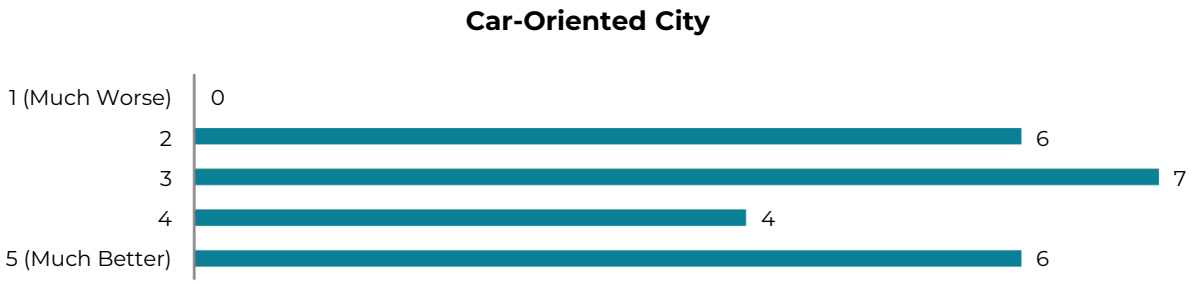
Due to printing constraints, employees at Southeast Aurora Maintenance Facility were asked which of the three futures they would prefer to see carried forward. Transit-Oriented came in at the lowest with Car-Oriented receiving the most votes. There was also strong support for a neighborhood-oriented city.

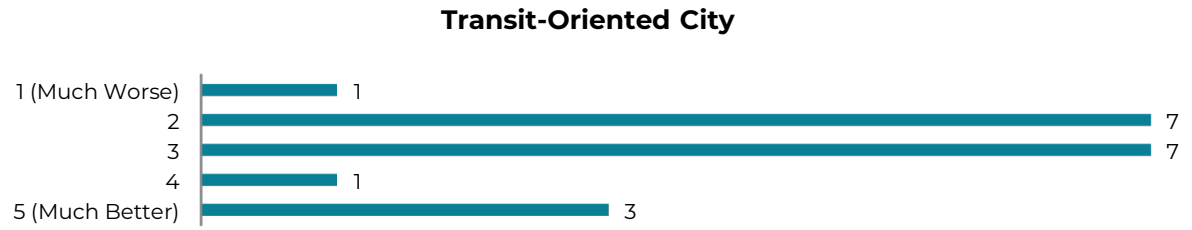


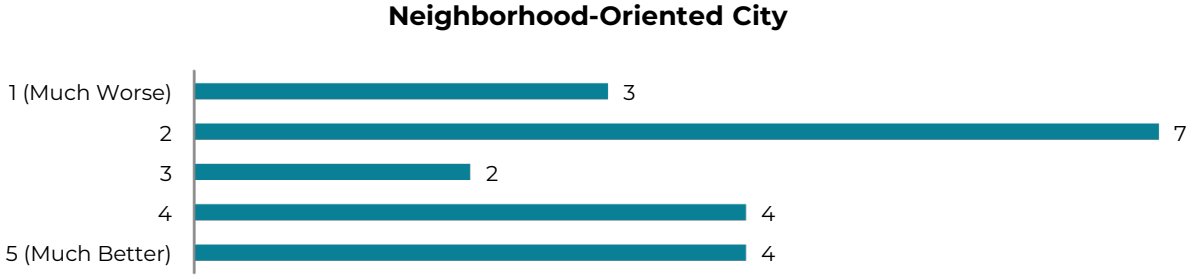
EMPLOYEE ENGAGEMENT – CENTRAL: FLEET (JAN. 9, 2025)

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.



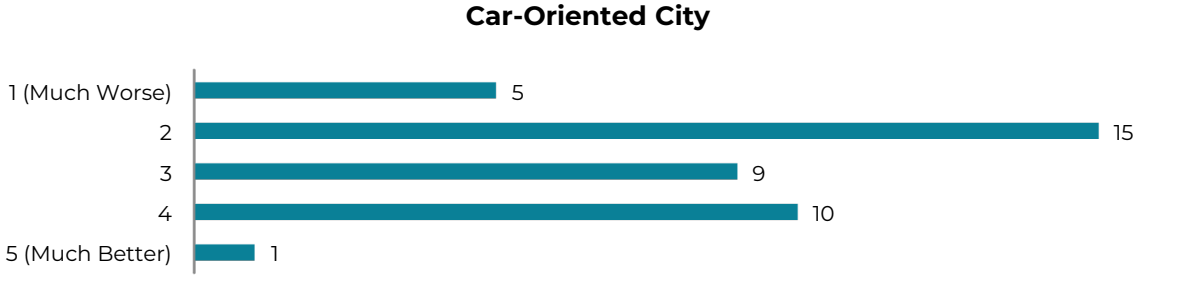


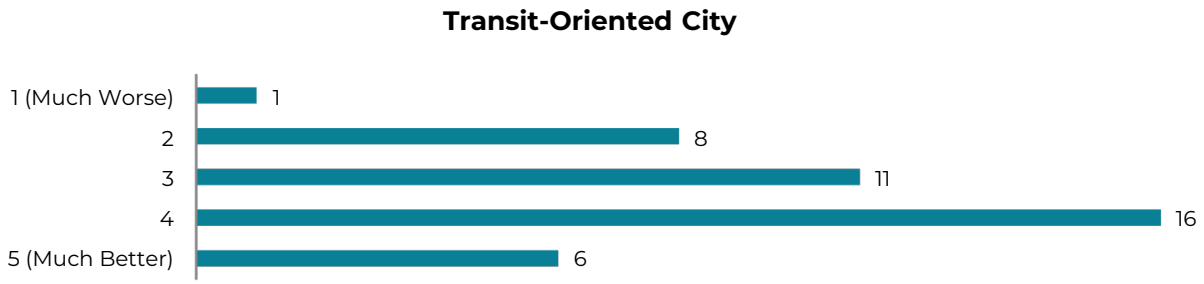


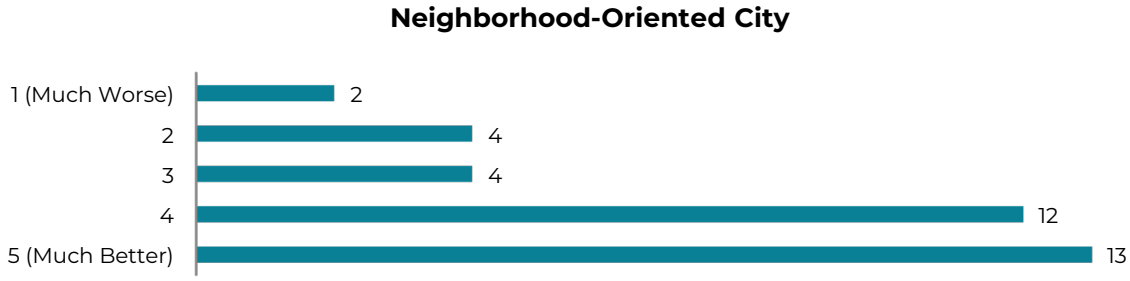
EMPLOYEE ENGAGEMENT – CENTRAL: PARKS, RECREATION & OPEN SPACE AND AURORA WATER (JAN. 10, 2025)

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.





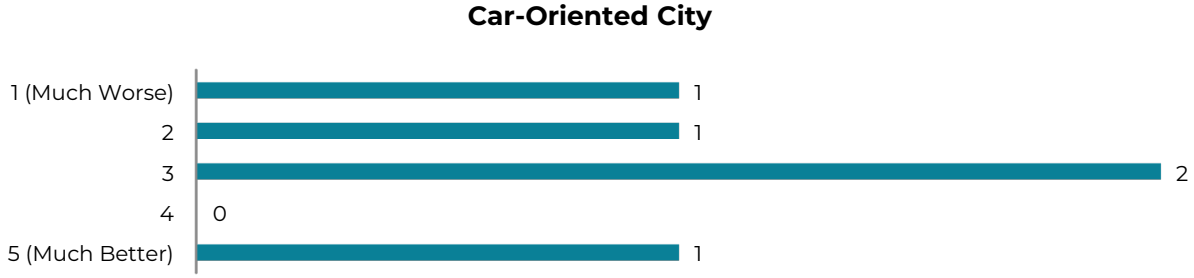


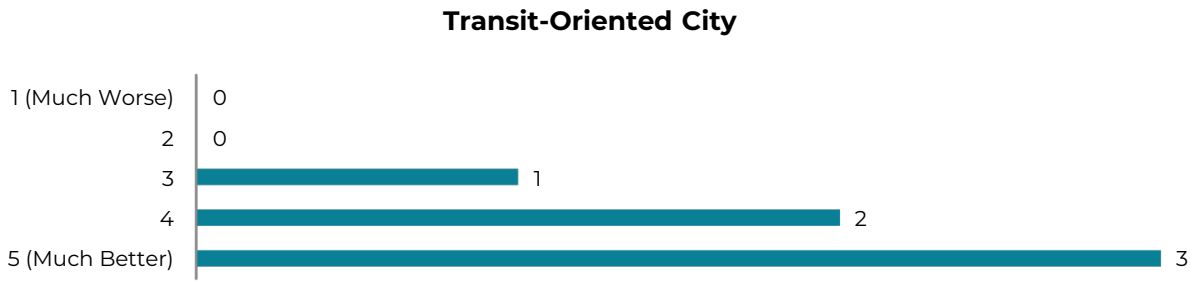
POP UP #1 – VILLAGE EXCHANGE CENTER (NOV. 11, 2024)

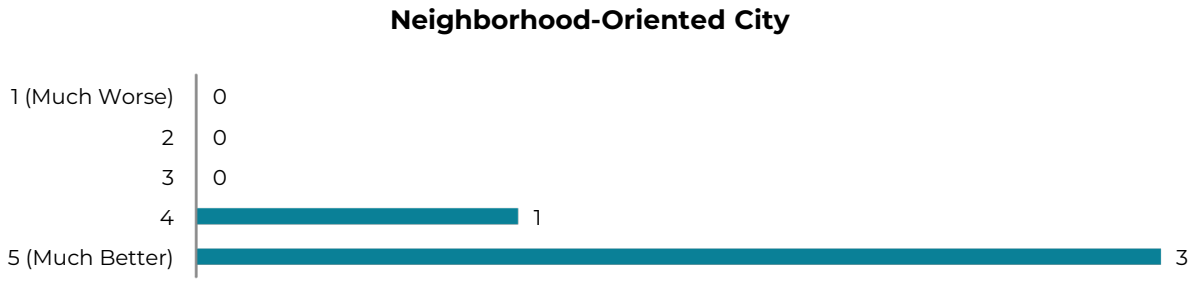
During a pop-up event hosted at the Village Exchange Center's monthly food bank drive, 13 families stopped to learn more about the project. Of those 13 families, 5 individuals participated in the dot board feedback activity largely due to a language barrier. Based on the conversations and dot board participation, 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?





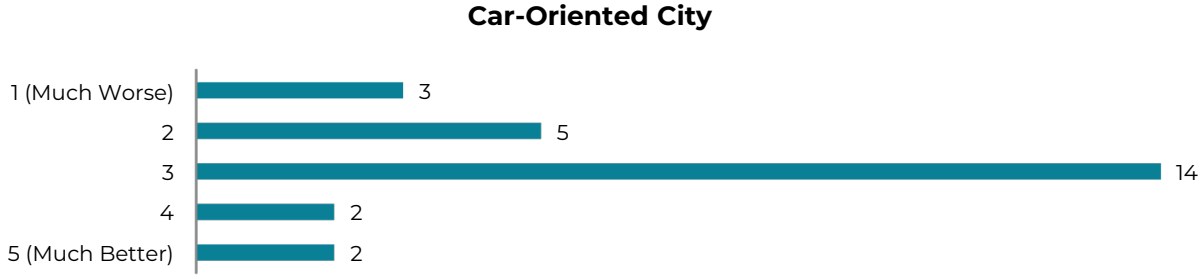


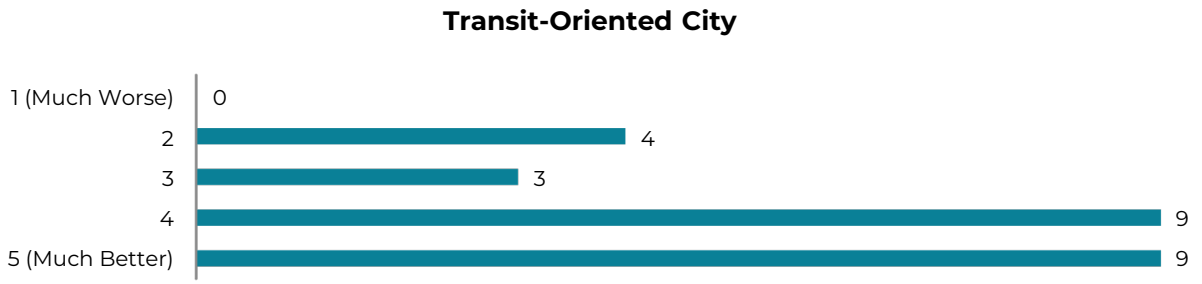
POP UP #2 – AURORA ANIMAL SHELTER VACCINE CLINIC (NOV. 17, 2024)

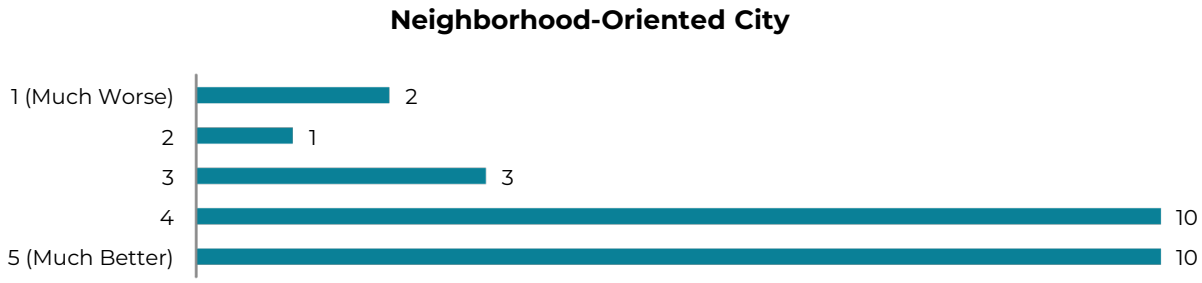
At the Aurora Animal Shelter's quarterly free vaccine clinic, the Project Team hosted a pop-up booth. 25 community members learned more about the project's imagined futures and participated in the dot board activity. As seen below, a car-oriented future would largely have either no or a negative impact 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?





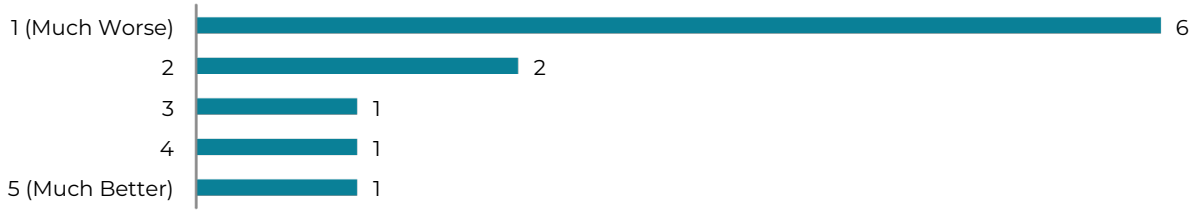


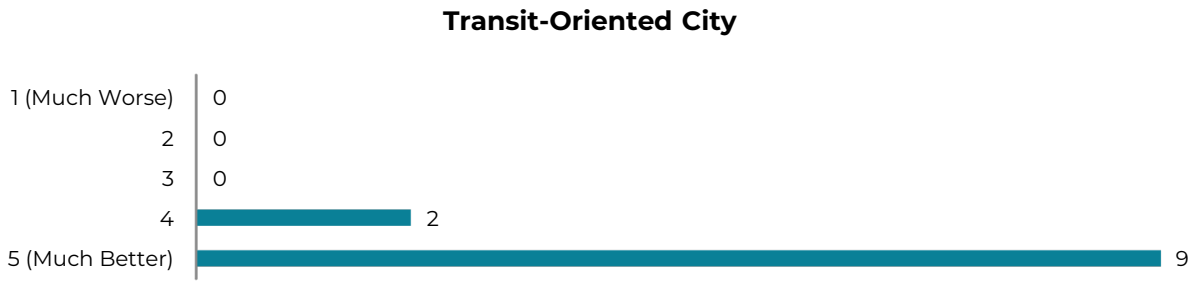
POP UP #3 – BECK RECREATION CENTER (NOV. 23, 2024)

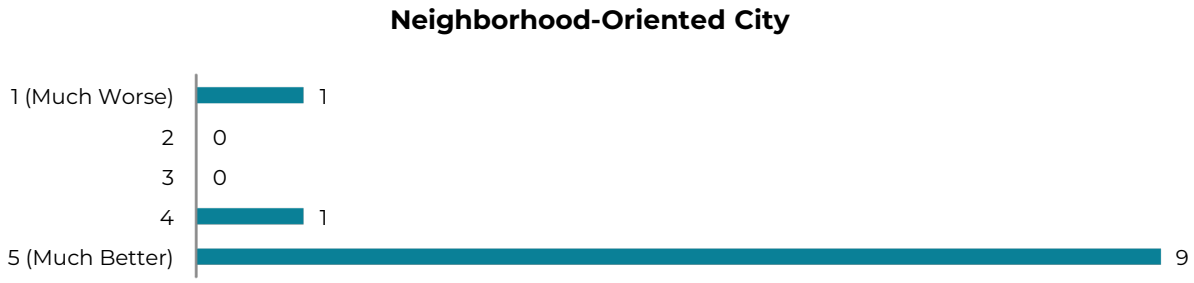
To reach community members in central Aurora, the Project Team hosted a pop-up event at Beck Recreation Center. A total of 11 community members who entered the rec center participated in the dot board activity about quality of life, the majority indicating that a car-oriented city would make their quality 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?





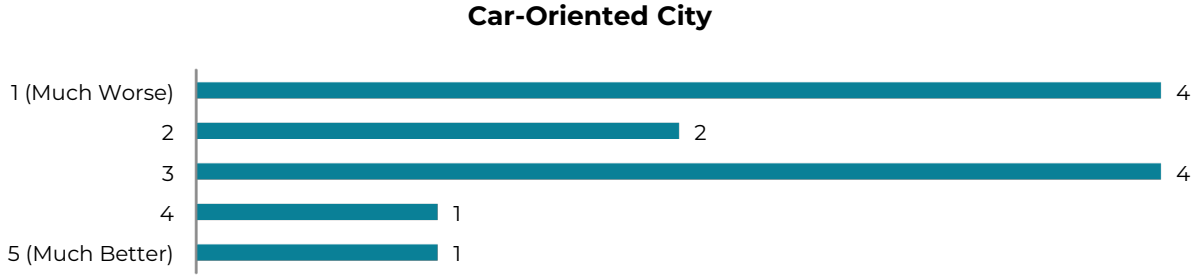


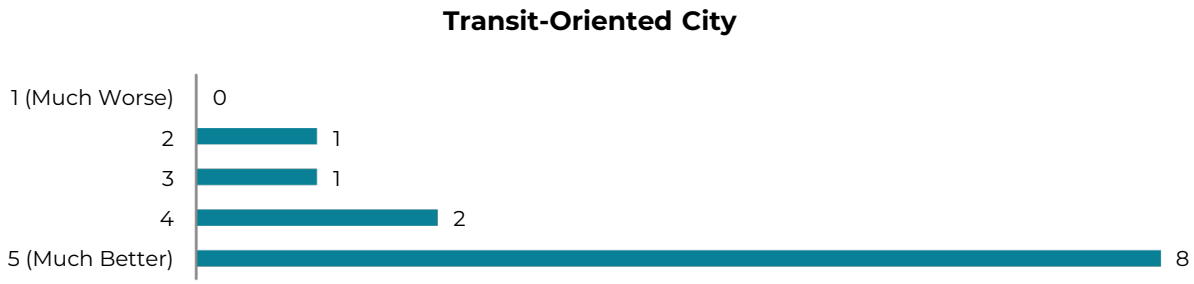
POP UP #4 – SOUTHEAST RECREATION CENTER (NOV. 26, 2024)

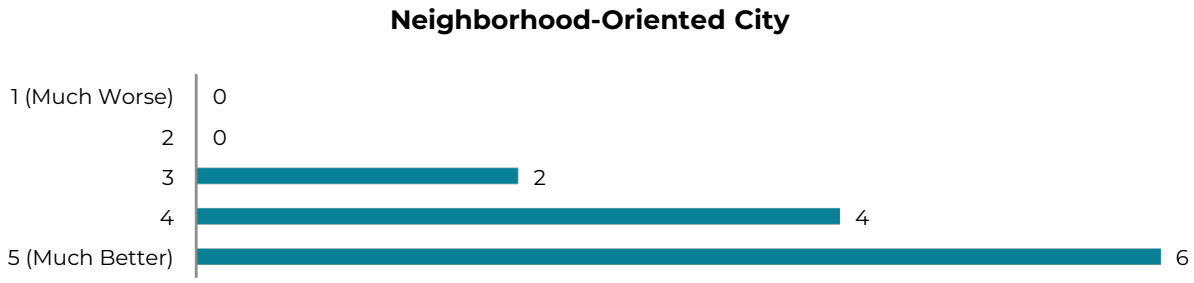
To reach community members in southeast Aurora, the Project Team hosted a pop-up event at Southeast Recreation Center. A dozen community members who entered the rec center participated in the dot board activity about quality of life. The majority indicated that a car-oriented city would make their quality 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?





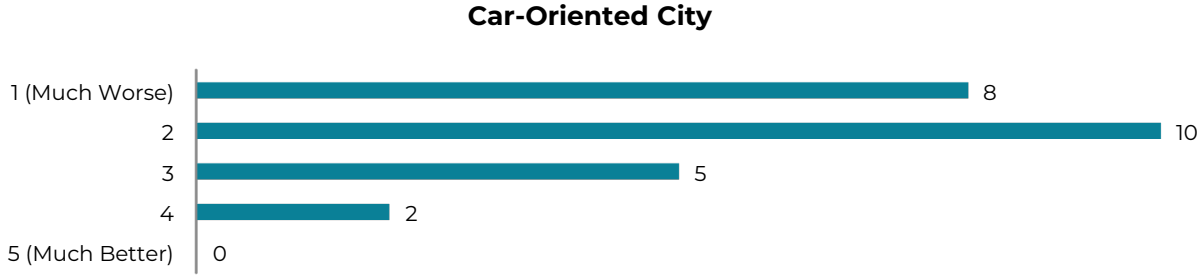


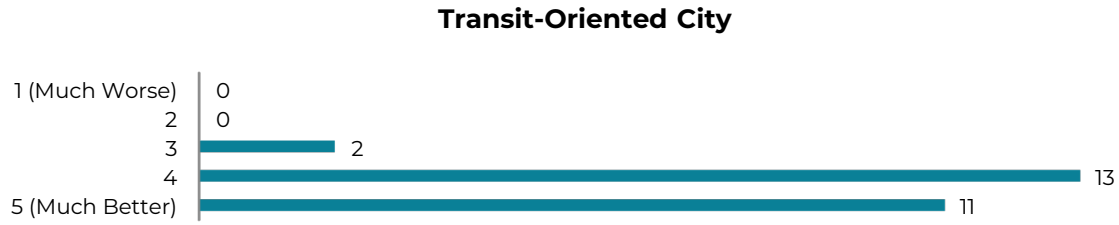
POP UP #5 – GO FUND THE CITY (NOV. 21, 2024)

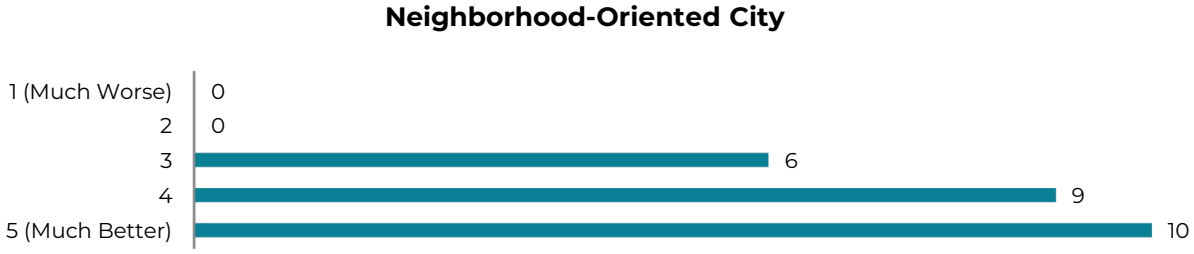
Info?

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.





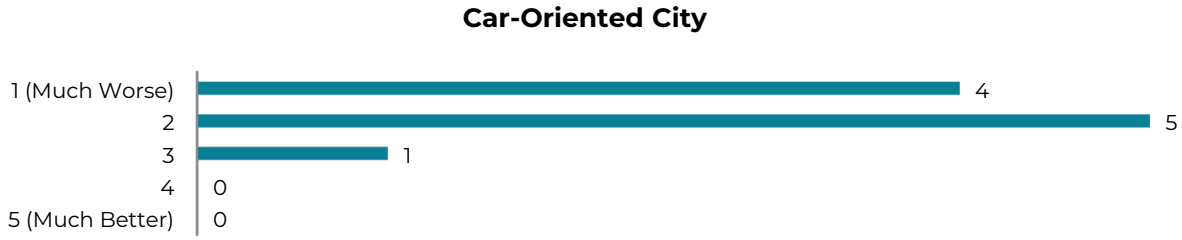


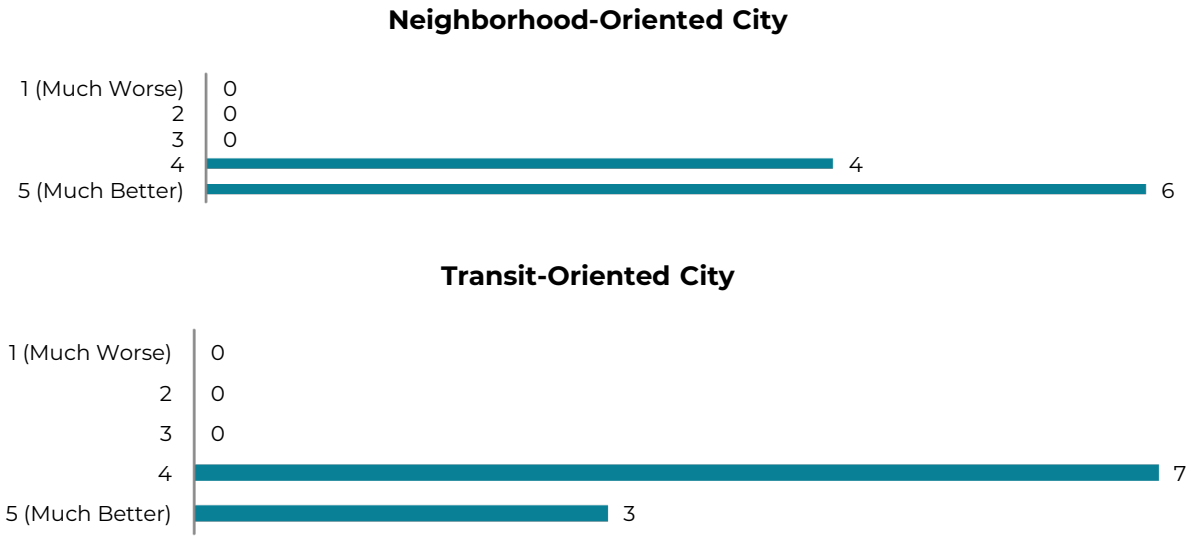
AURORA YOUTH COMMISSION PRESENTATION (DEC. 5, 2024)

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?





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.



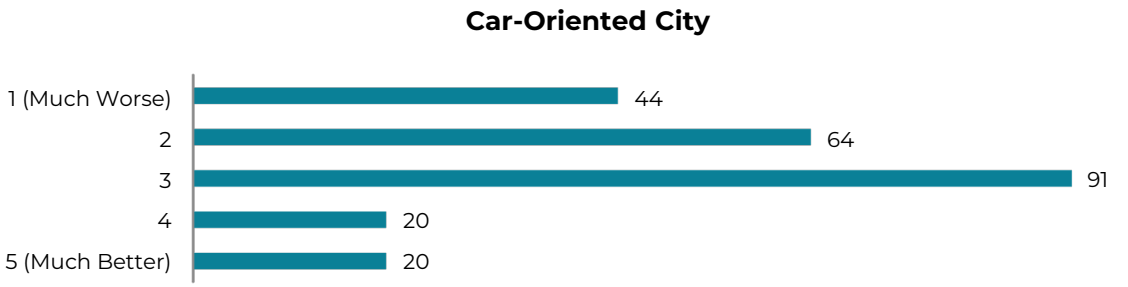
What We Heard Overall – Impacts to Youth, Older Adults and Residents with Mobility Differences

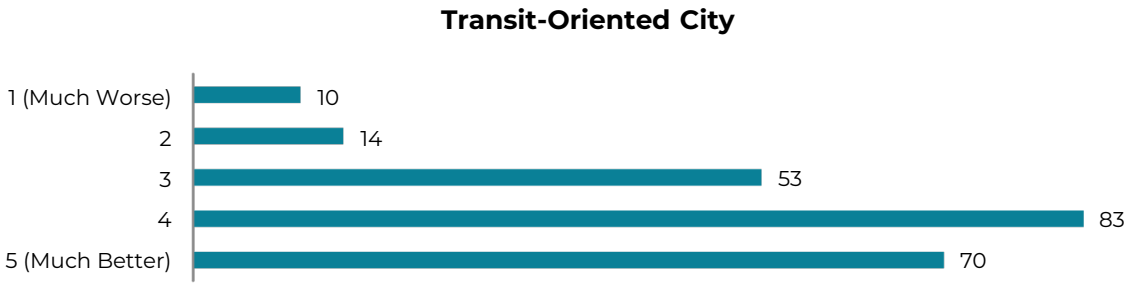
When asked how each of the three futures would impact youth, older adults and residents with mobility differences, 45% indicated a neighborhood-oriented city would make conditions "much better." This question was asked in the online/paper survey, during the stakeholder meeting and roundtable discussion, and at the virtual townhall.

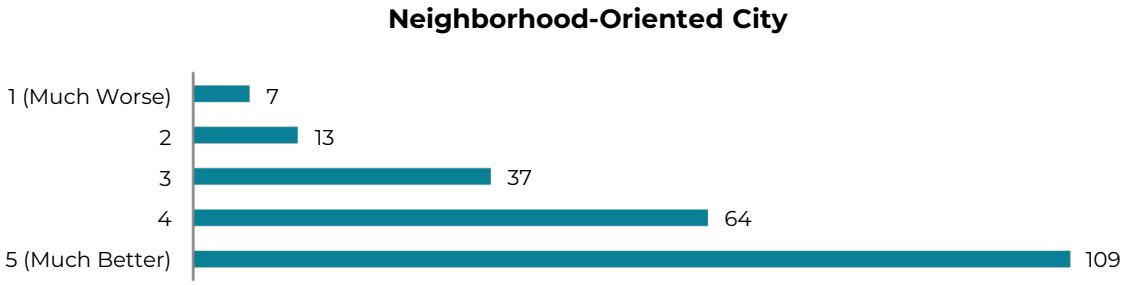


What We Heard Overall – Prosperity

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

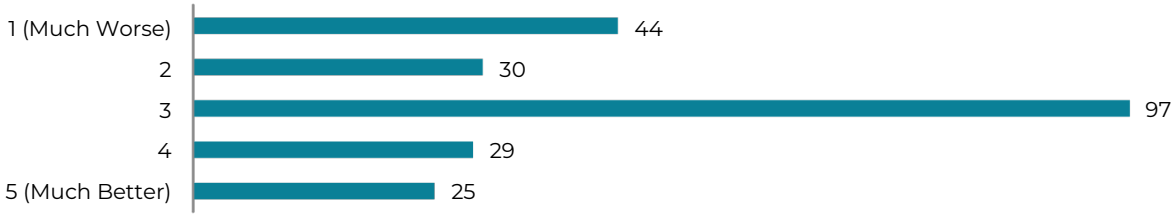
When asked how each of the three futures would impact their ability to travel to the places they want to go, community members showed favor for a neighborhood-oriented future, with 33% of respondents saying a neighborhood-oriented city would make their mobility "much better." 37% of respondents indicated 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.



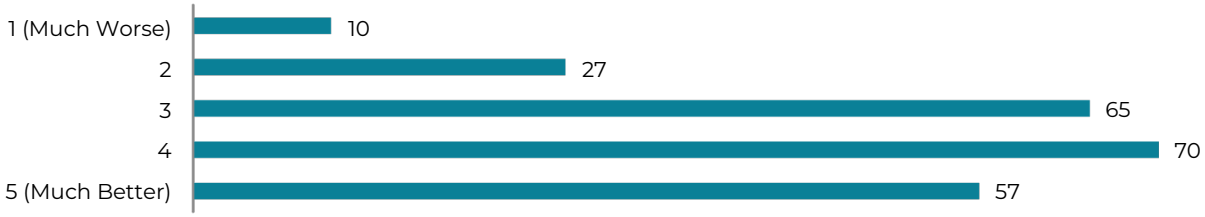
What We Heard overall – Safety and Comfort

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.

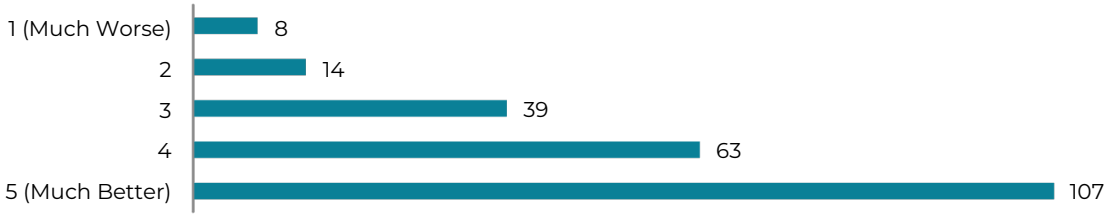
Car-Oriented City



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
para

CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

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.

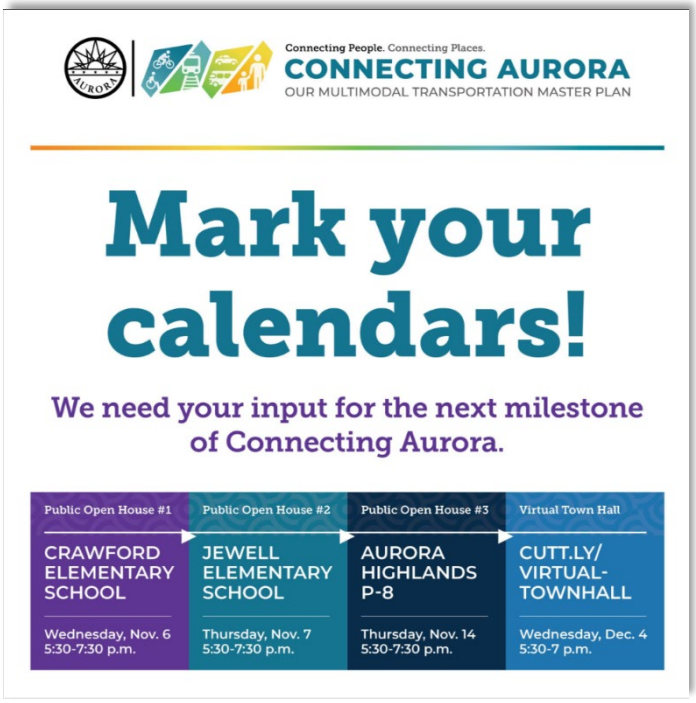
GIVE US A CALL
720.984.2109

SEND US AN EMAIL
connectingauroraco@gmail.com

LEARN MORE ONLINE
EngageAurora.org/ConnectingAurora



SOCIAL MEDIA POSTS 1-4

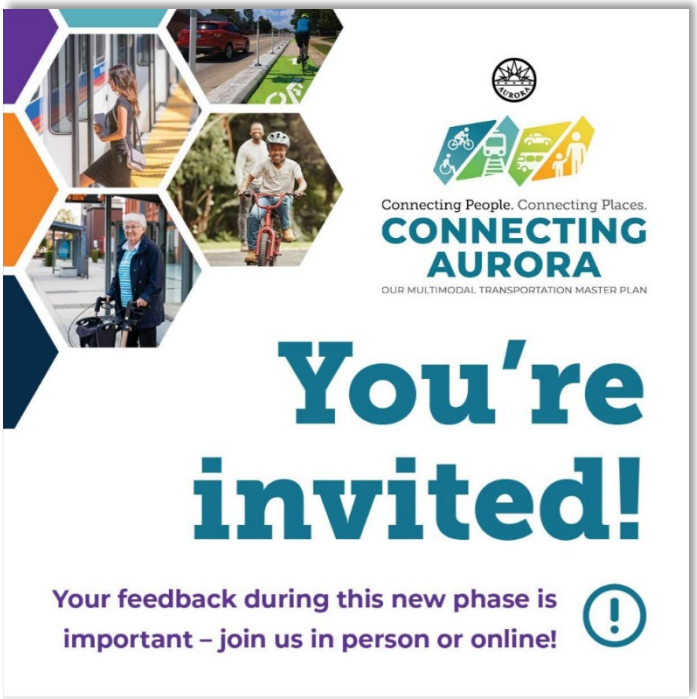








SOCIAL MEDIA POSTS 4-8









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 People. Connecting Places. 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

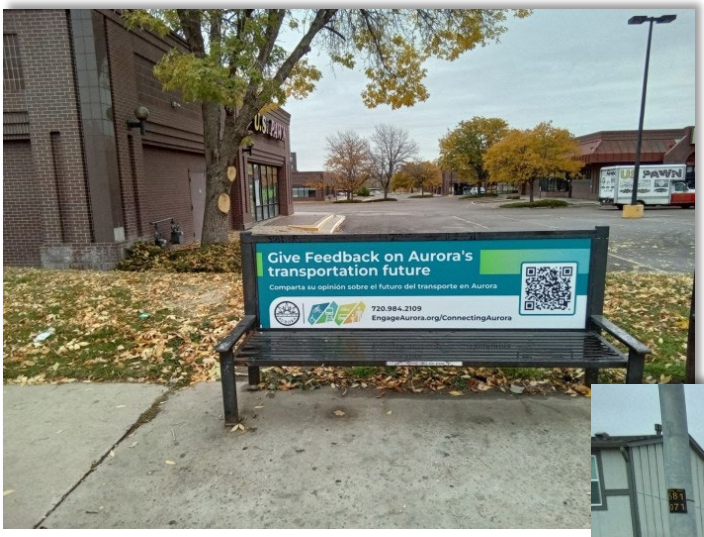
The city is continuing to work on its first-ever citywide multimodal transportation master plan and is accepting community input for Milestone 2 of Connecting Aurora.

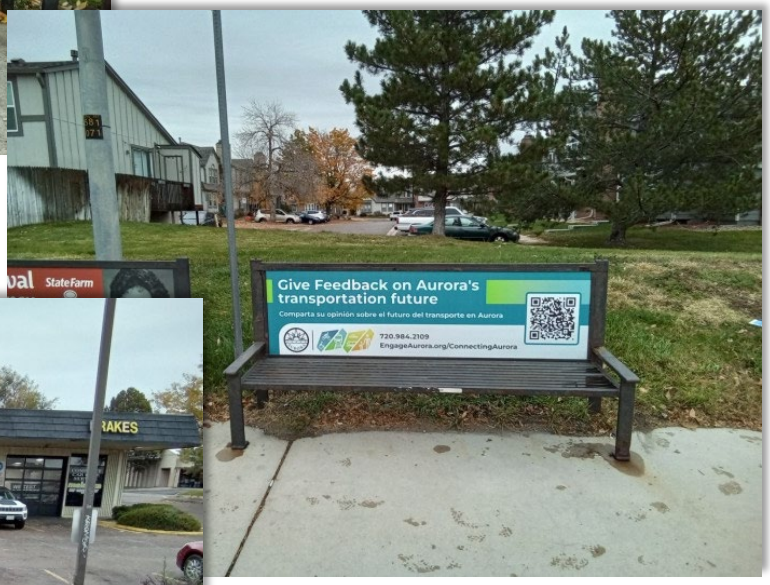
We want to hear your thoughts about imagined transportation futures, and there are three remaining ways to get involved:

- 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





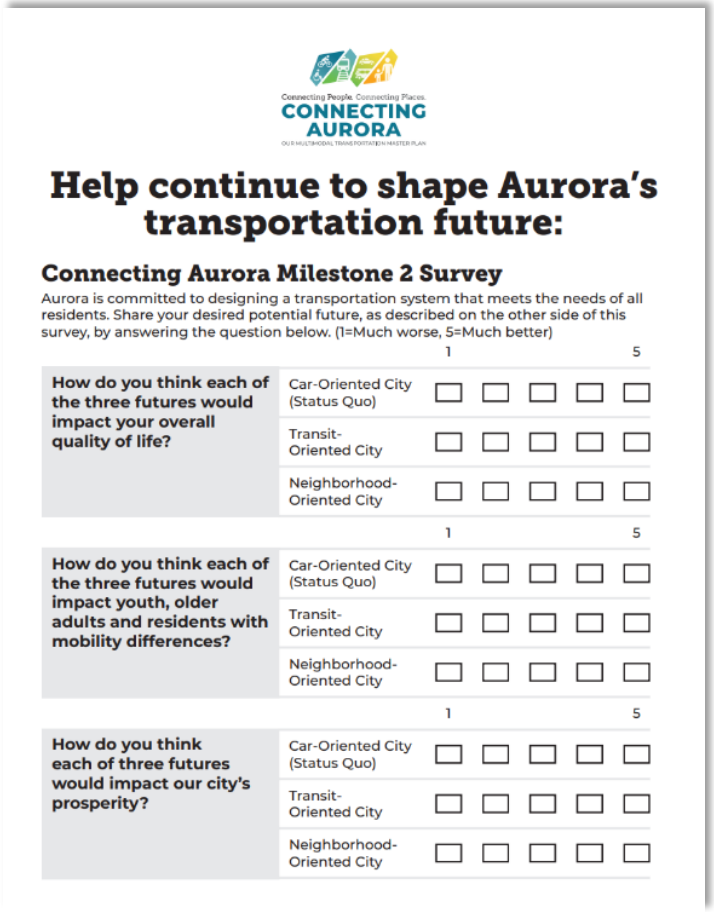


MEDIA COVERAGE

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



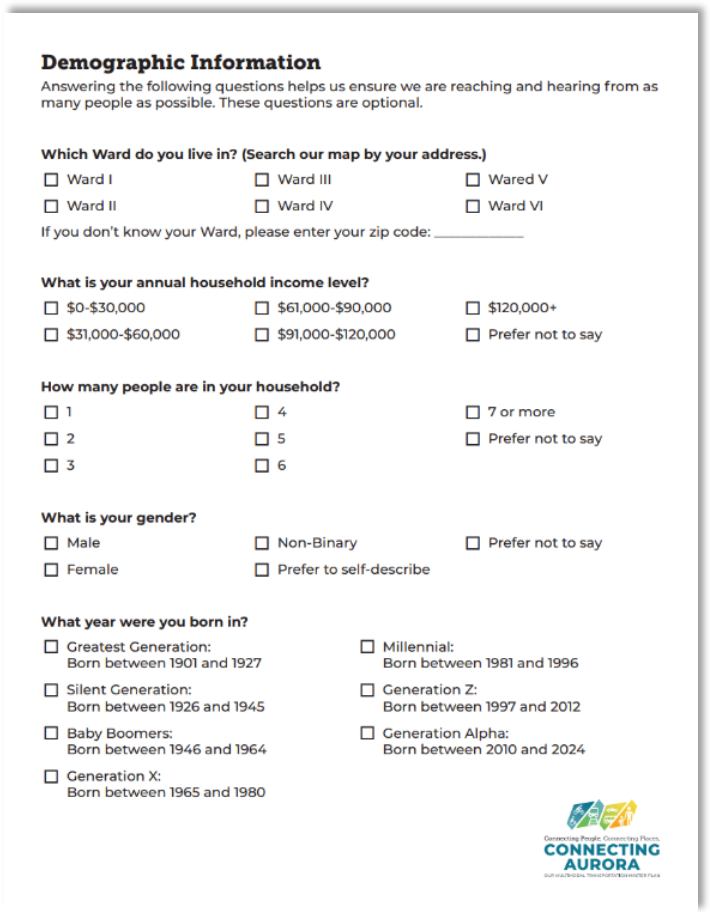
Connecting People. Connecting Places.
CONNECTING AURORA

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.

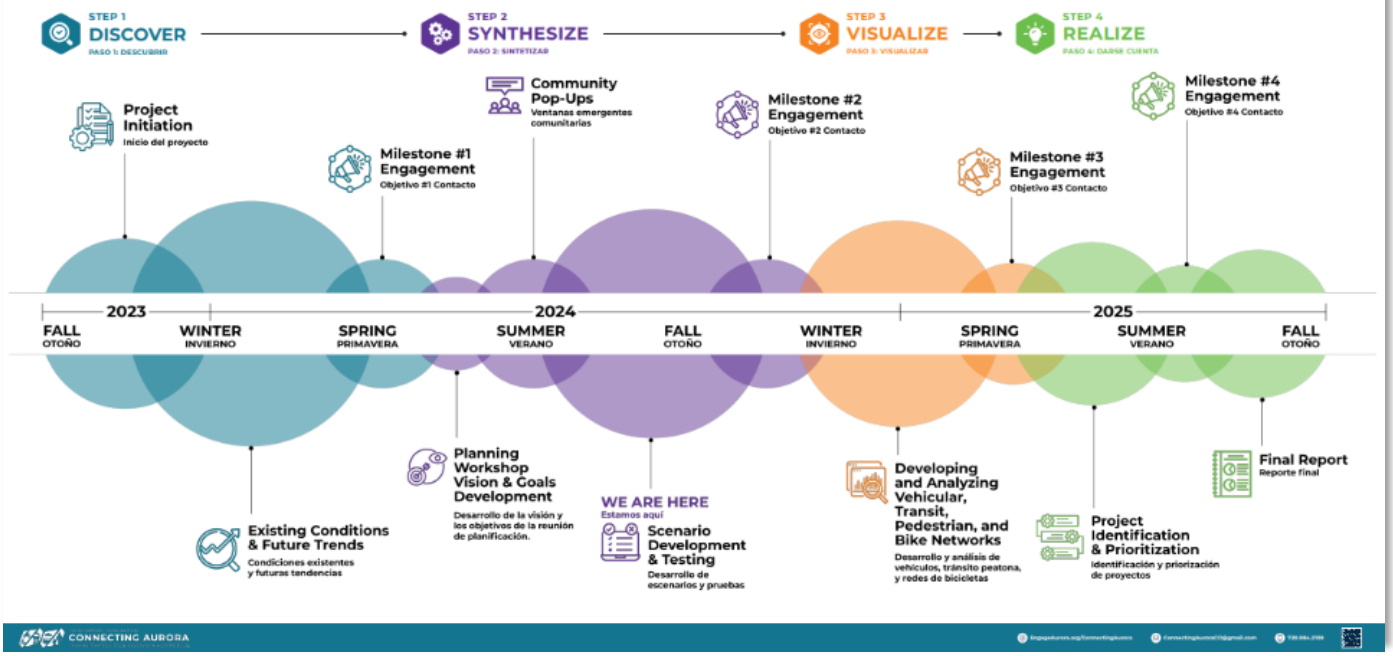
La ciudad está desarrollando Connecting Aurora en un periodo de dos años, y completará el proyecto a finales de 2025.

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 reflejen las necesidades de nuestra comunidad.




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.
Muchas personas no se sienten seguras viajando fuera de su coche.
Driving is hampered by bottlenecks. Speeding and unsafe driving behavior are key issues.
La conducción se ve limitada por los atascos. El exceso de velocidad y la conducción insegura son las principales preocupaciones.
Walking and biking are uncomfortable, and the places people want to go are too far away.
Caminar y andar en bicicleta es incómodo y los lugares a los que la gente quiere ir están demasiado lejos.
Public transit security is an issue, and bus and train service is infrequent, unreliable, and too slow.
La seguridad del transporte público es un problema, y el servicio de autobuses y trenes es demasiado lento, poco frecuente y poco fiable.
There is a desire to have higher quality streets/places.
Existe el deseo de tener calles/lugares de mayor calidad.
It's difficult for people to get to key destinations and services without a car.
Hay una falta de conexiones a destinos y servicios clave cuando no se conduce.
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
SAFE
SEGURO
FREQUENT
FRECUENTE
EFFICIENT
EFICAZ
BIKE-FRIENDLY
ADMITE BICICLETAS
PET-FRIENDLY
ADMITE ANIMALES
FASTER
MÁS RÁPIDO
EXPANSION
RELIABLE
CONNECTED
CONECTADO
WALKABLE
BUS
TROLLEY
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

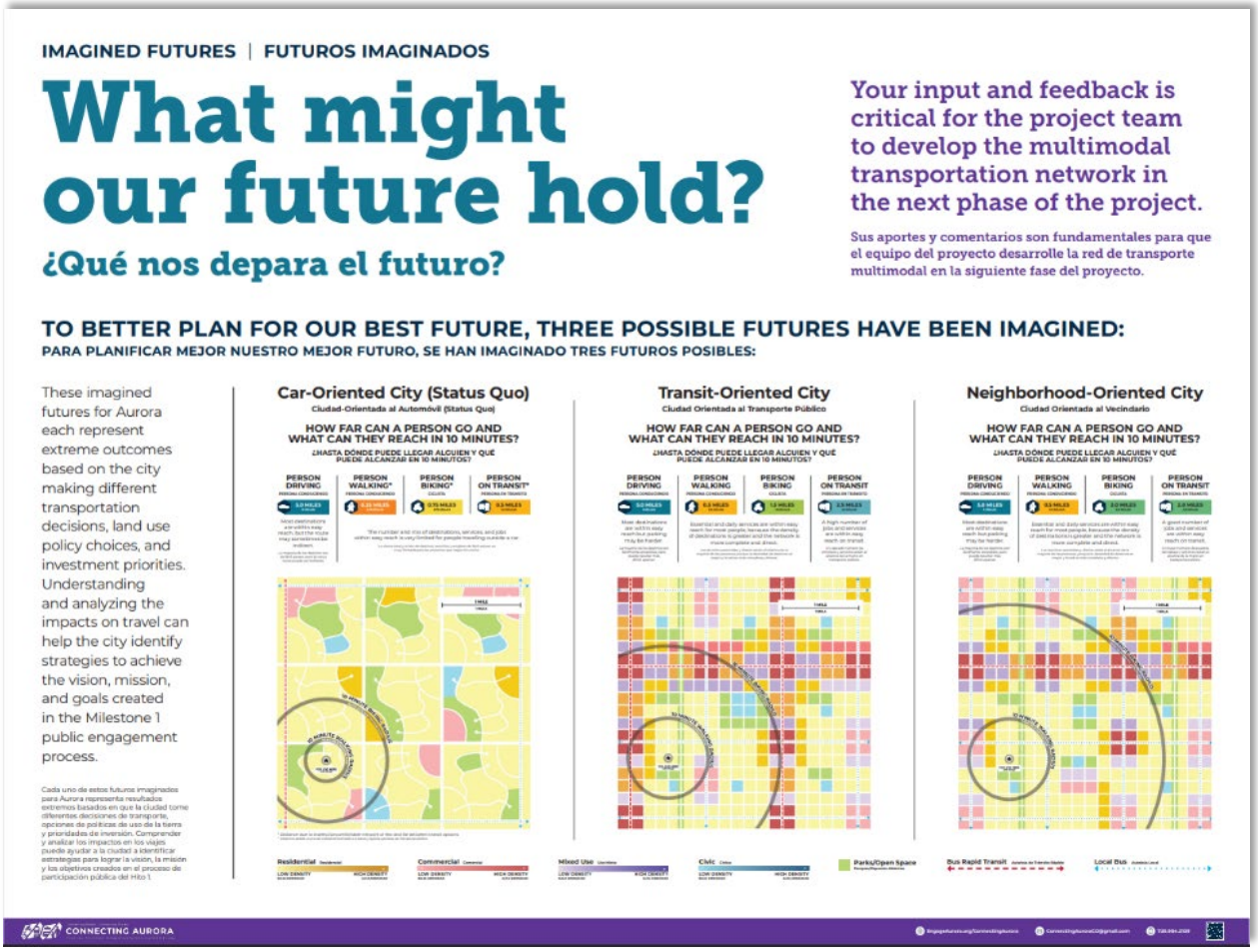
These bedrock practices define the way the city plans to do business while implementing the plan. As new plans, programs, policies, standards, and projects are developed, city staff will commit to using these practices as the foundation for successful implementation.

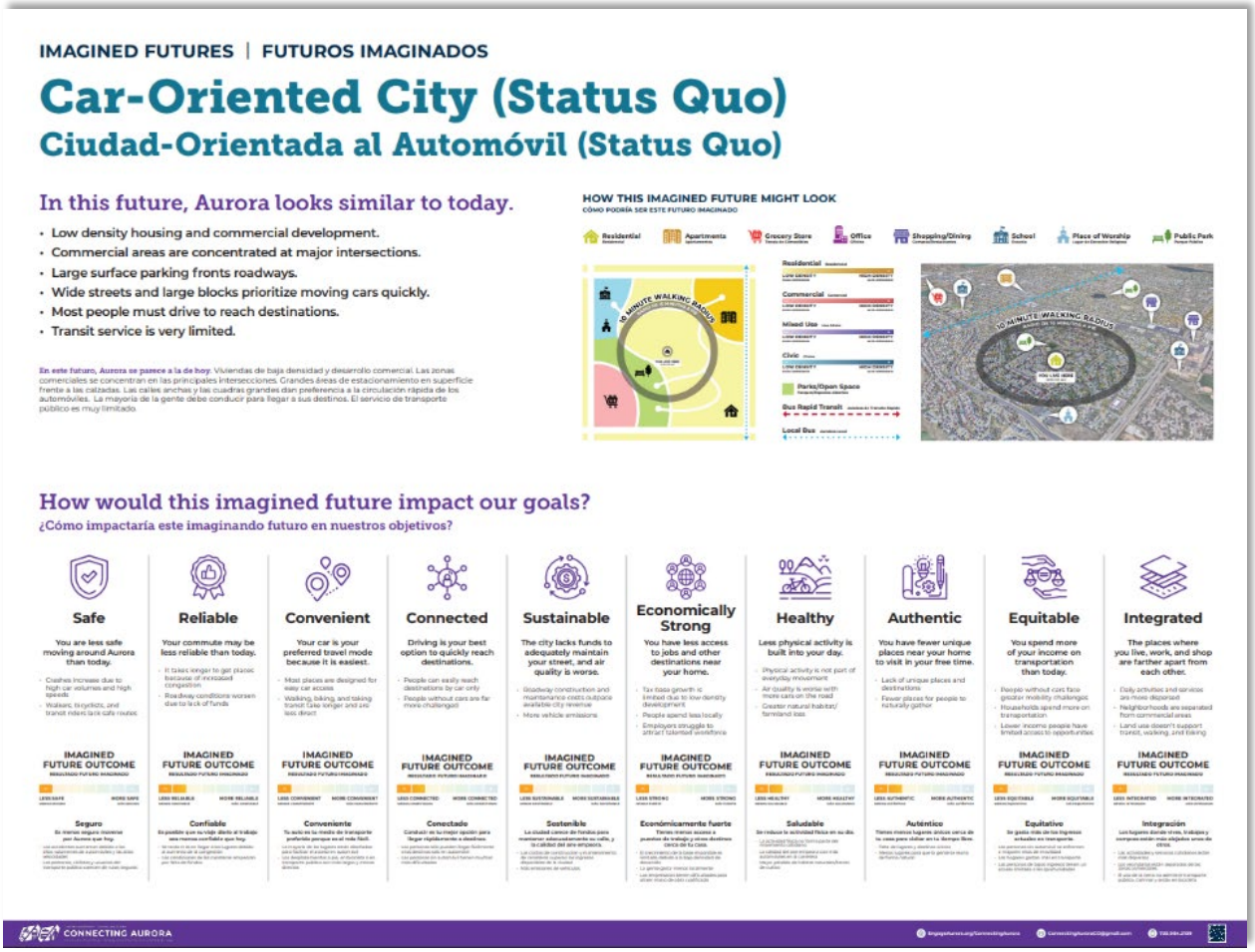
NUESTRAS PRÁCTICAS FUNDAMENTALES: Estas prácticas fundamentales definen la forma en que la ciudad planea hacer negocios mientras implementa el plan. A medida que se desarrollen nuevos planes, programas, políticas, estándares y proyectos, el personal de la ciudad se comprometerá a utilizar estas prácticas 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
Las personas están seguras y se sienten seguras viajando en nuestra ciudad.
Reliable
People can depend on all forms of transportation.
Confiable
Las personas pueden depender de todas las formas de transporte.
Convenient
People can move around our city efficiently and easily.
Conveniente
Las personas pueden moverse por nuestra ciudad de manera eficiente y sencilla
Connected
People are well-connected to the places they want to go however they choose to move.
Conectado
Las personas están bien conectadas con los lugares a los que quieren ir, sin importar cómo elijan moverse.
Sustainable
Infrastructure and services can be built, operated, and maintained at high levels, in a fiscally and environmentally sustainable way.
Sostenible
La infraestructura y los servicios pueden construirse, operarse y mantenerse a altos niveles, de manera fiscal y ambientalmente sostenible.
Economically Strong
The community's economic vitality is supported and enhanced by the transportation network.
Económicamente Fuerte
La vitalidad económica de la comunidad se ve respaldada y mejorada por la red de transporte.
Healthy
The community is served by transportation that supports a healthy lifestyle and environment.
Saludable
La comunidad cuenta con transporte que respalda un estilo de vida y un medio ambiente saludables.
Authentic
Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.
Auténtico
El diseño de infraestructura contribuye a la creación de grandes lugares y a la preservación de lugares tradicionalmente únicos.
Equitable
All people have viable transportation choices to meet their needs.
Equitativo
Todas las personas tienen opciones de transporte viables para satisfacer sus necesidades.
Integrated
People have easy access to a mix of places because land use and transportation are fully woven together.
Integrado
Las personas tienen fácil acceso a una combinación de lugares porque el uso de la tierra y el transporte están completamente entrelazados.
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.
Car-Oriented City (Status Quo)
Ciudad Orientada al Automóvil (Status Quo)
Transit-Oriented City
Ciudad Orientada al Transporte Público
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

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.
- Crashes increase due to high car volumes and high speeds.
- Walkers, bicyclists, and transit riders lack safe routes.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS SAFE — MORE SAFE

Seguro
Es menos seguro moverse por Aurora que hoy.

Reliable
Your commute may be less reliable than today.
- It takes longer to get places because of increased congestion.
- Roadway conditions worsen due to a lack of funds.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS RELIABLE — MORE RELIABLE

Confiable

Convenient
Your car is your preferred travel mode because it is easiest.
- Most places are designed for easy car access.
- Walking, biking, and taking transit take longer and are less direct.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS CONVENIENT — MORE CONVENIENT

Conveniente

Connected
Driving is your best option to quickly reach destinations.
- People can easily reach destinations by car only.
- People without cars are far more challenged.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS CONNECTED — MORE CONNECTED

Conectado

Sustainable
The city lacks funds to adequately maintain your street, and air quality is worse.
- Roadway construction and maintenance costs outpace available city revenue.
- More vehicle emissions.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS SUSTAINABLE — MORE SUSTAINABLE

Sostenible

Economically Strong
You have less access to jobs and other destinations near your home.
- Tax base growth is limited due to low-density development.
- People spend less locally.
- Employers struggle to attract talented workforce.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS STRONG — MORE STRONG

Económicamente fuerte

Healthy
Less physical activity is built into your day.
- Physical activity is not part of everyday movement.
- Air quality is worse with more cars on the road.
- Greater natural habitat/farmland loss.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS HEALTHY — MORE HEALTHY

Saludable

Authentic
You have fewer unique places near your home to visit in your free time.
- Lack of unique places and destinations.
- Fewer places for people to naturally gather.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS AUTHENTIC — MORE AUTHENTIC

Auténtico

Equitable
You spend more of your income on transportation than today.
- People without cars face greater mobility challenges.
- Households spend more on transportation.
- Lower income people have limited access to opportunities.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS EQUITABLE — MORE EQUITABLE

Equitativo

Integrated
The places where you live, work, and shop are farther apart from each other.
- Daily activities and services are more dispersed.
- Neighborhoods are separated from commercial areas.
- Land use doesn't support transit, walking, and biking.

IMAGINED FUTURE OUTCOME
RESULTADO FUTURO IMAGINADO
LESS INTEGRATED — MORE INTEGRATED

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



How would this imagined future impact our goals?

¿Cómo impactaría este imaginando futuro en nuestros objetivos?

Safe

You are safer moving around Aurora than today.

- Saves costs on less frequent due to lower volumes and speeds
- People walking, biking and taking transit have safer routes

IMAGINED FUTURE OUTCOME

LESS SAFE — MORE SAFE

Seguro

Estás más seguro moviéndote por Aurora que hoy.

Reliable

Your commute may be more reliable than today.

- Driving and riding the bus takes the same amount of time
- Arterials have dedicated space for buses
- Roadway infrastructure is better maintained

IMAGINED FUTURE OUTCOME

LESS RELIABLE — MORE RELIABLE

Confiable

Tu viaje diario al trabajo puede ser más confiable que hoy.

Convenient

Taking transit is just as fast as driving your car.

- Transit corridors are designed for people
- It is easy and efficient to travel by car, bike, or bus

IMAGINED FUTURE OUTCOME

LESS CONVENIENT — MORE CONVENIENT

Conveniente

Tomar el transporte público es tan rápido como conducir un automóvil.

Connected

You can either take transit or drive to go to work and run errands.

- The street and transit networks follow a grid making travel intuitive
- People can easily access destinations by walking, biking, transit or driving

IMAGINED FUTURE OUTCOME

LESS CONNECTED — MORE CONNECTED

Conectado

Puedes tomar el transporte público o conducir para ir al trabajo y hacer recados.

Sustainable

The city can better maintain your street, and air quality is improved.

- Roadway network expansion is limited, most existing roadways are retrofitted for transit
- More city revenue is available to maintain existing roadways
- Less vehicle emissions

IMAGINED FUTURE OUTCOME

LESS SUSTAINABLE — MORE SUSTAINABLE

Sostenible

La ciudad puede mantener mejor sus calles y se mejora la calidad del aire.

Economically Strong

You have more access to jobs, and other destinations near your home.

- People spend more locally due to proximity to shops and services
- Major employers move to the city as it is easier to attract talented workforce

IMAGINED FUTURE OUTCOME

LESS STRONG — MORE STRONG

Económicamente fuerte

Tienes más acceso a trabajos y otros destinos cerca de tu casa.

Healthy

Physical activity is part of your day.

- Physical activity is part of everyday movement
- Air quality improves with less cars on the road
- Farmland and natural habitats preserved and protected

IMAGINED FUTURE OUTCOME

LESS HEALTHY — MORE HEALTHY

Saludable

La actividad física es parte de tu día.

Authentic

You have more unique places near your home to visit in your free time.

- More unique places within easy walking, biking and transit access
- More places for cultures to converge and for people to naturally gather

IMAGINED FUTURE OUTCOME

LESS AUTHENTIC — MORE AUTHENTIC

Auténtico

Tienes más lugares únicos cerca de tu casa para visitar en tu tiempo libre.

Equitable

You spend less of your income on transportation than today.

- People without cars have more affordable mobility
- Households spend less on transportation
- Lower income people have more access to opportunities

IMAGINED FUTURE OUTCOME

LESS EQUITABLE — MORE EQUITABLE

Equitativo

Gastas menos de tus ingresos en transporte que hoy.

Integrated

The places where you live, work, and shop are closer to each other.

- Housing and commercial areas are fully integrated
- Neighborhoods have easy access to daily needs
- Denser development supports transit, walking and biking

IMAGINED FUTURE OUTCOME

LESS INTEGRATED — MORE INTEGRATED

Integración

Los lugares donde vives, trabajas y compras están más cerca unos de otros.

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.

En este futuro, Aurora crea vecindarios transitables a pie y en bicicleta. La mayoría de los residentes pueden acceder a sus necesidades diarias en 10 minutos a pie o en bicicleta. Los vecindarios están diseñados en torno a centros urbanos con una mezcla de usos y servicios cotidianos. Las viviendas asequibles y las viviendas multifamiliares se concentran cerca de los centros urbanos. El transporte público/microtránsito frecuente, confiable y convenientе conecta con otros vecindarios y centros urbanos. Conducir es un poco menos conveniente durante las horas punta.

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

10 MINUTE WALKING RADIUS

YOU ARE HERE

How would this imagined future impact our goals?

¿Cómo impactaría este imaginando futuro en nuestros objetivos?

Safe

You are safer moving around Aurora than today.

- Severe crashes are less frequent due to lower volumes and speeds
- People walking, biking and taking transit have safer routes

IMAGINED FUTURE OUTCOME

LESS SAFE · MORE SAFE

Seguro

Estás más seguro moviéndote por Aurora que hoy.

Reliable

Your commute may be more reliable than today.

- Taking transit takes the same amount of time as driving
- People can access many destinations easily by walking or biking
- Roadway infrastructure is better maintained

IMAGINED FUTURE OUTCOME

LESS RELIABLE · MORE RELIABLE

Confiable

Tu viaje diario al trabajo puede ser más confiable que hoy.

Convenient

It is easy and intuitive for you to walk and bike.

- People can easily and efficiently travel between neighborhoods and daily destinations by walking, biking, riding transit, or driving

IMAGINED FUTURE OUTCOME

LESS CONVENIENT · MORE CONVENIENT

Conveniente

Caminar y andar en bicicleta te resultará fácil e intuitivo.

Connected

You can comfortably use any travel mode to go to work and run errands.

- The street and transit networks follow a grid making travel intuitive
- People can easily access destinations by walking, biking, transit or driving

IMAGINED FUTURE OUTCOME

LESS CONNECTED · MORE CONNECTED

Conectado

Puedes utilizar cómodamente cualquier modo de transporte para ir al trabajo y hacer recados.

Sustainable

The city can better maintain your street, and air quality is improved.

- Sidewalks and bike lanes cost less to maintain
- More city revenue to maintain existing roadways and facilities
- Less vehicle emissions

IMAGINED FUTURE OUTCOME

LESS SUSTAINABLE · MORE SUSTAINABLE

Sostenible

La ciudad puede mantener mejor sus calles y se mejora la calidad del aire.

Economically Strong

You can easily walk and bike to shops and services for many of your daily needs.

- People spend more locally due to proximity to shops and services
- Major employers move to the city as it is easier to attract talented workforce

IMAGINED FUTURE OUTCOME

LESS STRONG · MORE STRONG

Económicamente fuerte

Puede llegar fácilmente caminando o en bicicleta a tiendas y servicios para muchas de sus necesidades diarias.

Healthy

Physical activity is part of your day.

- Physical activity is part of everyday movement
- Air quality improves with less cars on the road
- Farmland and natural habitats preserved and protected

IMAGINED FUTURE OUTCOME

LESS HEALTHY · MORE HEALTHY

Saludable

La actividad física es parte de tu día.

Authentic

You have more unique places near your home to visit in your free time.

- More people-centered places with easy walking, biking and transit access
- More places for cultures to converge and for people to naturally gather

IMAGINED FUTURE OUTCOME

LESS AUTHENTIC · MORE AUTHENTIC

Auténtico

Tienes más lugares únicos cerca de tu casa para visitar en tu tiempo libre.

Equitable

You spend less of your income on transportation than today.

- People without cars can easily access daily services
- Household spend less on transportation
- Lower income people have more access to opportunities

IMAGINED FUTURE OUTCOME

LESS EQUITABLE · MORE EQUITABLE

Equitativo

Gastas menos de tus ingresos en transporte que hoy.

Integrated

The places where you live, work, and shop are closer to each other.

- Housing and commercial areas are fully integrated
- Neighborhoods have easy access to daily needs
- Land use mix supports transit, walking and biking

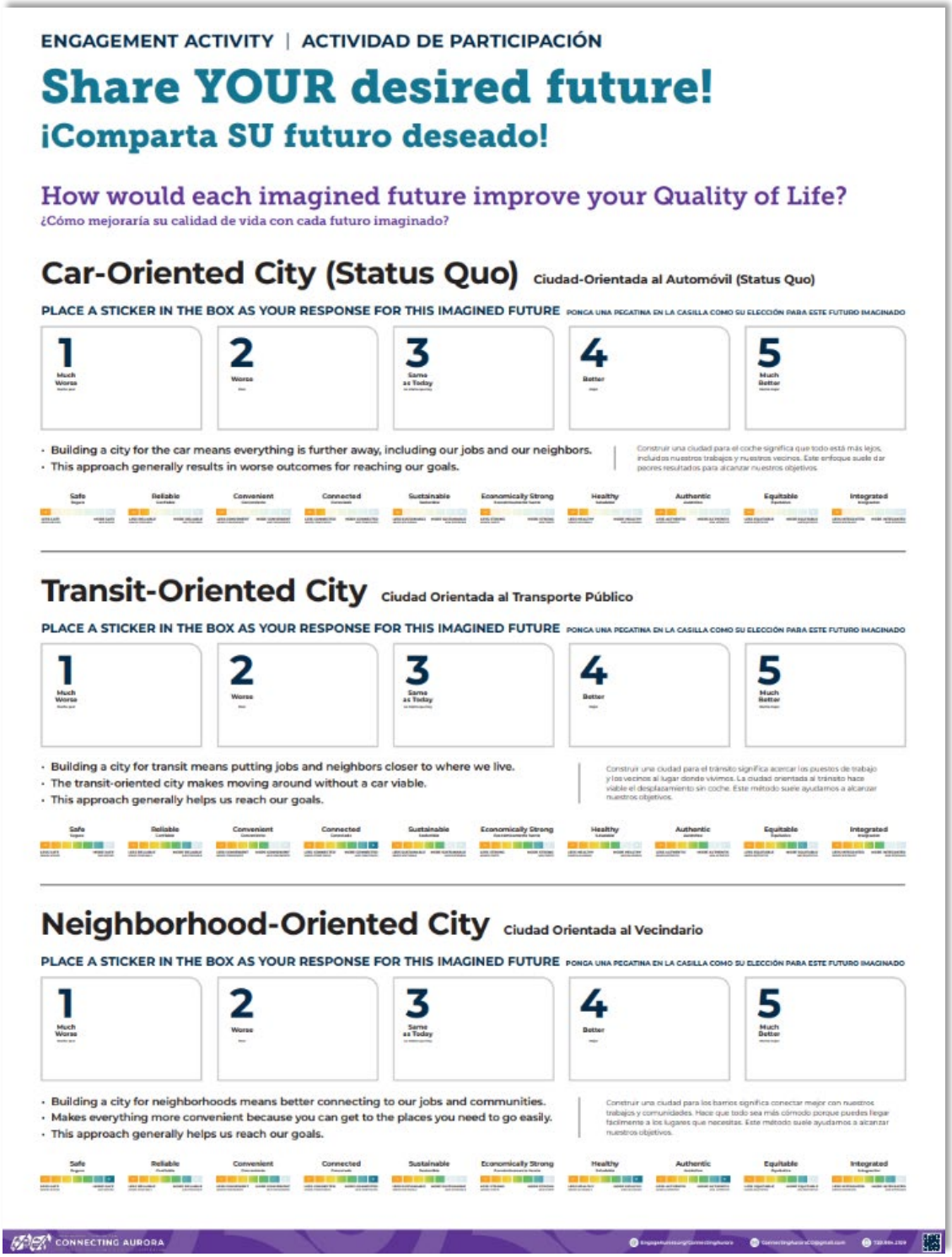
IMAGINED FUTURE OUTCOME

LESS INTEGRATED · MORE INTEGRATED

Integración

Los lugares donde vives, trabajas y compras están más cerca unos de otros.

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:

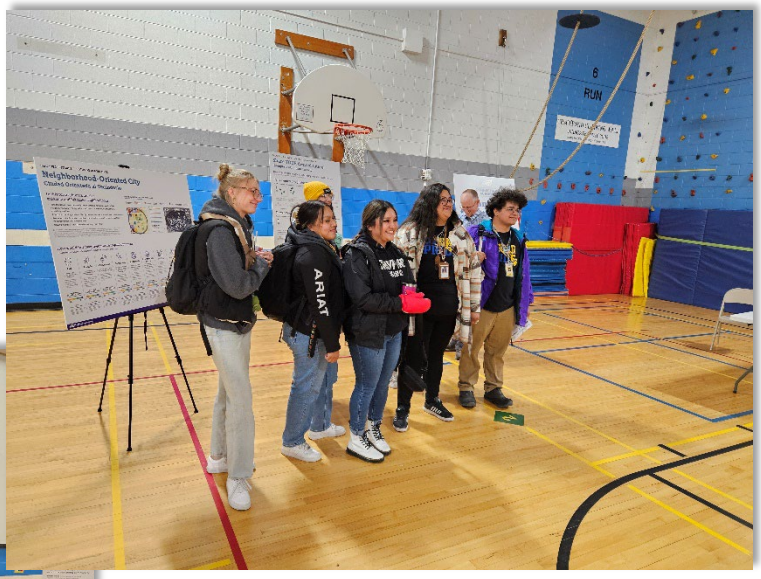
EngageAurora.org/ConnectingAurora

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

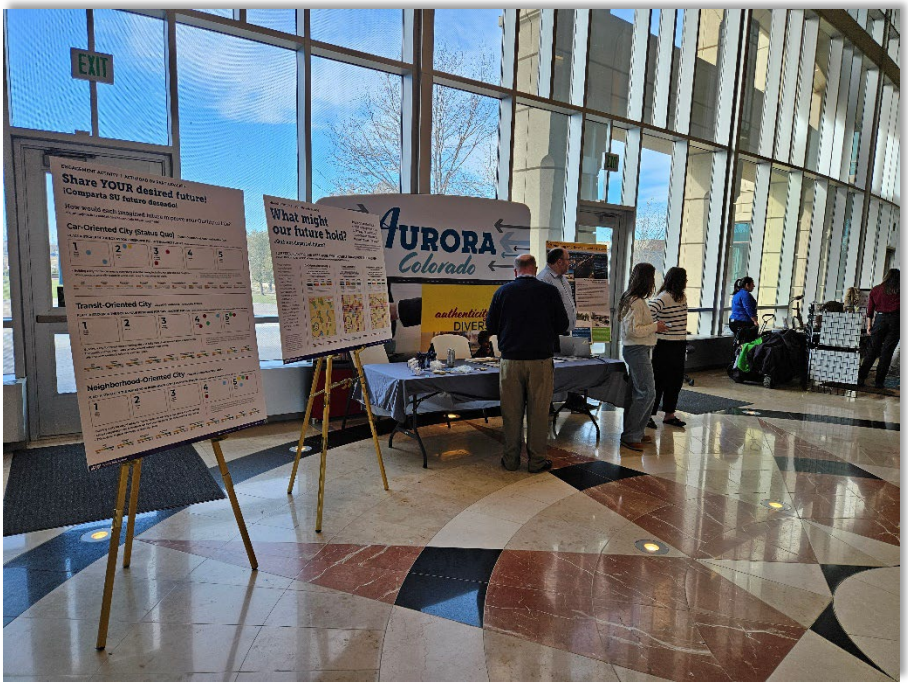




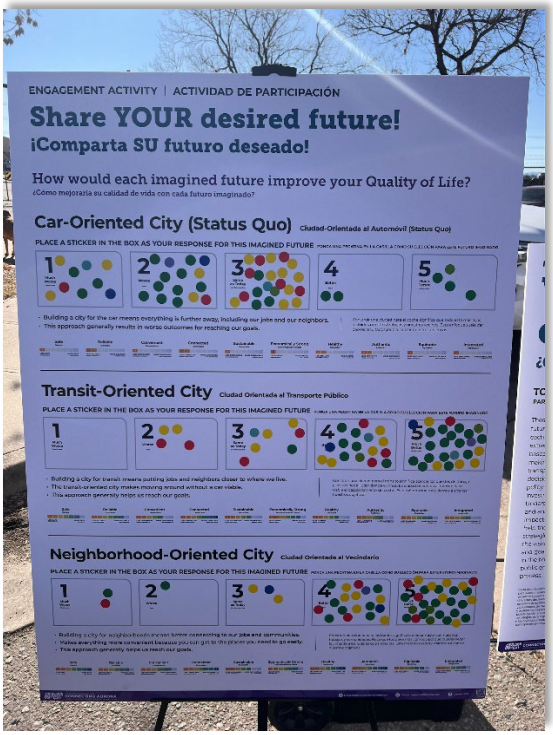


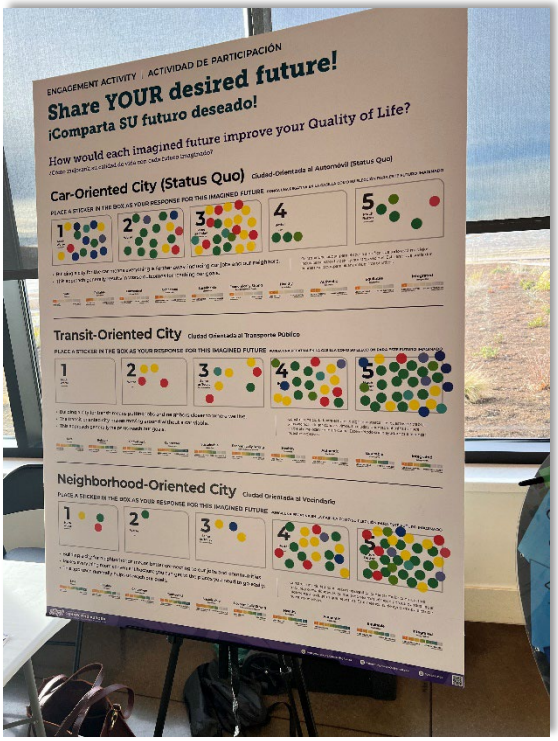


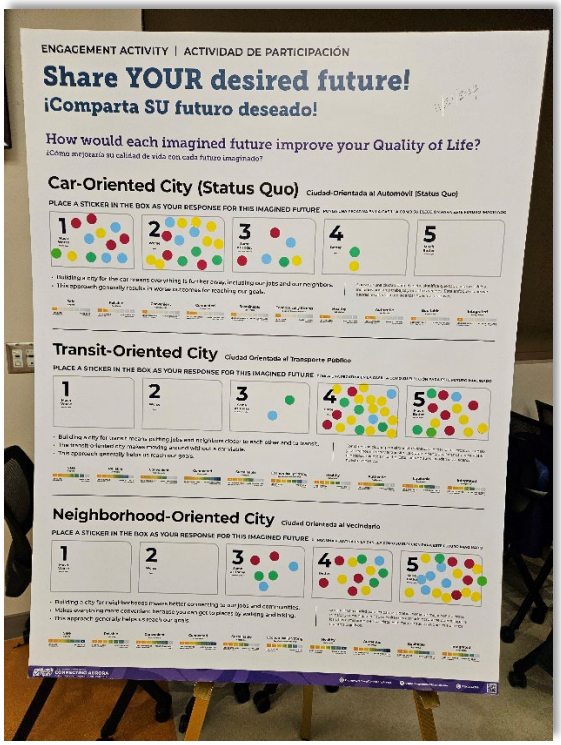
POP-UP EVENTS

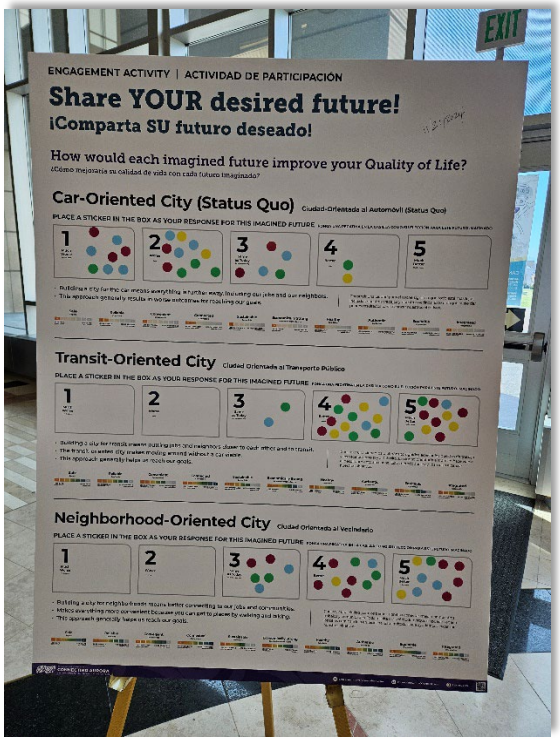





ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share YOUR desired future!
¡Comparta SU futuro deseado!
How would each imagined future improve your Quality of Life?
Car-Oriented City (Status Quo)
Transit-Oriented City
Neighborhood-Oriented City


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

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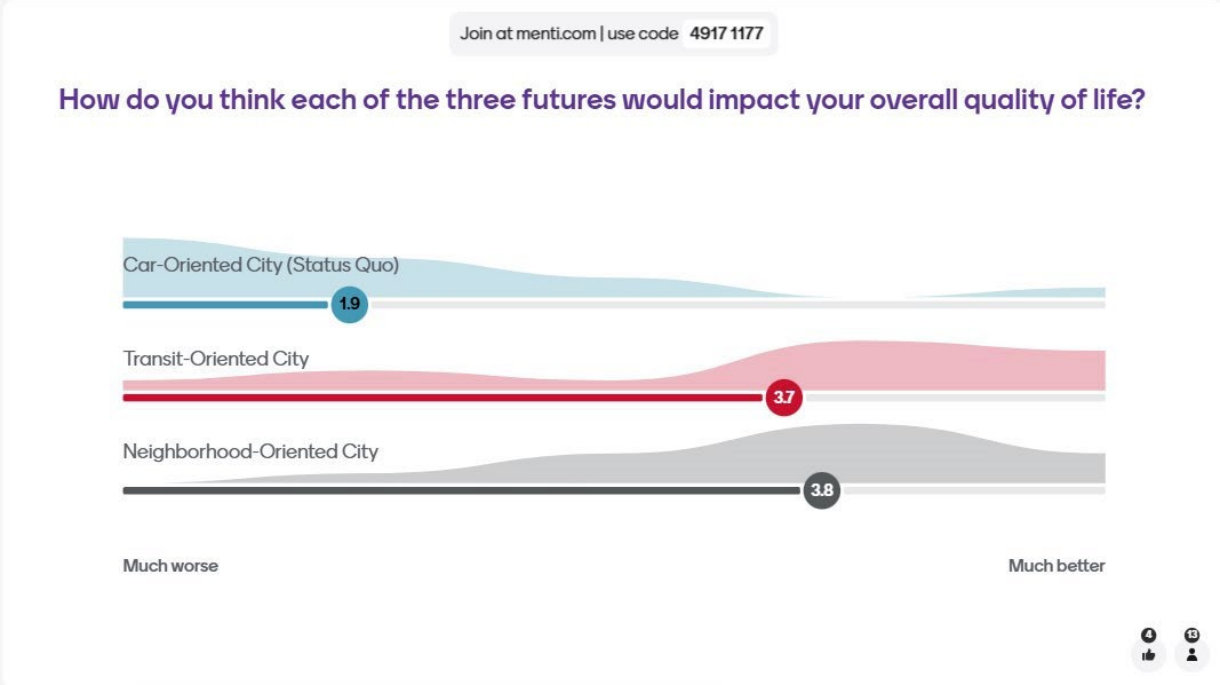
1. Welcome and Introductions (5 minutes)
2. Schedule Overview (10 minutes)
3. Public Engagement Review (20 minutes)
   - Any additional upcoming opportunities for engagement?
4. Milestone 2 - Imagined Futures Input (45 minutes)
   - Review of three imagined futures and opportunity to provide feedback.
   - 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?

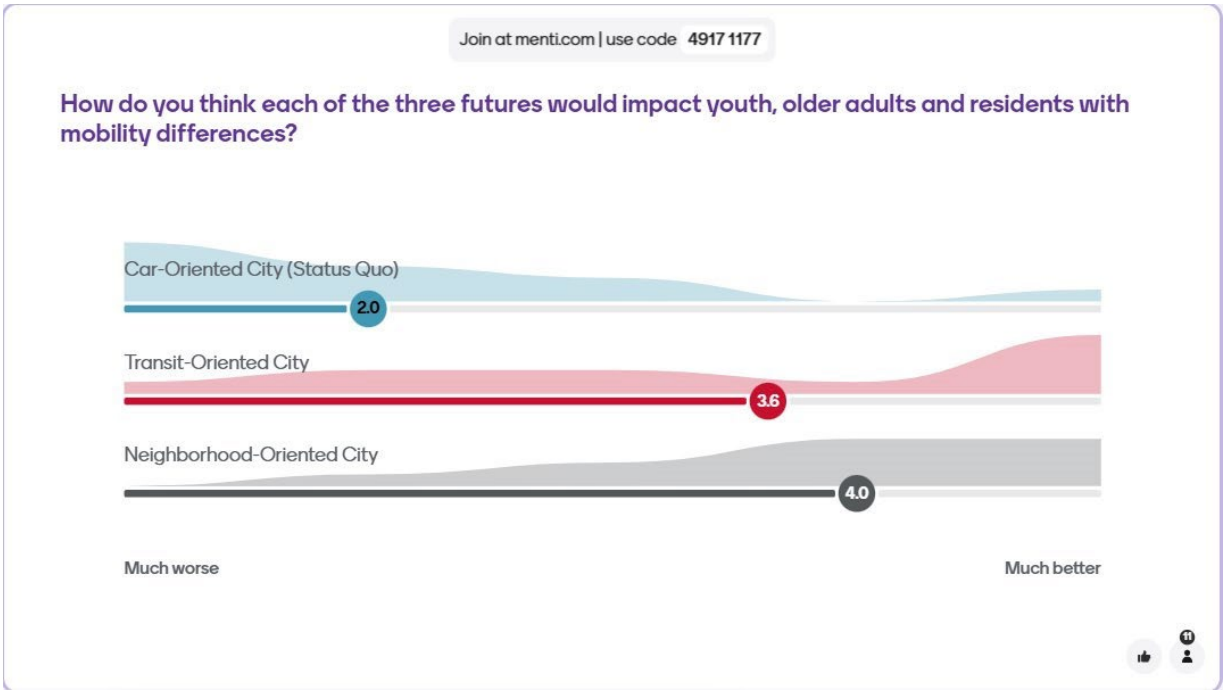
  → These are extreme examples at higher level, so details about exact freight movement is not being dug into at this time. Freight will be factored in as we start to develop multimodal network, cross sections, design standards and projects.

  → 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.

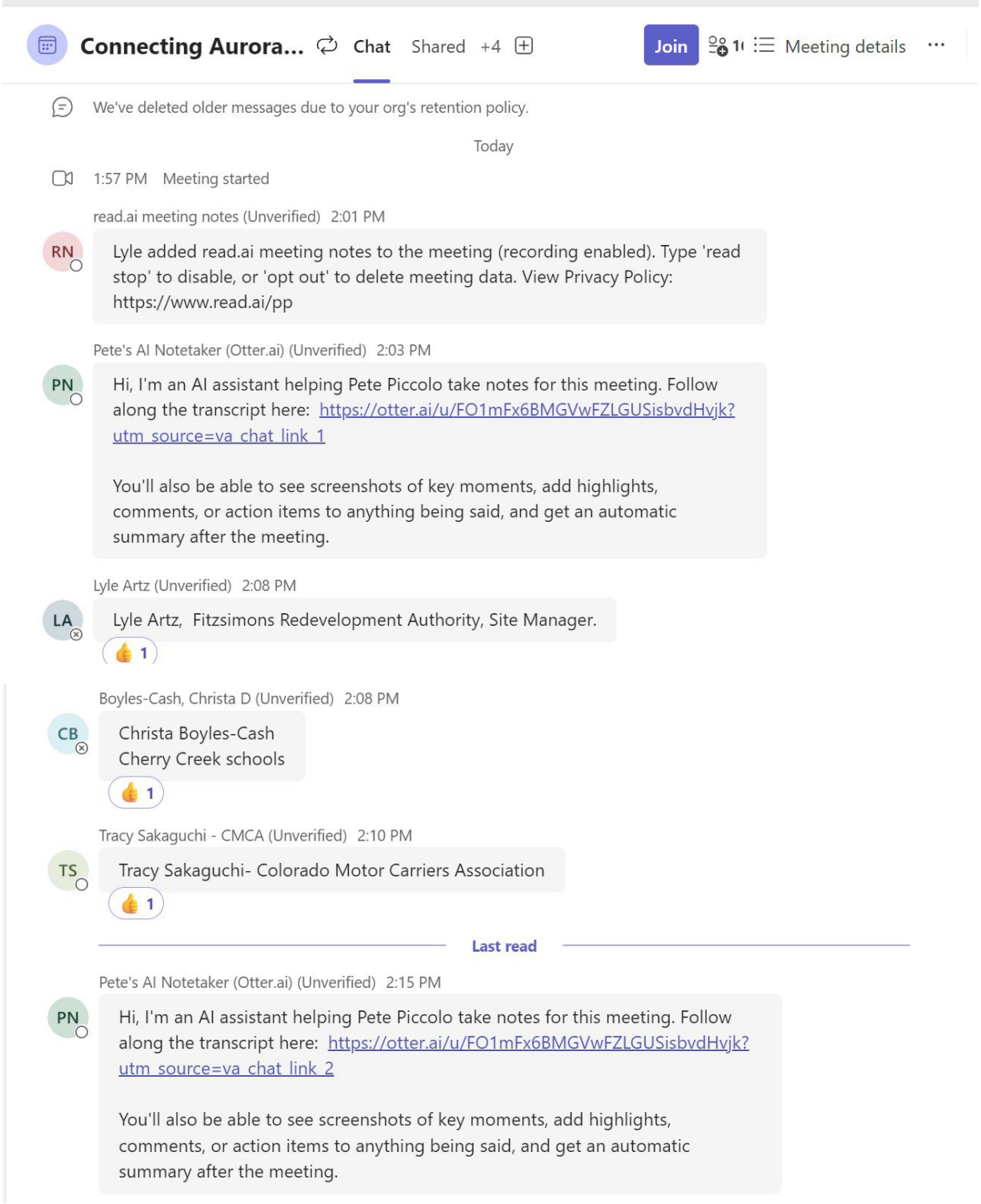
    - Leans to transit in the extremes.

- 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

39.616135650679 01	-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.
39.609073865792965	-104.69659994880206	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.
39.616400128621 02	-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.
39.630195102561 81	-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.

39.6236991704497 4	-104.717250831308 79	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.
39.6162827659728 7	-104.689448118078 87	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.
39.6383866598263 5	-104.698772549563 74	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.
39.6101781385750 6	-104.684145927167 28	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	-104.791792631149 3	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	-104.796169996261 61	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	-104.697325229644 79	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

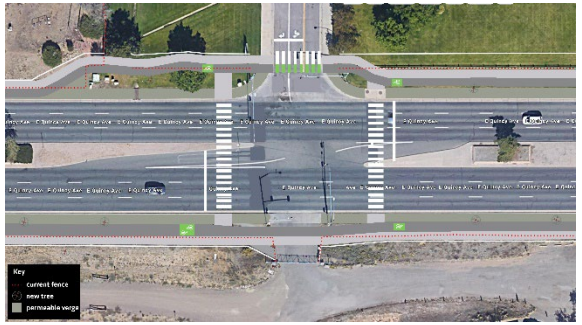
		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123670		the tollroad connecting to the airport, is close to a lot of new development and could even serve as a location for a cycle and foot bridge across the E-470 connecting to the High Plains Trail and Saddle 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.
39.650772956763442	-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.
39.754597275714005	-104.82268135024418	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.
39.689505144972826	-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.
39.75116608032725	-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.
39.6815617884651 7	-104.847239255905 17	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.
39.7097246850140 5	-104.828345775604 26	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.
39.7110555649166 34	-104.826819598674 79	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



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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

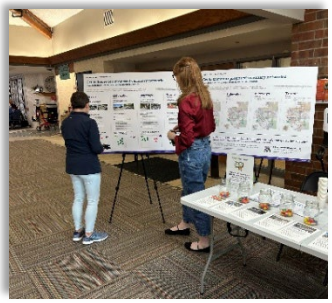
A complete record of map comments can be found in Appendix C: Map Comments.

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**

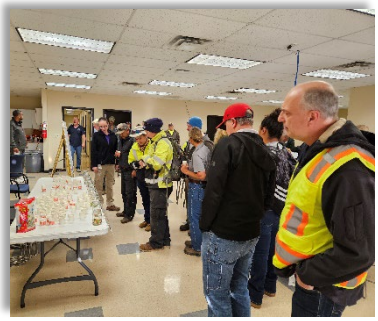
AURORA ANIMAL SHELTER	COMMUNITY COLLEGE OF AURORA	MLK LIBRARY	CU ANSCHUTZ EARTH DAY	CENTRAL RECREATION CENTER
Saturday, April 12, 10:30 a.m.-2:30 p.m.	Wednesday, April 16, 9 a.m.-11 a.m.	Wednesday, April 16, 1 pm.-4 p.m.	Wednesday, April 23, 11 a.m.-2 p.m.	Thursday, April 24, 2-4 p.m.
9 PARTICIPANTS	**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.

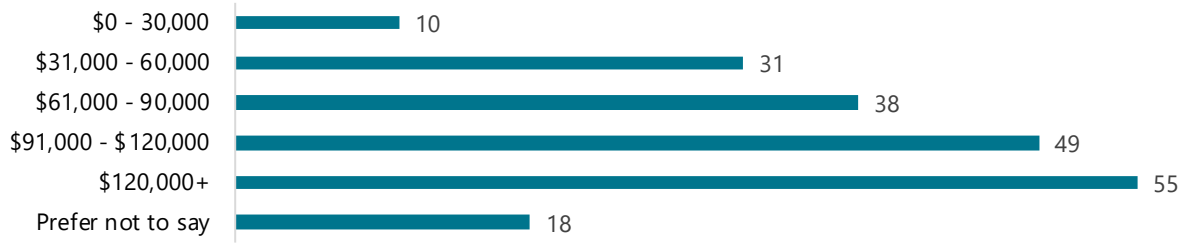
Online Survey Participants by Ward



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

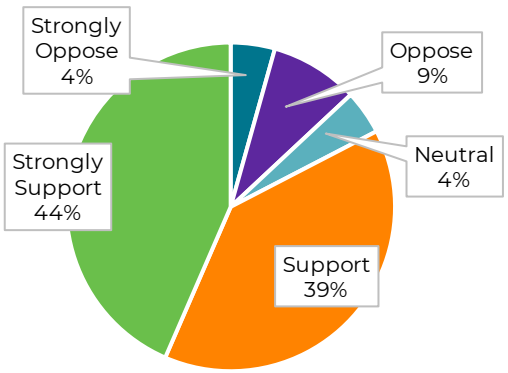
FEEDBACK BY WARDS

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.

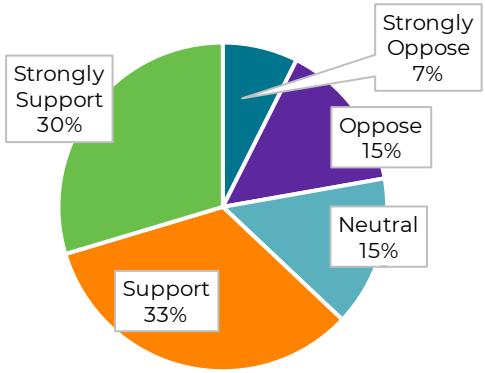
Bikeway Network

Do you support the visionary bikeway network?

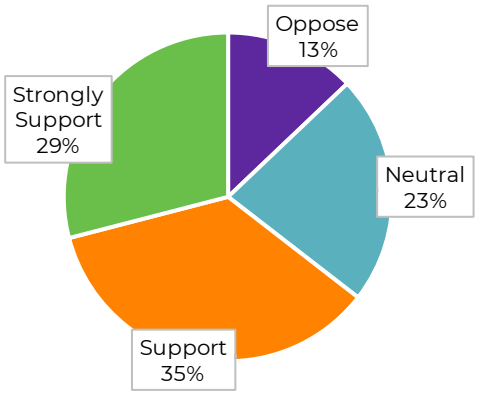
Ward I - Bikeway Network



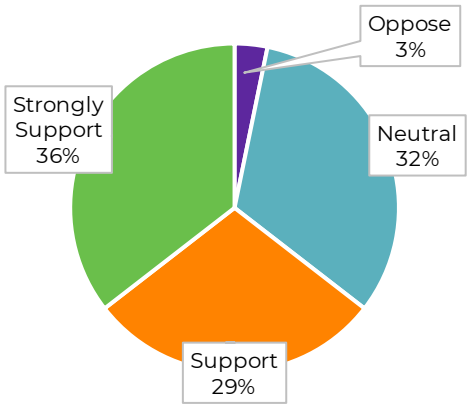
Ward II - Bikeway Network



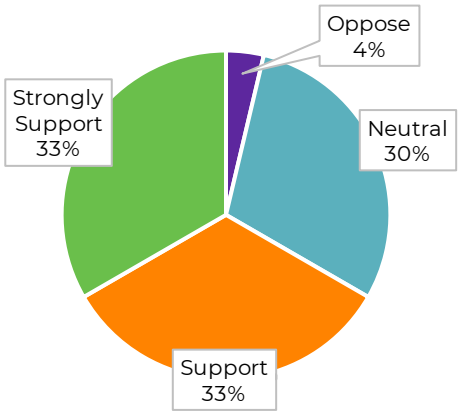
Ward III - Bikeway Network



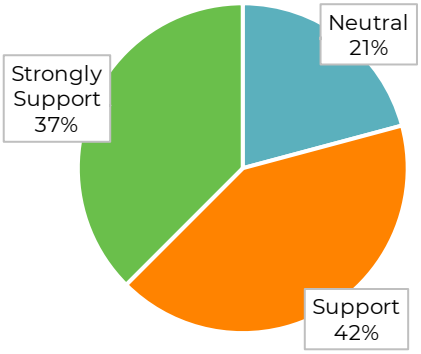
Ward IV - Bikeway Network



Ward V - Bikeway Network



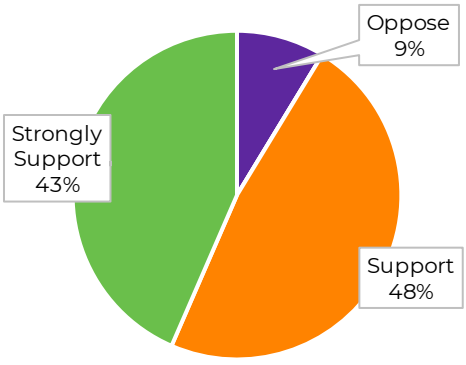
Ward VI - Bikeway Network



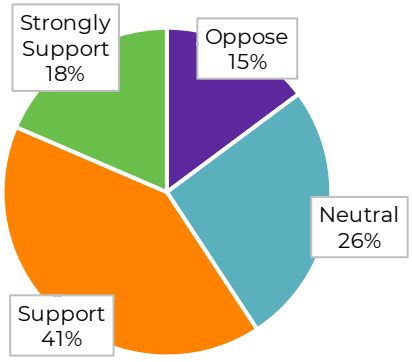
Transit Network

Do you support the visionary transit network?

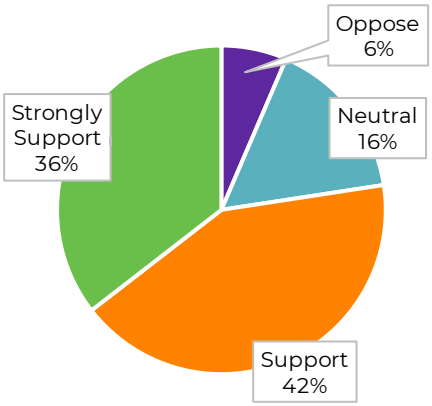
Ward I - Transit Network



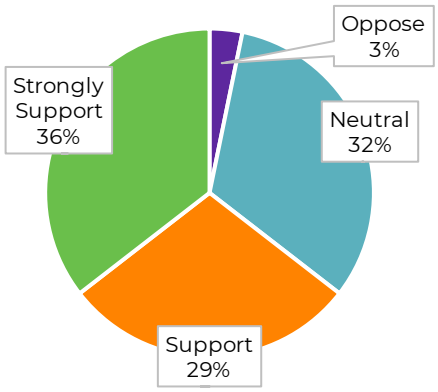
Ward II- Transit Network



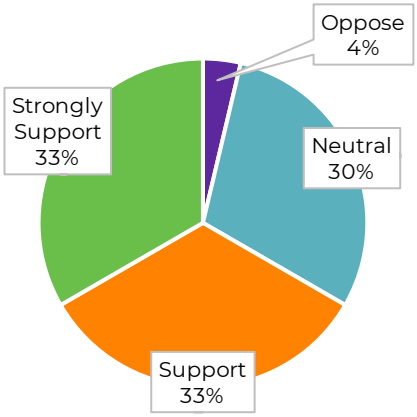
Ward III - Transit Network



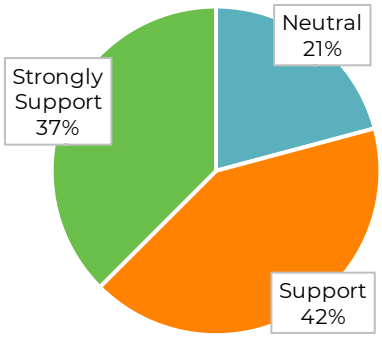
Ward IV - Transit Network



Ward V - Transit Network



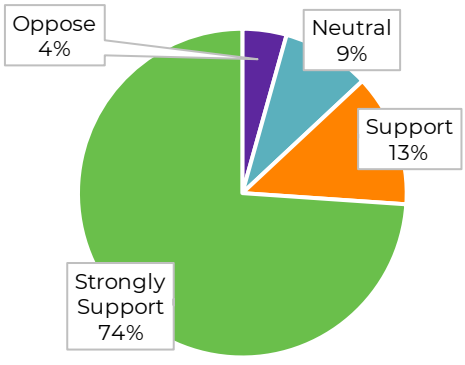
Ward VI - Transit Network



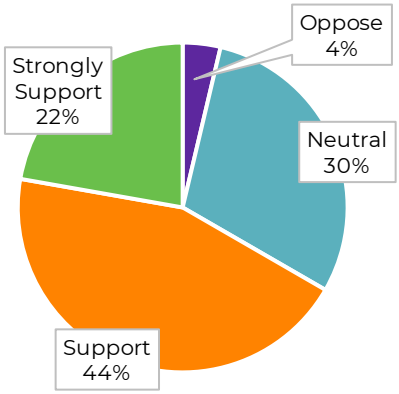
Sidewalk Improvement Areas

Do you support the sidewalk improvements areas?

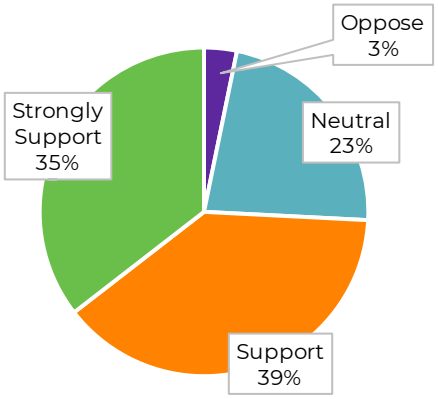
Ward I - Sidewalk Improvements



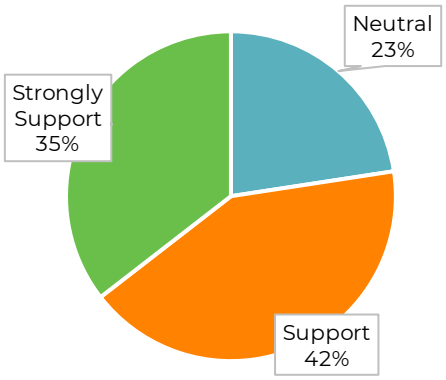
Ward II - Sidewalk Improvements



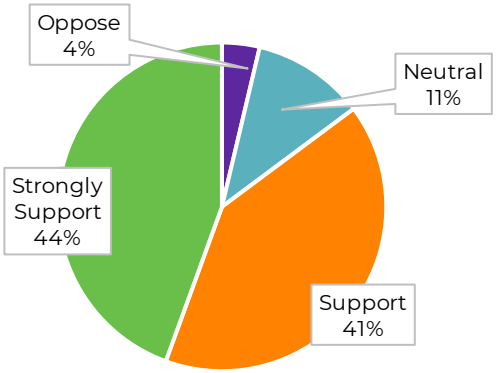
Ward III - Sidewalk Improvements



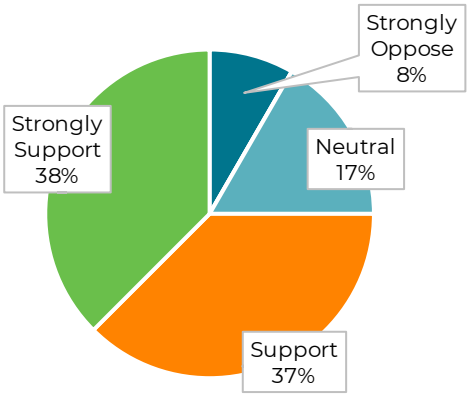
Ward IV - Sidewalk Improvements



Ward V - Sidewalk Improvements



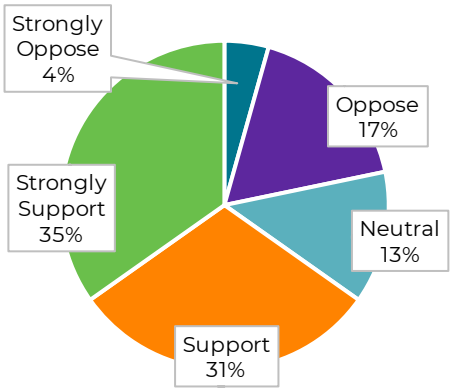
Ward VI - Sidewalk Improvements



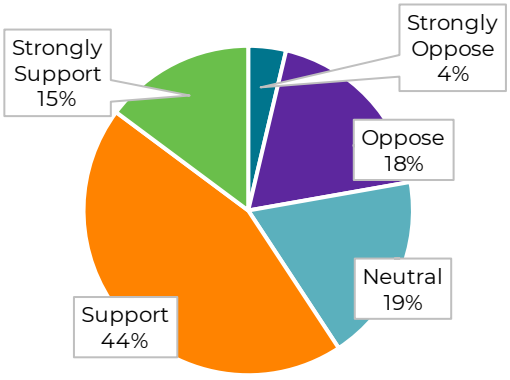
Street Improvement Areas

Do you support the street improvements areas?

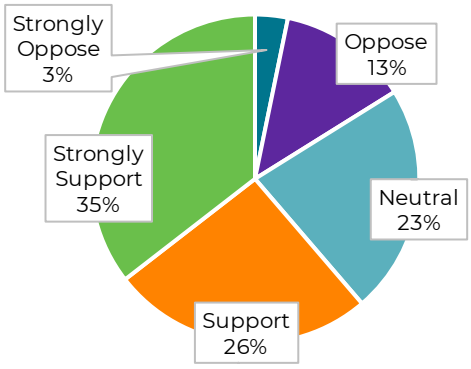
Ward I - Street Improvements



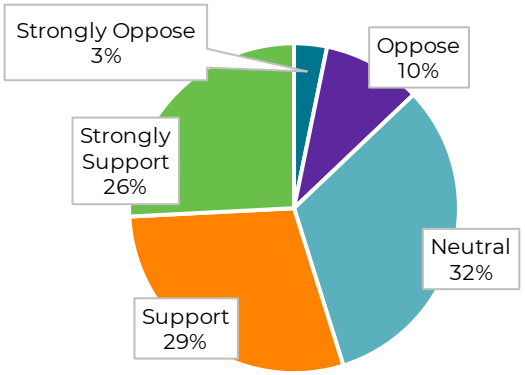
Ward II - Street Imrpovements



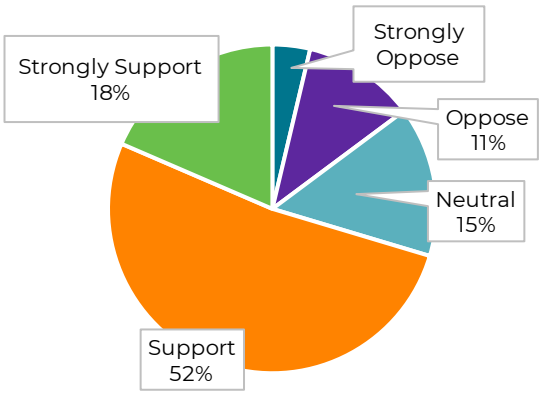
Ward III - Street Improvements



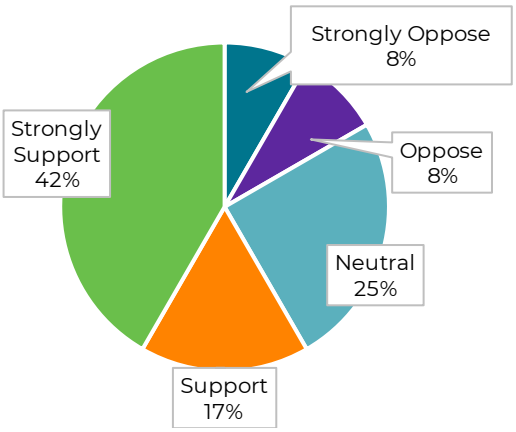
Ward IV - Street Improvements



Ward V - Street Improvements



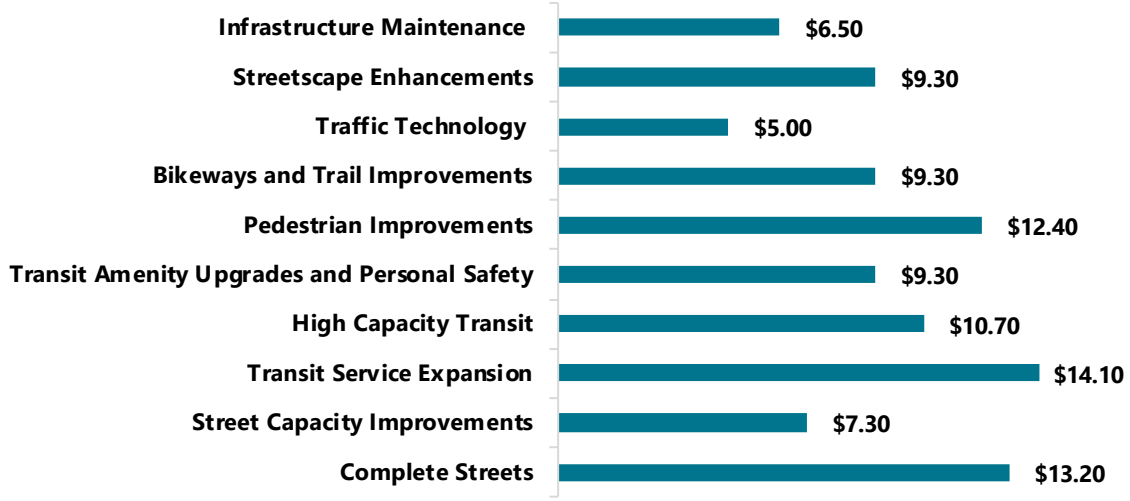
Ward VI - Street Improvements



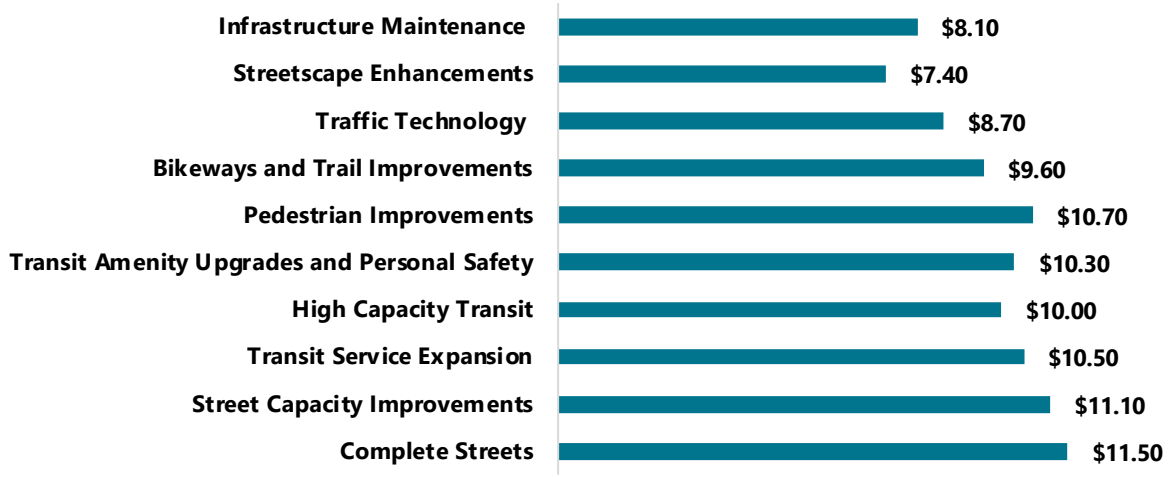
Investment Categories

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."

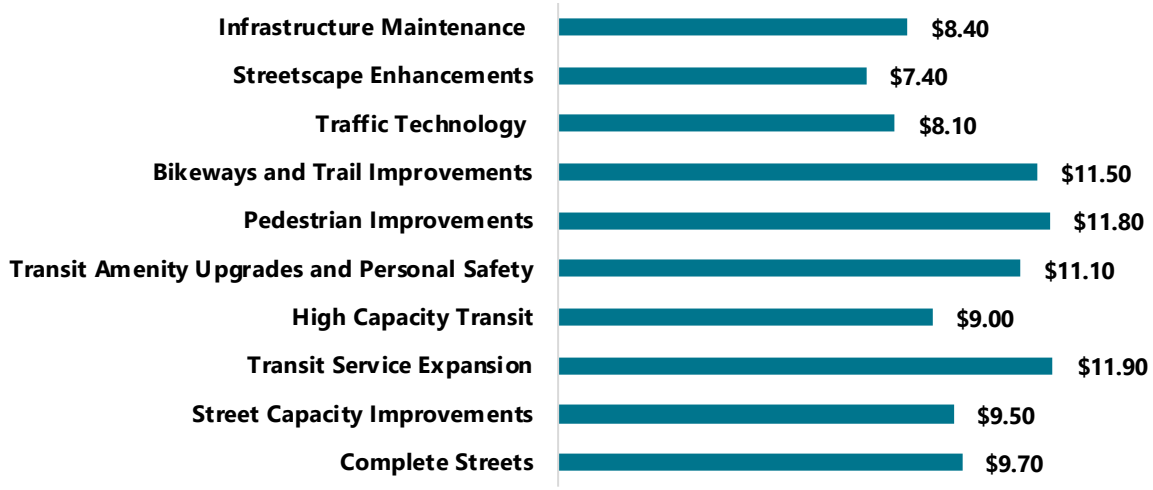
Ward I - Investment Categories



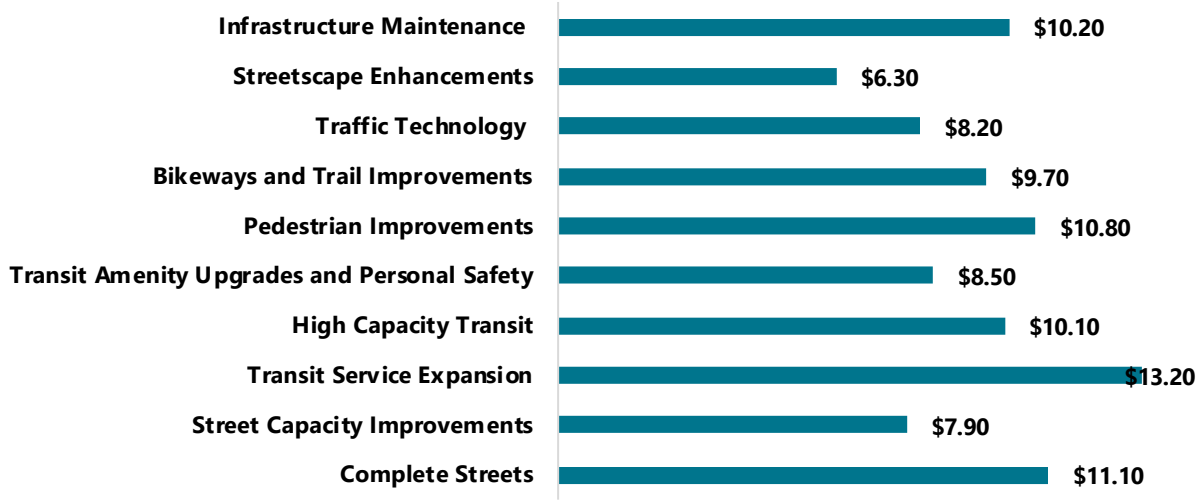
Ward II - Investment Categories



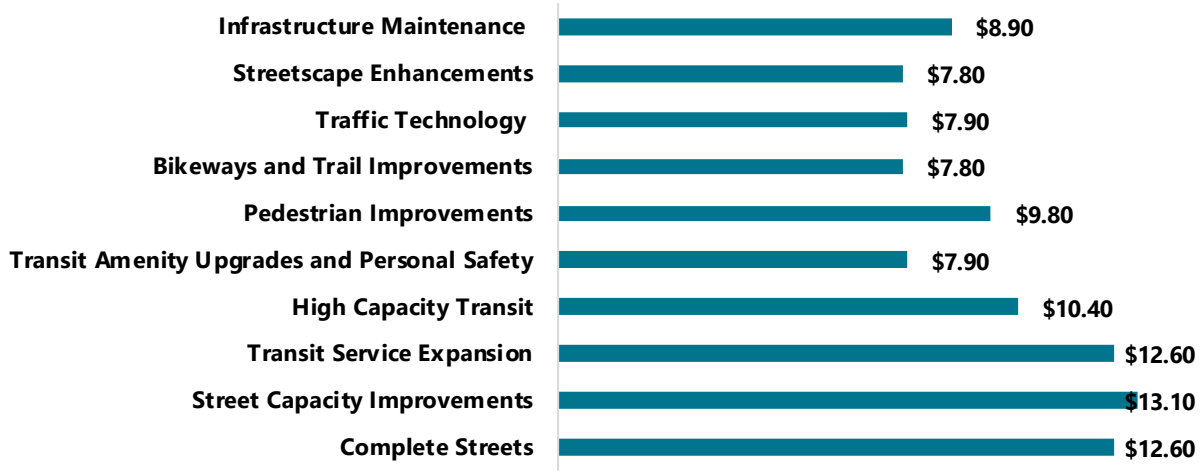
Ward III - Investment Categories



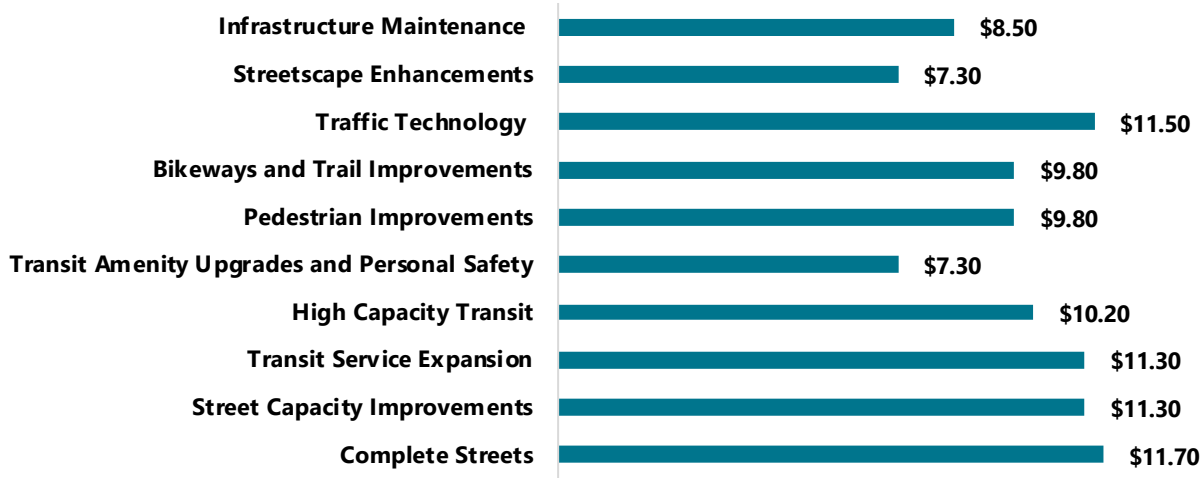
Ward IV - Investment Categories



Ward V - Investment Categories



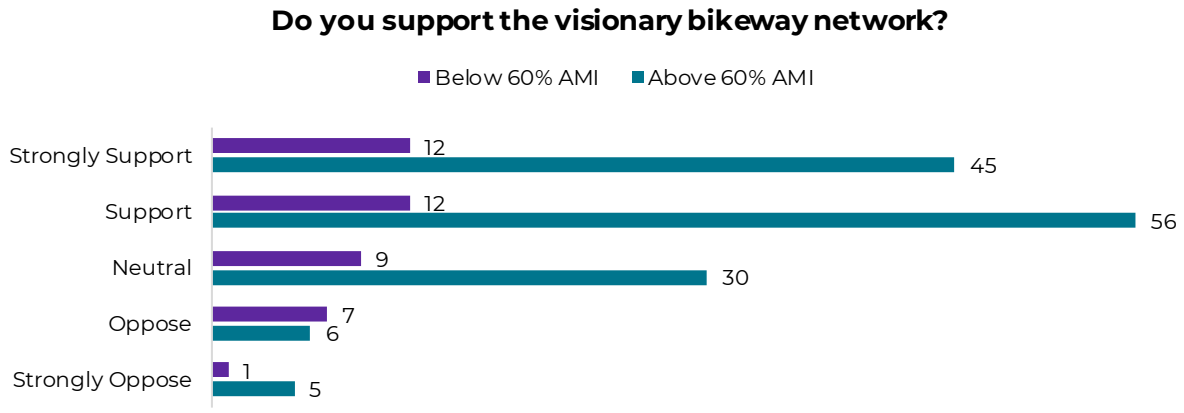
Ward VI - Investment Categories



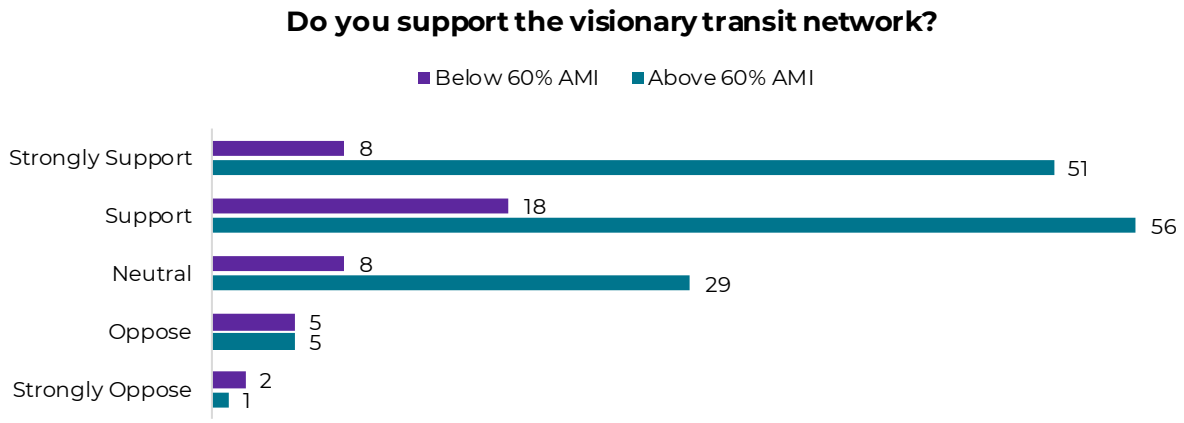
FEEDBACK BY POVERTY LEVEL

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.

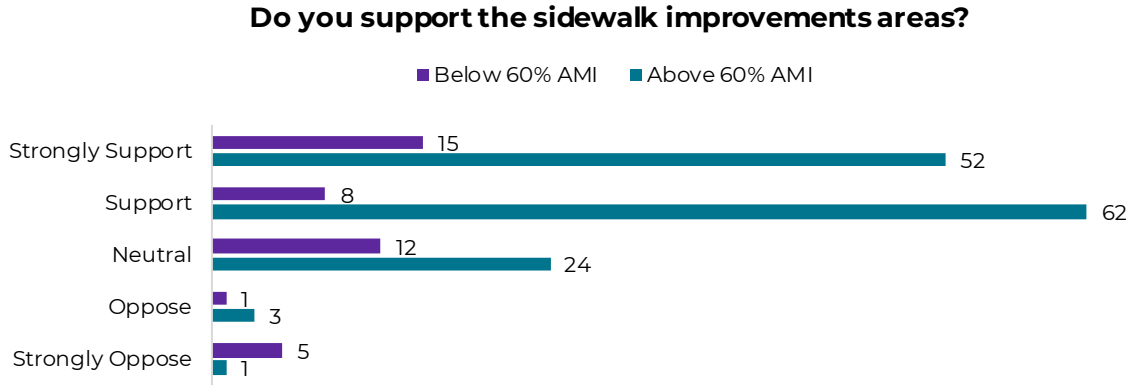
Bikeway Network



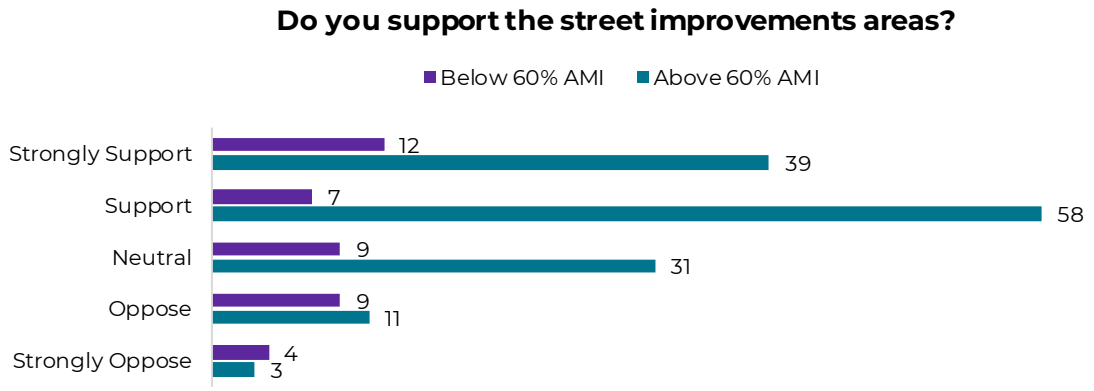
Transit Network



Sidewalk Improvement Areas

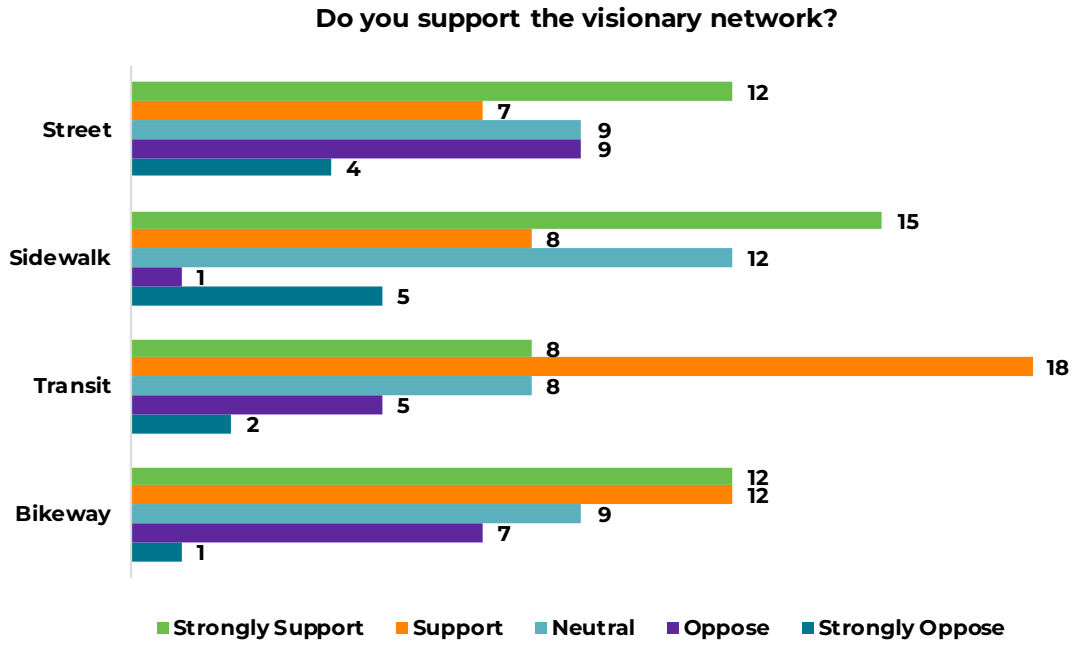


Street Improvement Areas



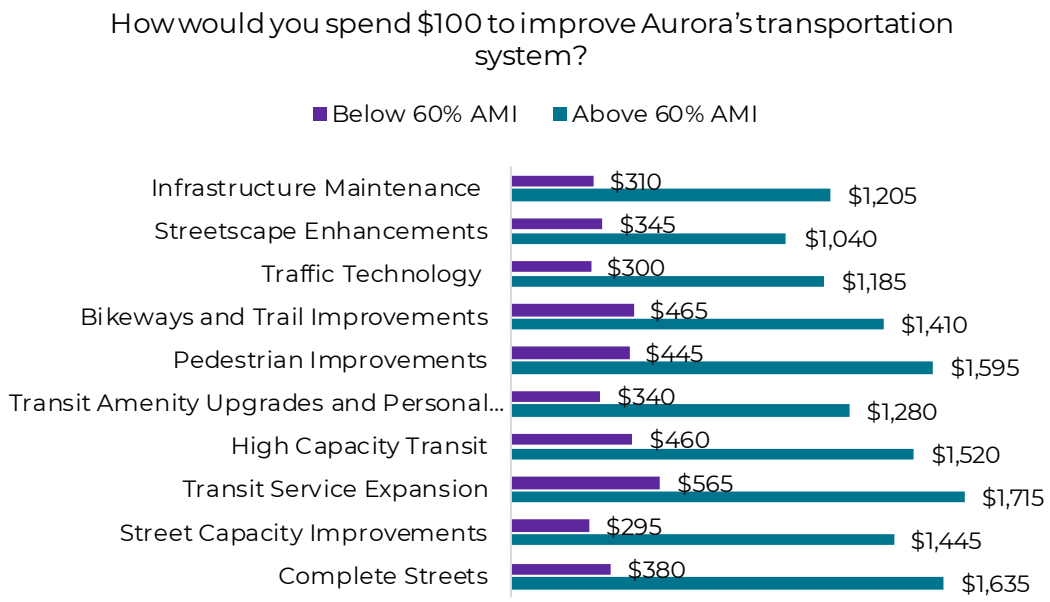
Visionary Networks – Below 60% AMI

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.



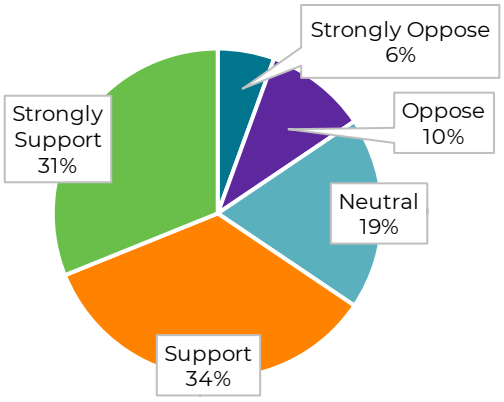
FEEDBACK BY GENDER

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.

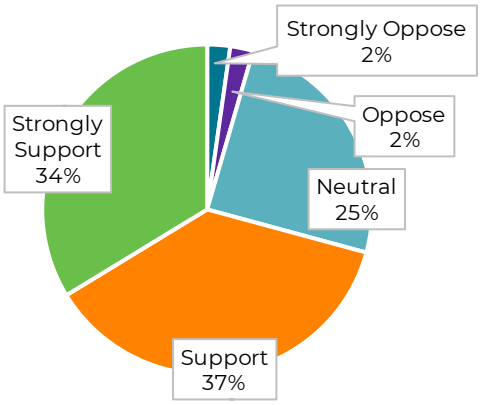
Bikeway Network

Do you support the visionary bikeway network?

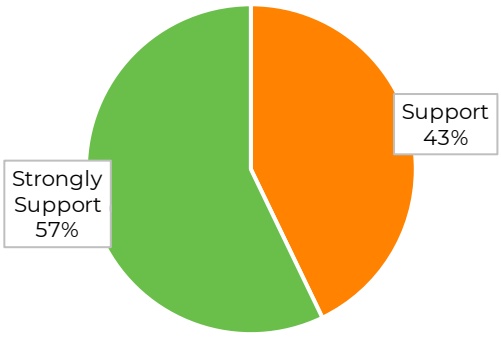
Female - Bikeway Network



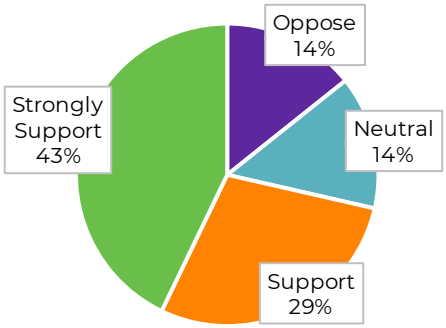
Male - Bikeway Network



Non-Binary -Bikeway Network



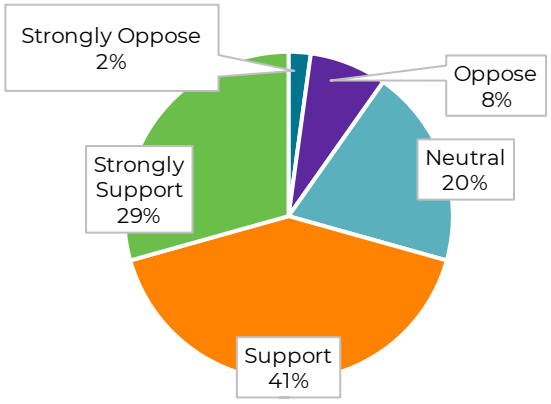
Prefer to Self-Describe/Prefer Not to Say - Bikeway Network



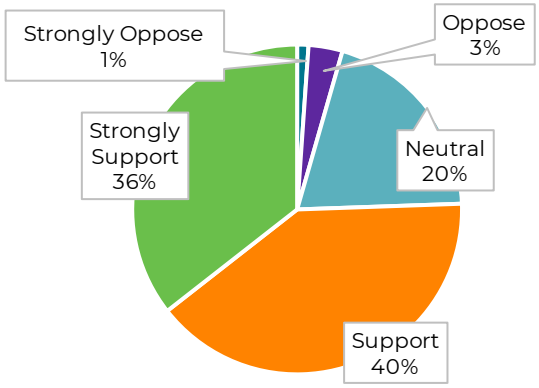
Transit Network

Do you support the visionary transit network?

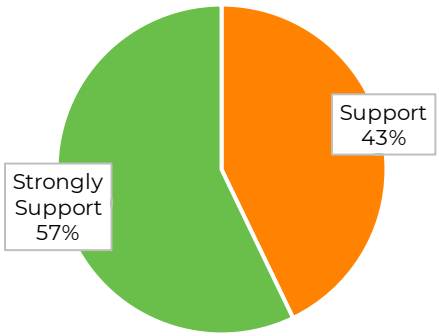
Female - Transit Network



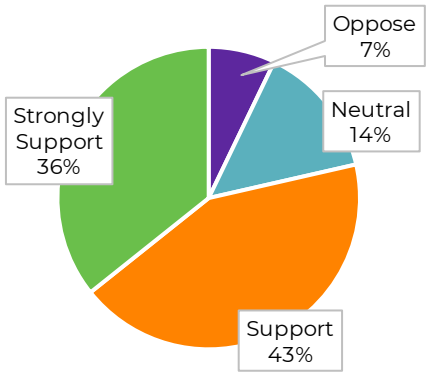
Male - Transit Network



Non-Binary - Transit Network



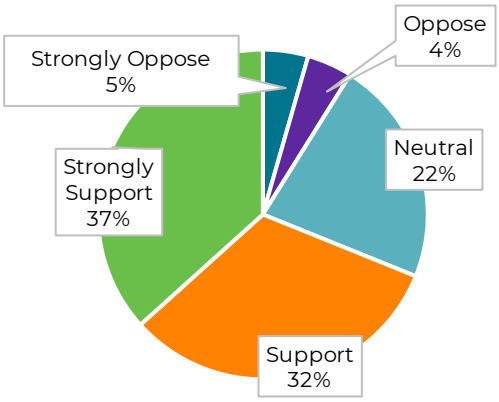
Prefer to Self-Describe/Prefer Not to Say - Transit Network



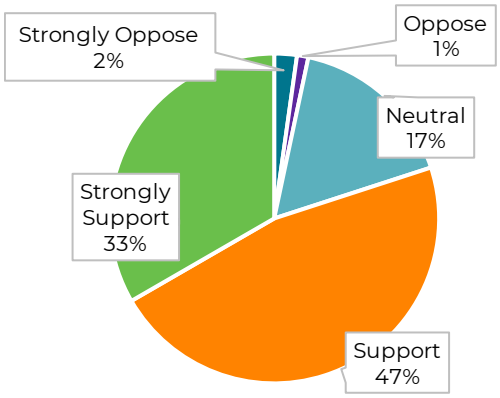
Sidewalk Improvement Areas

Do you support the sidewalk improvements areas?

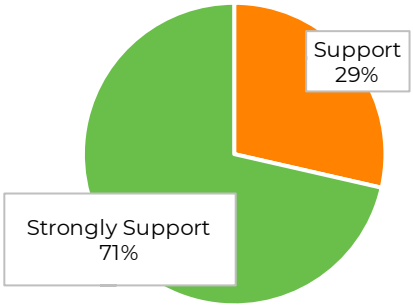
Female - Sidewalk Network



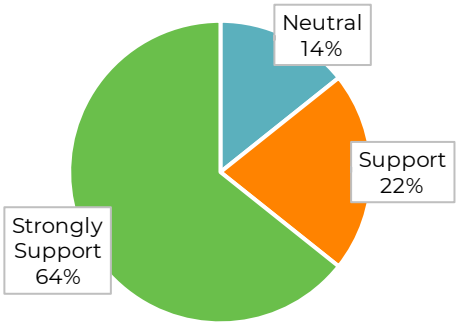
Male - Sidewalk Network



Non-Binary - Sidewalk Network



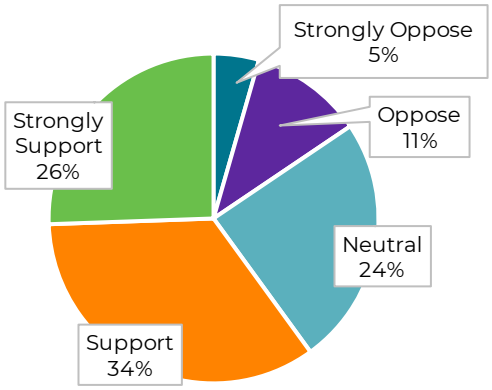
Prefer to Self-Describe/Prefer Not to Say - Sidewalk Network



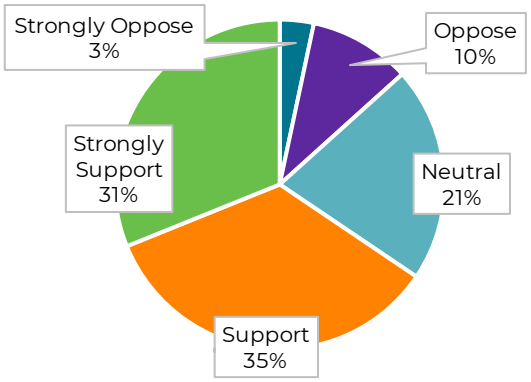
Street Improvement Areas

Do you support the street improvements areas?

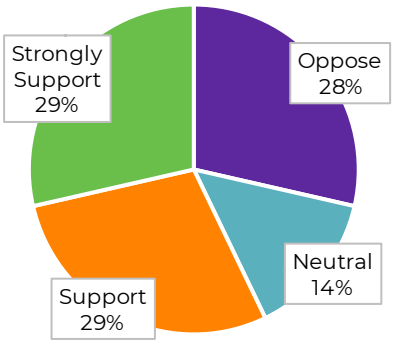
Female - Street Network



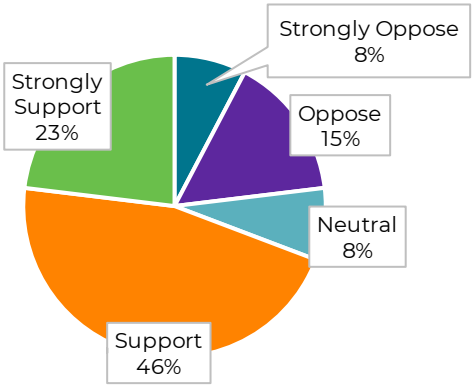
Male - Street Network



Non-Binary - Street Network



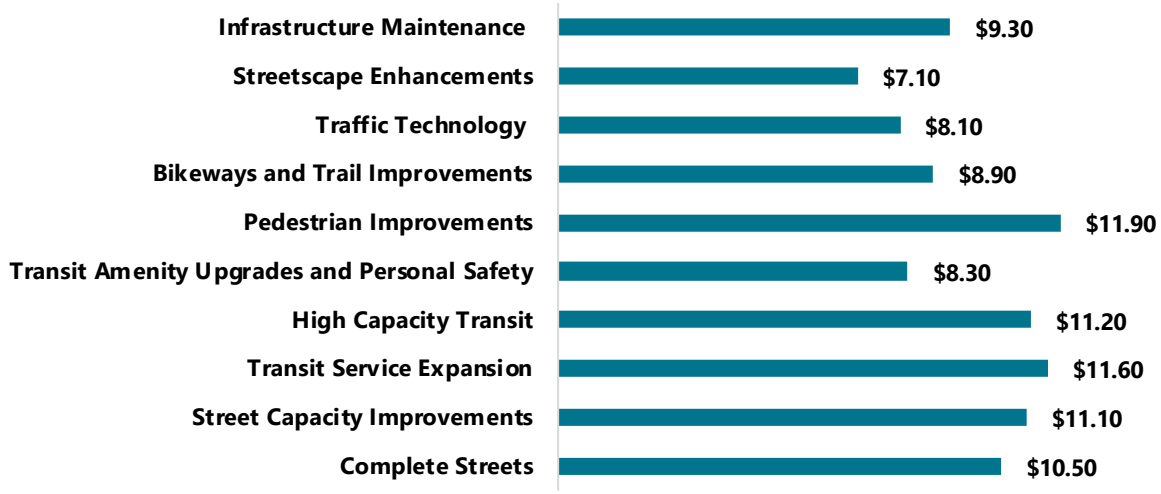
Prefer to Self-Describe/Prefer Not to Say - Street Network



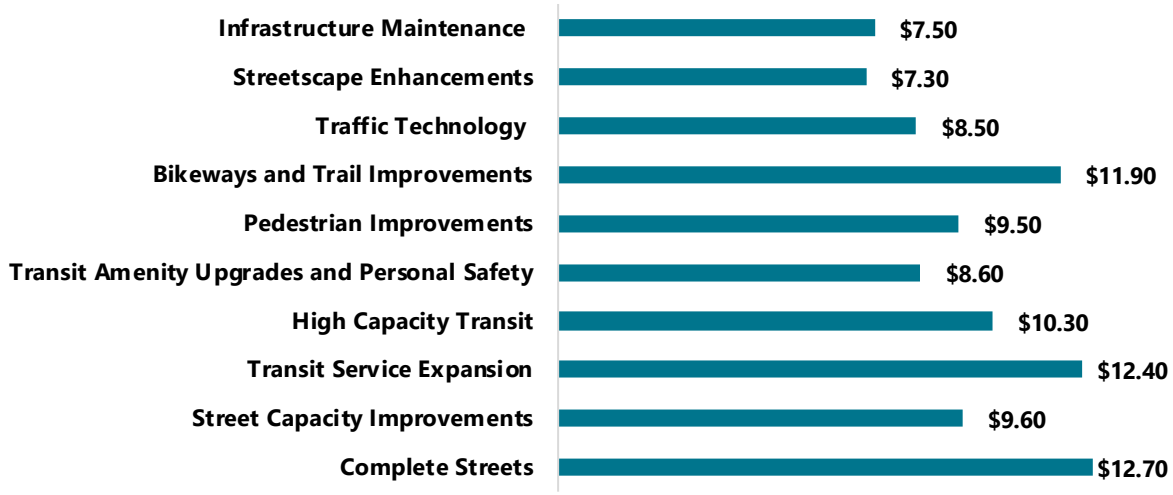
Investment Categories

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."

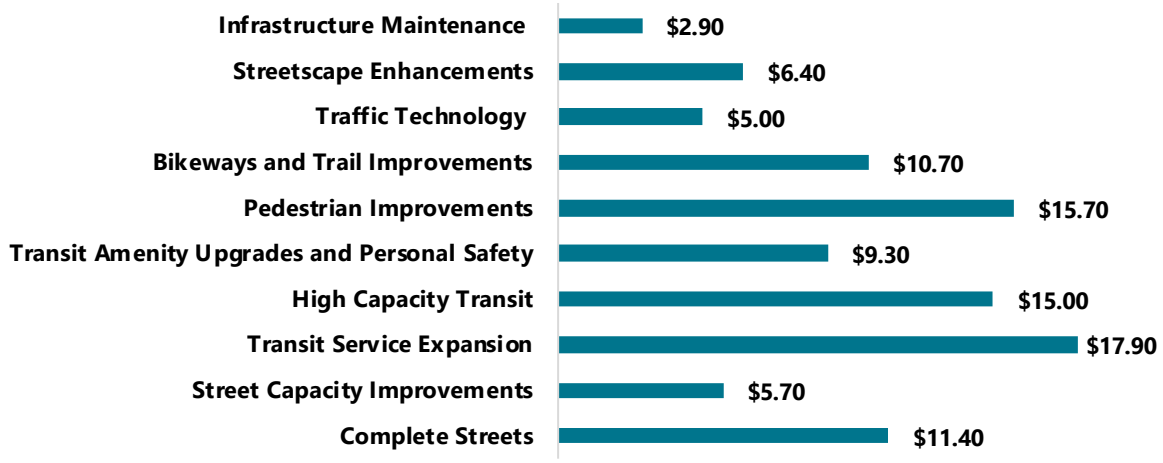
Female - Investment Categories



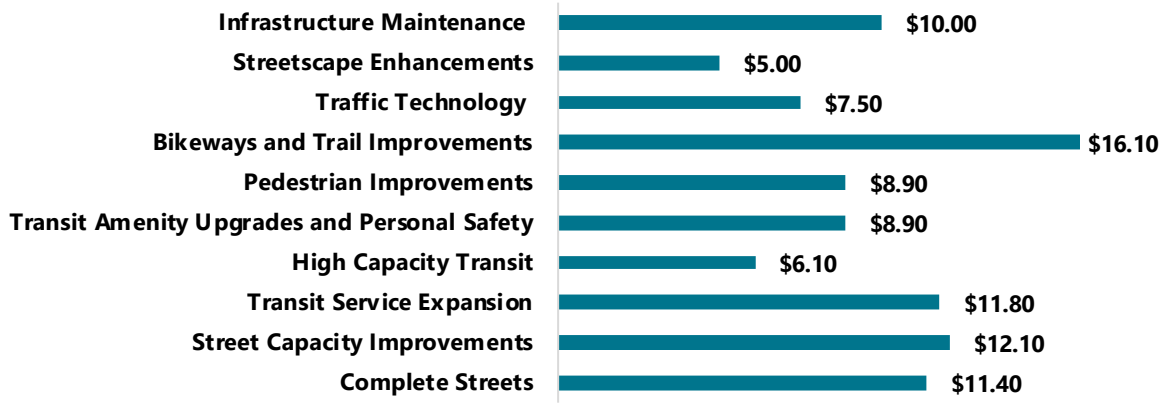
Male - Investment Categories



Non-Binary - Investment Categories



Prefer to Self Describe/Prefer Not to Say - Investment Categories



Online Feedback

ONLINE SURVEY RESPONSES OVERALL

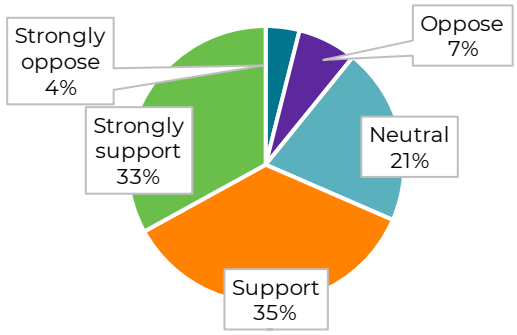
Throughout the course of Milestone 3, community members were invited to take a survey to gauge public opinion on the visionary networks and investment categories. The survey was available online on the StoryMap site via Engage Aurora. The survey consisted of three demographic questions, four visionary 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.

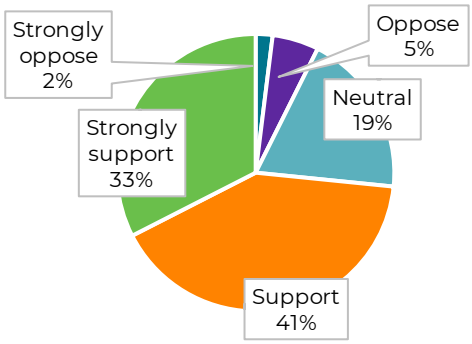
Bikeway Network

Do you support the visionary bikeway network?



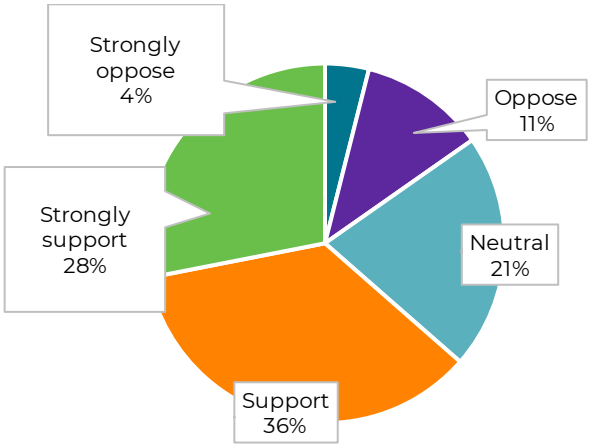
Transit Network

Do you support the visionary transit network?



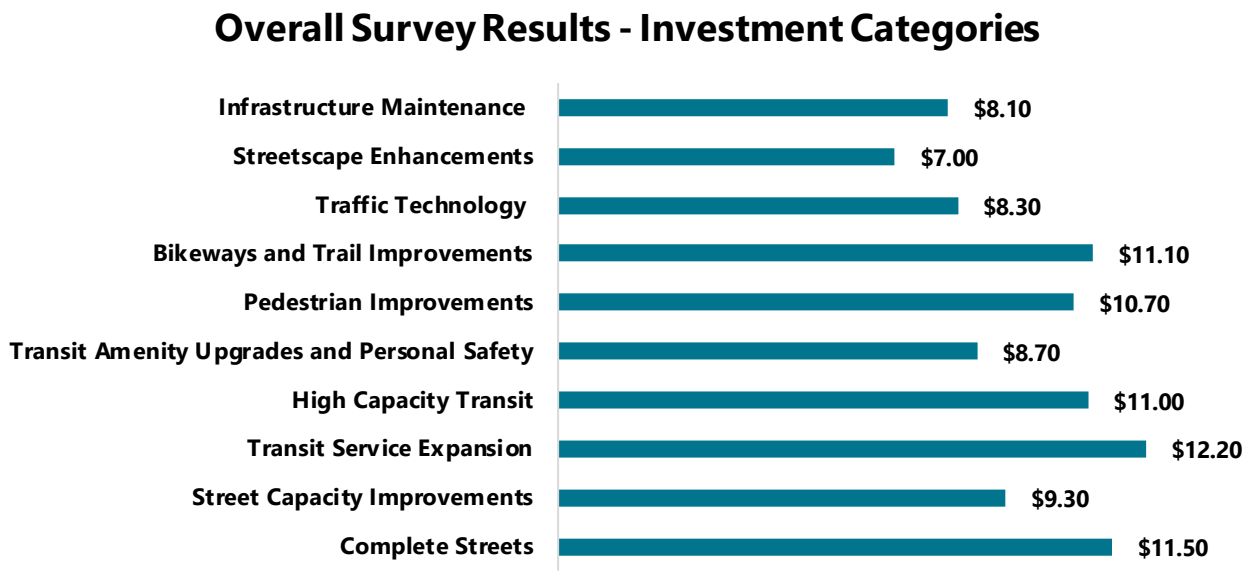
Sidewalk Improvement Areas

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."



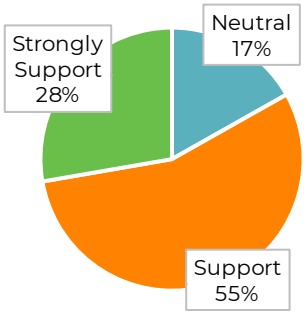
VIRTUAL TOWN HALL

- 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.

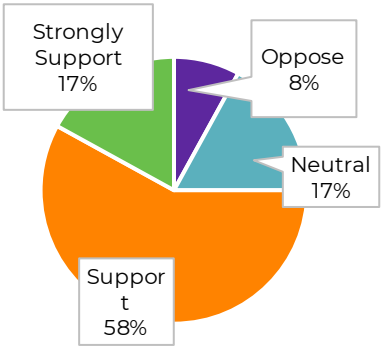
Bikeway Network

Do you support the visionary bikeway network?



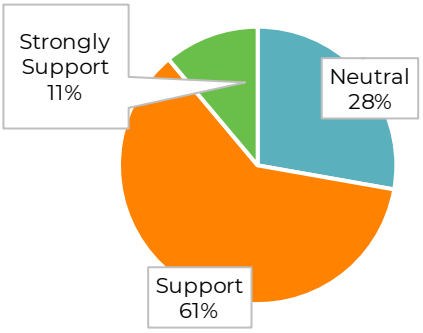
Transit Network

Do you support the visionary transit network?



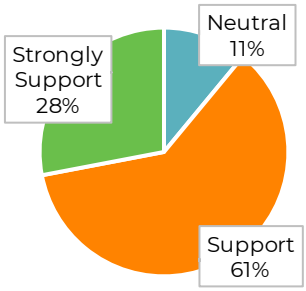
Street Improvement Areas

Do you support the street improvements areas?



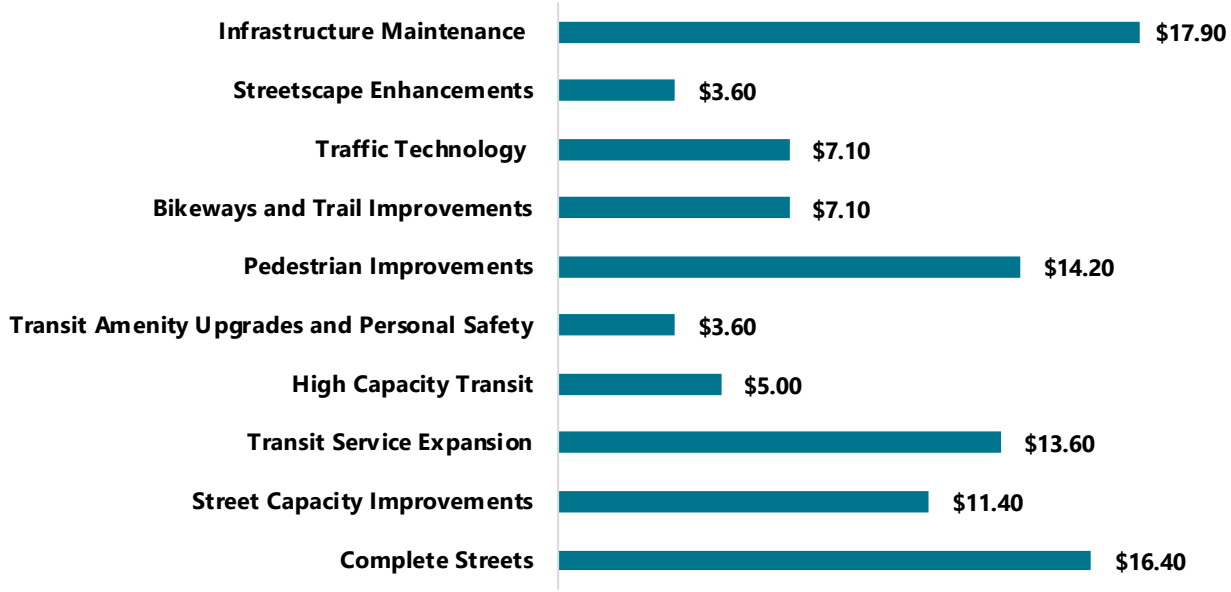
Sidewalk Improvement Areas

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.

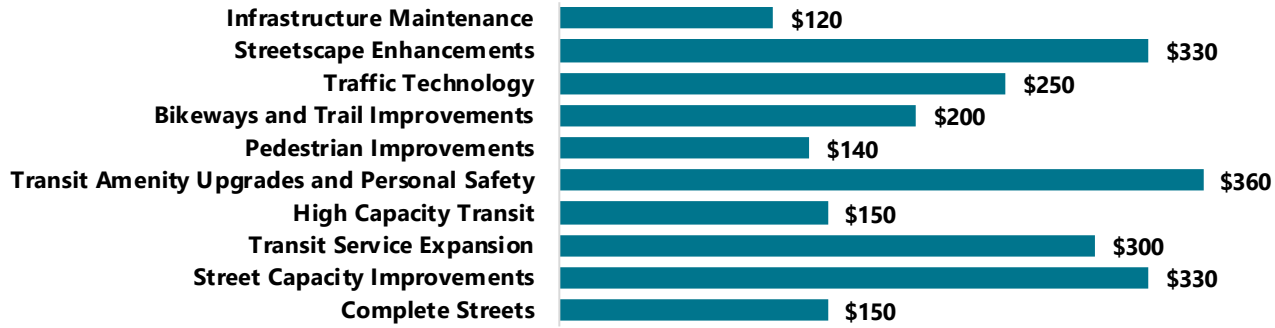
Visionary Networks

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.



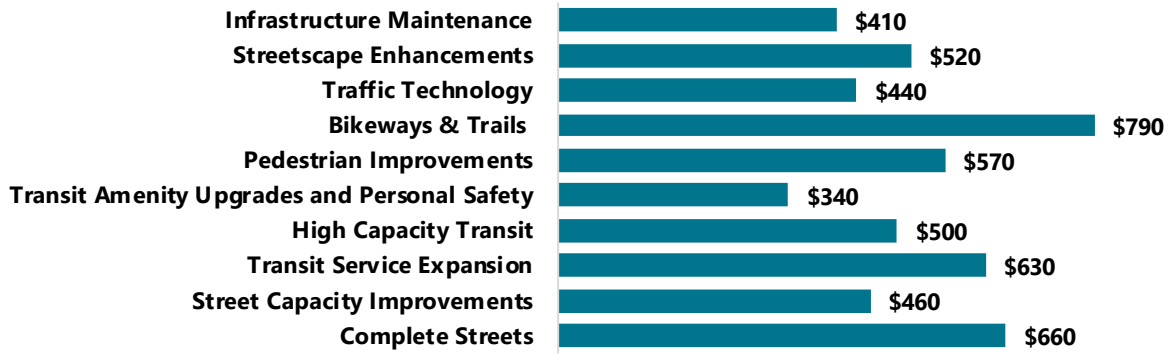
ENGAGE AURORA LIVE!

- 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.



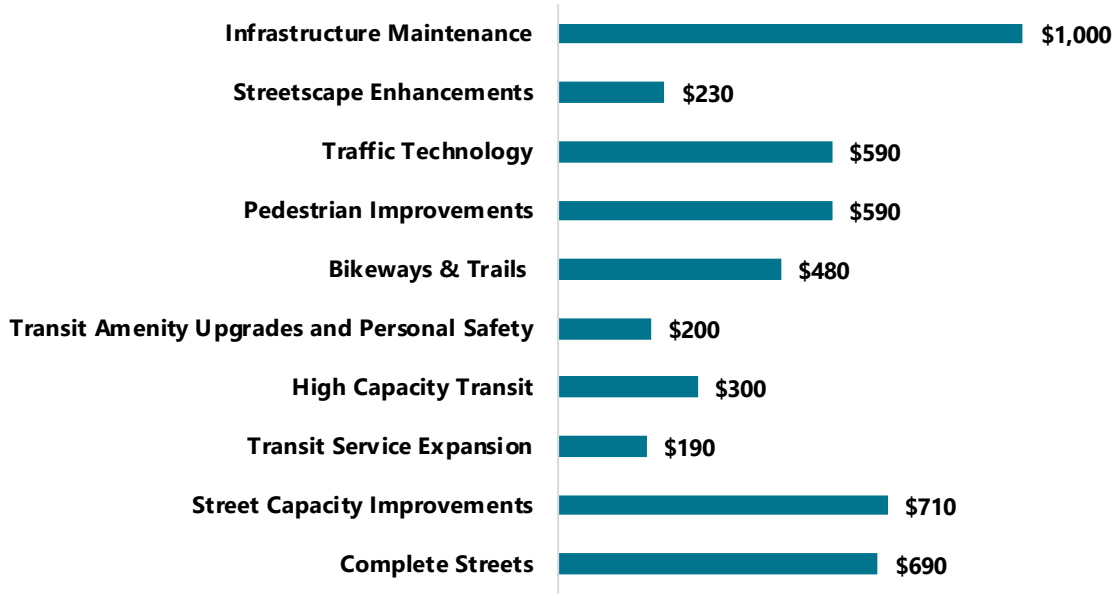
EMPLOYEE ENGAGEMENT – EMPLOYEE TOWN HALL

- 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.



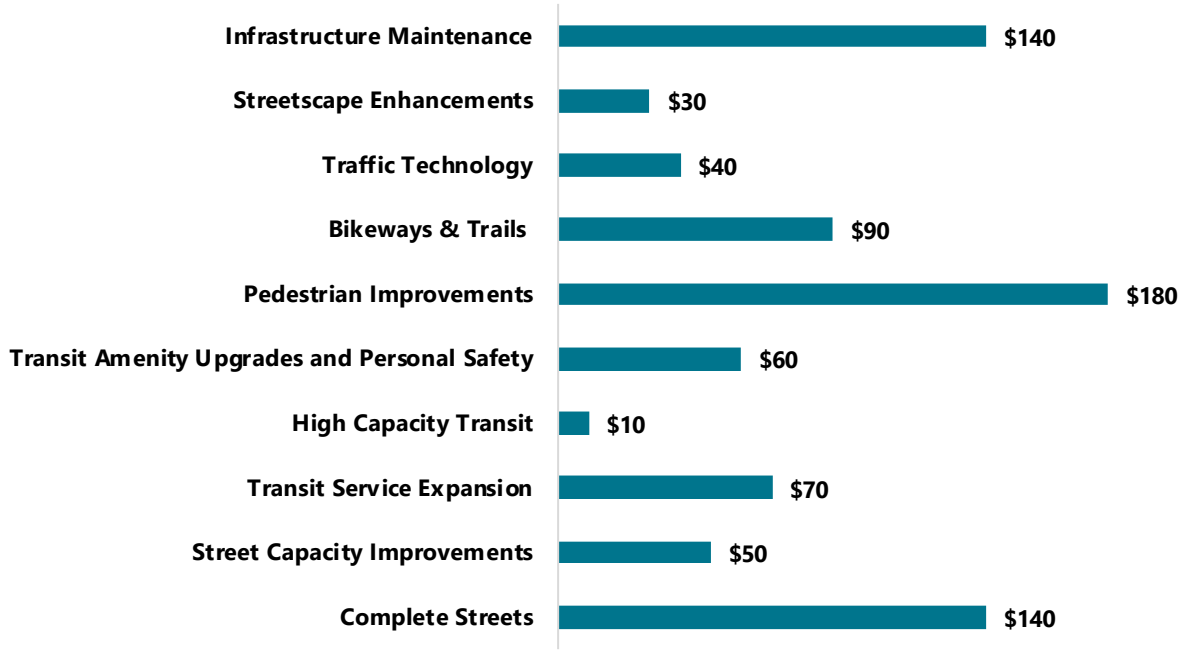
EMPLOYEE ENGAGEMENT – BLOCK CAPTAINS

- 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.



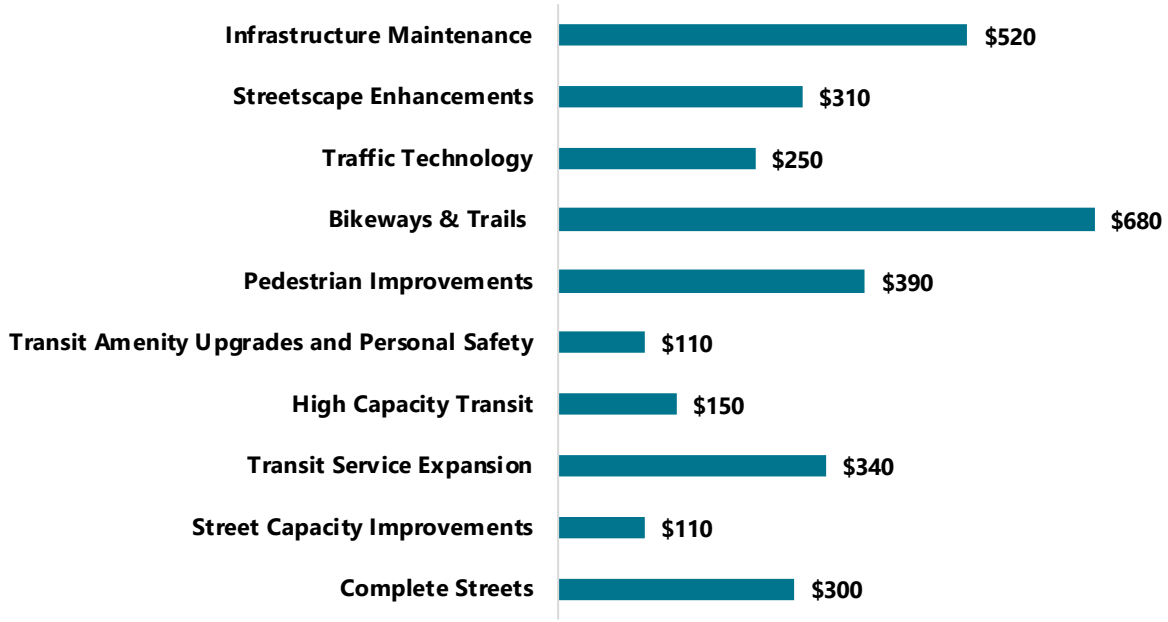
EMPLOYEE ENGAGEMENT – CENTRAL PARKS, RECREATION, & OPEN SPACE

- 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.



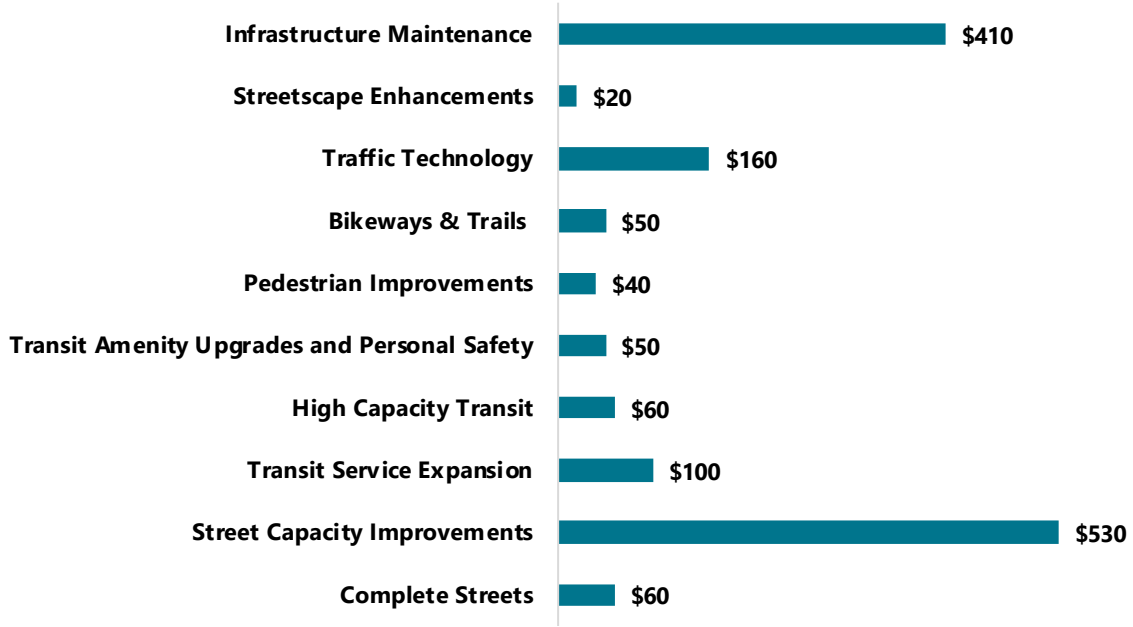
EMPLOYEE ENGAGEMENT – CENTRAL HEAVY MAINTENANCE

- 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.



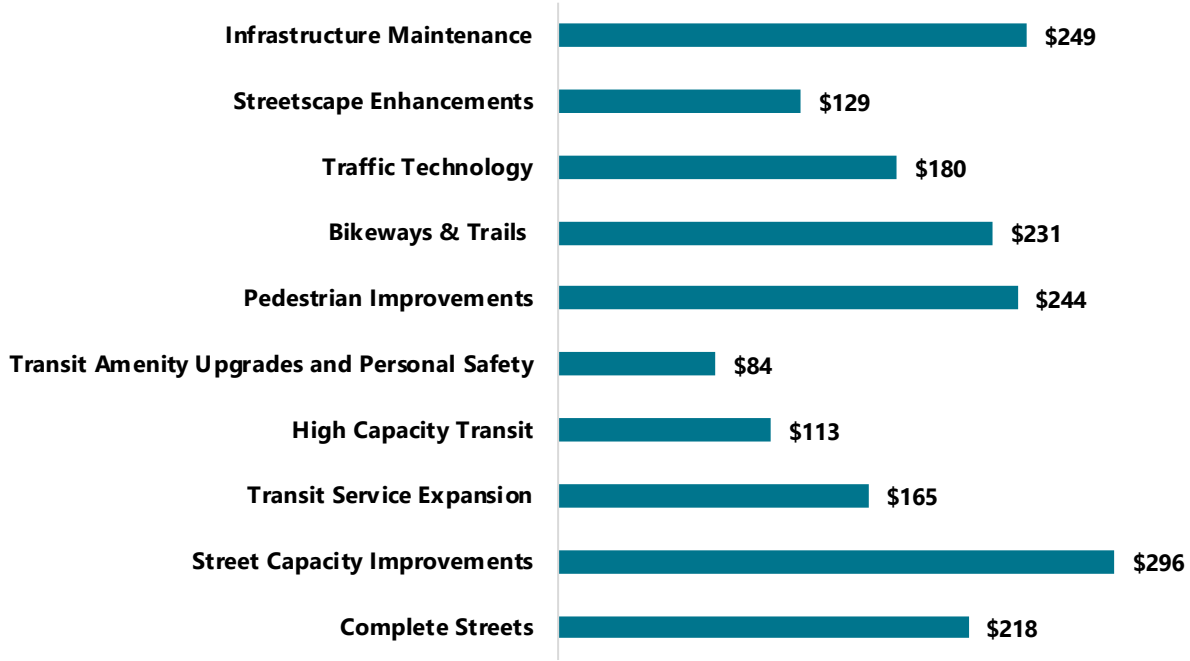
EMPLOYEE ENGAGEMENT – SEAM

- 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.



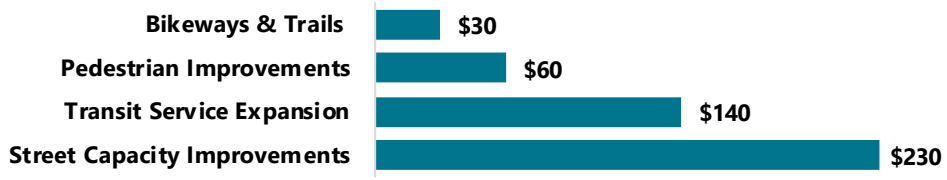
PROJECT WORTHMORE

- 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.

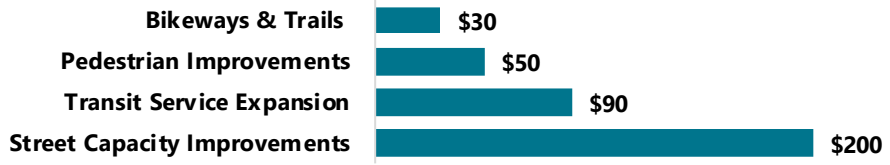
Investment Categories – English Class #1 (April 14, 2025)

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.



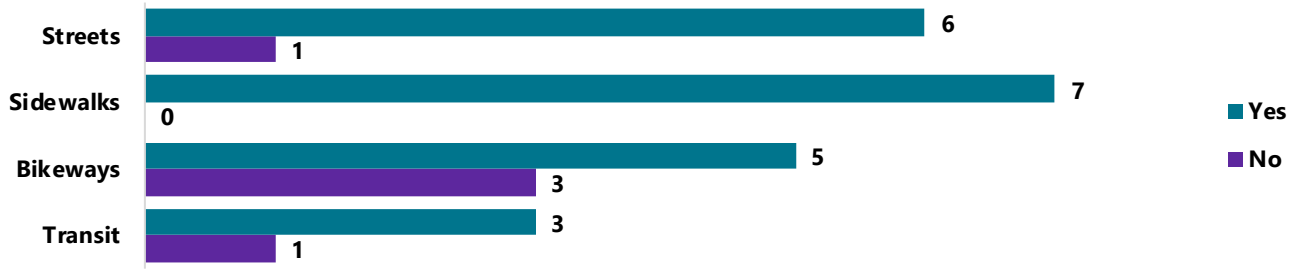
POP UP #1 – AURORA CENTER FOR ACTIVE ADULTS

- 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.

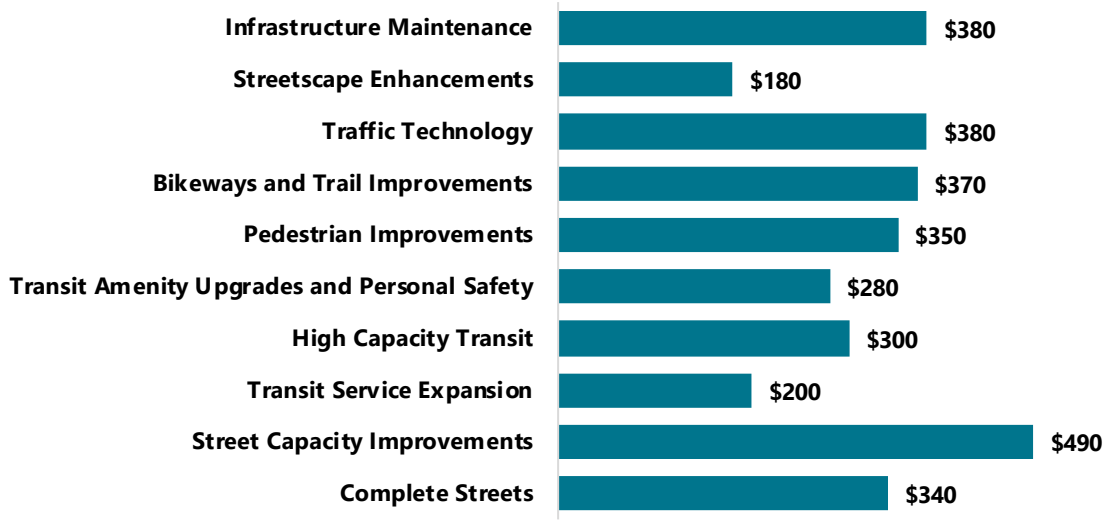
Visionary Networks

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.



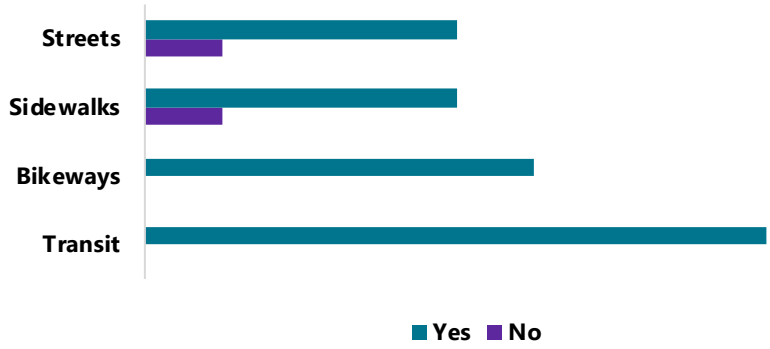
POP UP #2 – STANLEY MARKETPLACE FIRST FRIDAY

- 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.

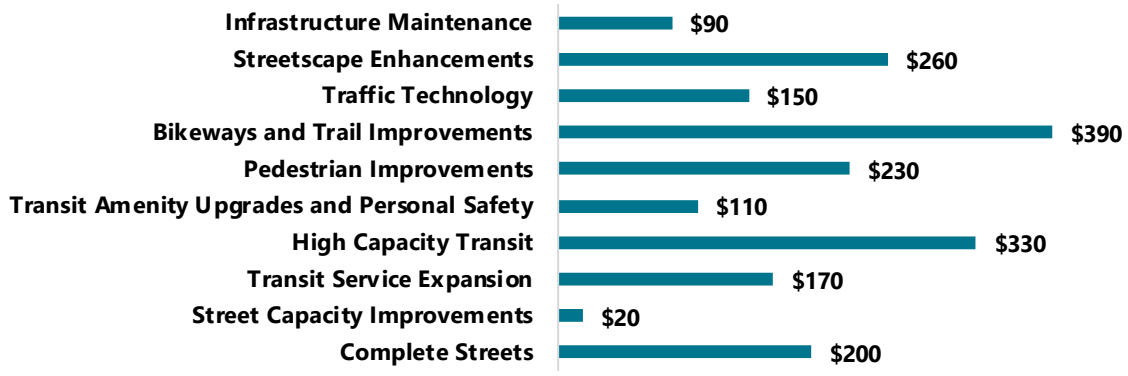
Visionary Networks

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

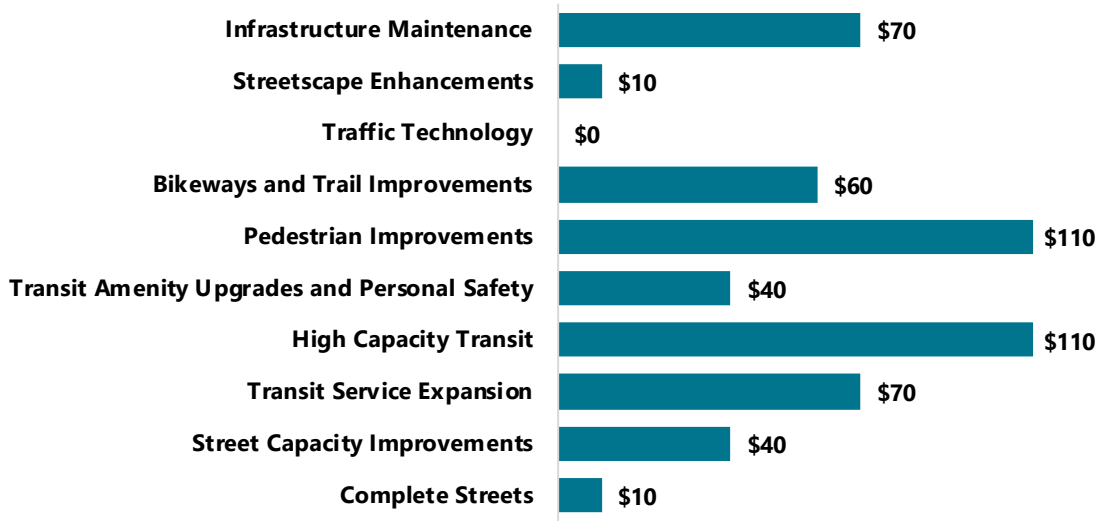
Visionary Networks

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.



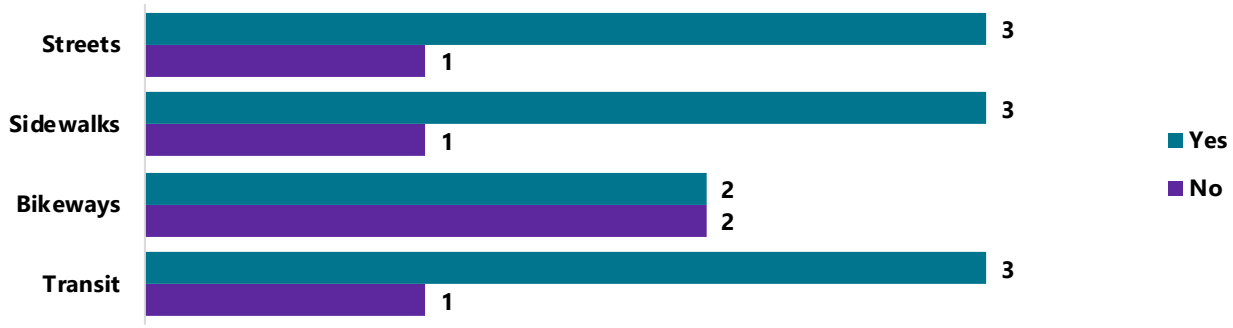
POP UP #4 – SOUTHEAST RECREATION CENTER

- 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.

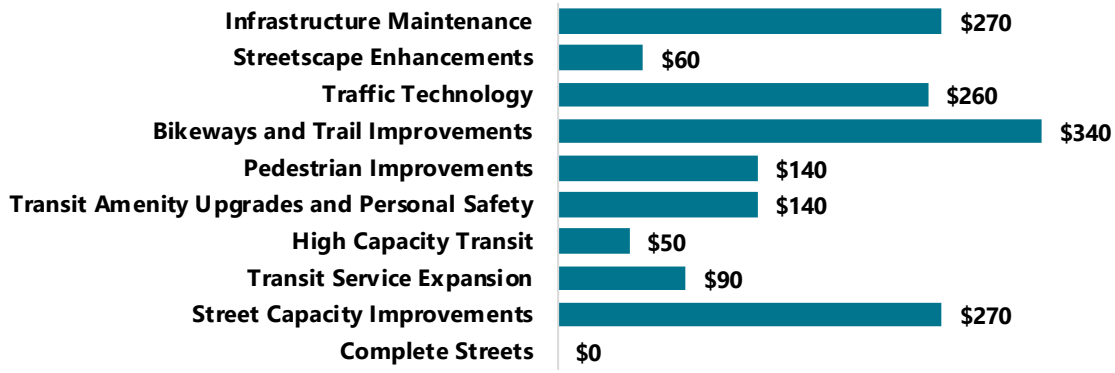
Visionary Networks

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.

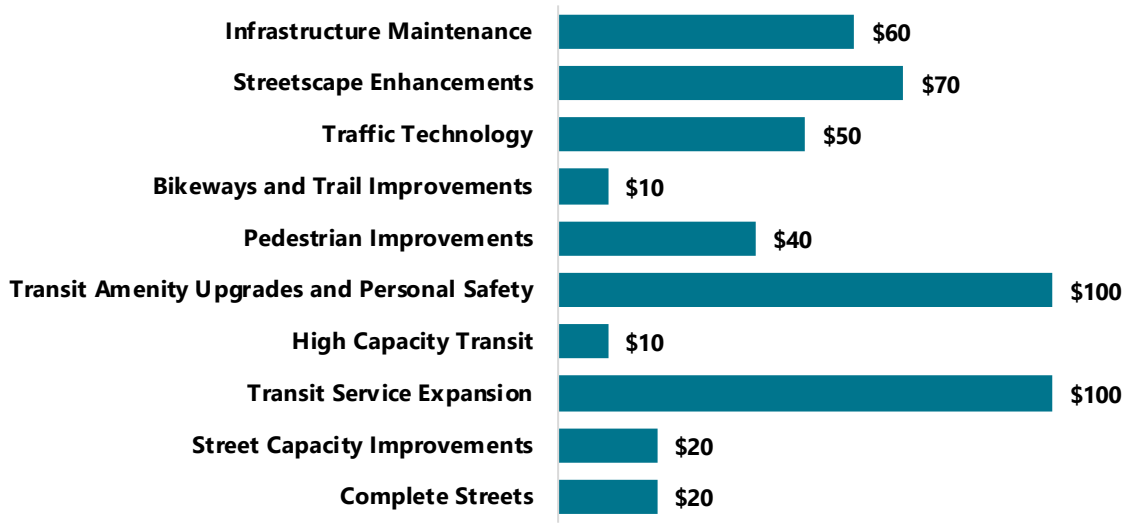
Visionary Networks

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.

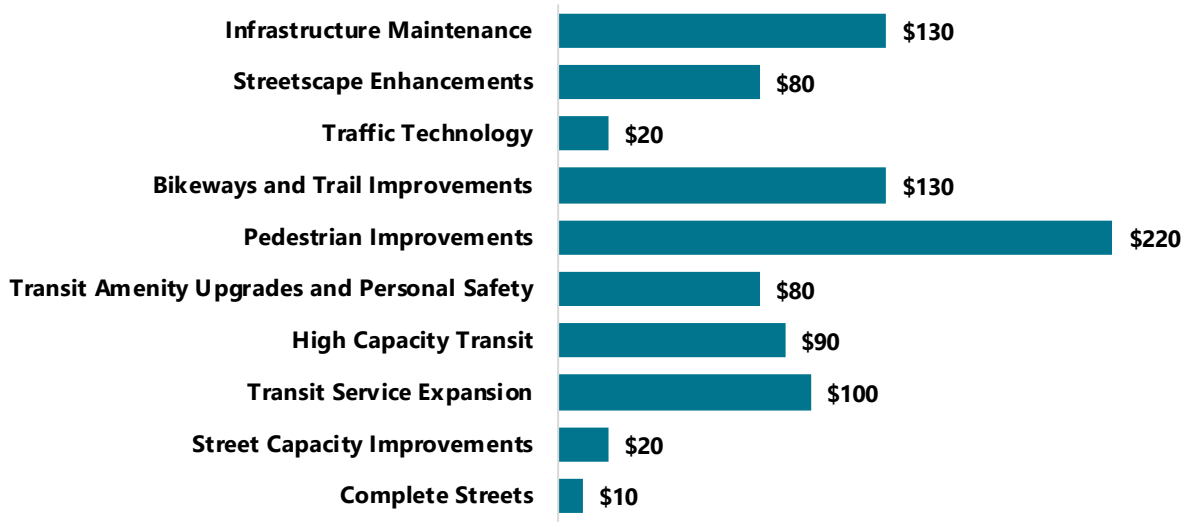
Visionary Networks

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.

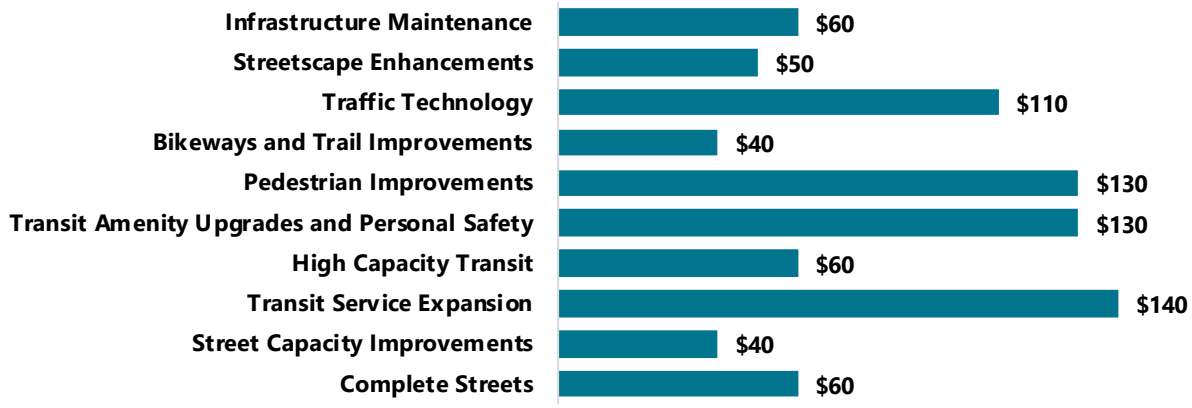
Visionary Network

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.

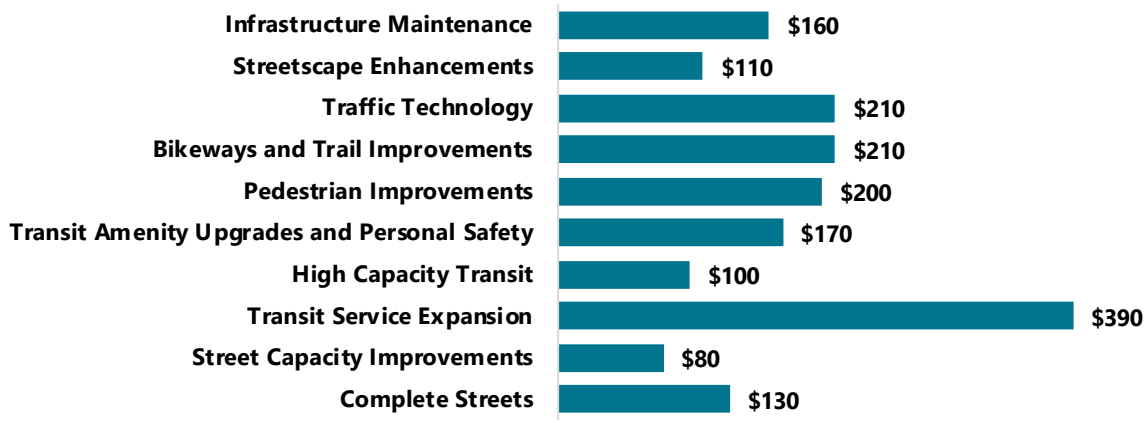
Visionary Networks

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.

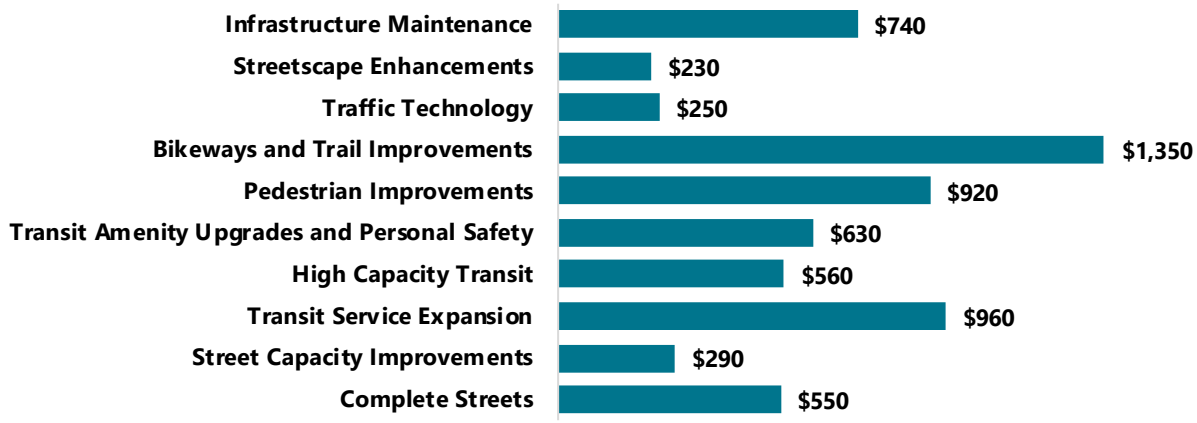
Visionary Networks

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.

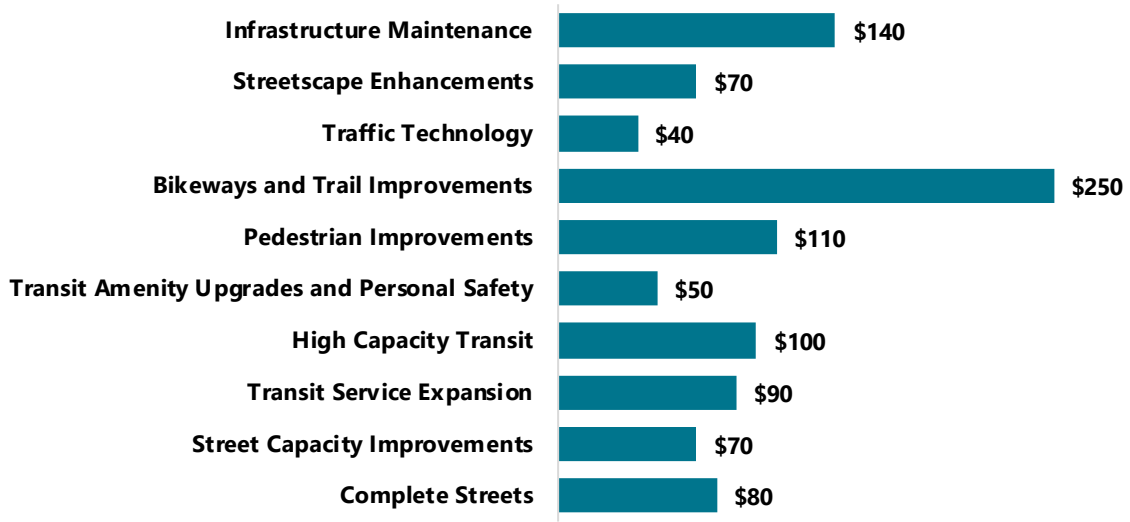
Visionary Networks

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.

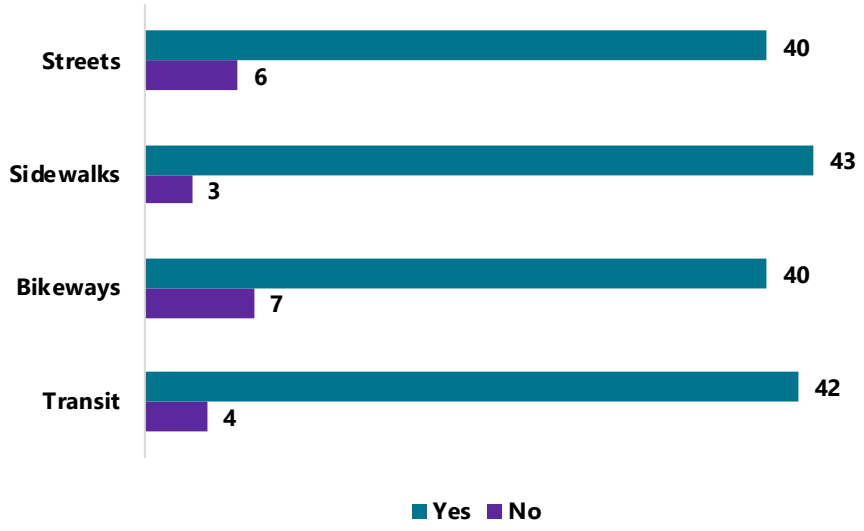
OVERALL RESULTS

- 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

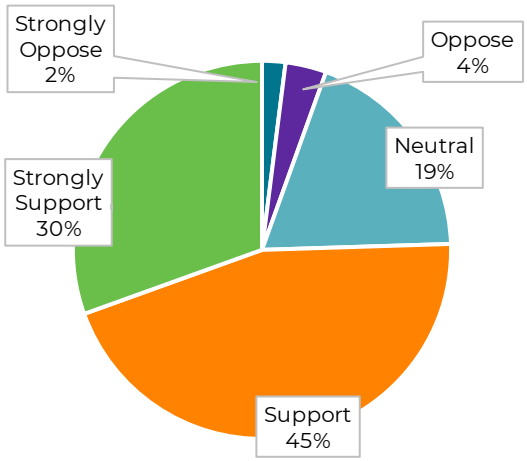
Based on data from the in-person events, 89% of community members agreed that the visionary networks would improve their quality of life.

Does this network improve your quality of life?



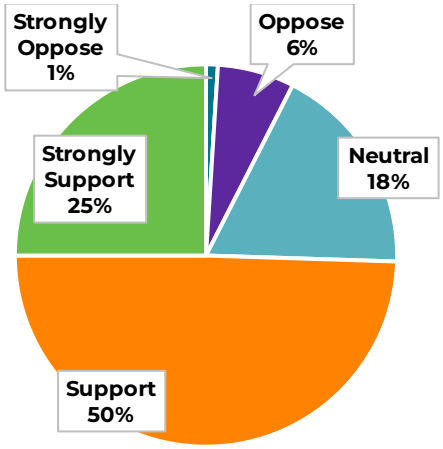
WHAT WE HEARD OVERALL – BIKEWAY NETWORK

Based on data from the online survey and the virtual town hall, 85% of community members support or strongly support the Bikeway Network.



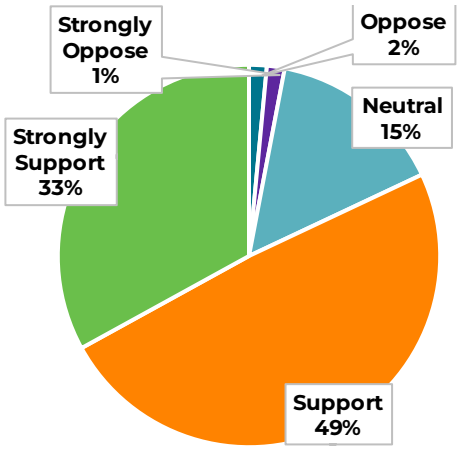
WHAT WE HEARD OVERALL – TRANSIT NETWORK

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.

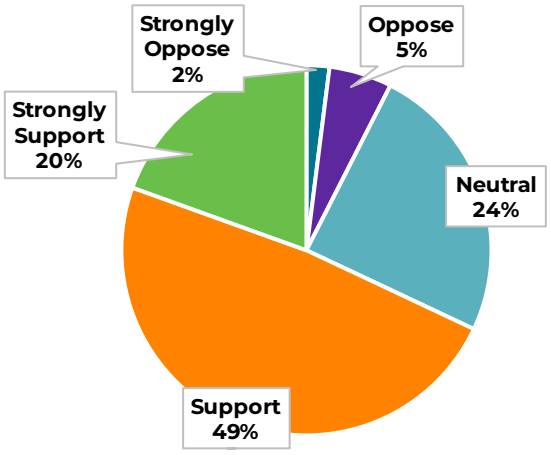


Based on data from the in-person events, 93% of community members agreed that the sidewalk network would improve their quality of life.

WHAT WE HEARD OVERALL – STREET NETWORK

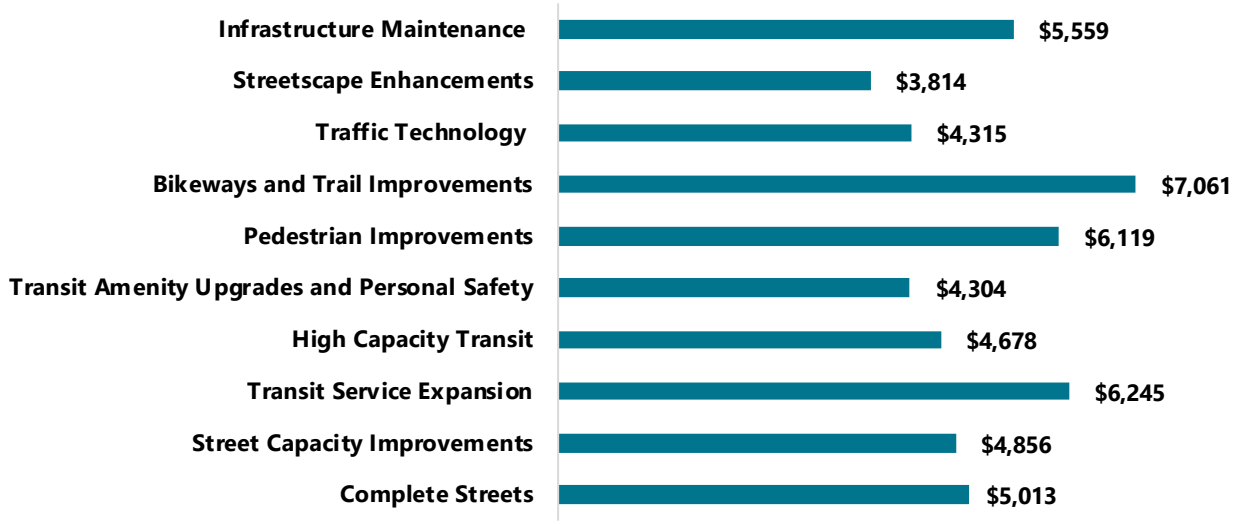
Based on data from the online survey and the virtual town hall, 69% of community members support or strongly support the Street Network.

Do you support the visionary streets improvements areas?



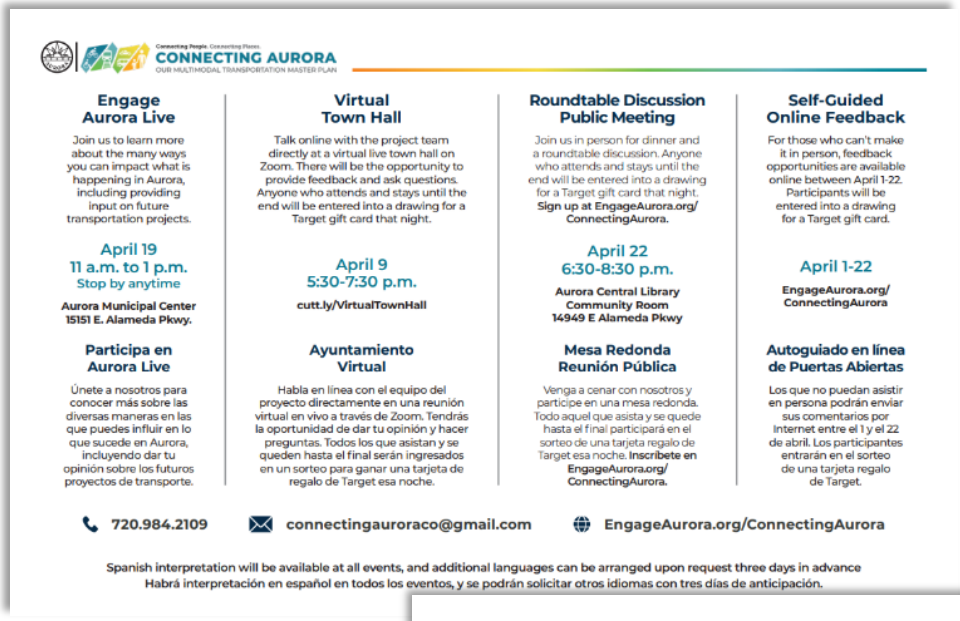
What We Heard Overall – Investment Categories

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.

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

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

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

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.

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.

Mesa Redonda Reunión Pública

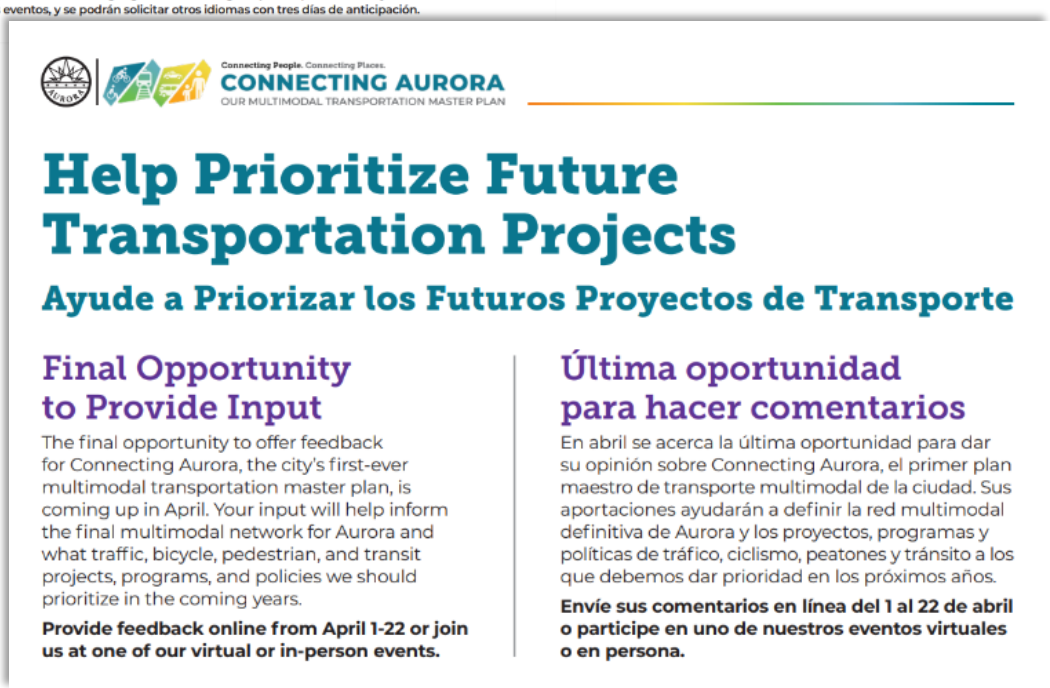
Venga a cenar con nosotros y participe en una mesa redonda. Todo aquel que asista y se quede hasta el final participará en el sorteo de una tarjeta regalo de Target esa noche. **Inscríbete en EngageAurora.org/ConnectingAurora.**

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.



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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 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



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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




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There's still time to register!
Cutt.ly/VirtualTownHall


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Mark your calendars!
6400C







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This weekend is Engage Aurora Live!

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OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Join us for dinner and a conversation about transportation in Aurora.





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There's still time to register for our Roundtable Discussion dinner and conversation!







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Interested in providing input on what Aurora's transportation future could look like?

SOCIAL MEDIA POSTS: X



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Join us!

Cutt.ly/VirtualTownHall





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Connecting Aurora's Virtual Town Hall kicks off soon!

Cutt.ly/VirtualTownHall



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Your voice matters!

EngageAurora.org/ConnectingAurora





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We want to hear from you!

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Chat with us!
EngageAurora.org/ConnectingAurora

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Engage Aurora Live! is this weekend!

EngageAurora.org/EngageAuroraLive




130 BUCKLEY RD
6539C
RTD
Let's talk transportation!
EngageAurora.org/ConnectingAurora
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Be part of the conversation!
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Help shape Aurora's transportation future today!



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Your feedback matters!

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There's still time!

EngageAurora.org/ConnectingAurora



HOA OUTREACH

Communications Department
15151 E. Alameda Parkway
Aurora, Colorado 80012
email communications@auroragov.org
City of Aurora
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!

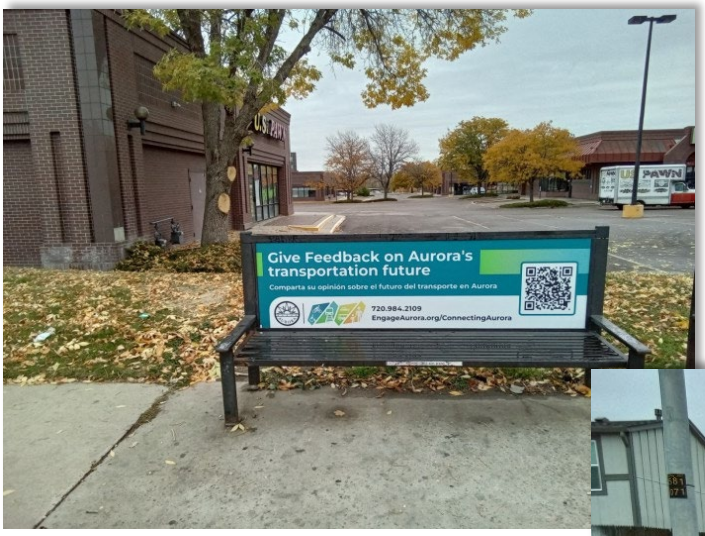
Saturday, April 19, 11 a.m. to 1 p.m.

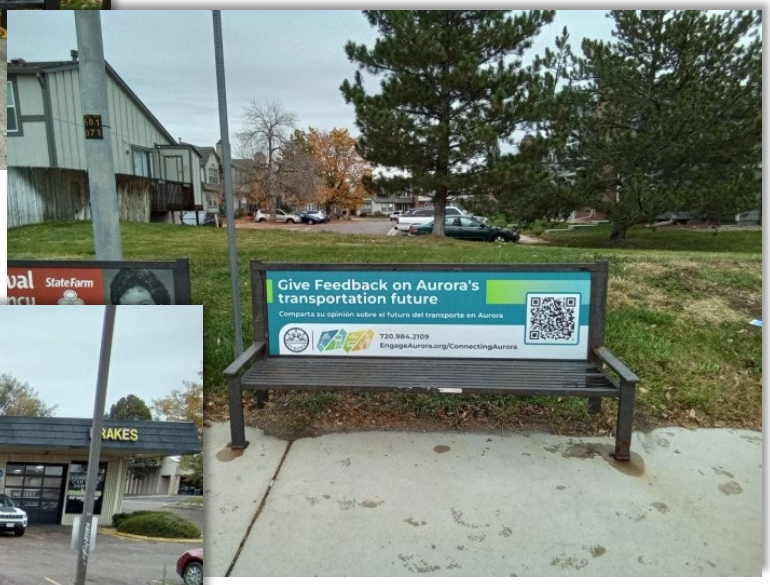
Provide input on some critical projects impacting Aurora's future, and enjoy food and family friendly activities like Touch-A-Truck. Park on the west side to access the event. When you arrive, stop at our tent to pick up an event passport to get stamped and be entered into a drawing for a gift basket. 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





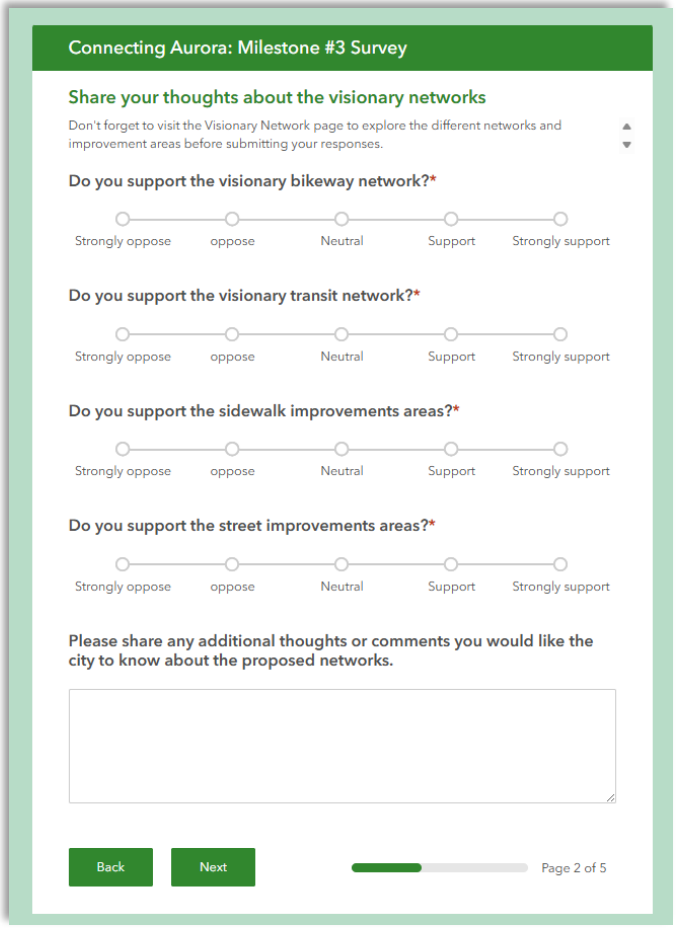


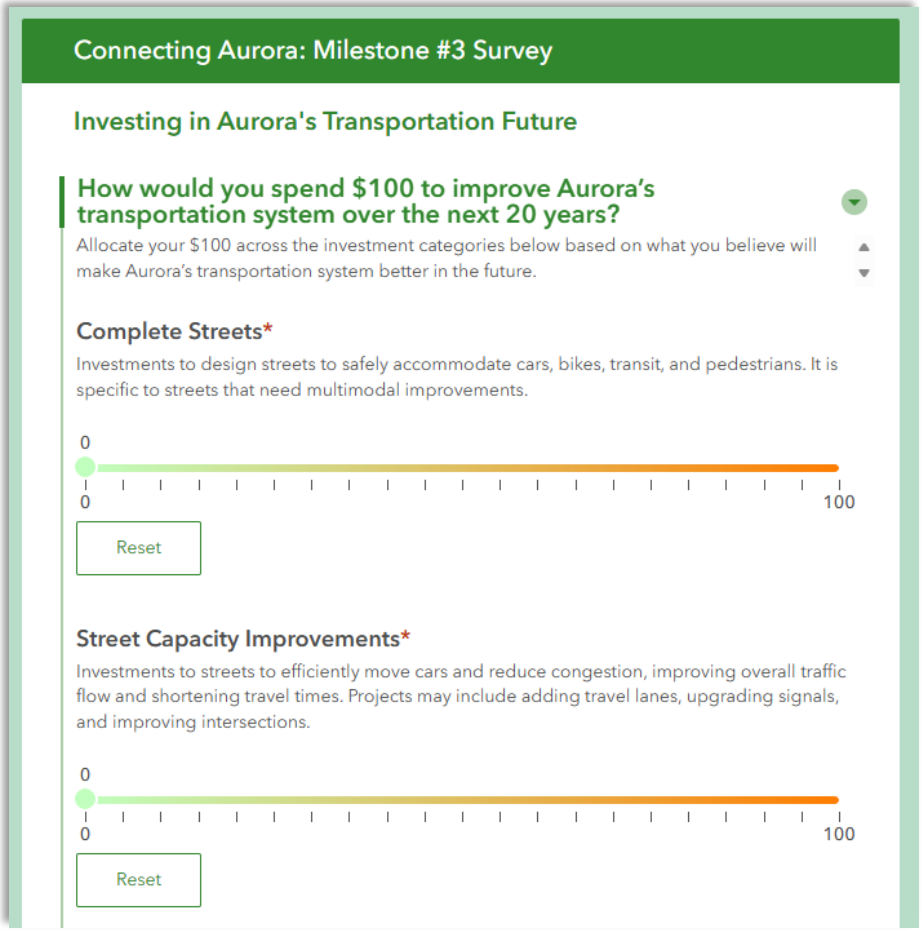
MEDIA COVERAGE

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
People are safe and feel safe traveling in our city.
SEGURO
Las personas están seguras y se sienten seguras viajando en nuestra ciudad.
RELIABLE
People can depend on all forms of transportation.
CONFIABLE
Las personas pueden depender de todas las formas de transporte.
CONVENIENT
People can move around our city efficiently and easily.
CONVENIENTE
Las personas pueden moverse por nuestra ciudad de manera eficiente y sencilla
CONNECTED
People are well-connected to the places they want to go however they choose to move.
CONECTADO
Las personas están bien conectadas con los lugares a los que quieren ir, sin importar cómo eligan moverse.
SUSTAINABLE
Infrastructure and services can be built, operated, and maintained at high levels, in a fiscally and environmentally sustainable way.
SOSTENIBLE
La infraestructura y los servicios pueden construirse, operarse y mantenerse a altos niveles, de manera fiscal y ambientalmente sostenible.
ECONOMICALLY STRONG
The community's economic vitality is supported and enhanced by the transportation network.
ECONÓMICAMENTE FUERTE
La vitalidad económica de la comunidad se ve respaldada y mejorada por la red de transporte.
HEALTHY
The community is served by transportation that supports a healthy lifestyle and environment.
SALUDABLE
La comunidad cuenta con transporte que respalda un estilo de vida y un medio ambiente saludables.
AUTHENTIC
Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.
AUTÉNTICO
El diseño de infraestructura contribuye a la creación de grandes lugares y a la preservación de lugares tradicionalmente únicos.
EQUITABLE
All people have viable transportation choices to meet their needs.
EQUITATIVO
Todas las personas tienen opciones de transporte viables para satisfacer sus necesidades.
INTEGRATED
People have easy access to a mix of places because land use and transportation are fully woven together.
INTEGRADO
Las personas tienen fácil acceso a una combinación de lugares porque el uso de la tierra y el transporte están completamente entrelazados.
Our process
Nuestro proceso
STEP 1
DISCOVER
PASO 1: DESCUBRIR
Project Initiation
Fall to Winter 2023
INICIO DEL PROYECTO: Otoño a invierno de 2023
Existing Conditions and Future Trends
Fall 2023 to Spring 2024
CONDICIONES EXISTENTES Y FUTURAS TENDENCIAS: Otoño de 2023 a primavera de 2024
Milestone #1 Engagement
Spring 2024
OBJETIVO #1 PARTICIPACIÓN: Primavera de 2024
STEP 2
SYNTHESIZE
PASO 2: SINTETIZAR
Planning Workshop Vision and Goals Development
Spring to Summer 2024
DESARROLLO DE LA VISIÓN Y LOS OBJETIVOS DEL TALLER DE PLANIFICACIÓN: Primavera a verano de 2024
Community Pop-Ups
Summer 2024
TALLERES COMUNITARIOS: Verano 2024
Scenario Development and Testing
Summer to Fall 2024
DESARROLLO Y PRUEBA DE ESCENARIOS: Verano a otoño de 2024
Milestone #2 Engagement
Fall to Winter 2024
OBJETIVO #2 PARTICIPACIÓN: Otoño a invierno de 2024
STEP 3
VISUALIZE
PASO 3: VISUALIZAR
WE ARE HERE
Developing and Analyzing Vehicular, Transit, Pedestrian, and Bike Networks
Winter 2024 to Spring 2025
DESARROLLO Y ANÁLISIS DE VEHÍCULOS, TRÁNSITO PEATONAL, Y REDES DE BICICLETAS: Invierno 2024 a primavera 2025
WE ARE HERE
Milestone #3 Engagement
Spring 2025
OBJETIVO #3 PARTICIPACIÓN: Primavera de 2025
STEP 4
REALIZE
PASO 4: DARSE CUENTA
Project Identification and Prioritization
Spring to Summer 2025
IDENTIFICACIÓN Y PRIORIZACIÓNDE PROYECTOS: Primavera a verano de 2025
Milestone #4 Engagement
Summer 2025
OBJETIVO #4 PARTICIPACIÓN: Verano de 2025
Final Report
Summer to Fall 2025
REPORTE FINAL: Verano a otoño de 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.

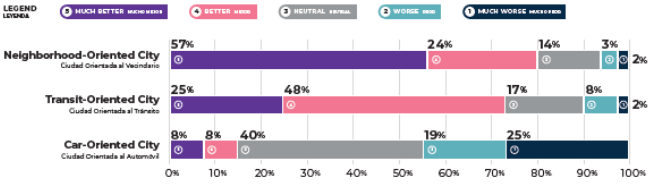
STEP 2
SYNTHESIZE
PASO 2: SINTETIZAR

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



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

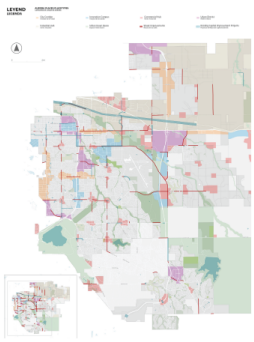
Get to know our proposed visionary networks!

¡Conozca nuestras propuestas de redes visionarias!

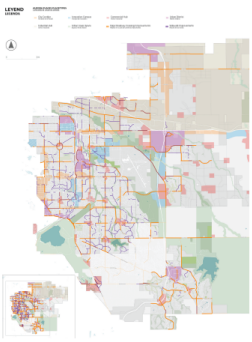
Your input will help prioritize future transportation investments in the coming years for our proposed multimodal networks, shown below and online at **EngageAurora.org/ConnectingAurora**.

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**.

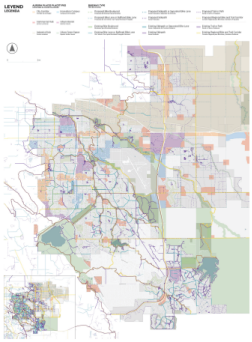
Streets
Calles



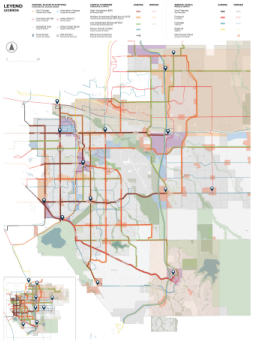
Sidewalks
Aceras



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



The images shown are for illustrative purposes only.

NETWORK BENEFITS
BENEFICIOS DE LA RED

- **Add travels lanes to accommodate more vehicles and reduce congestion.**
  Añadir vías de circulación para dar paso a más vehículos y reducir la congestión.
- **Create new turn lanes, through lanes or roundabouts at busy intersections.**
  Crear nuevos carriles de giro, vías de paso o rotondas en las intersecciones más transitadas.
- **Assign freight routes to efficiently and safely move goods to support economic activity.**
  Asignar rutas de carga para mover mercancías de manera eficiente y segura para apoyar la actividad económica.

DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

YES SI | NO NO

Sidewalks
Aceras

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS
EJEMPLOS DE POSIBLES MEJORAS FUTURAS



The images shown are for illustrative purposes only.

NETWORK BENEFITS
BENEFICIOS DE LA RED

- **Safer and more comfortable crossings.**
  Cruces más seguros y cómodos.
- **Reduce gaps and increase connectivity in neighborhoods and along important routes.**
  Reducir las distancias y aumentar la conectividad entre comunidades y a lo largo de rutas importantes.
- **Add wider and more comfortable sidewalks along busy roadways.**
  Añadir aceras más anchas y cómodas a lo largo de las vías más transitadas.
- **Add ramps and paving for ADA-accessibility.**
  Añadir rampas y pavimentos para la accesibilidad ADA.
- **Buffer areas to separate people from traffic**
  Zonas de separación entre las personas y el tráfico.

DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

YES SI | NO NO

Bikeways
Ciclovías

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS
EJEMPLOS DE POSIBLES MEJORAS FUTURAS



The images shown are for illustrative purposes only.

NETWORK BENEFITS
BENEFICIOS DE LA RED

- **Safer and more comfortable crossings of major streets.**
  Cruces más seguros y cómodos de las principales calles.
- **Add protected or buffered bike lanes along streets with higher safety concern.**
  Añadir ciclovías protegidas o protegidas a lo largo de las calles con mayor preocupación por la seguridad
- **Extend existing trails to connect to important destinations and add connections to trails to remove existing gaps.**
  Ampliar los senderos existentes para conectarlos con destinos importantes y añadir conexiones a senderos para eliminar las distancias existentes.
- **Add or expand bike parking, repair stations and wayfinding signs across the city.**
  Añadir o ampliar el estacionamiento para bicicletas, las estaciones de reparación y las señales de orientación por toda la ciudad.

DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

YES SI | NO NO

Transit
Tránsito

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS
EJEMPLOS DE POSIBLES MEJORAS FUTURAS



The images shown are for illustrative purposes only.

NETWORK BENEFITS
BENEFICIOS DE LA RED

- **Add new bus routes to underserved areas of the city.**
  Añadir nuevas líneas de autobús a las zonas de la ciudad menos atendidas.
- **Increase bus and train frequency and improve transit stop amenities**
  Aumentar la frecuencia de autobuses y trenes y mejorar los servicios de las paradas de transporte público.
- **Expand on-demand shuttle service.**
  Ampliar el servicio de transporte a la demanda

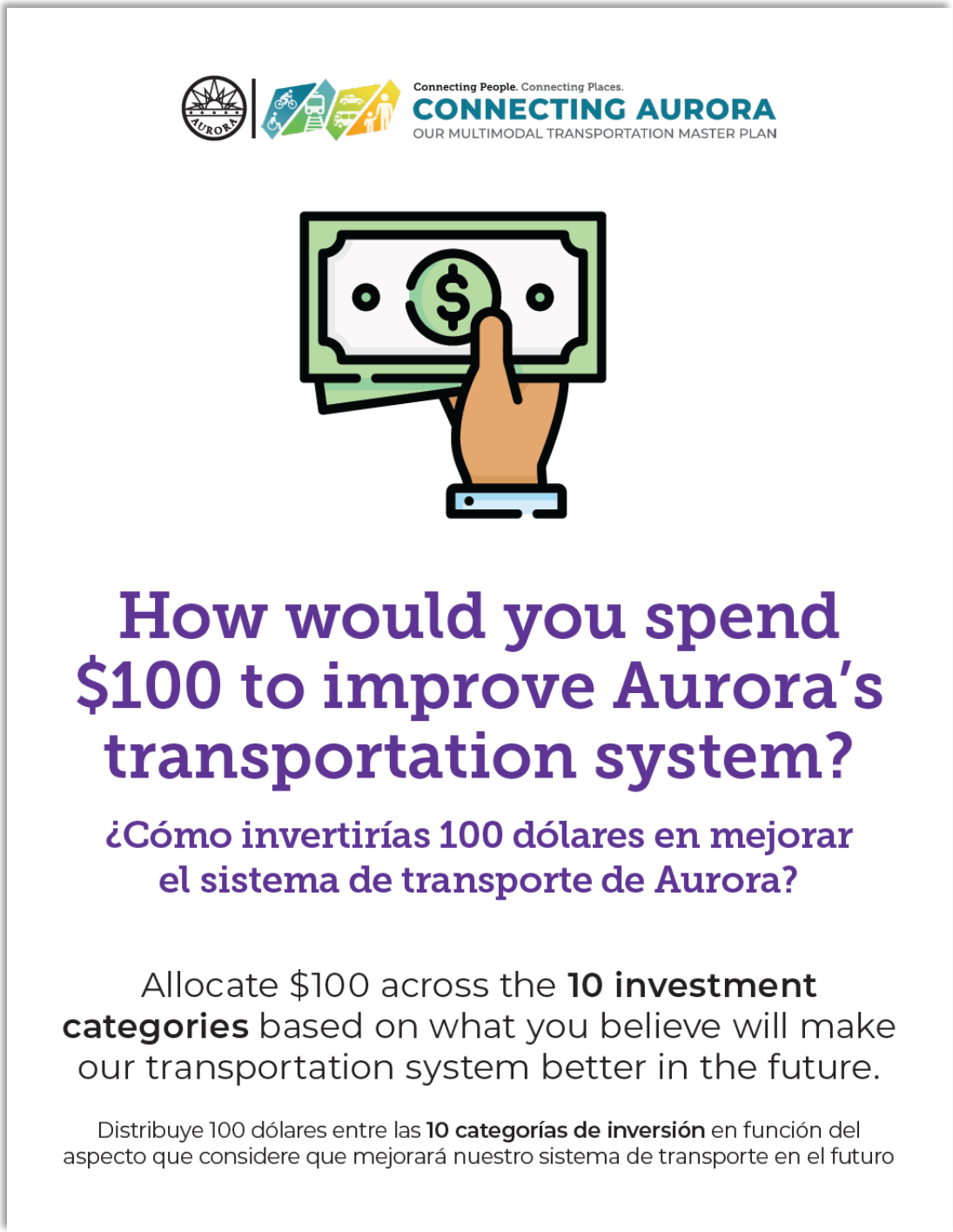
DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

YES SI | NO 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

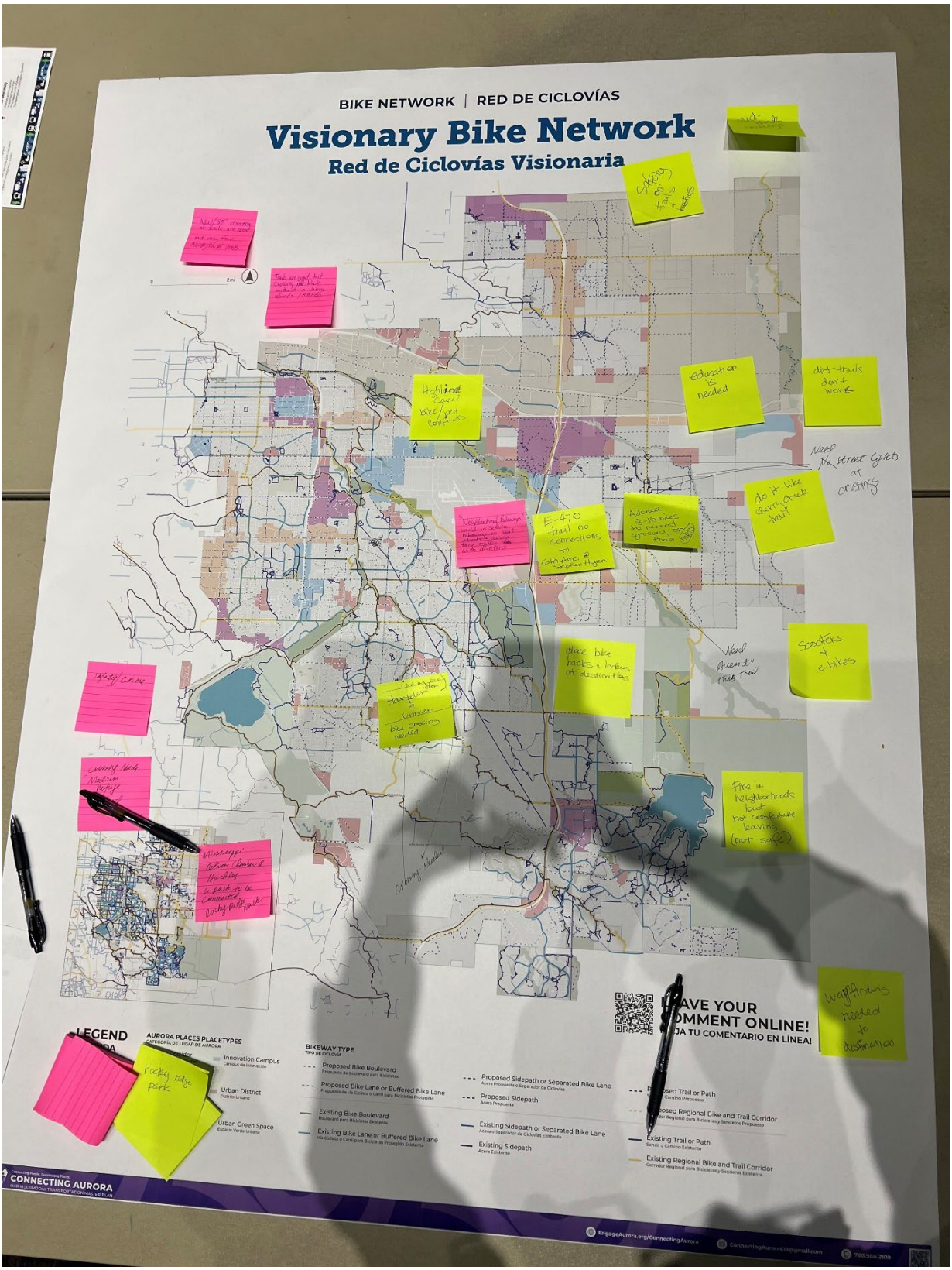
David M.	Aurora	Rotary/Ponderosa HOA
John S.	Aurora	
Chance	Aurora	

ROUNDTABLE DISCUSSION MAP COMMENTS



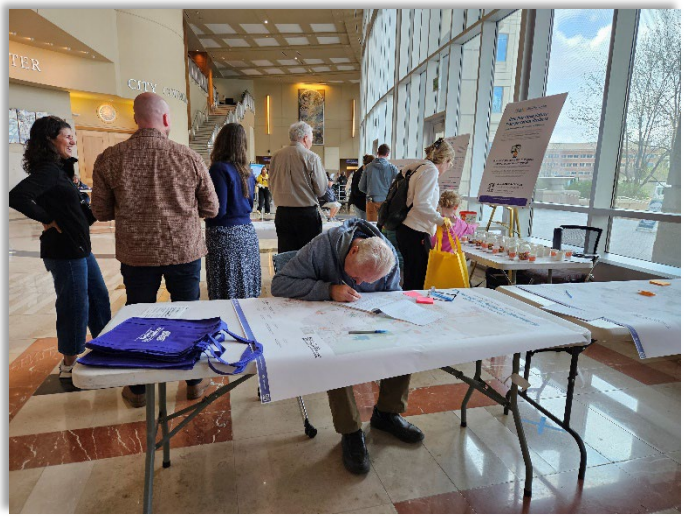

STREET NETWORK | RED DE CALLES
Visionary Street Network
Red de Calles Visionaria
AURORA PLACES PLACETYPES
CATEGORÍA DE LUGAR DE AURORA
LEAVE YOUR COMMENT ONLINE!
¡DEJA TU COMENTARIO EN LÍNEA!


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
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
EngageAurora.org/ConnectingAurora


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 6th Ave. @ Sixteen Hogan
place bike racks & lockers at destinations
Scooters & e-bikes
Fine in neighborhoods but not comfortable leaving (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

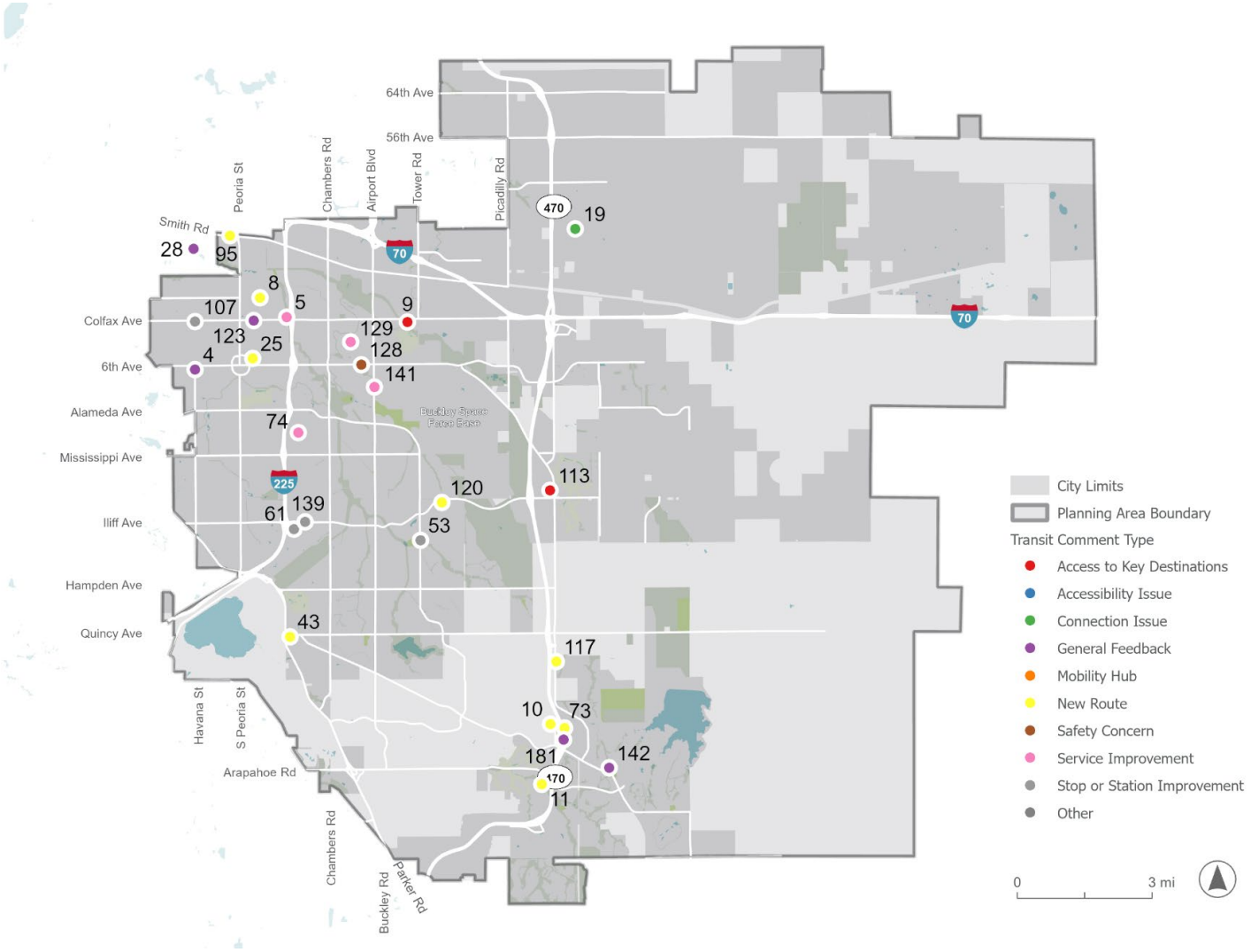


Table 1. Transit Map Comments

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

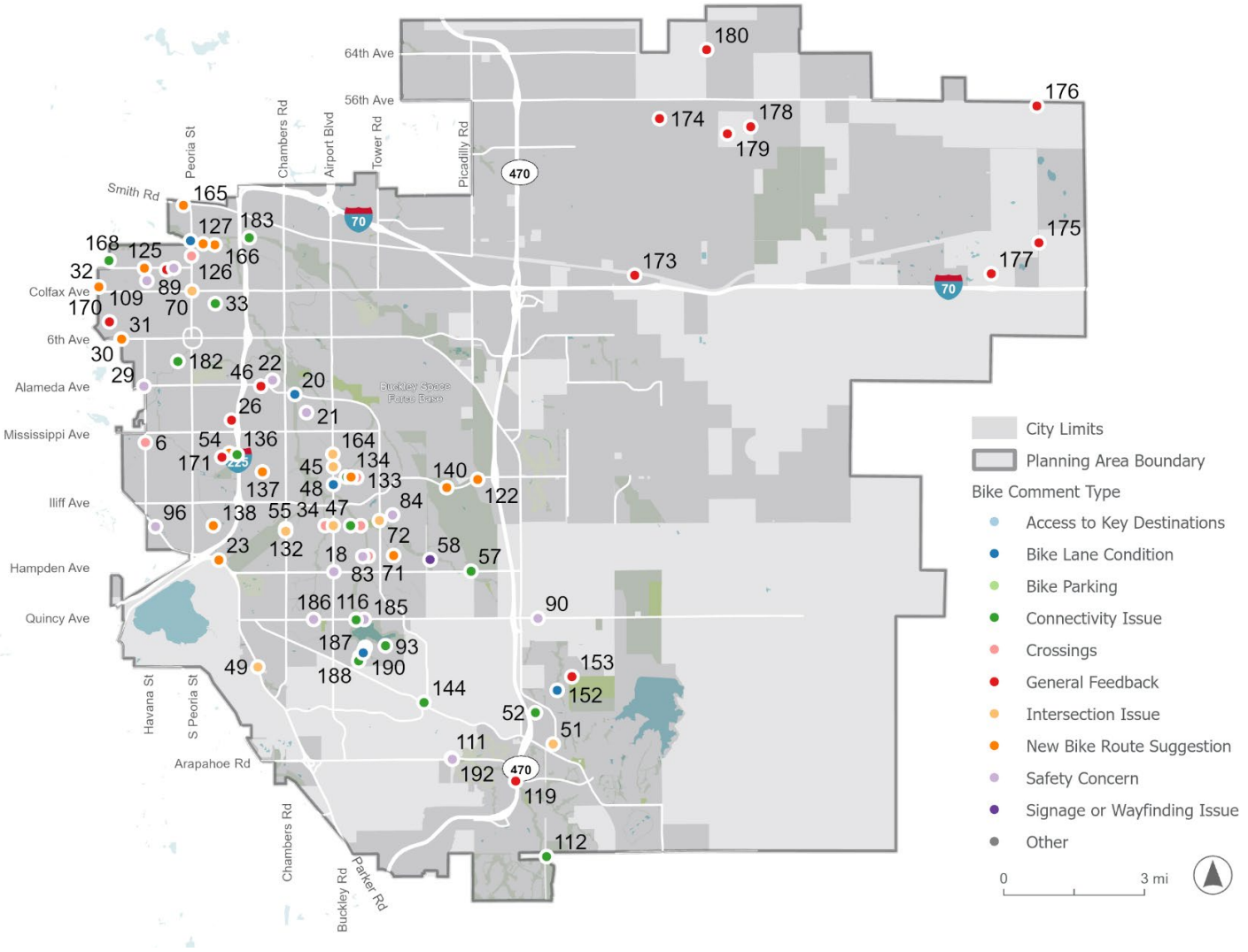


Table 2. Visionary Bicycle Network Map Comments

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

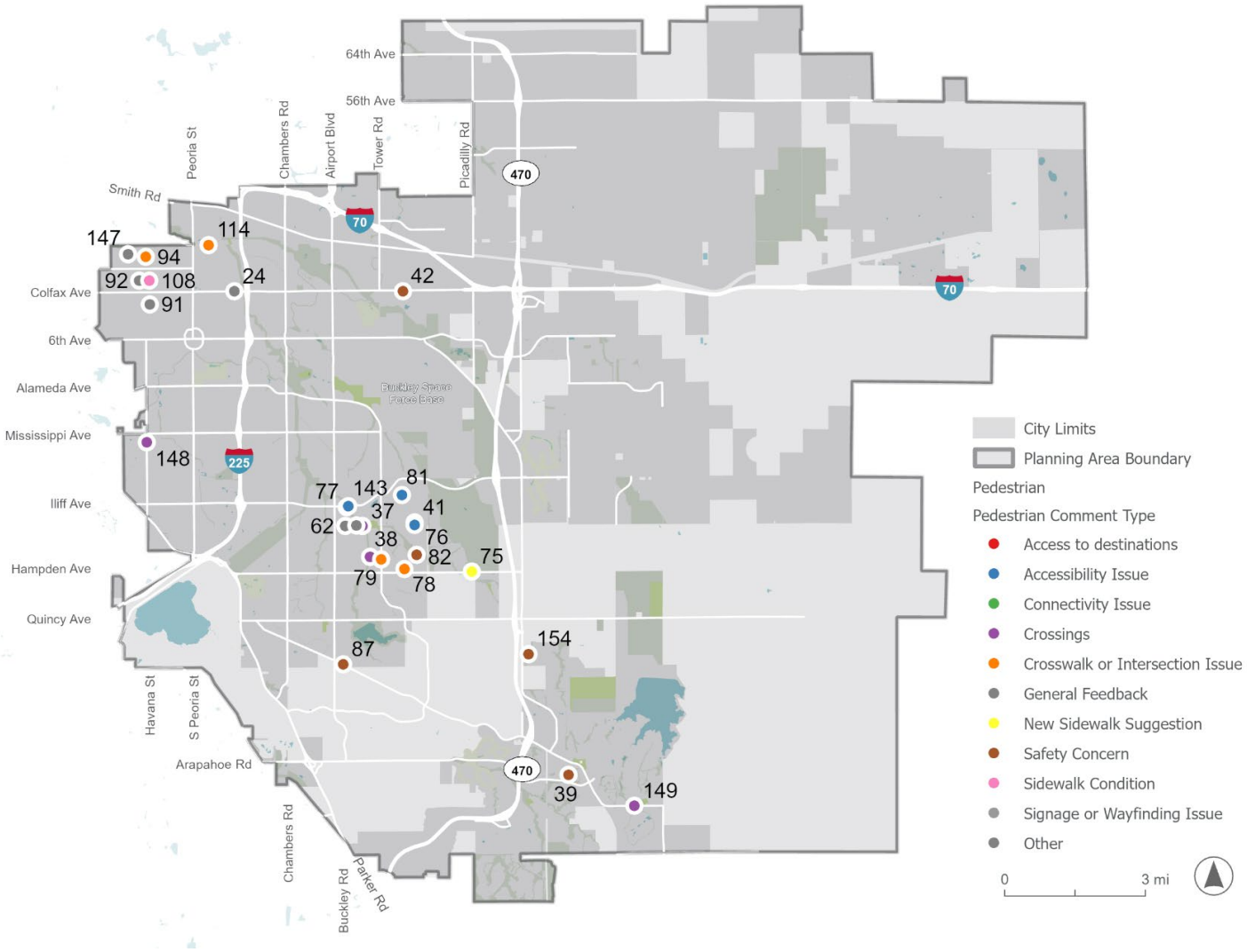


Table 3. Visionary Pedestrian Network Map Comments

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

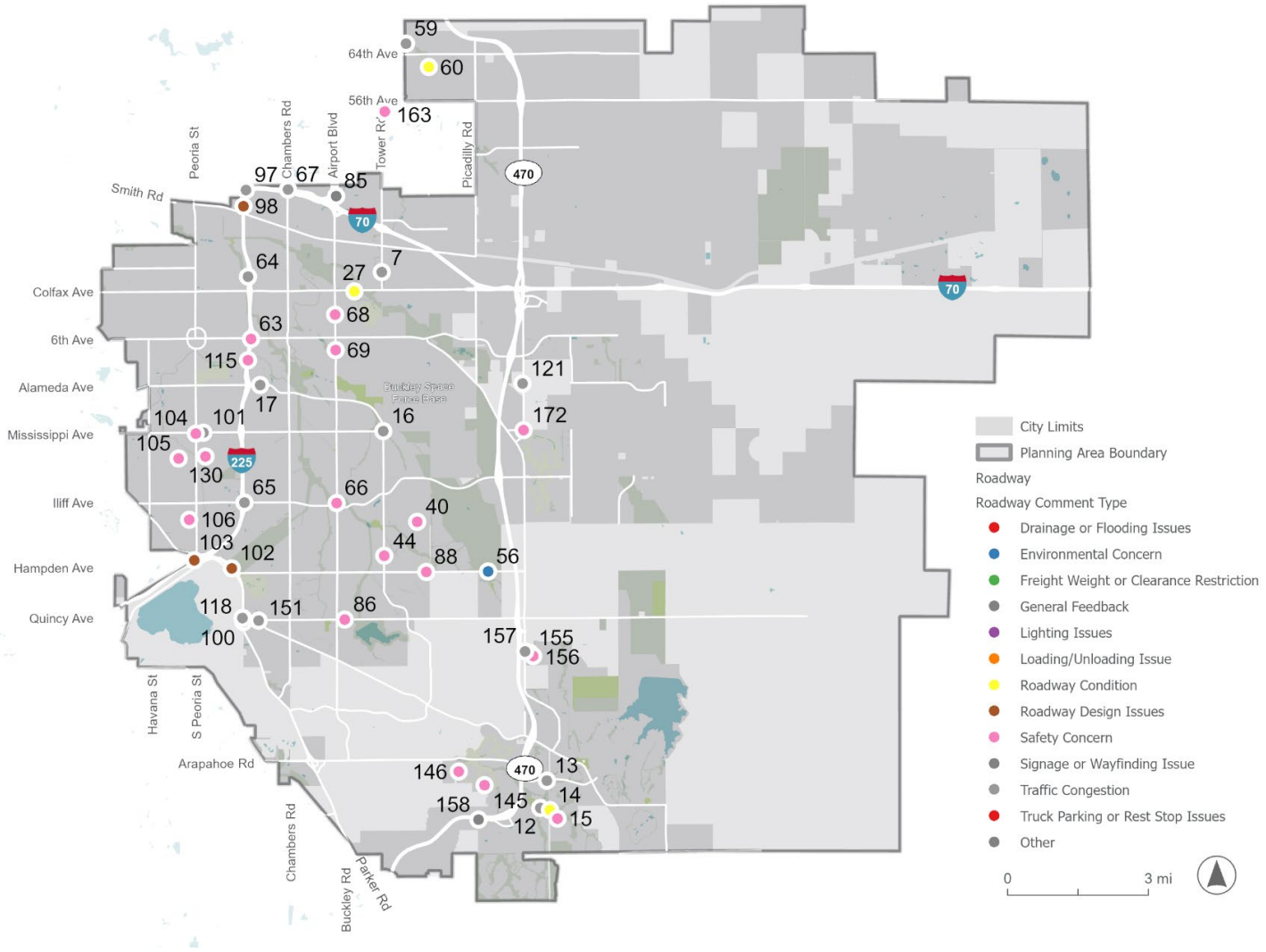


Table 4. Visionary Street Network Map Comments

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
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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



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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.

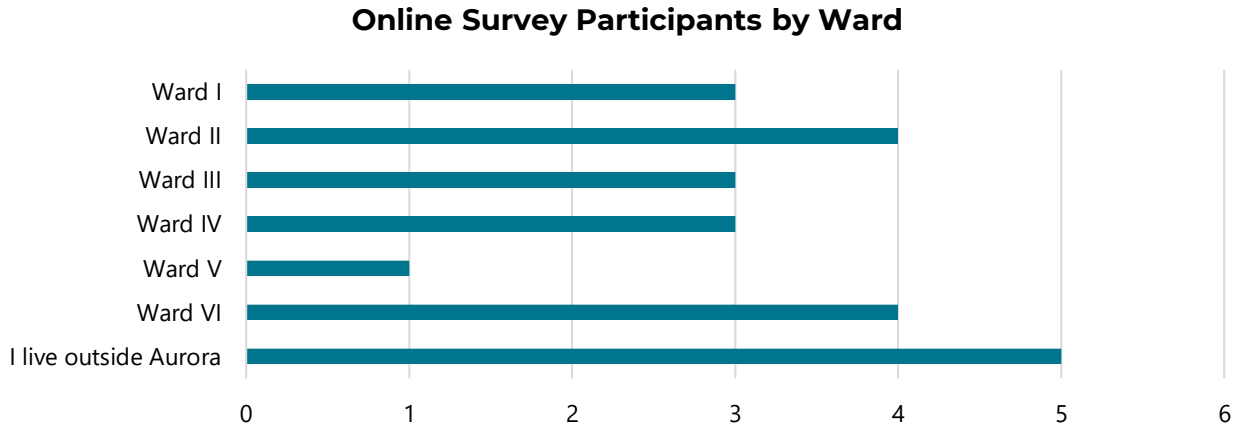
Results from the survey and all other forms of feedback can be found in Appendix C: Engagement Results.

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.

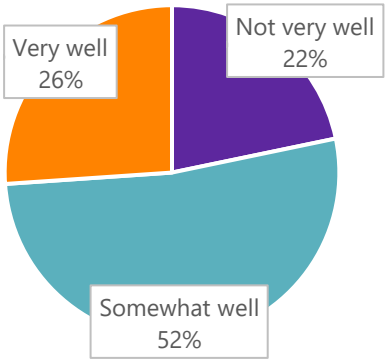
As seen in the breakdown of each question below, the majority of participants agree that the proposed programs, policies and projects reflect the needs of their community "somewhat well," with the lowest levels of support shown for the proposed projects.

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.

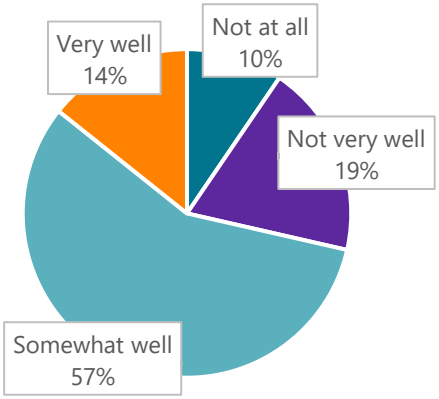
After reviewing Connecting Aurora's programs, how well do you feel they reflect the needs and priorities of your community?



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.

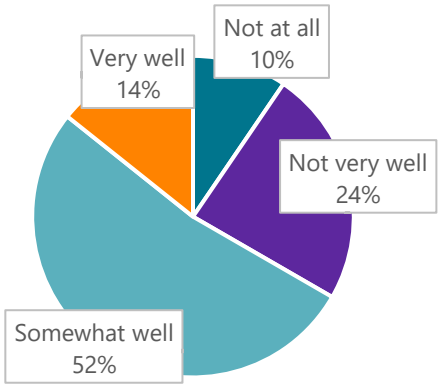
After reviewing Connecting Aurora's policies, how well do you feel they reflect the needs and priorities of your community?



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





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
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Connecting People. Connecting Places.
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 People. Connecting Places.
CONNECTING AURORA
Looking for a quick and easy way to shape Aurora's future?
EngageAurora.org/ConnectingAurora


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CONNECTING AURORA
Final Feedback Opportunity!
We want to hear from you one last time!
EngageAurora.org/ConnectingAurora


Connecting People. Connecting Places.
CONNECTING AURORA
Tell us your feedback online one last time!
EngageAurora.org/ConnectingAurora


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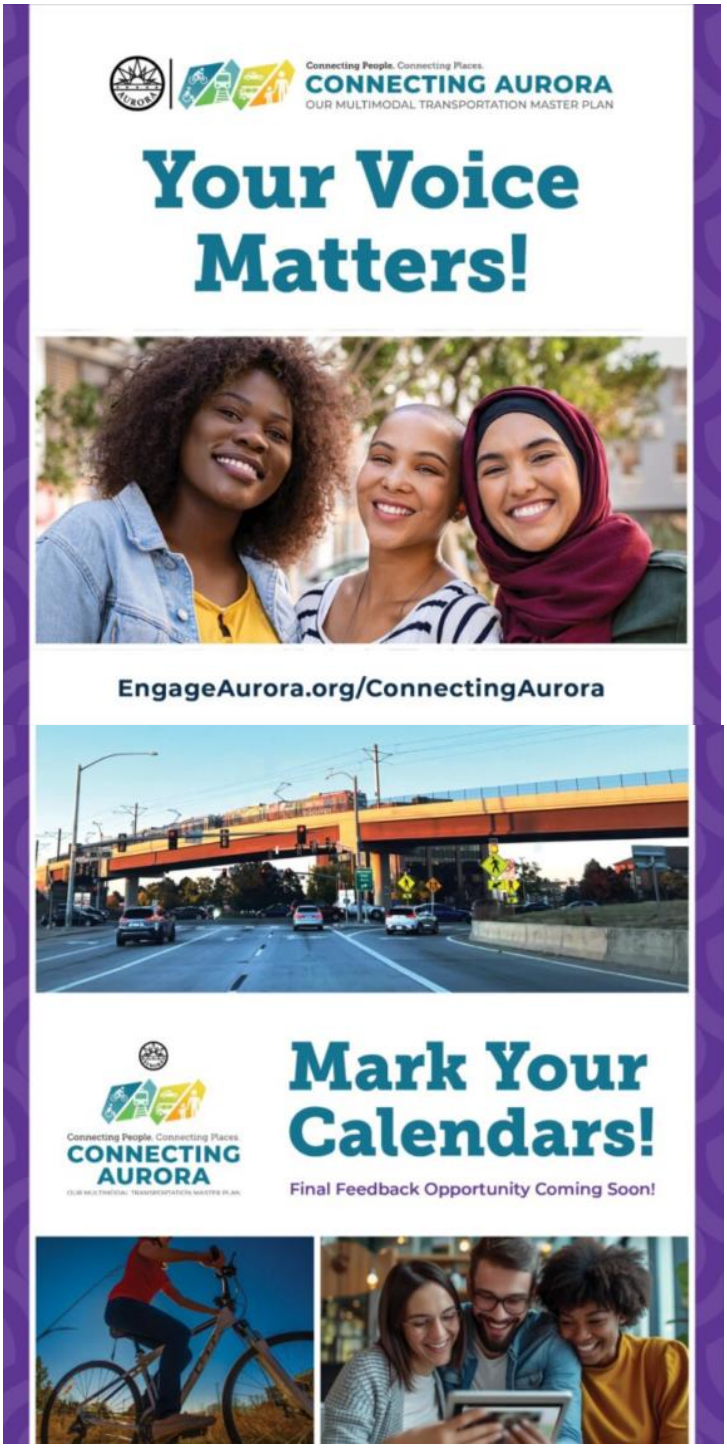
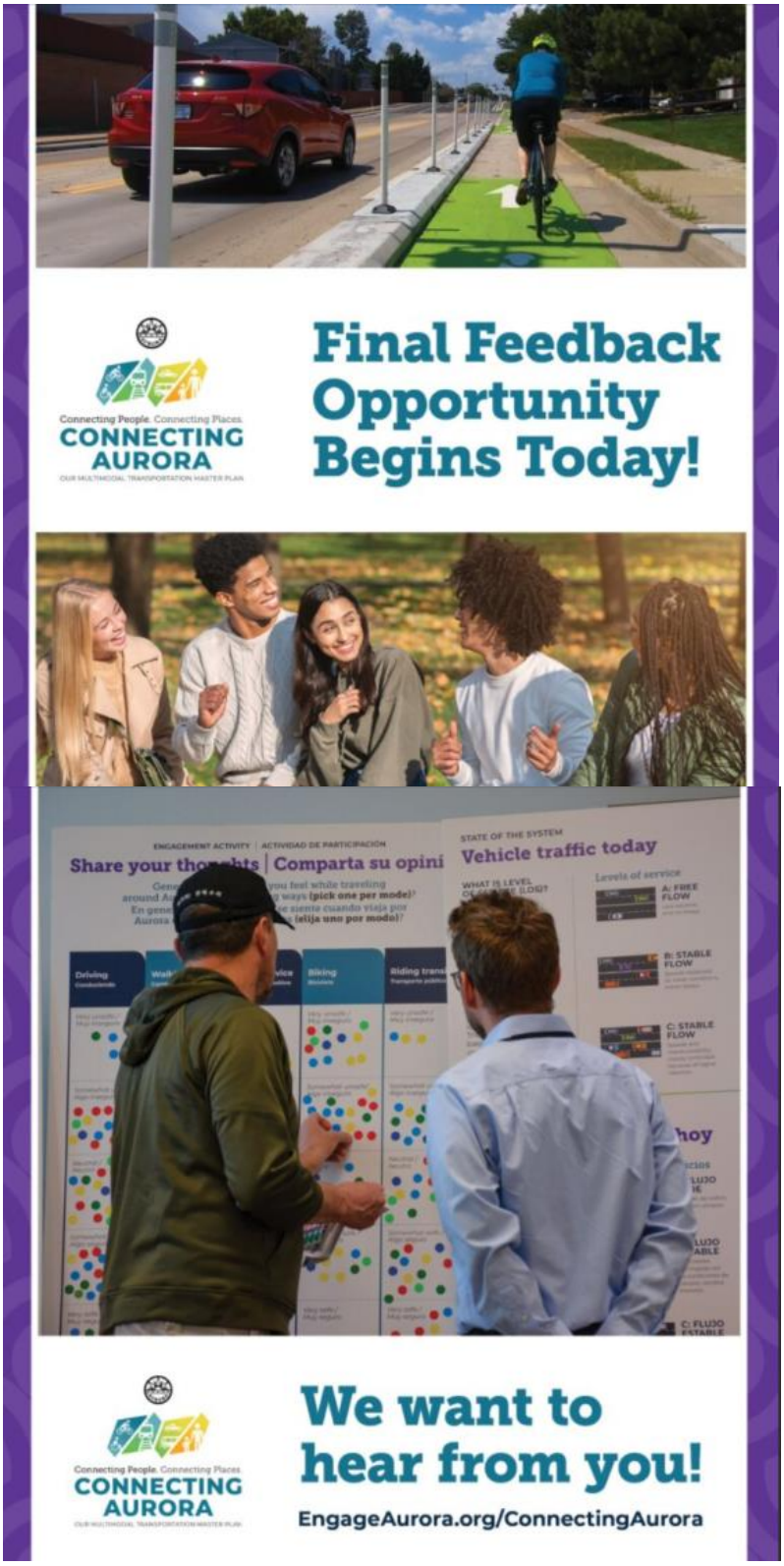
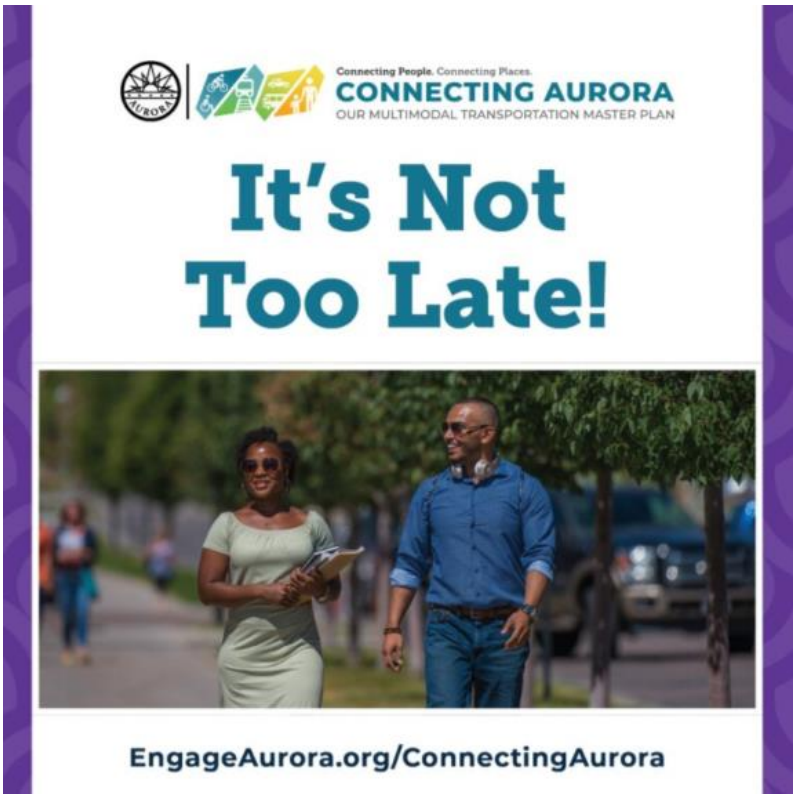
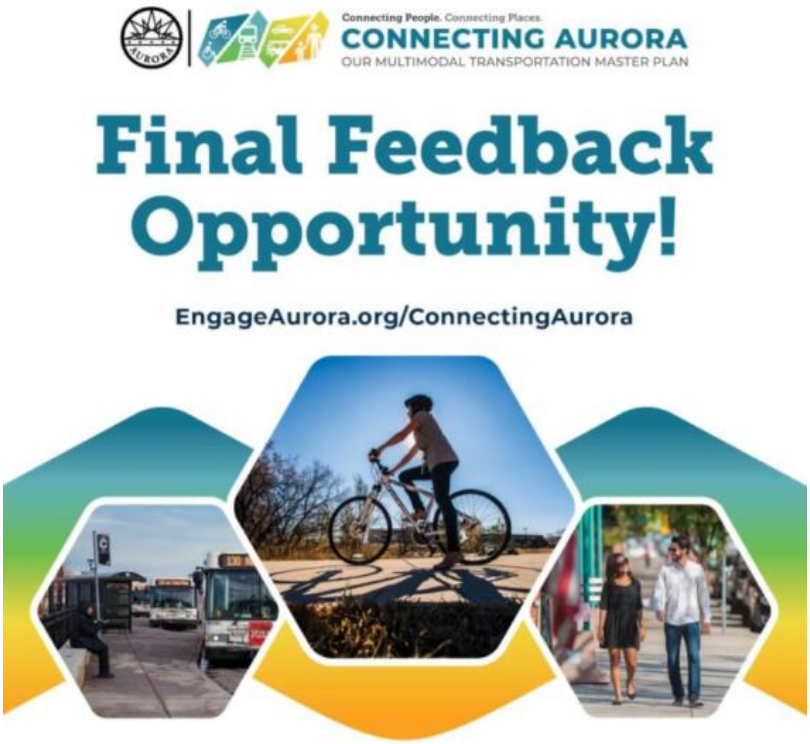
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Thank You!

SOCIAL MEDIA POSTS: X



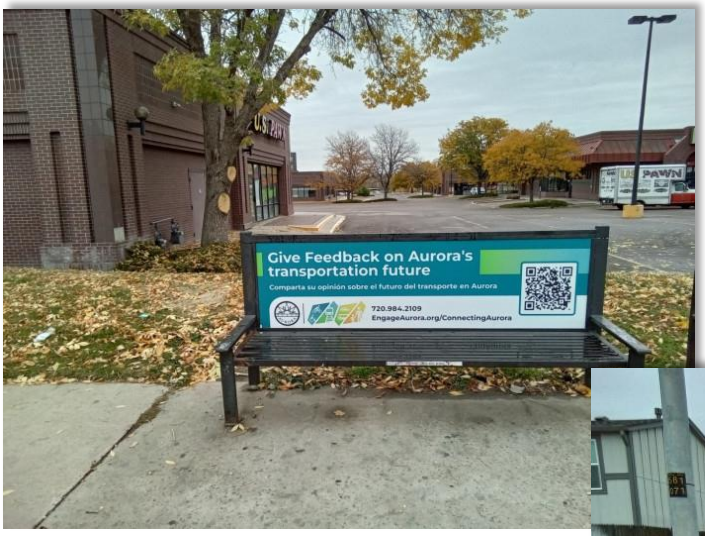

Connecting People. Connecting Places.
CONNECTING AURORA
Final Feedback Opportunity Begins Today!
ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opini
STATE OF THE SYSTEM
Vehicle traffic today
Driving
Biking
Connecting People. Connecting Places.
CONNECTING AURORA
We want to hear from you!
EngageAurora.org/ConnectingAurora

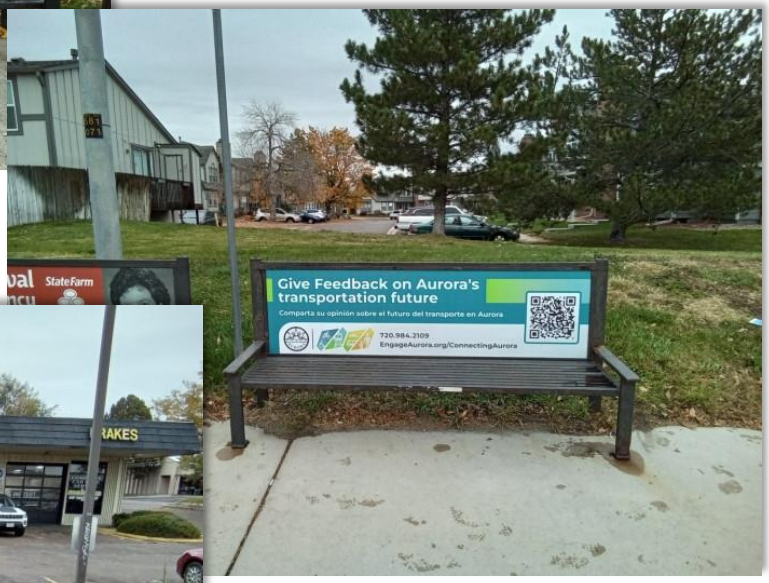

Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
It's Not Too Late!
EngageAurora.org/ConnectingAurora

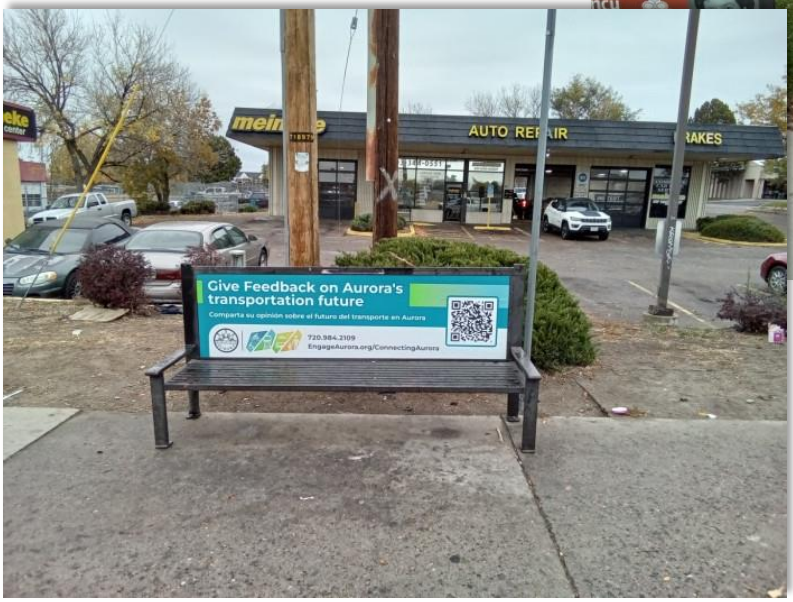

Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Final Feedback Opportunity!
EngageAurora.org/ConnectingAurora


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.

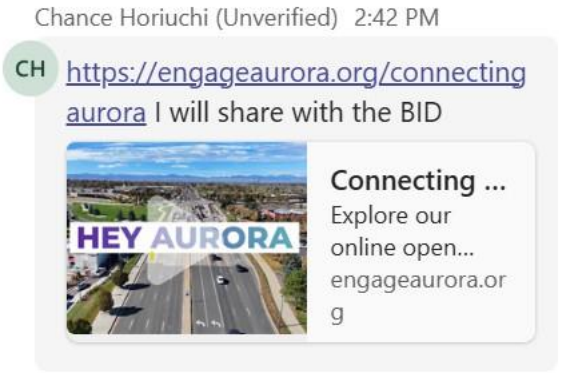
   Kelly Brough: For the Fitzsimmons and Anschutz campuses, could transit service frequency just be shifted to accommodate start/end of shifts if service frequency expansion is not possible? This wouldn't require more funding.

   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.

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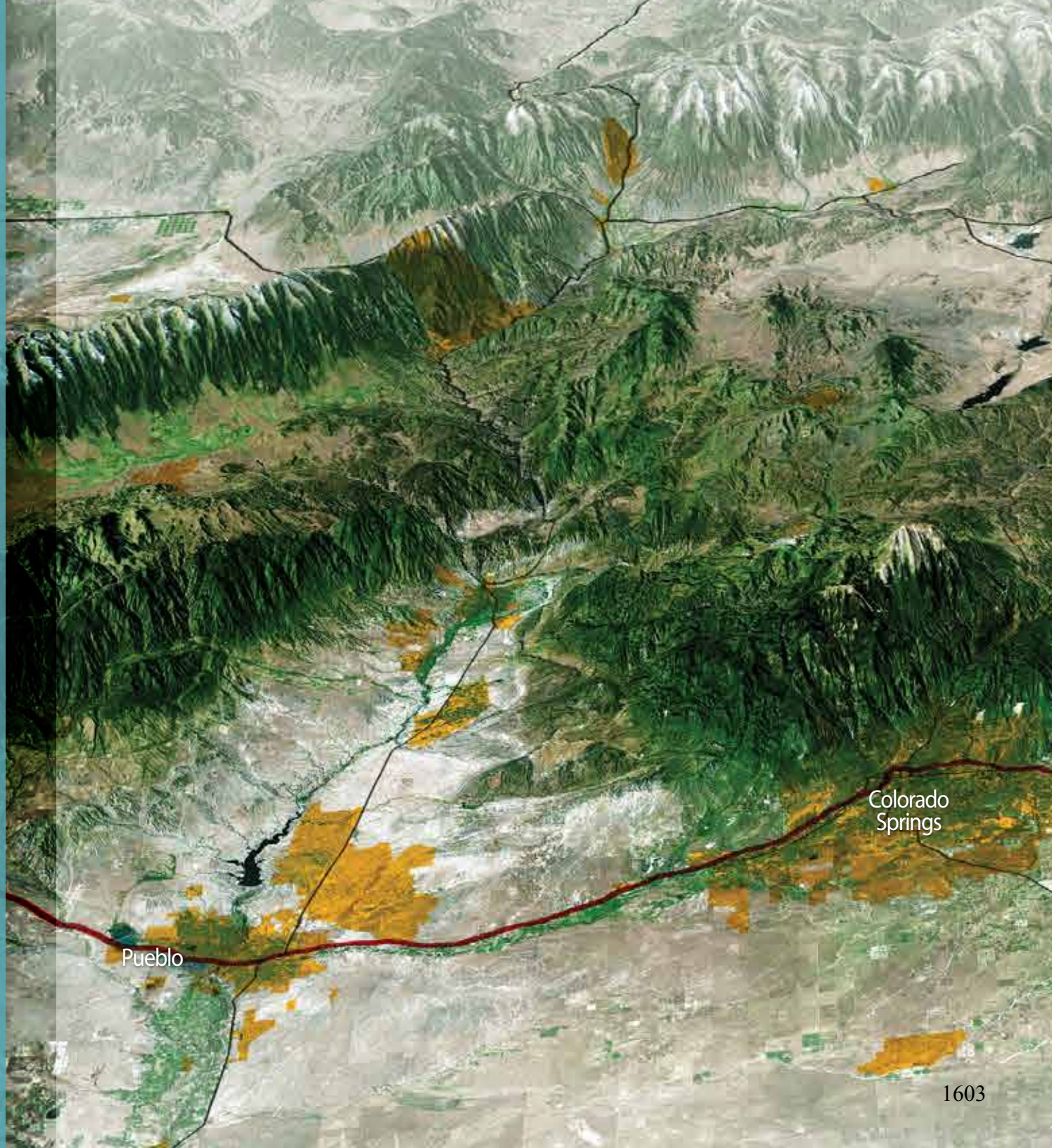
Aurora Places in the Region and Nation

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





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.

Economy

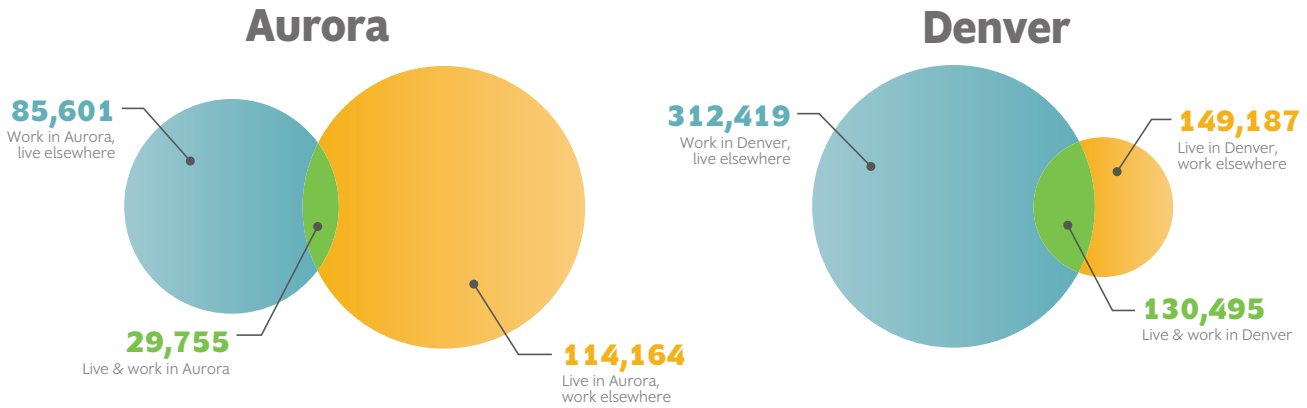
Our city needs new types of urban places and a greater variety of neighborhood experiences to attract employers and support new, higher-paid jobs and to draw the most talented workforce to fill those jobs.

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

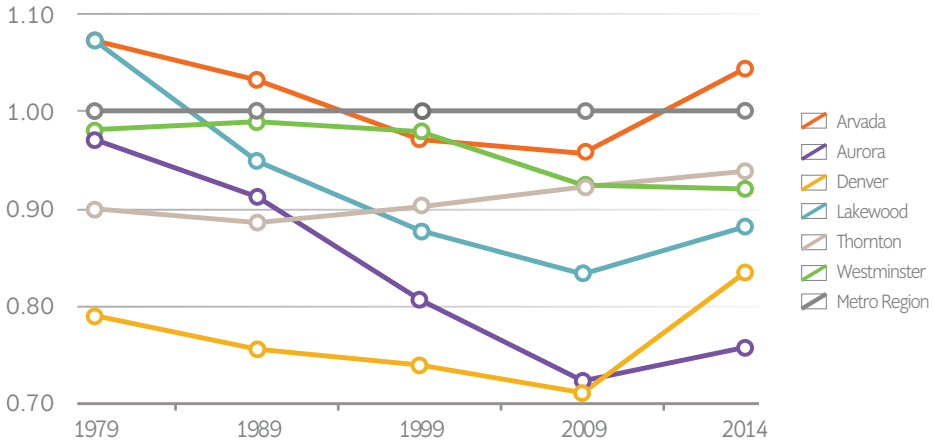
$68,173
Metro Area Median Household Income

$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

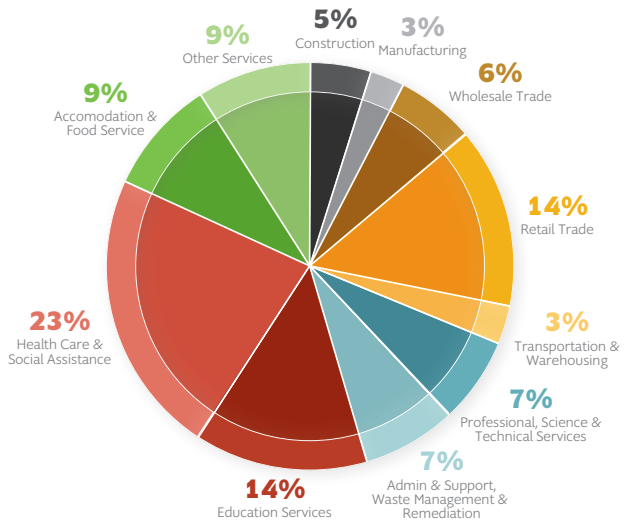
Projected Total Job Growth

(2015-2025)

Source: Center for Economic Studies

Industry Percentage

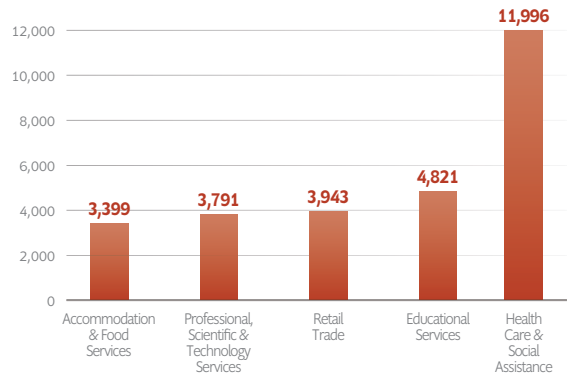
The majority of working Aurorans are employed in healthcare, education, retail trade, or accommodation and food services.



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.

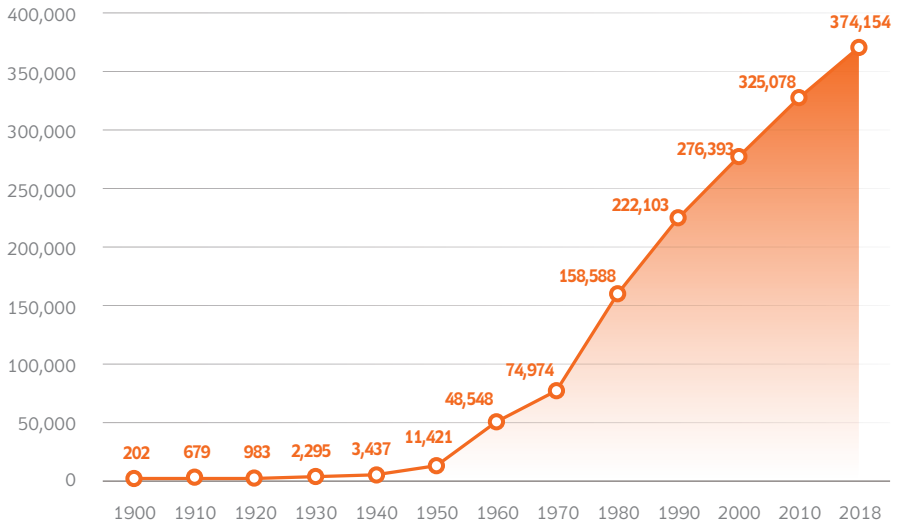
Aurora has become more culturally diverse and has become a majority-minority community. A fifth of Aurora's population was born in a foreign country, a number that has grown substantially over the past couple of decades. But Aurora isn't just known for being a place of many cultures. The city is also 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

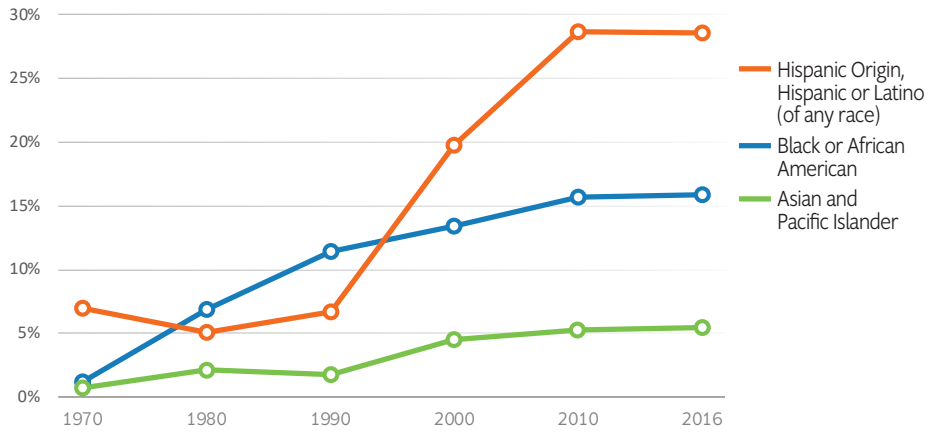
The population of Aurora has grown steadily with more recent periods of rapid growth.



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.

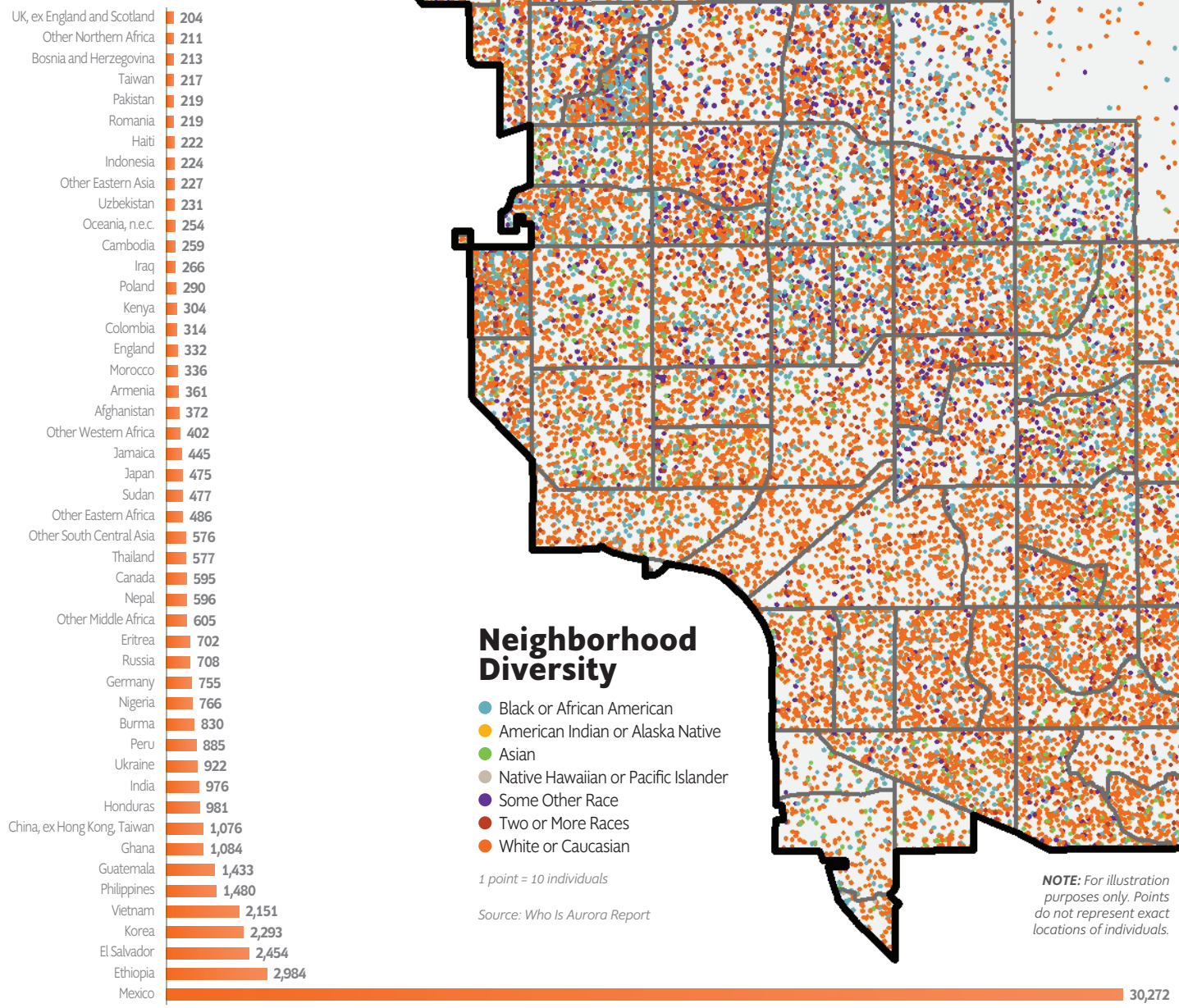
160

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

Neighborhood Diversity

- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- Some Other Race
- Two or More Races
- White or Caucasian

1 point = 10 individuals

Source: Who Is Aurora Report

***NOTE:** For illustration purposes only. Points do not represent exact locations of individuals.*

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.

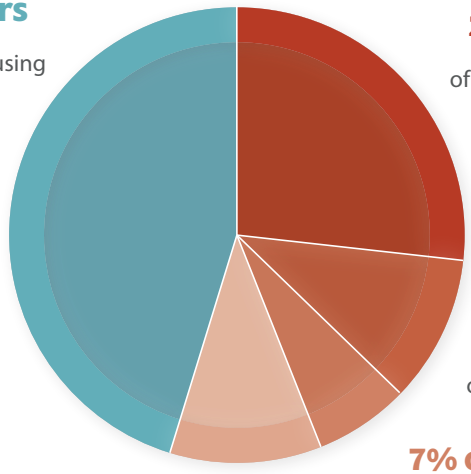
Moderately priced, single-family homes and smaller-scale apartment buildings have dominated housing construction in Aurora. Aurora now needs a much broader range of housing options. While our city contains a variety of housing products at various prices (both for-sale and rental), there is a supply-and-demand 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

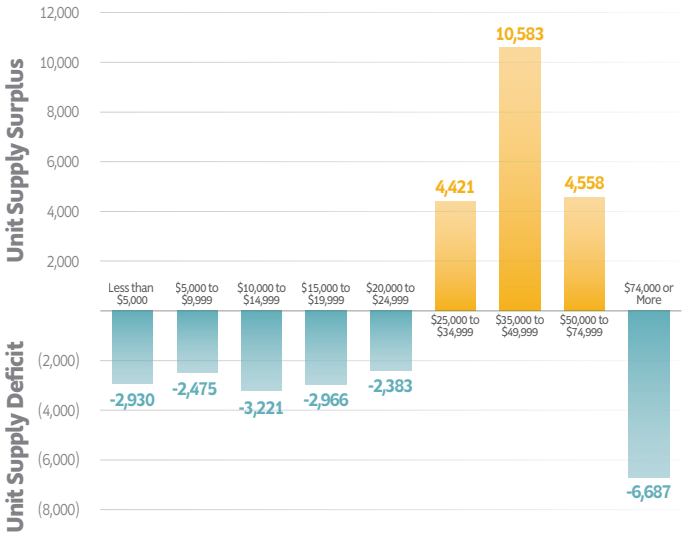
Housing is available to meet the needs of moderate income households but is not adequately available for lower and higher income households.

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.

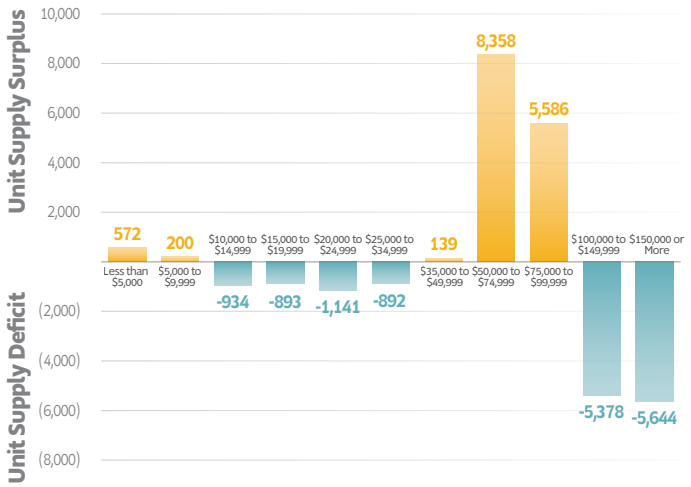
At the other end of the housing market, our city lacks sufficient higher-value units to meet the needs of higher-income households looking to live in Aurora. As the number of higher-income professional jobs increases, upper-end housing will be needed to accommodate these households within the city.

Expanding both affordable and higher-value housing will prevent the need for workers to look for a home in a neighboring community.

Renter



Owner



**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.



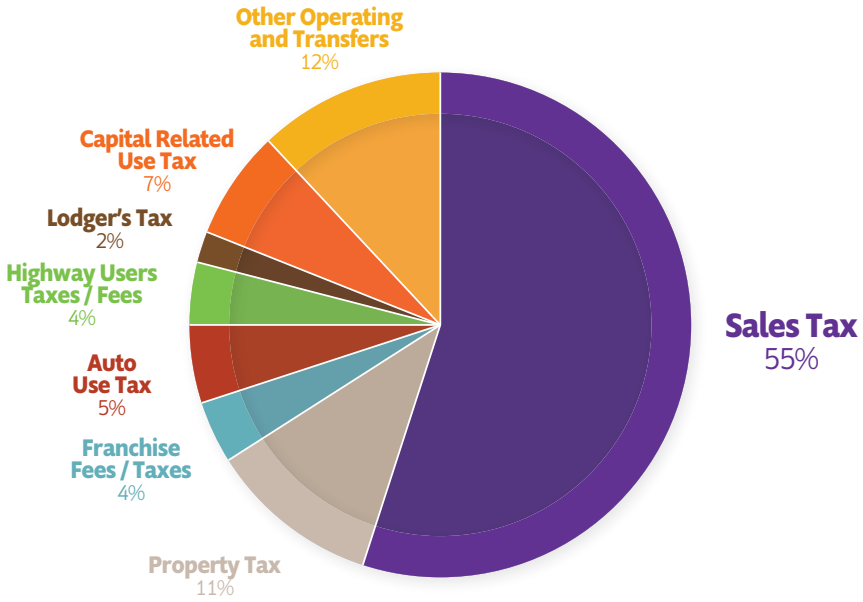
Fiscal Health

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.

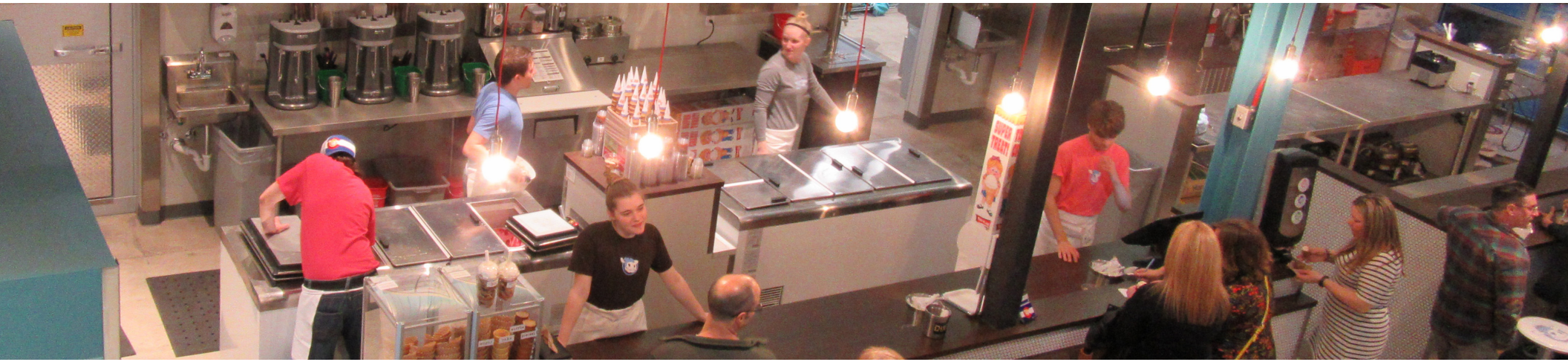
The second largest revenue source is local property taxes, which comprises 11 percent of the General Fund revenue. The property tax revenue from new development will vary based on the type, quality and density of housing, and value of non-residential development. In large part, these factors are established 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

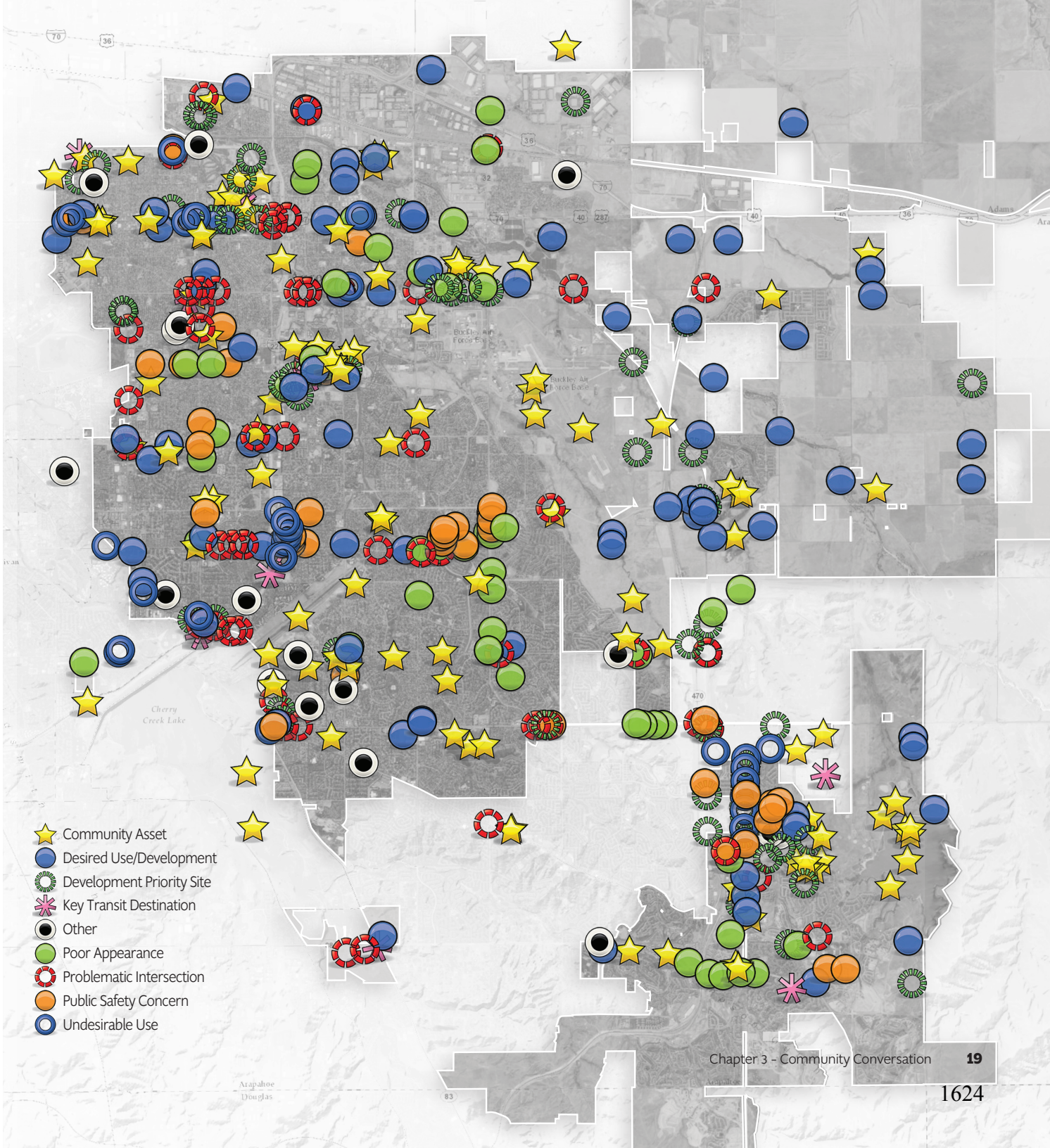
Outreach was conducted in English, Spanish, Korean, Amheric, Somali and Burmese.

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.



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.

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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.

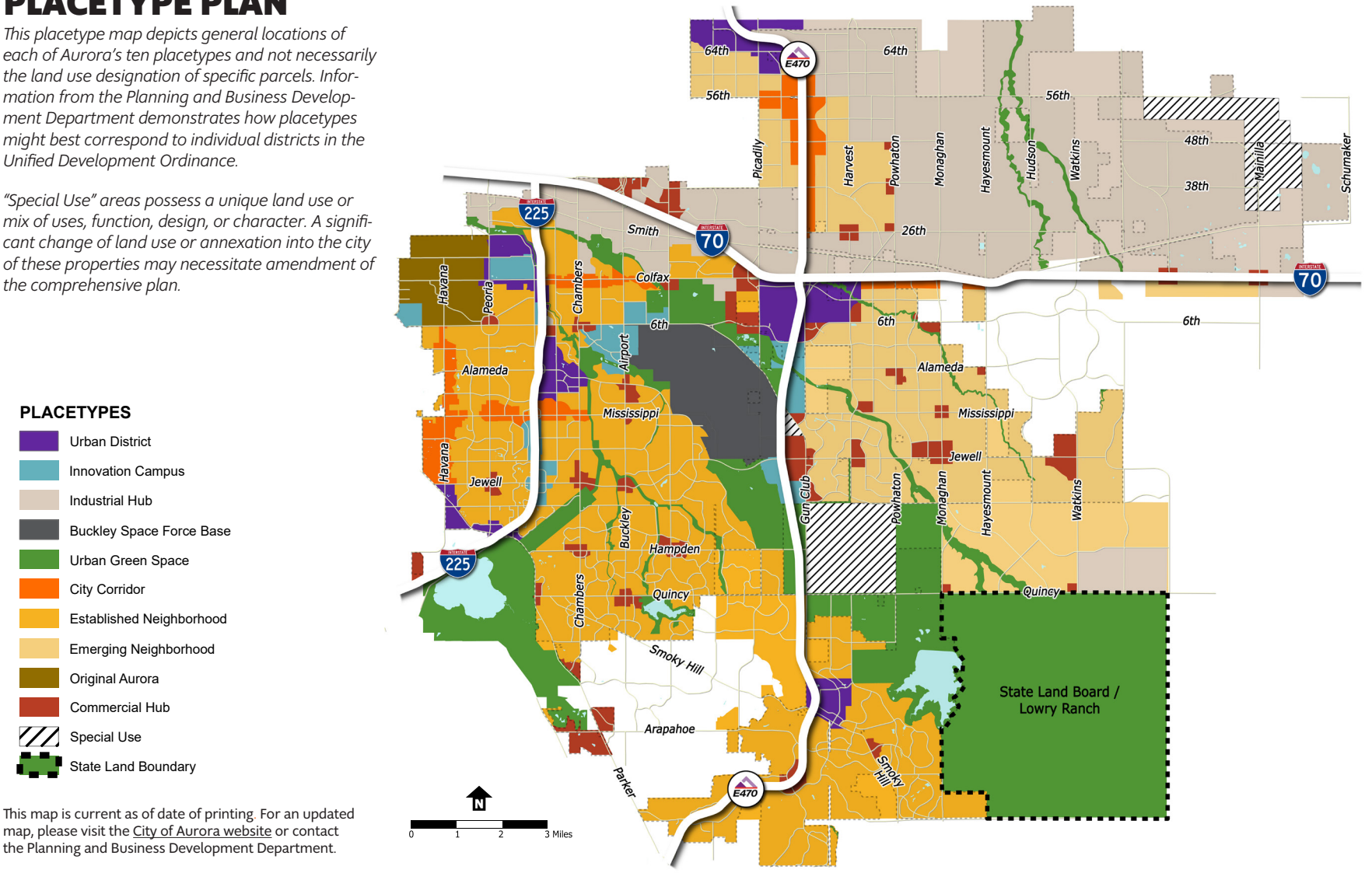
This chapter outlines Aurora's ten placetypes by describing what each looks like, compatible land uses mix, and best practices in urban design and function. The use of placetypes approach envisions an Aurora that is full of unique, desirable places that encourage cohesive communities, commerce, and connections.

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.



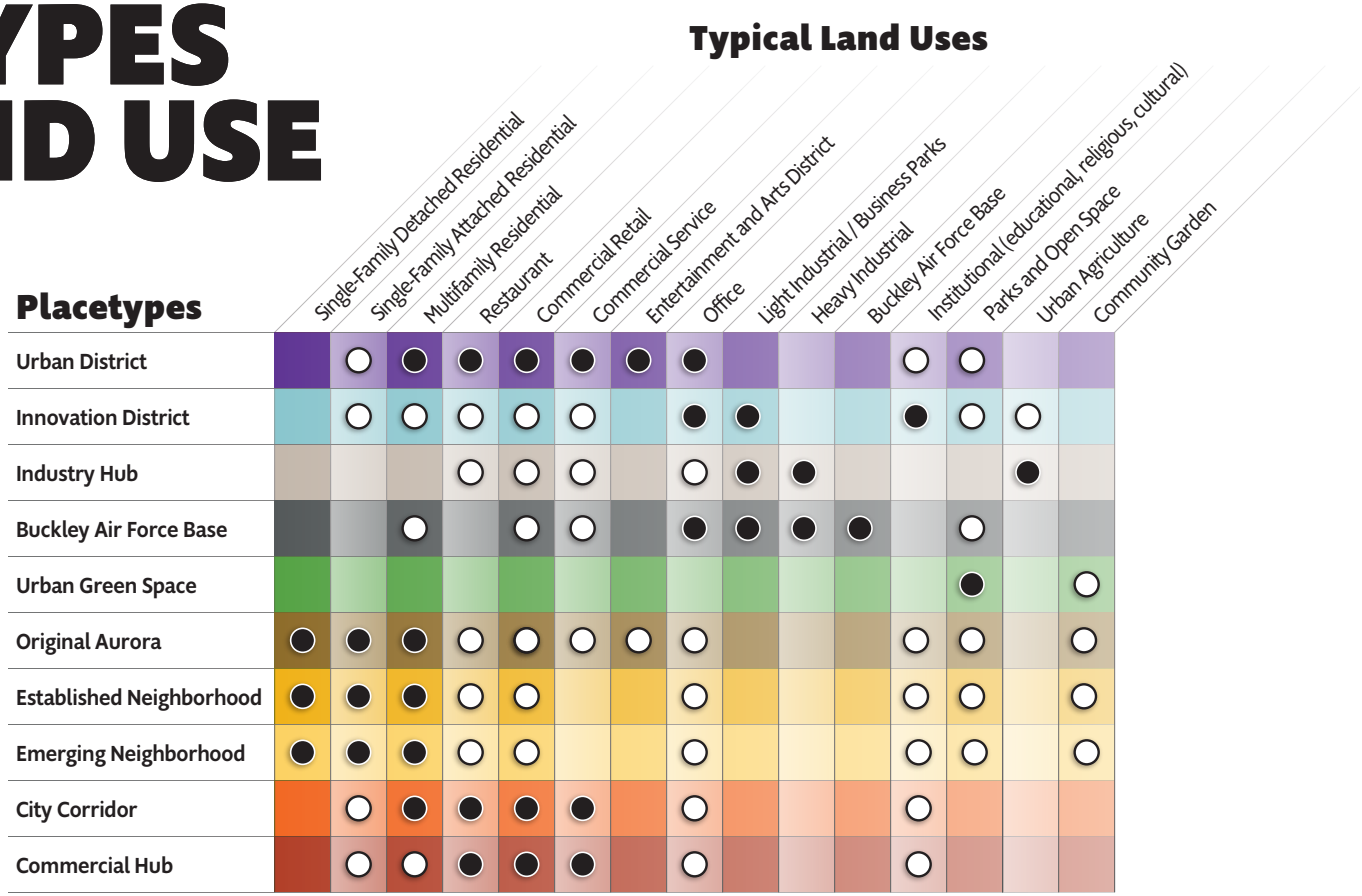
This map is current as of date of printing. For an updated map, please visit the City of Aurora website or contact the Planning and Business Development Department.

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.



● *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

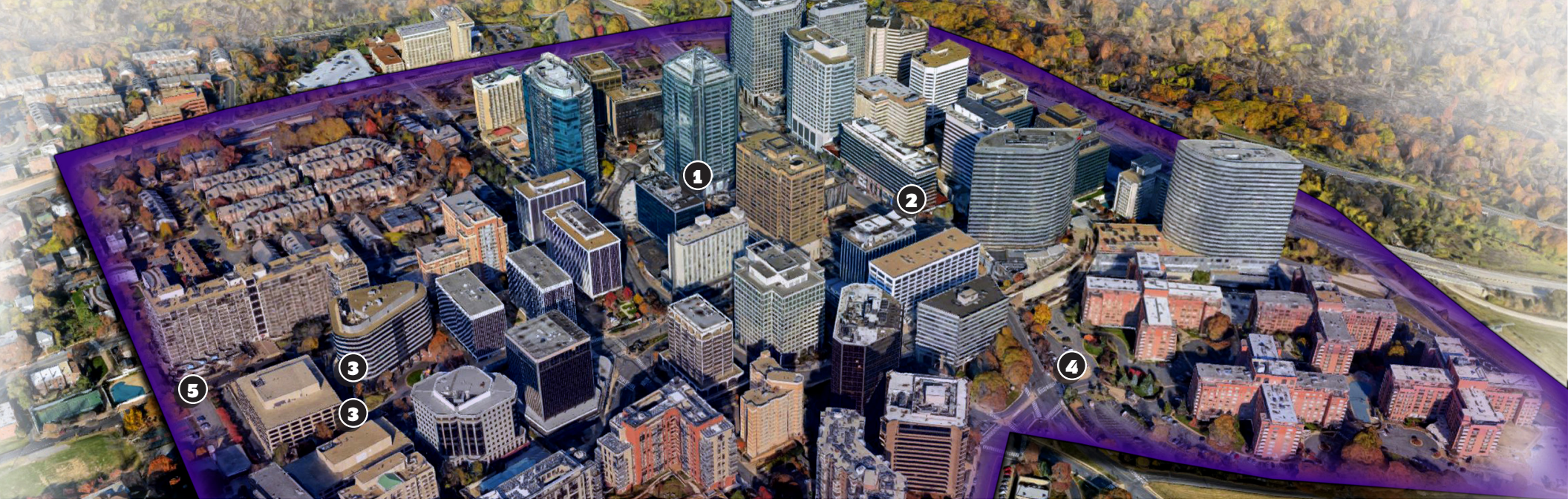
Parks and schools are located throughout the city and contribute significantly to the community's overall quality of life. Parks can include small neighborhood parks with playgrounds, as well as larger community-wide parks with ball fields and recreation programs.

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.

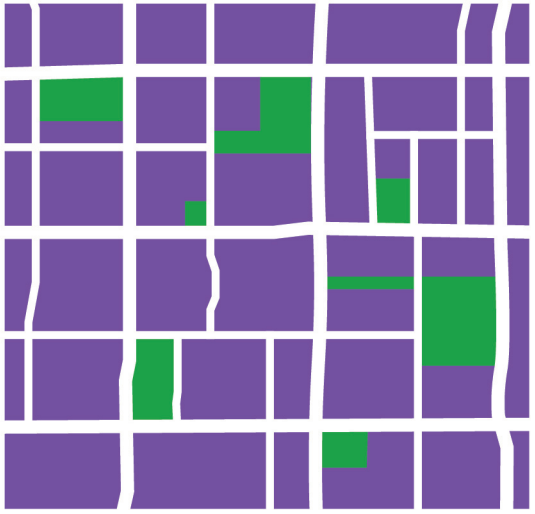








Street and Open Space Network



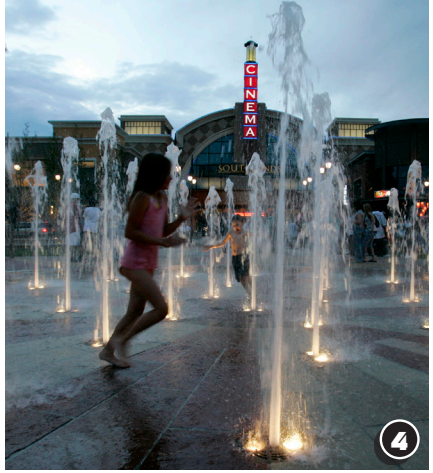
Urban Districts should have a complete grid of streets that form relatively small urban blocks. Easy, short pedestrian and bicycle path connect to surrounding districts and neighborhoods.

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.

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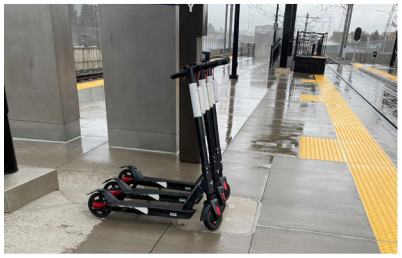



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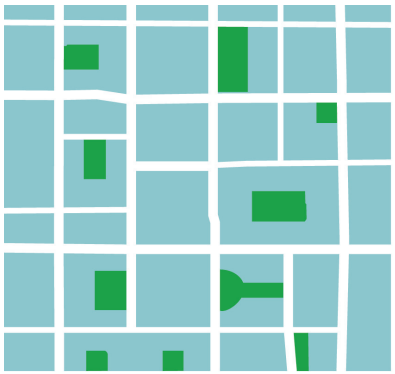


Connect the district through a highly-connected and walkable network of streets. Cluster buildings around gathering places or within a campus layout.

Open Space/Park

Developed Blocks

Streets











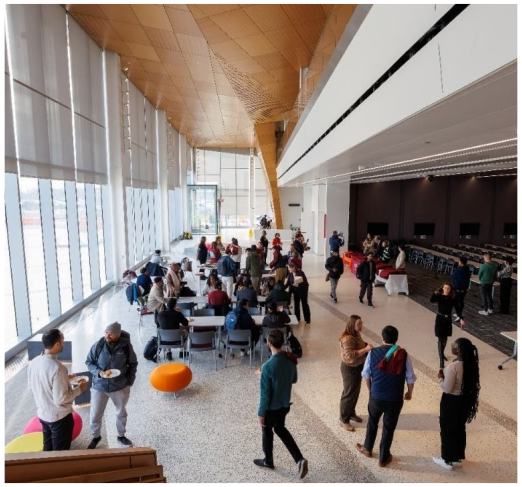


Defining Features

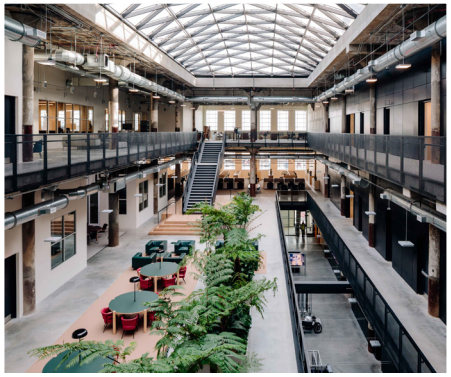
1. Demonstrate innovative approaches to design and development through architecture, lighting, infrastructure, greenery, and meeting/gathering spaces indoors and outdoors.
2. Cluster or connect buildings around gathering places or within a campus layout to promote idea sharing and business collaboration.
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

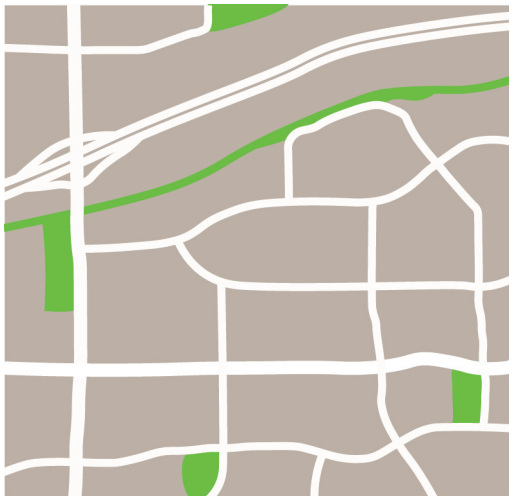
Mobility in Industry Hubs

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.

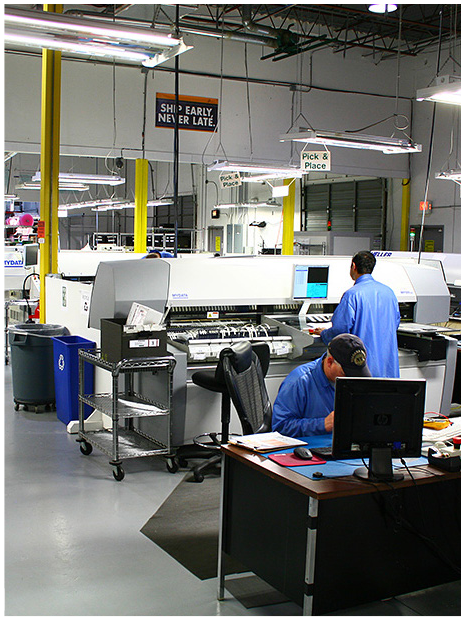


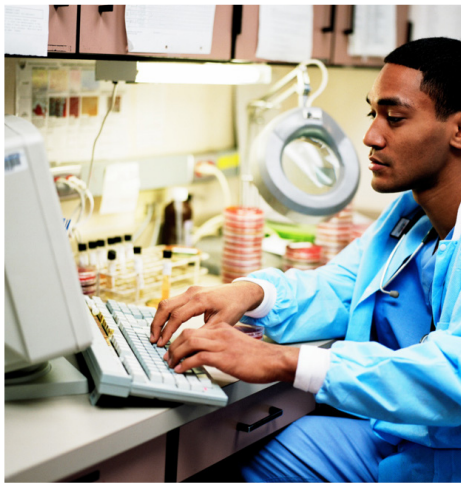












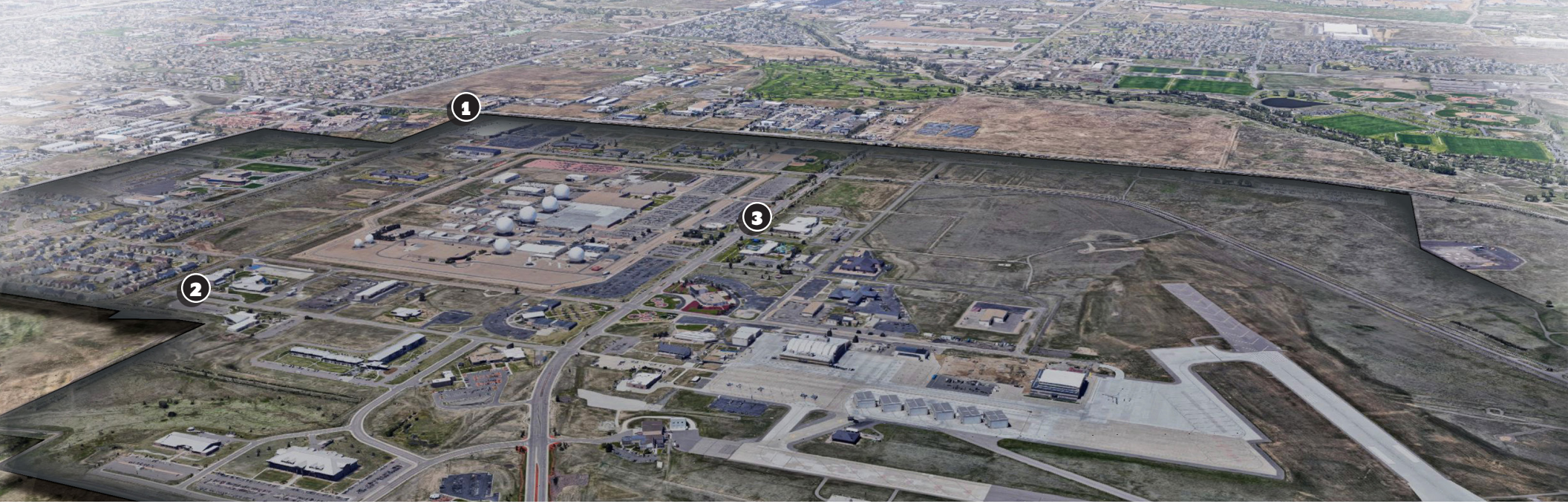
Defining Features

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



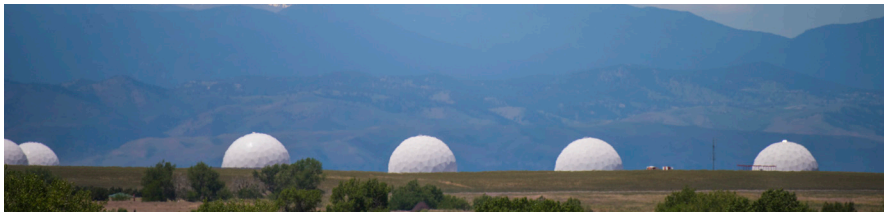












Defining Features

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.

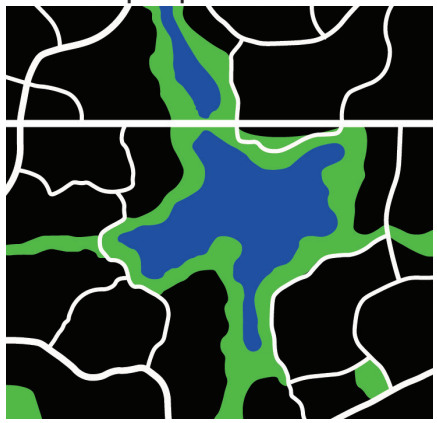








Street and Open Space Network



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

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.

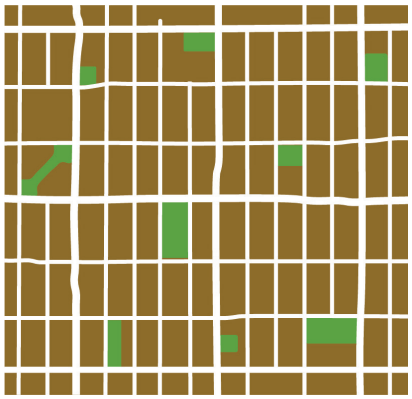
Sidewalk improvements are a focus for this part of the city, where many are missing and existing ones may not meet accessibility standards. Enhancing these facilities to meet contemporary standards and user needs is a priority.

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



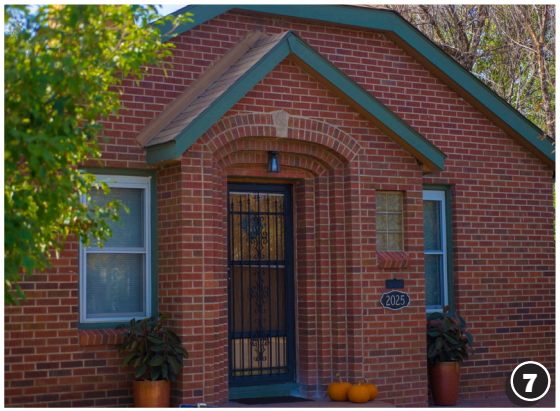












Defining Features

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.

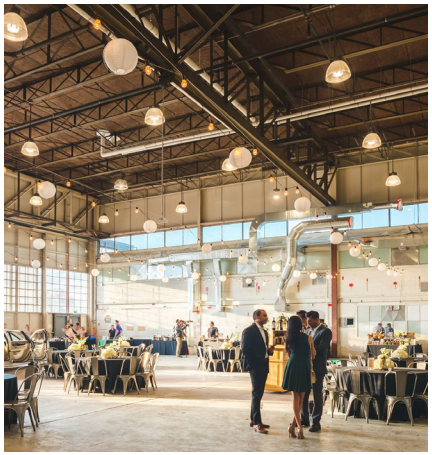
















Defining Features

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













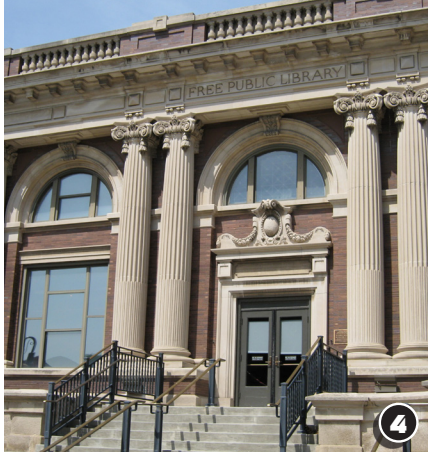


Defining Features

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

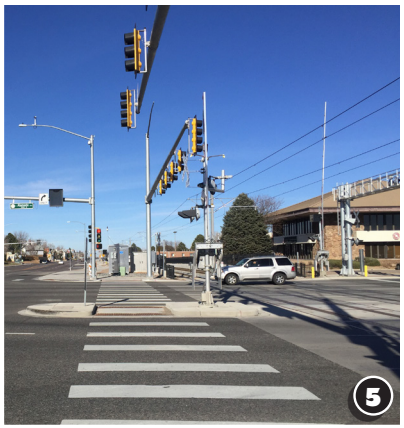
.

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.

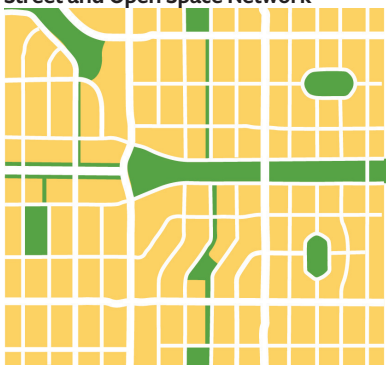








Street and Open Space Network

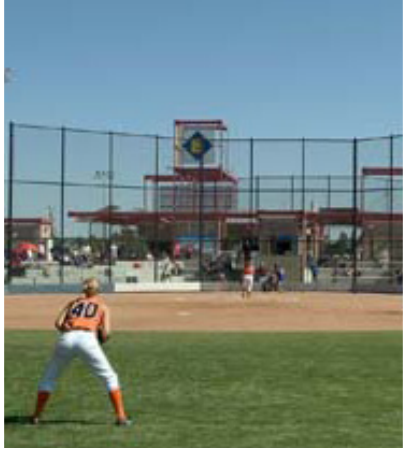


The street pattern should balance vehicle, bicycle and pedestrian connectivity. Design new neighborhoods around a central organizing or gathering feature, such as a park.

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.











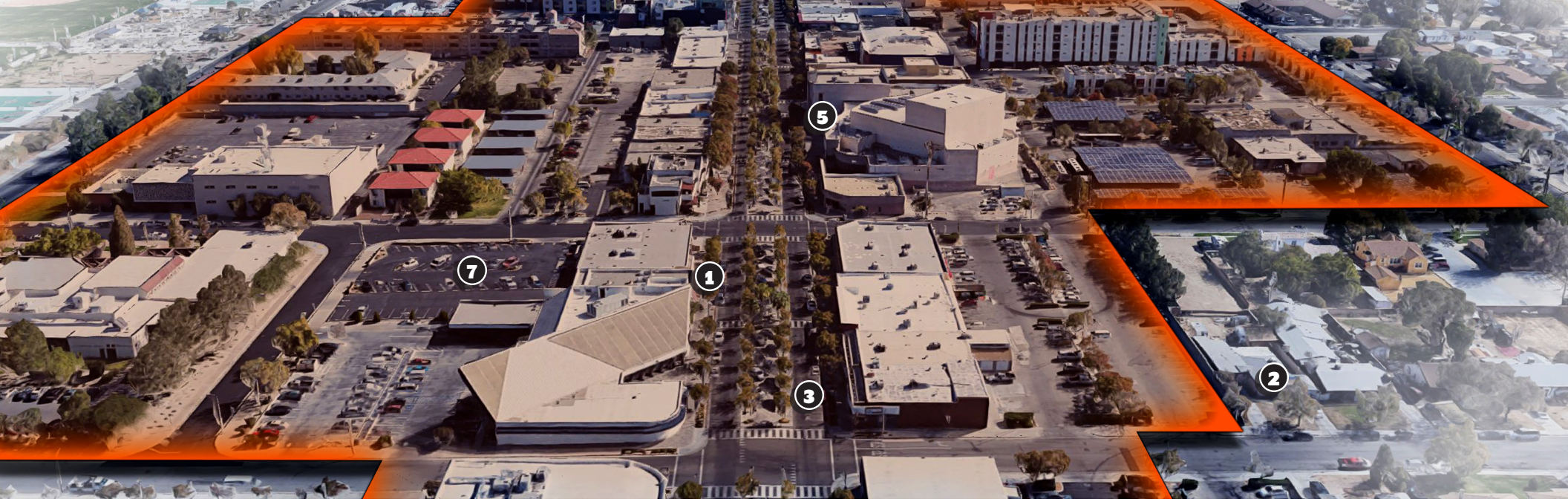
Defining Features

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 streets-capes 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.

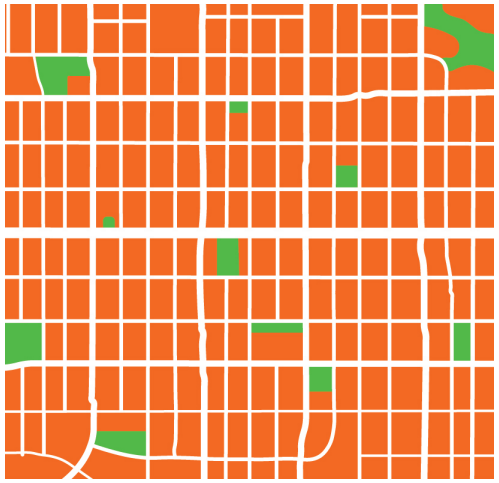
Main Streets in these areas should prioritize the greatest mix of walking, biking, transit, and driving access - even as temporary event or community spaces. Arterial and collector streets must still serve drivers, but should evolve into more organized, interconnected networks and better integrate and 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

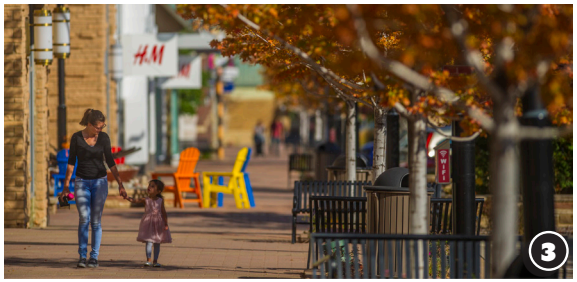


Design a street network along the primary commercial corridor to provide access for area residents and visitors to the area. Provide safe and convenient access to businesses by drivers, pedestrians, bicyclists and transit users.

Open Space/Park

Developed Blocks

Streets





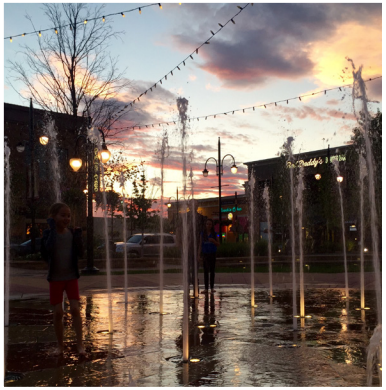












Defining Features

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.



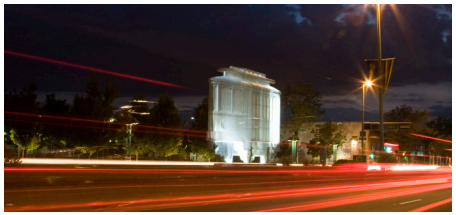












Defining Features

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.

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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.

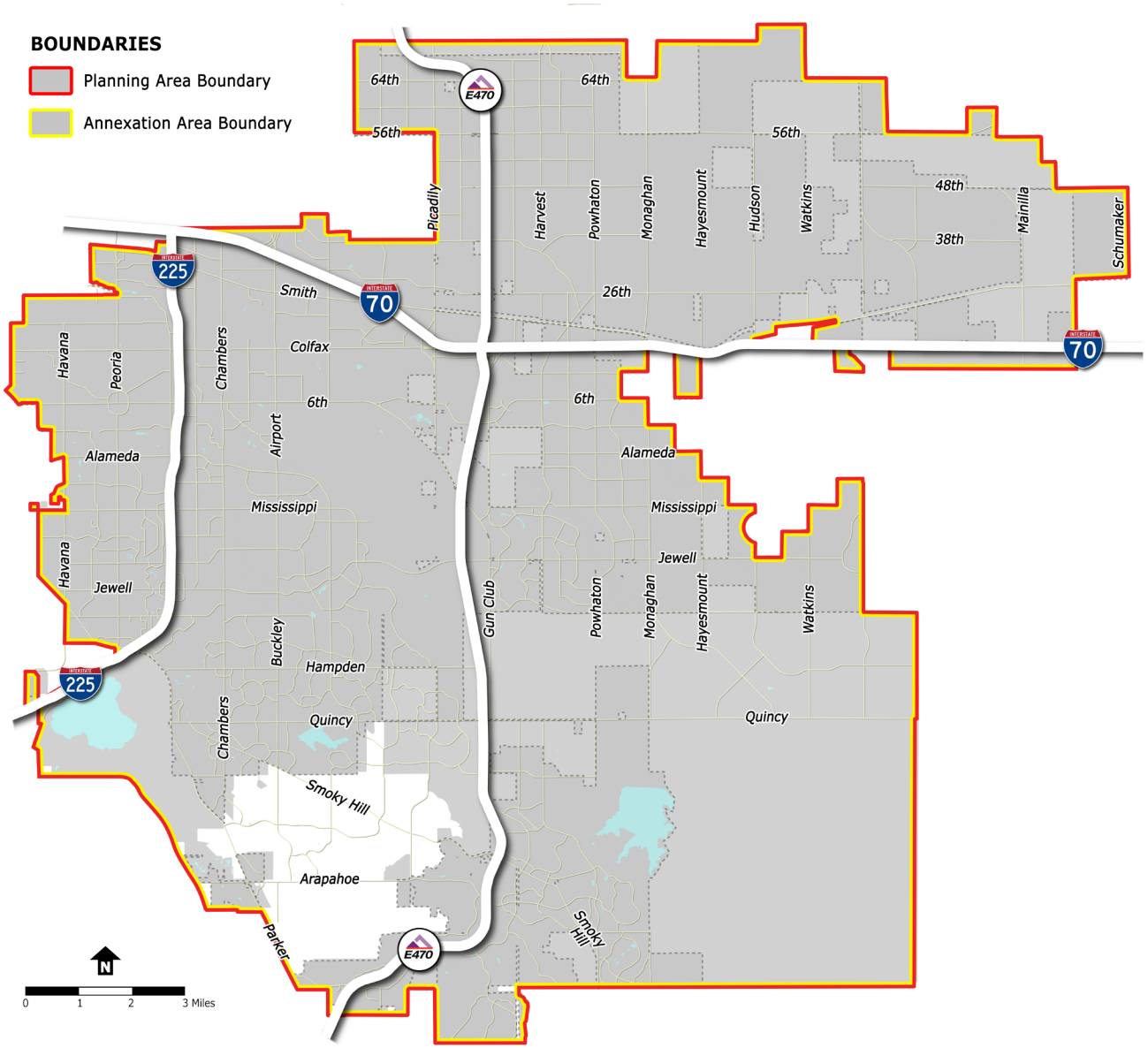


Planning and Annexation Boundaries

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

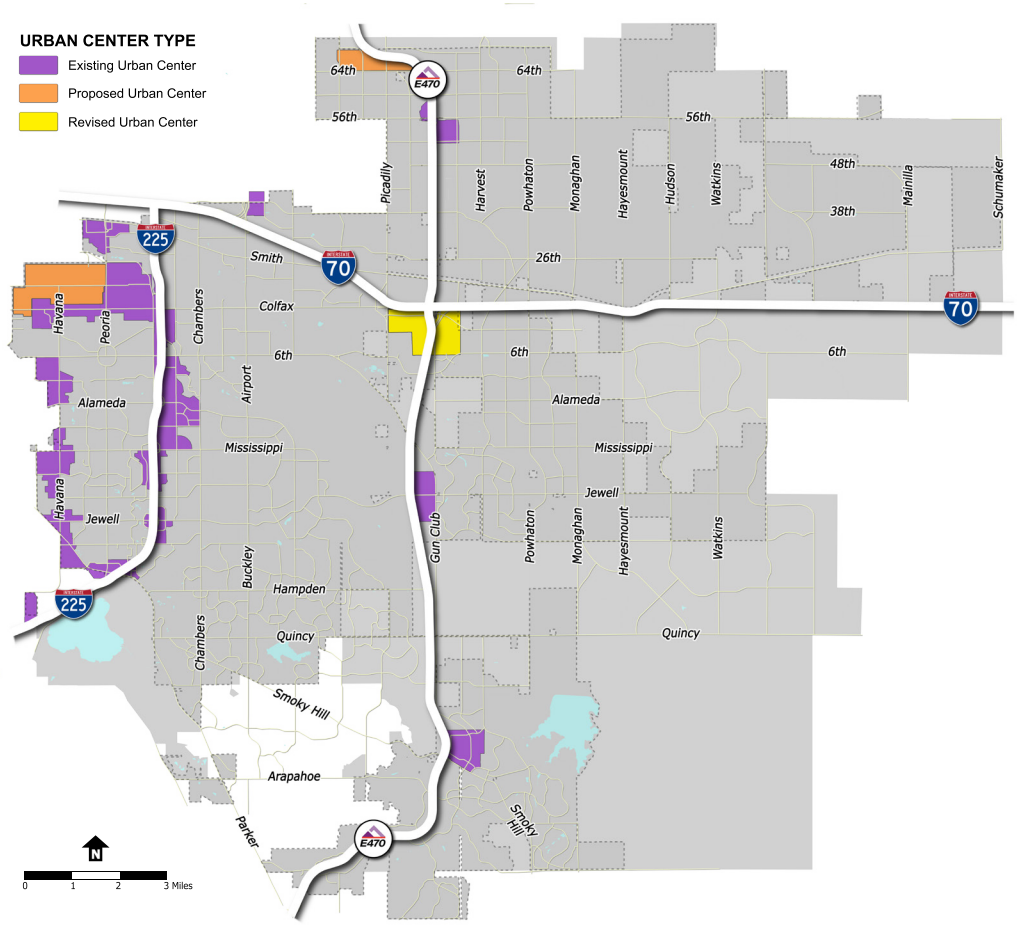
To implement this regional growth policy, DRCOG developed the Urban Growth Boundary/Area (UGB/A) program which periodically allocates growth area to all municipalities and counties in the region. Local jurisdictions designate and manage the specific location of their allocations.

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.

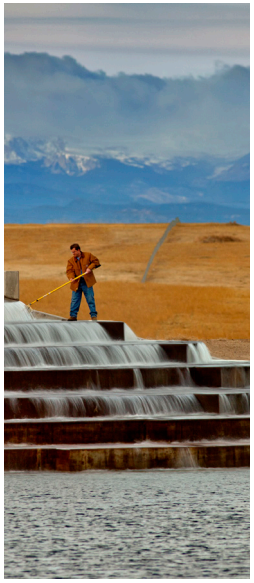
PUBLIC SYSTEMS



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)

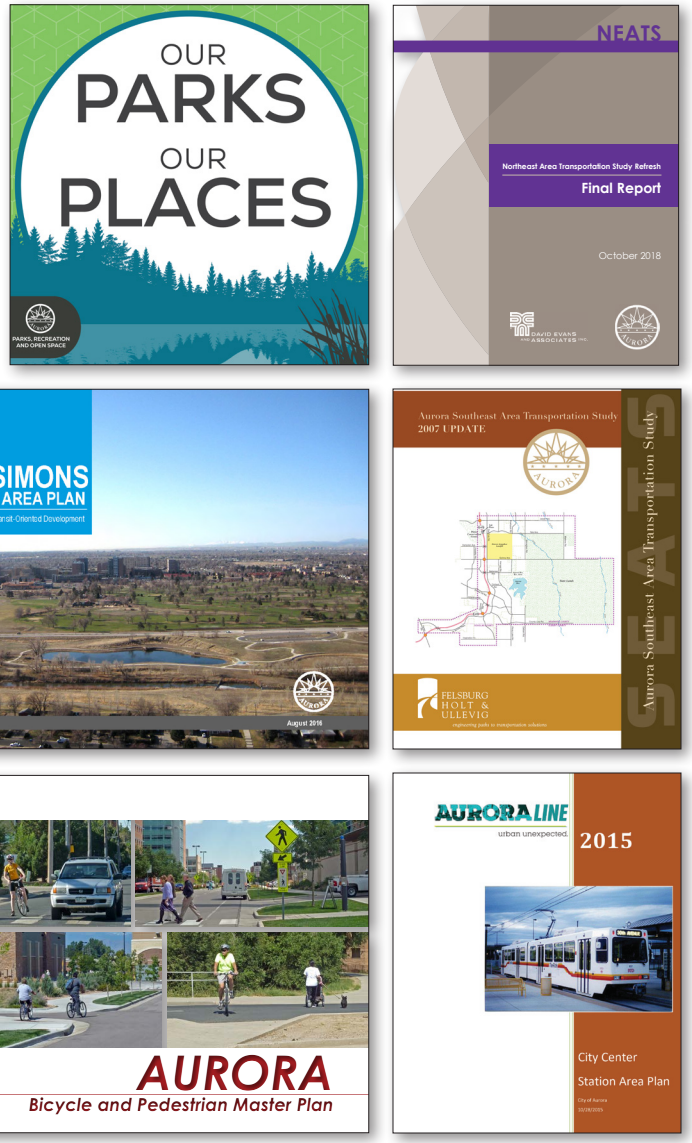


Arts and Cultural Resources System (page 84)

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.

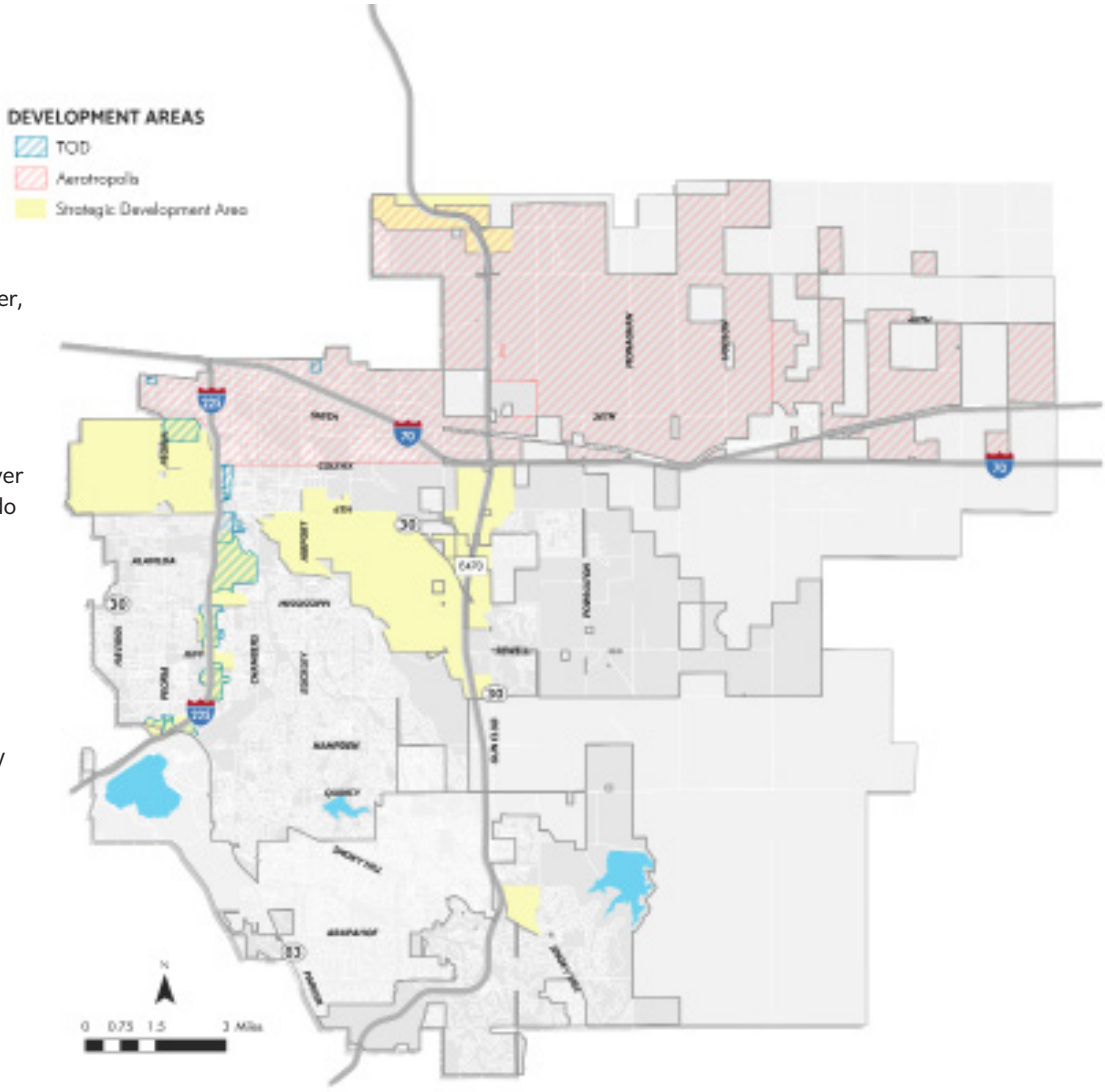
The city cooperates on programs with all these agencies and supports cooperative efforts that improve the economic well-being of Aurora and its residents.

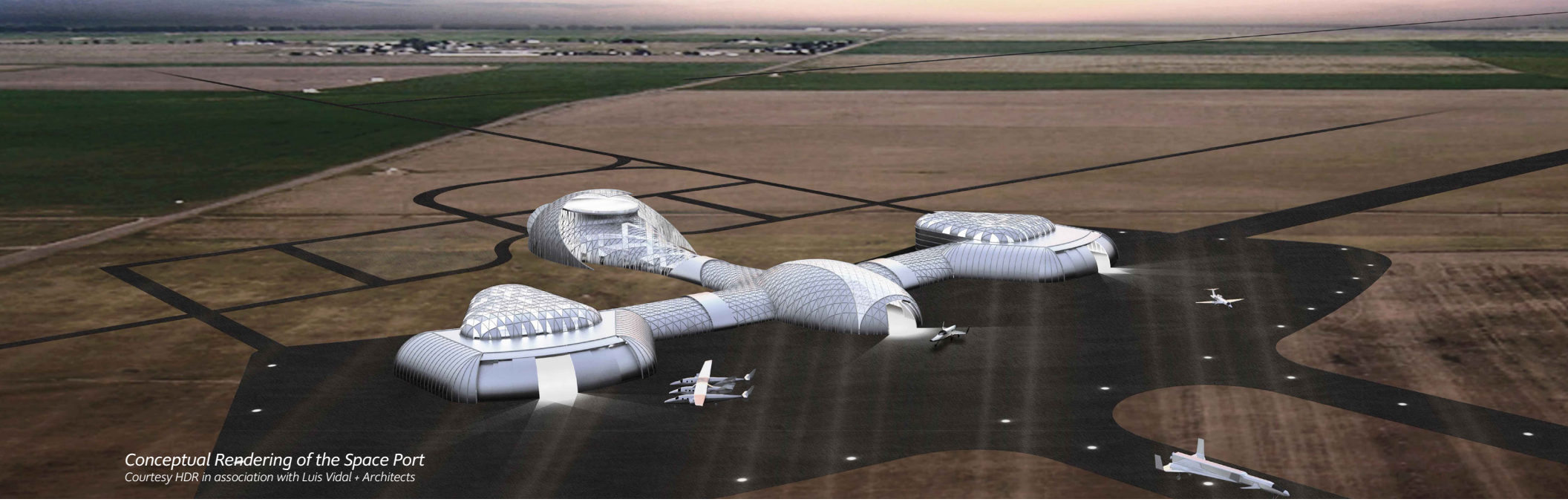
STRATEGIC DEVELOPMENT AREAS

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.

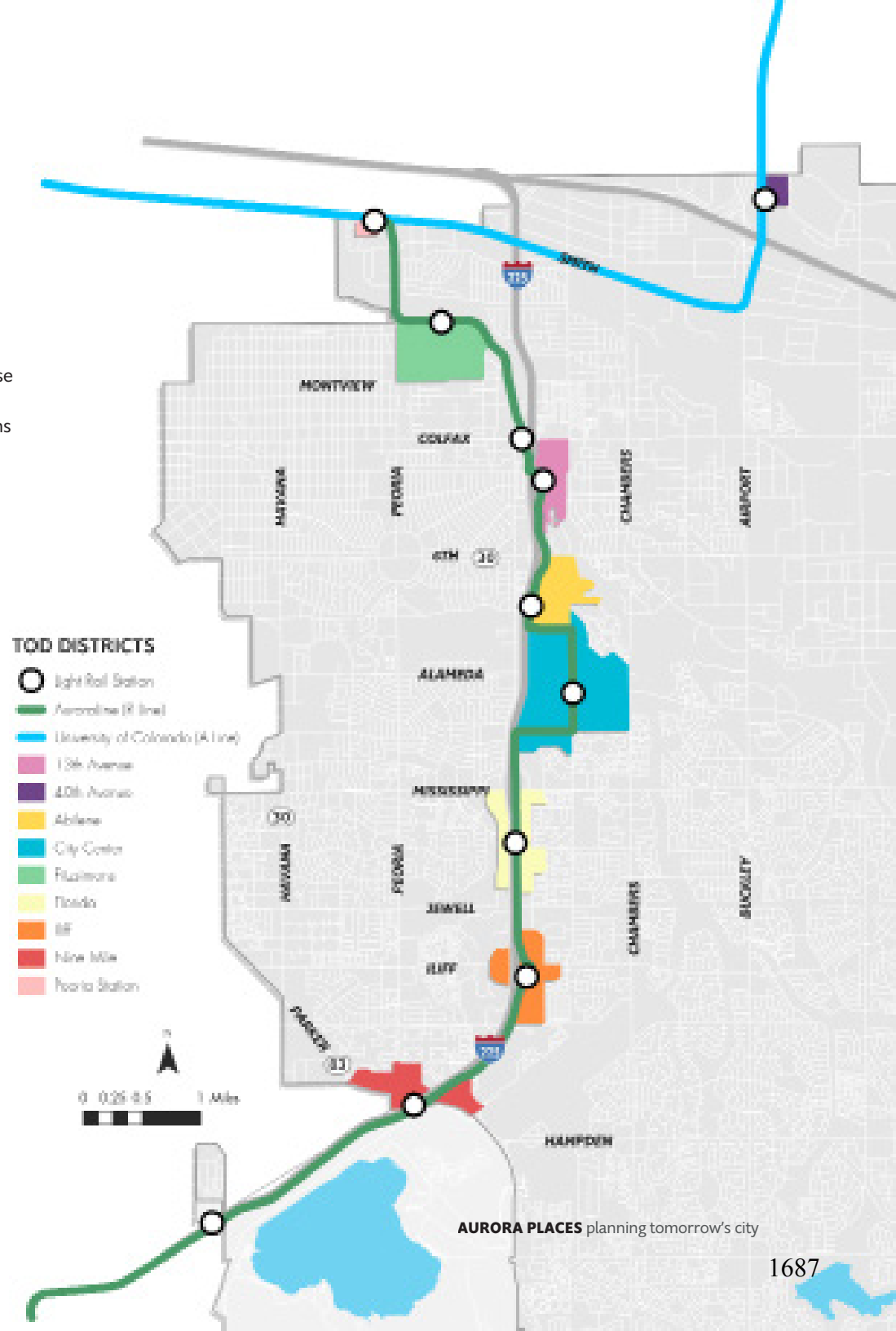
TRANSIT-ORIENTED DEVELOPMENT (TOD)

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.



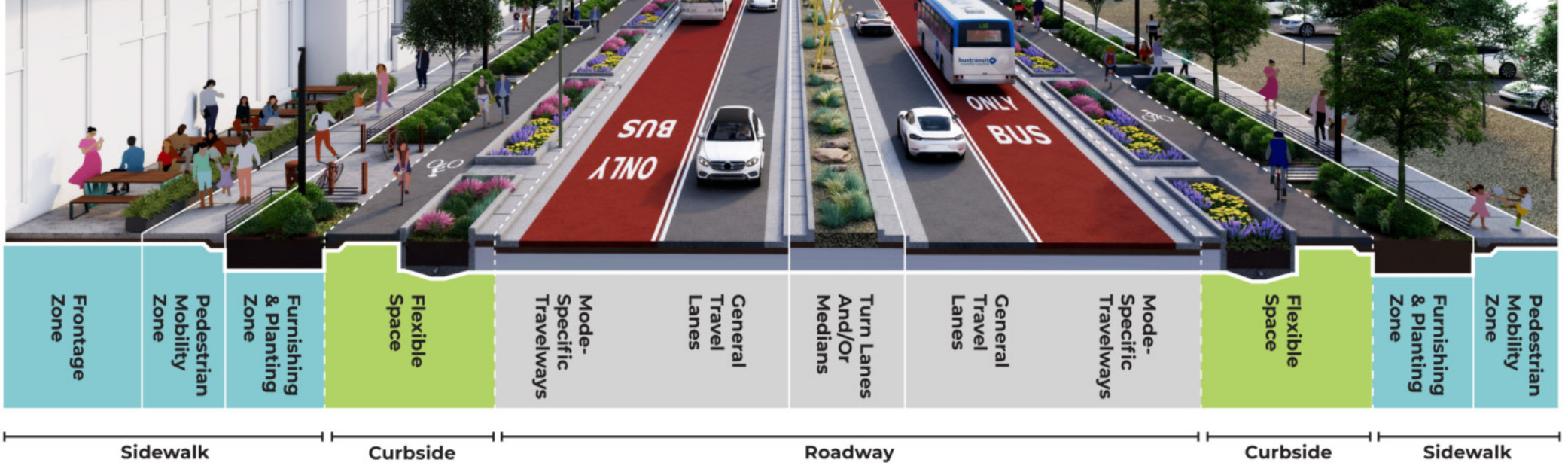


Illustration of common complete streets concepts and features. Refer to city codes for applicable design standards.

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.

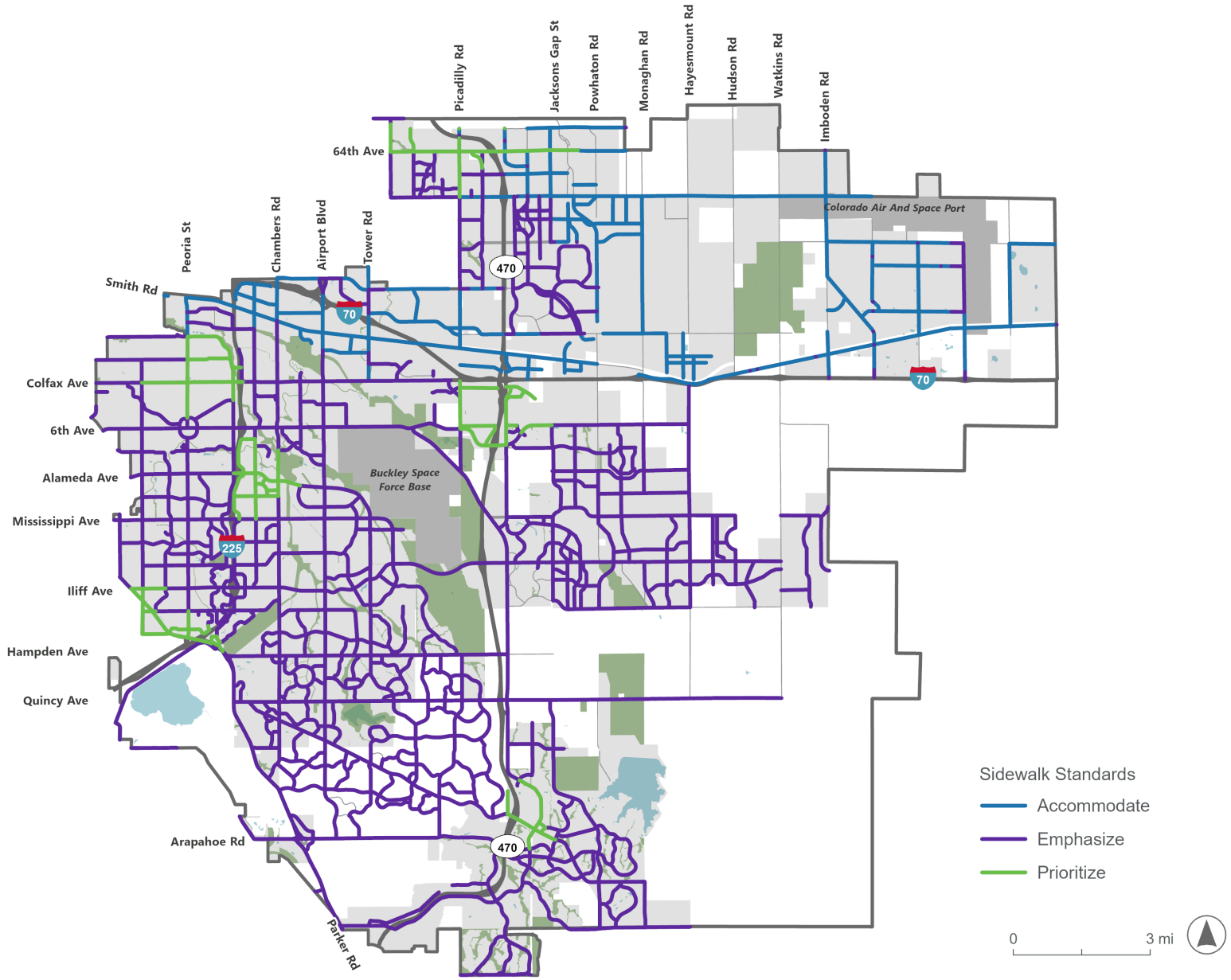
Furthermore, many of Aurora's streets, especially wide arterials, have long distances between traffic signals or marked crossings. These large gaps force people walking to go far out of their way to safely cross the road at marked locations or to make unsafe crossings at unmarked locations.

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.

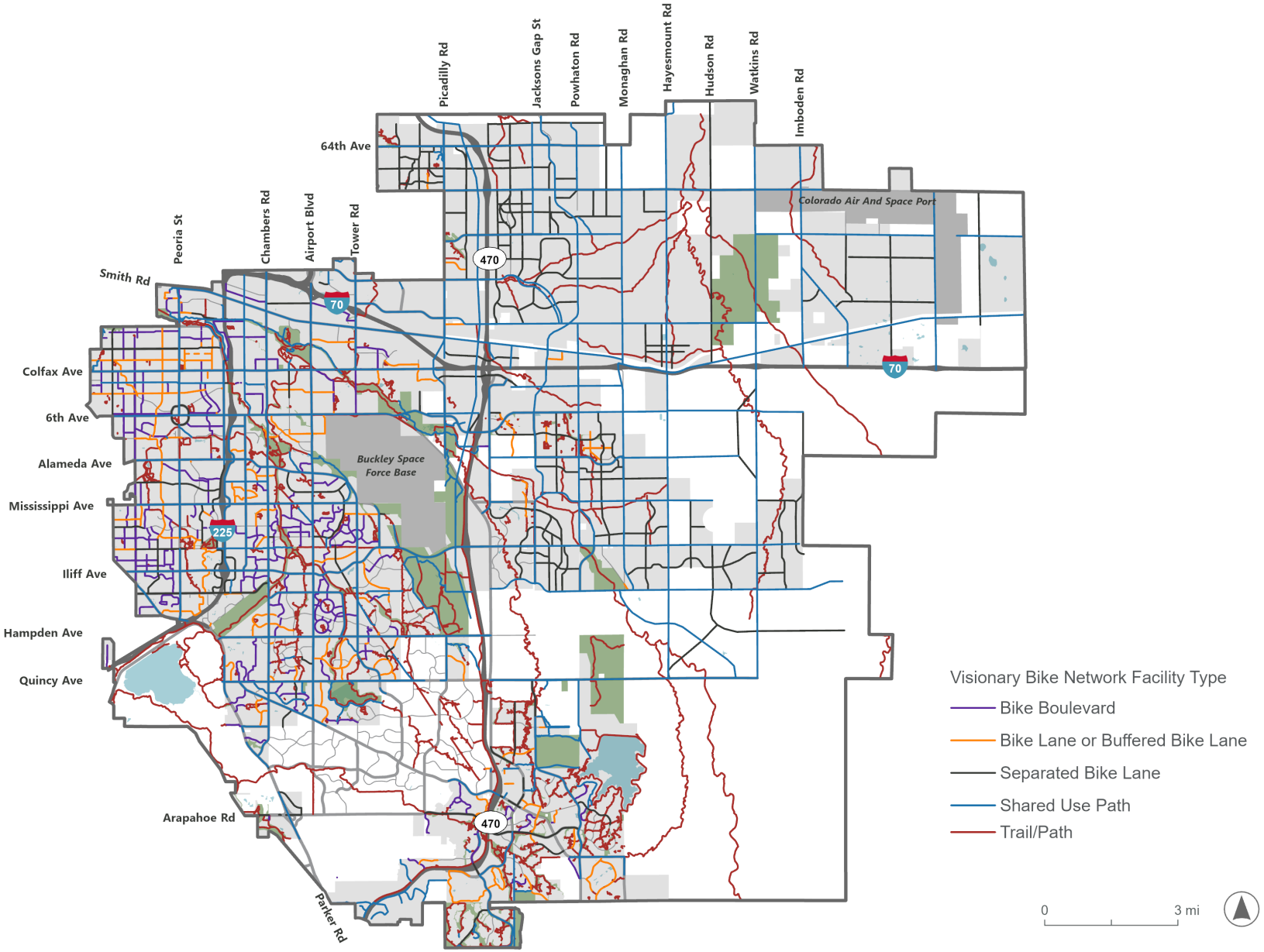
A core visionary network goal is to create a low-stress network that encourages more people to ride bikes. Not all bikeways feel equally safe and comfortable. Missing on-street bikeways and insufficient separation between bicyclists and cars create stressful biking conditions.

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.

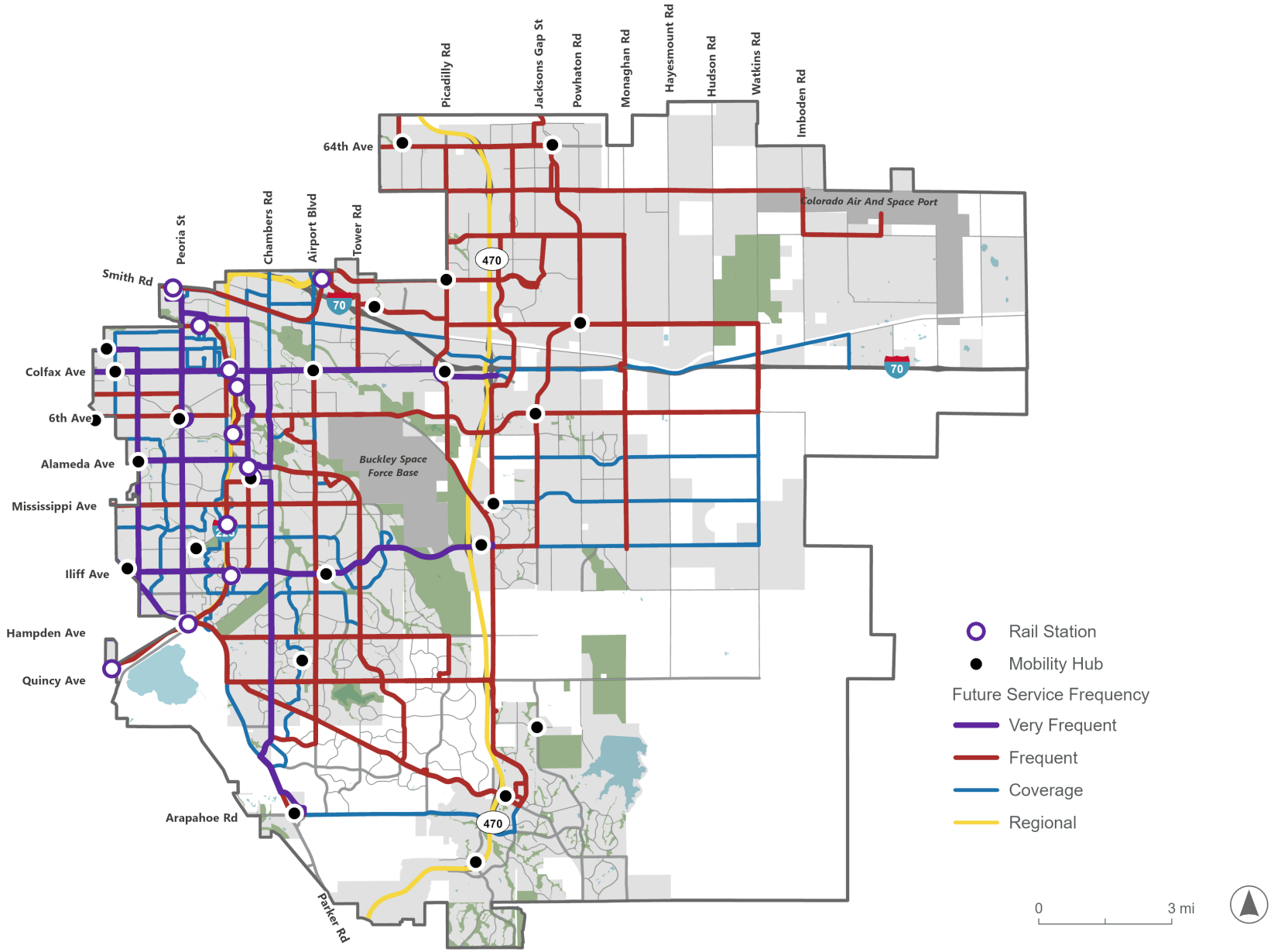
RTD has delivered public transit in Aurora since 1972. Around 13% of RTD's more than 3 million annual customers in the Denver metro area live in Aurora. 30 RTD bus and rail routes serve Aurora, including 24 local bus routes, three light-rail or commuter rail lines, and several other routes. Transit service 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



1700



People Driving

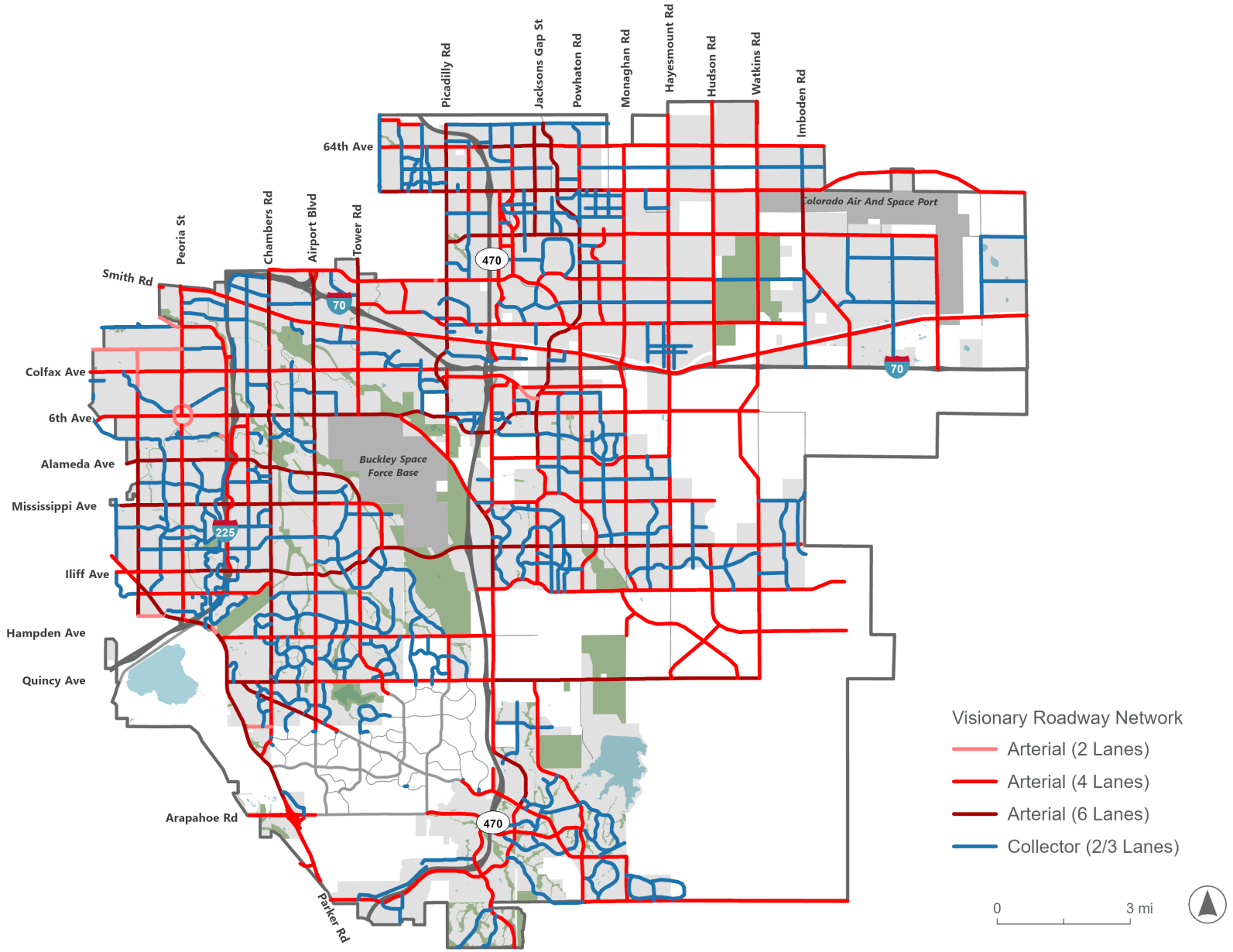
Aurora's development has long prioritized travel by car, with a traditional suburban street layout dominated by large, high-volume, arterials spaced every mile.

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





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.

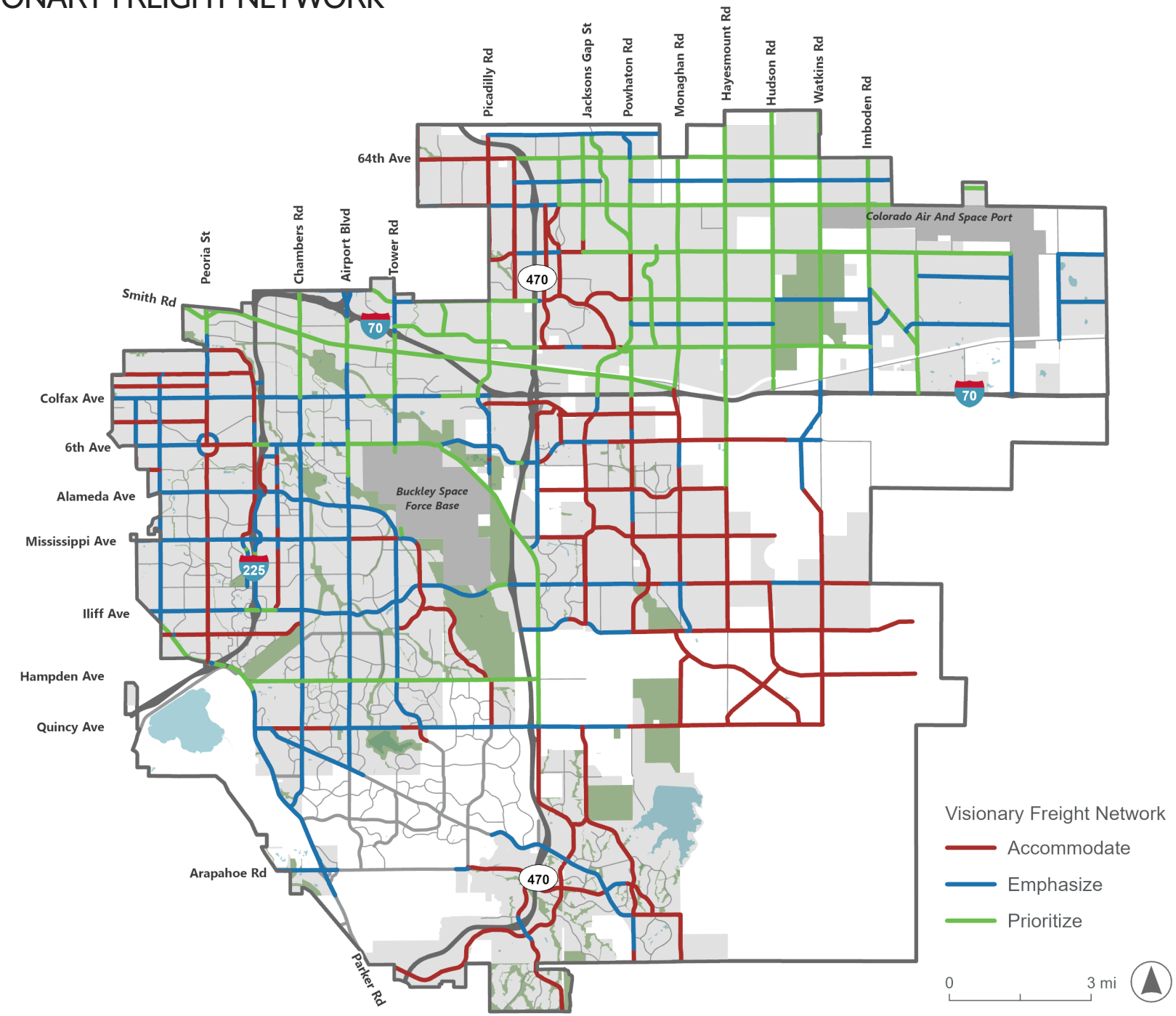
Aurora is an established regional freight hub that includes highway and rail infrastructure. Northeast Aurora, particularly north of I-70, is the primary hub for freight activity. DRCOG's 2019 Regional Multimodal Freight Plan identified this area as a regional freight focus area because of its concentration 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





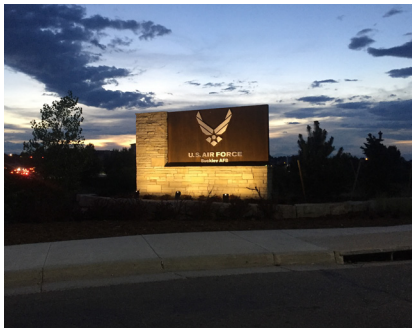
AIRPORT INFLUENCE DISTRICTS

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.

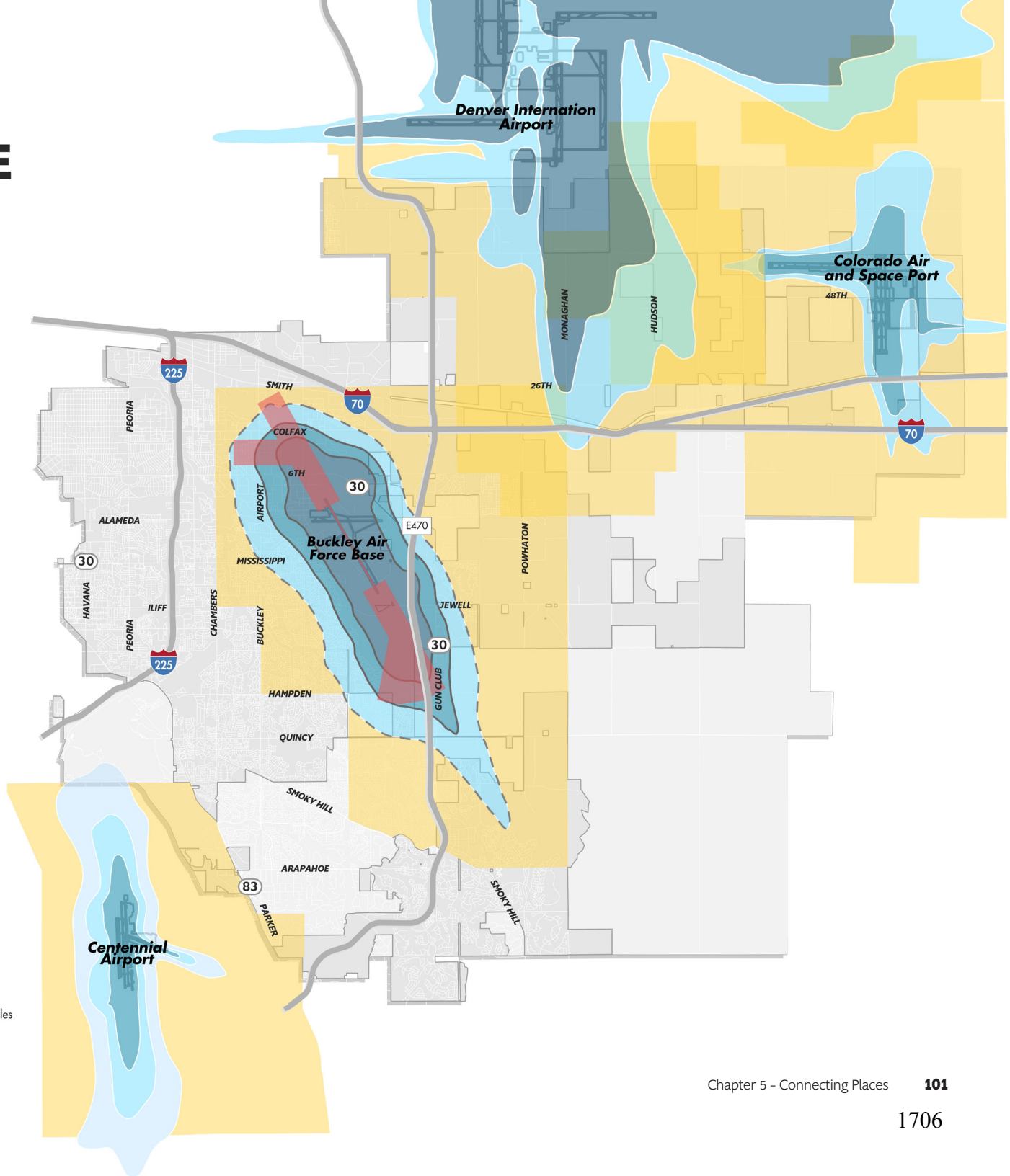
The zoning ordinance defines various areas subject to development restrictions because of their proximity to airport noise corridors. The following map illustrates airport noise contours for the airports located in and around Aurora, as well as the Accident Potential Zones near Buckley Space Force Base.





Bottom photograph provided courtesy of Denver International Airport.

AIRPORT INFLUENCE DISTRICTS



AIRPORT NOISE AND APZ

- Accident Potential Zone (APZ)
- Noise Impact District
- Special Noise Impact District
- 55 Ldn
- 60 Ldn
- 65 Ldn
- 65-80 Ldn
- Airport Influence Zone

N

0 0.75 1.5 3 Miles



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.



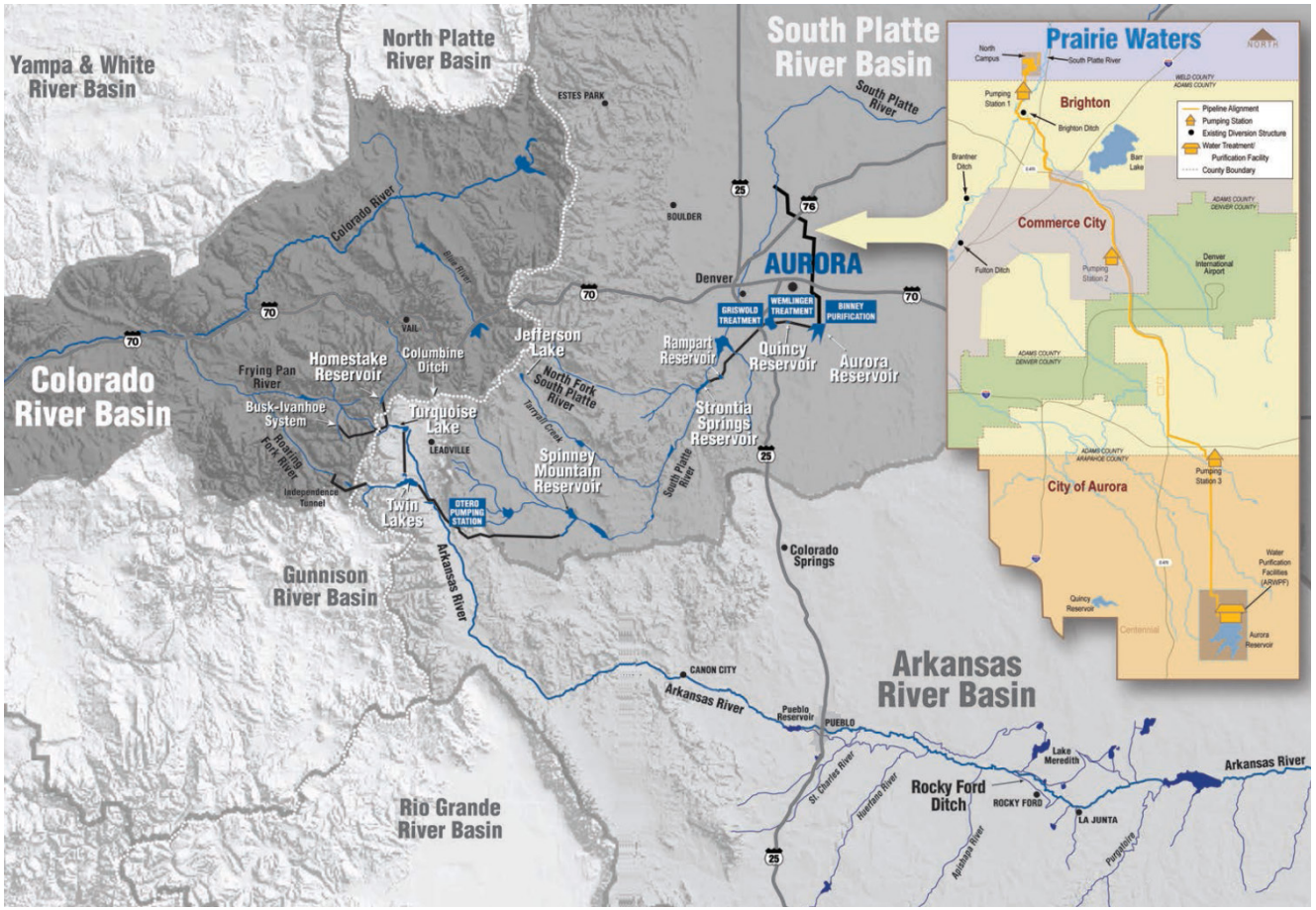




AURORA'S WATER AND WASTEWATER SYSTEMS

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.

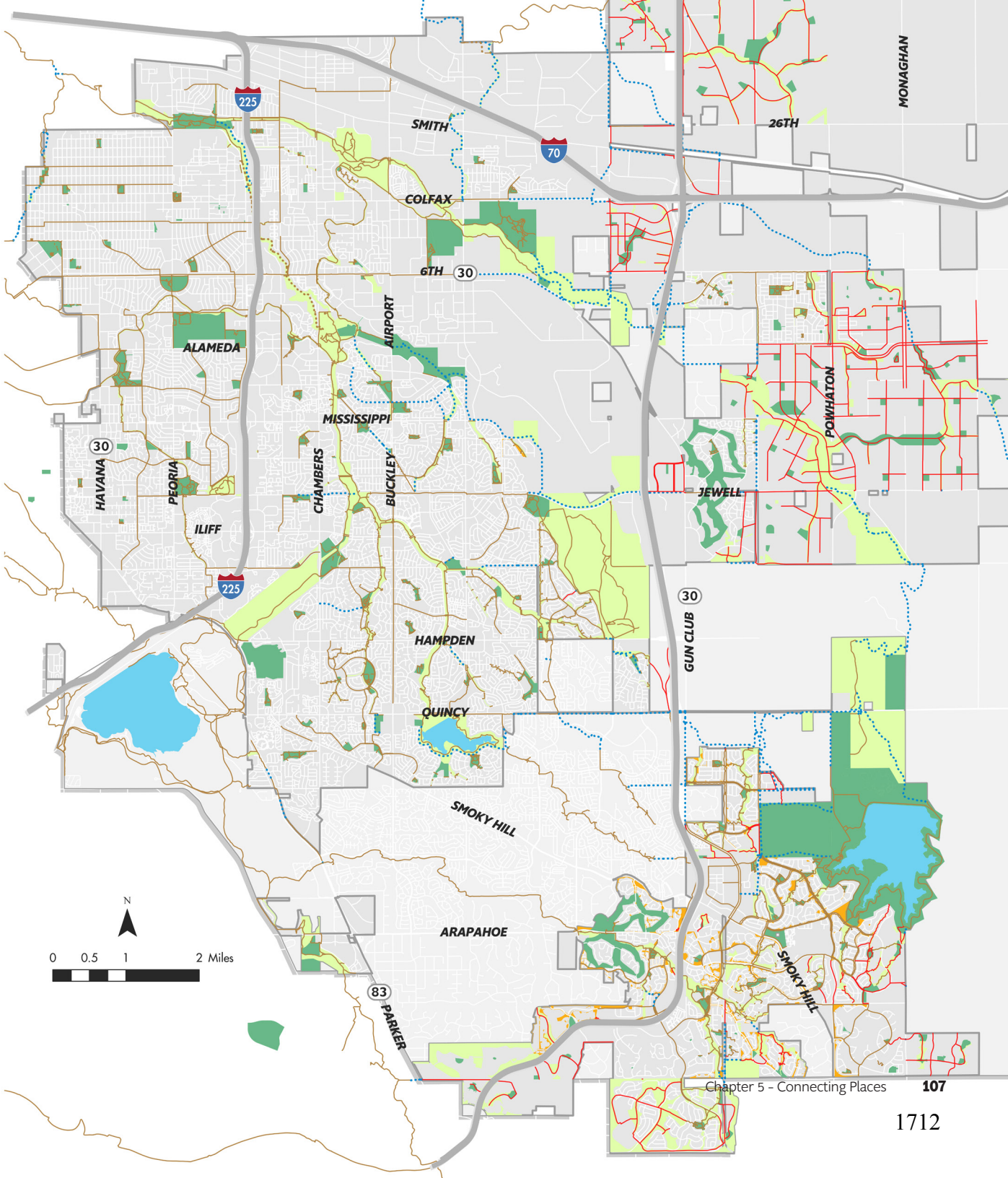
The city of Aurora maintains 97 developed parks and over 5,000 acres of open space. The system includes a broad range of facilities including parks, recreation centers, golf courses, dog parks, park shelters, playgrounds, sports fields, nature centers, swimming pools and a variety of outdoor activities 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.



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.

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.

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.

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.

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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.

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5. MISCELLANEOUS MATTERS

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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.

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5. MISCELLANEOUS MATTERS

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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

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1. WELCOME AND INTRODUCTION

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2. APPROVAL OF MINUTES

The minutes for the February 1st and February 15th TAPS meetings were approved as written.

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3. CONSENT ITEMS (None)

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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

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1. WELCOME AND INTRODUCTION

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2. CONSENT ITEMS (None)

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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.

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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

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2. APPROVAL OF MINUTES

The minutes for the April 28, 2022 TAPS meeting were approved as written.

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3. CONSENT ITEMS (None)

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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.

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5. MISCELLANEOUS MATTERS (None)

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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.

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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

Miles 0 0.125 0.25

Tributary
Zoning Map Amendment from R-2 to MU-A

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: #2383-00

5/18/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\Development Review\Data Services\VicinityMap_Pro\VicinityMap_Pro_Arial.aprx



Zone Map Amendment

NARRATIVE & EXHIBITS

1772

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.

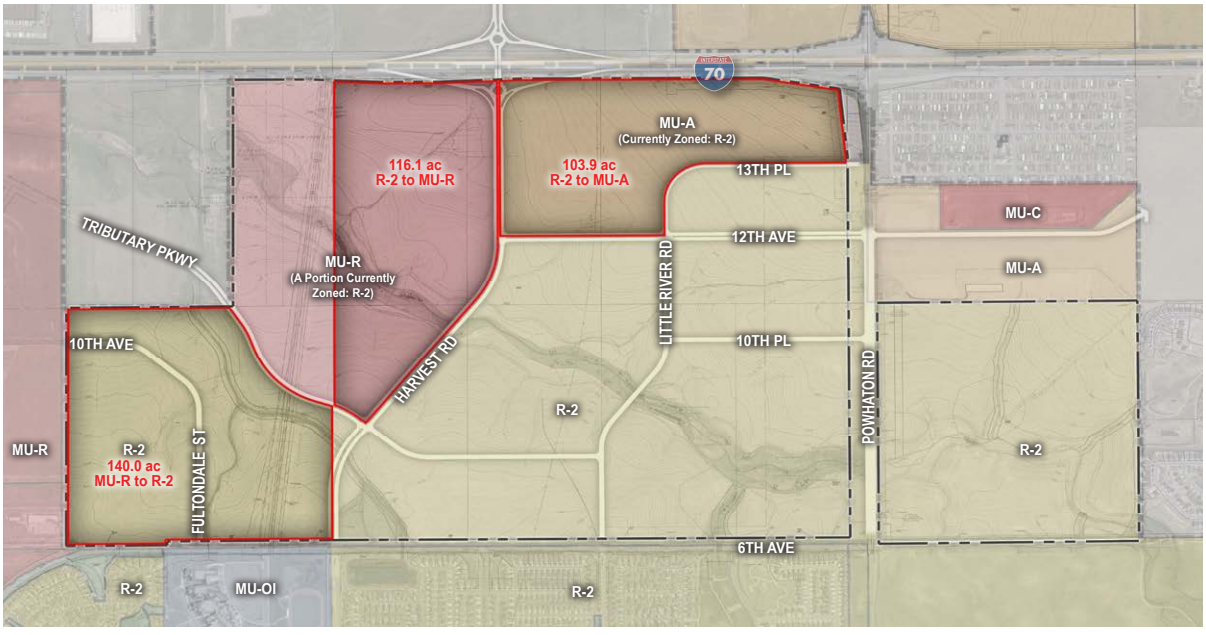
Rezone land west of Harvest Road and north of Tributary Parkway from Medium Density District (R-2) to Mixed-Use Regional District (MU-R)

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.

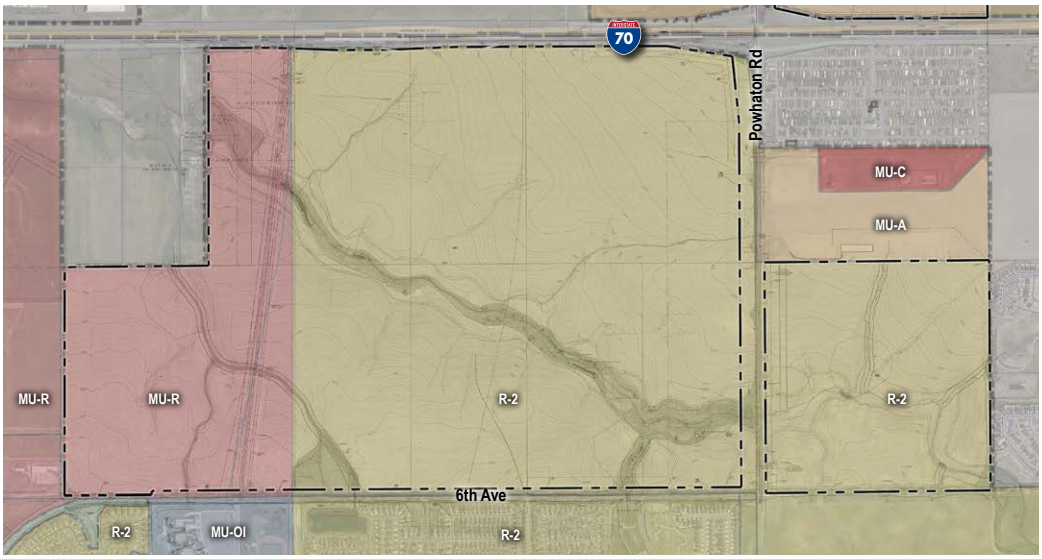
Rezone land west of Harvest Road and south of Tributary Parkway from Mixed-Use Regional (MU-R) to Medium Density Residential (R-2)

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.

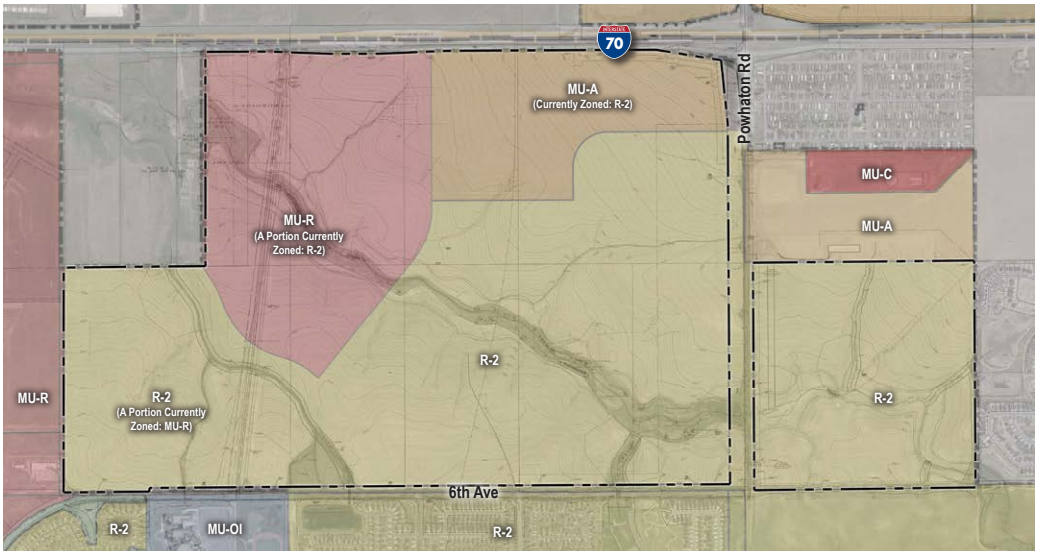
PROPOSED ZONE MAP AMENDMENTS



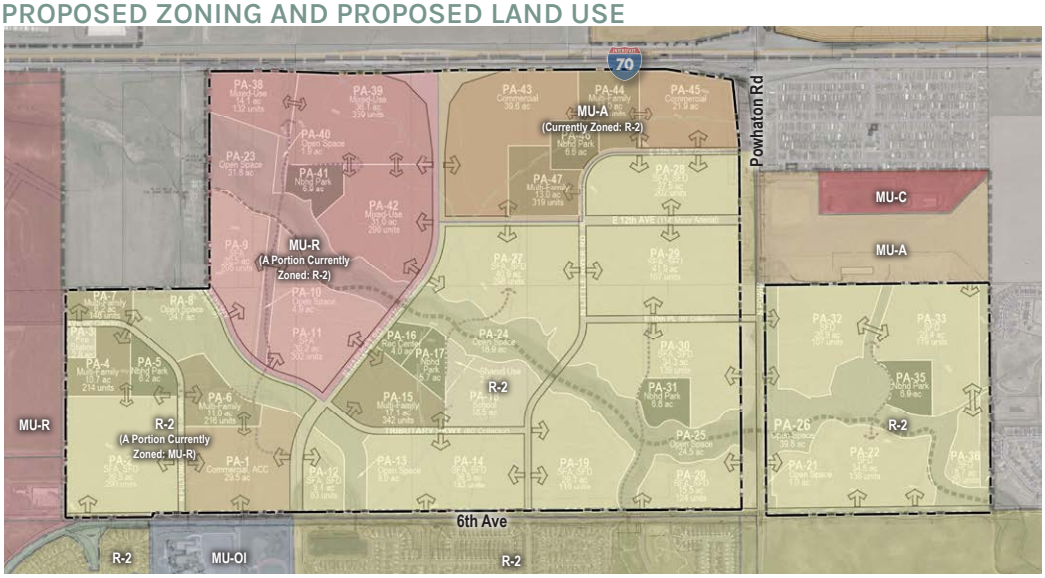
EXISTING ZONING



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.

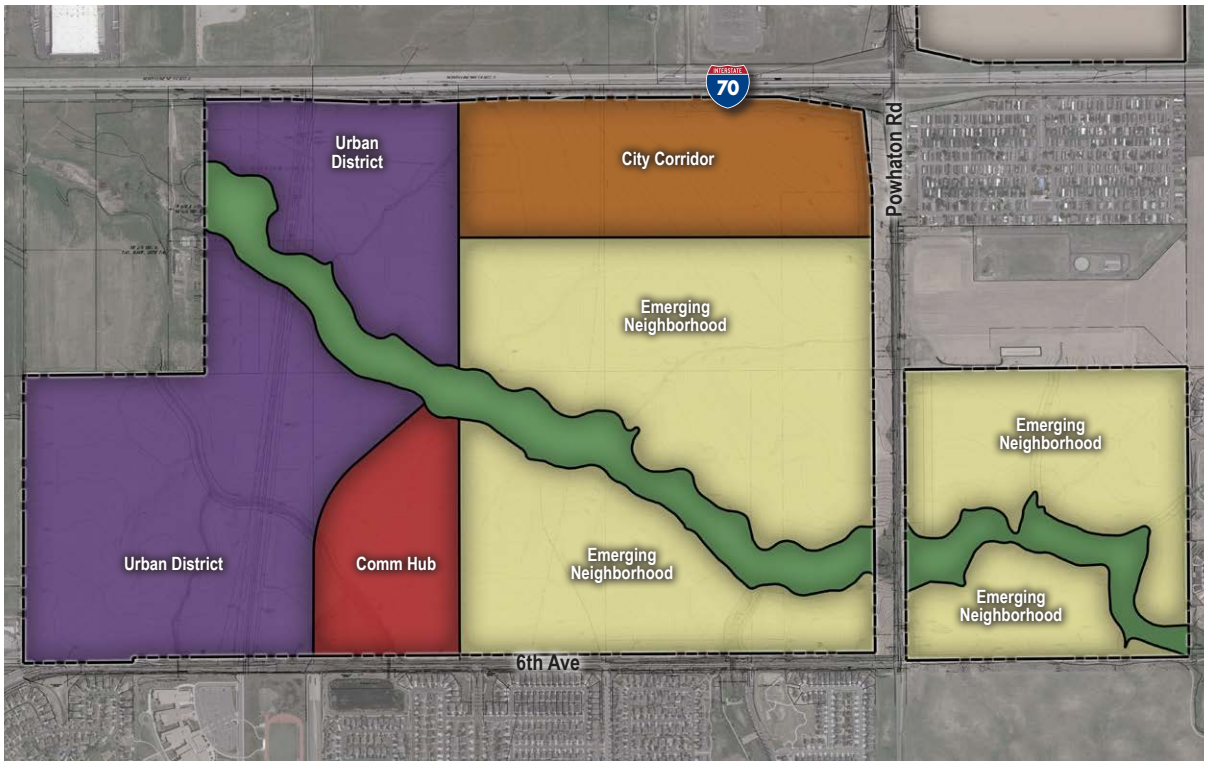
Proposed zoning and Existing Placetypes designations align as follows:

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.

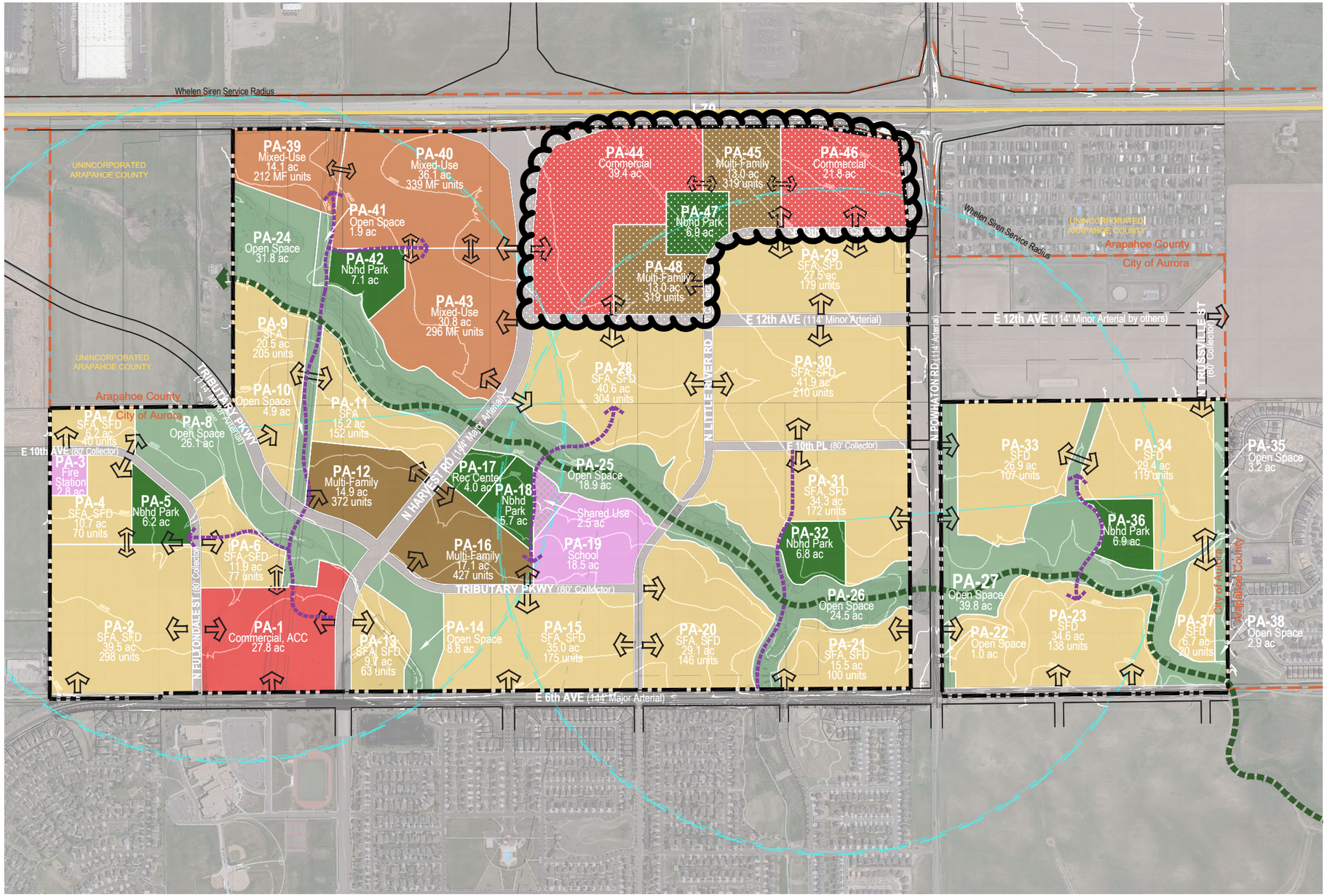
The Mixed-Use Regional zone district serves to allow a mix of residential and commercial land uses at major intersections and regional activity centers. Expansion of this zoning designation to the proposed Harvest Road alignment will enable a comprehensive development of the land as was intended with 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

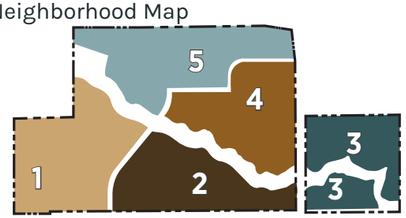
- Property Boundary
- Proposed Right of Way
- City Line
- County Line
- Potential Neighborhood Access Point
- Proposed Local Trail
- Proposed Regional Trail
- Proposed Open Space
- Proposed Neighborhood Park
- Proposed Commercial
- Proposed Mixed-Use
- Proposed Multi-Family
- Proposed SFD & SFA
- Proposed 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.

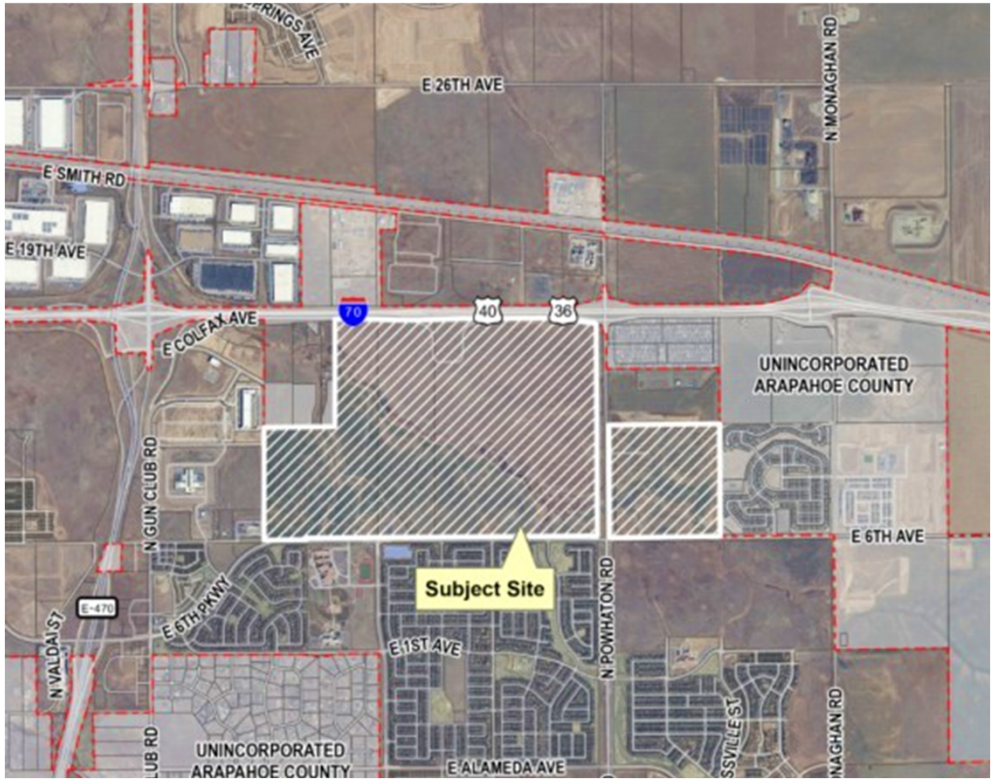
Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

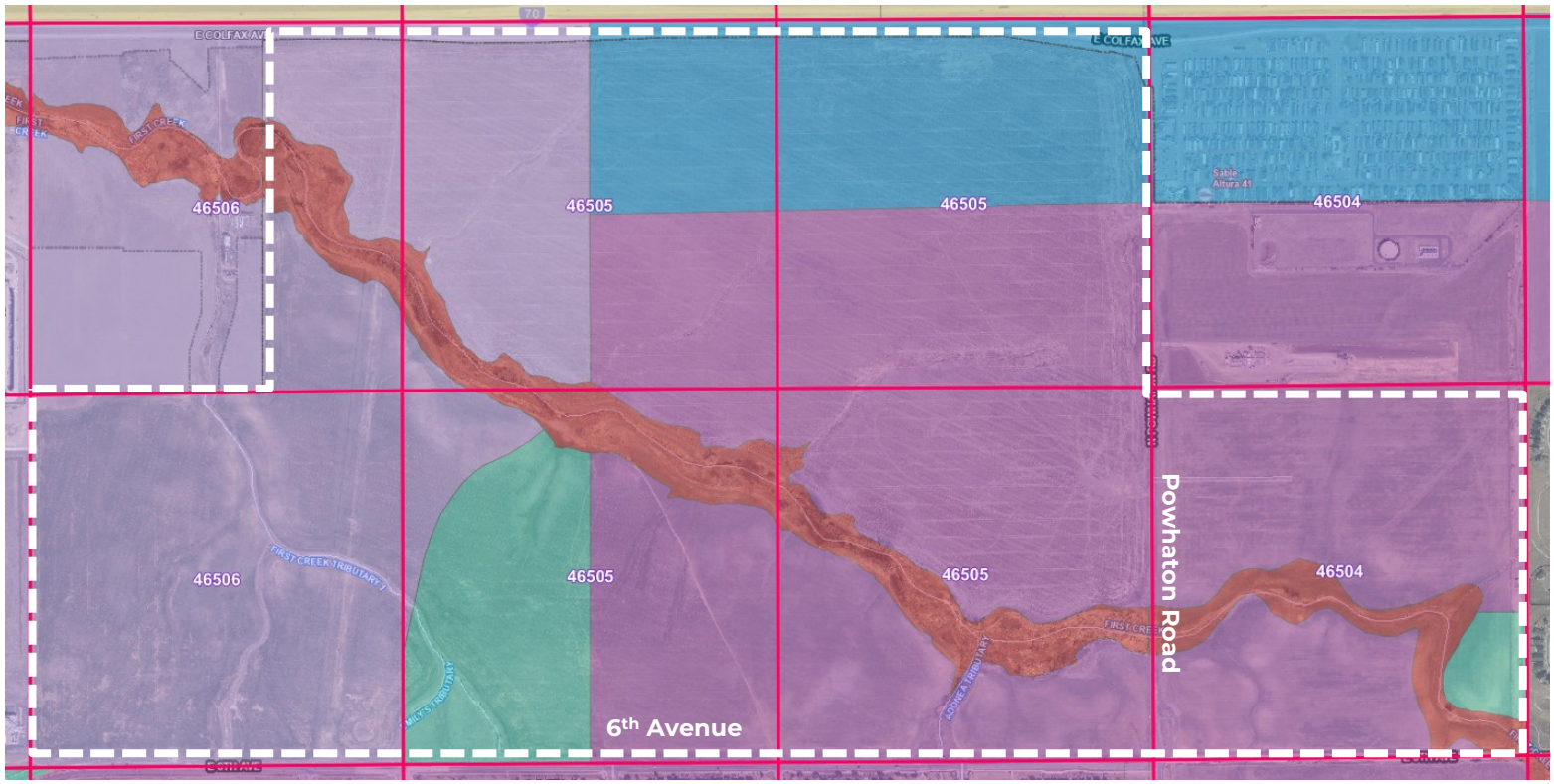
Aurora City Council

June 8, 2026

Tributary – Zoning Map Amendments



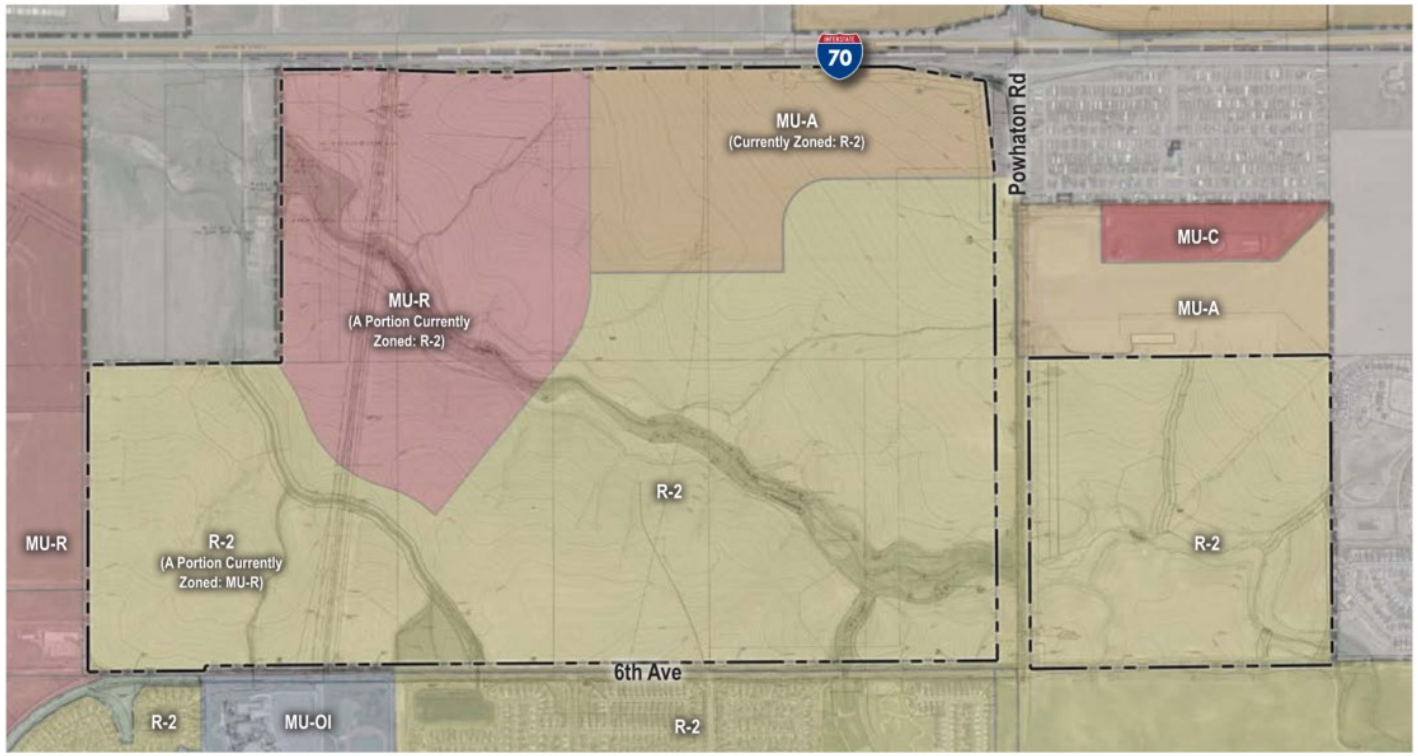
Vicinity Map



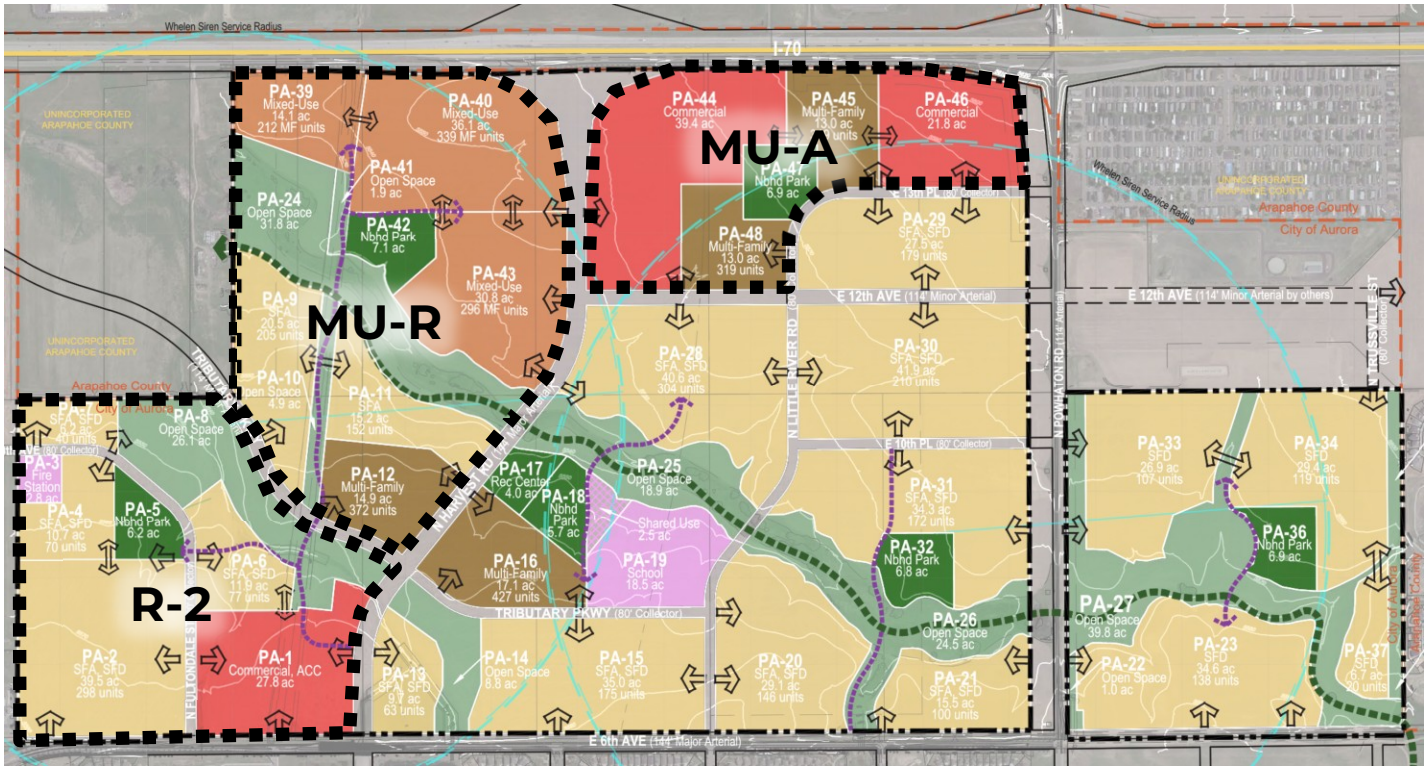
Placetype Map



Current Zoning Map



Proposed Zoning Map


MU-A
MU-R
R-2
I-70
E 12th AVE (114' Minor Arterial)
E 6th AVE (144' Major Arterial)
TRIBUTARY PKWY (80' Collector)
E 10th PL (80' Collector)
PA-1 Commercial, ACC 27.8 ac
PA-2 SFA, SFD 39.5 ac 296 units
PA-3 Fire Station
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
Shared Use 2.5 ac
Whelen Siren Service Radius
UNINCORPORATED ARAPAHOE COUNTY
Arapahoe County
City of Aurora
E 12th AVE (114' Minor Arterial by others)

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 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.

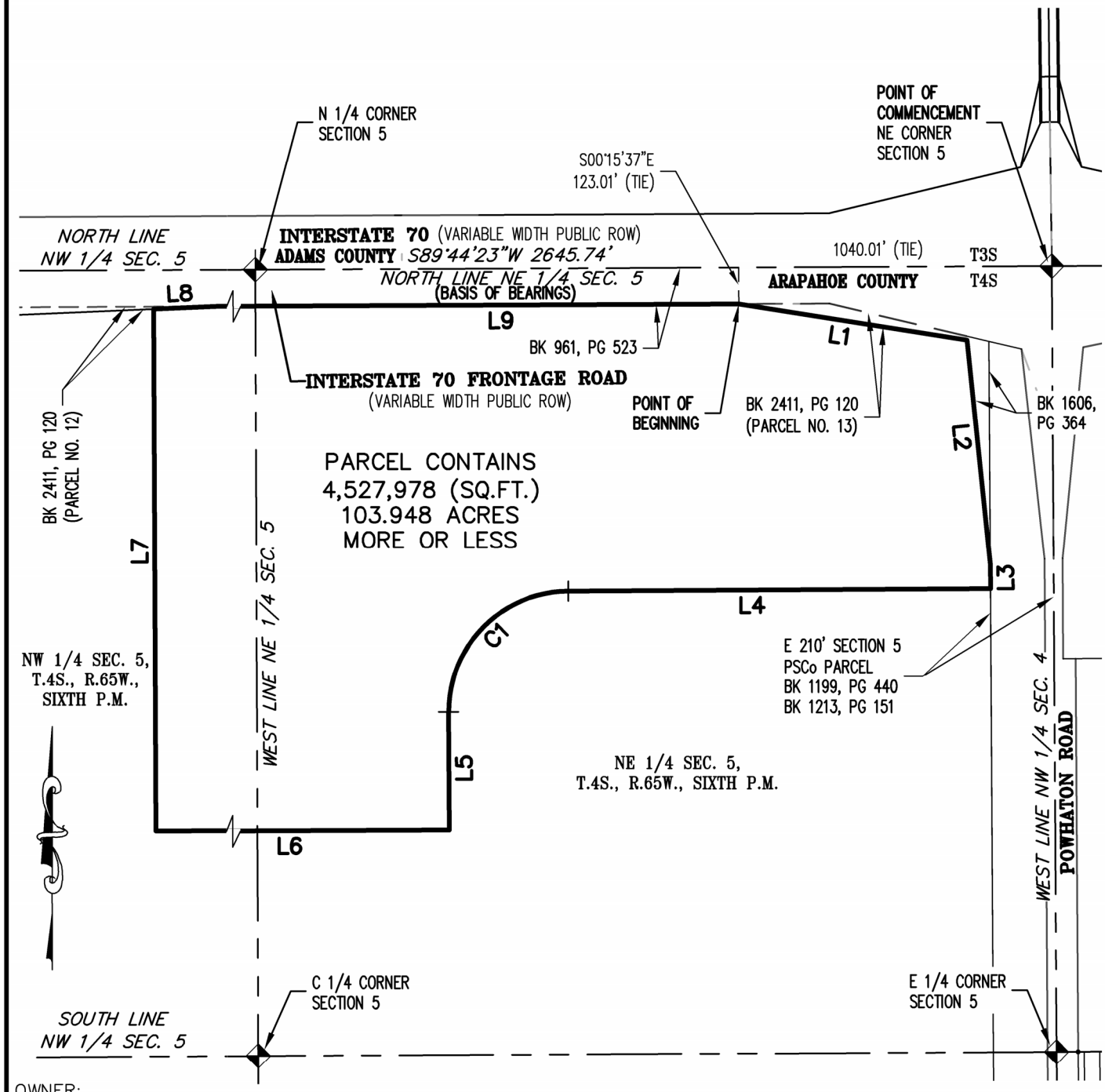
ALL LINEAL UNITS IN U.S. SURVEY FEET.



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.)

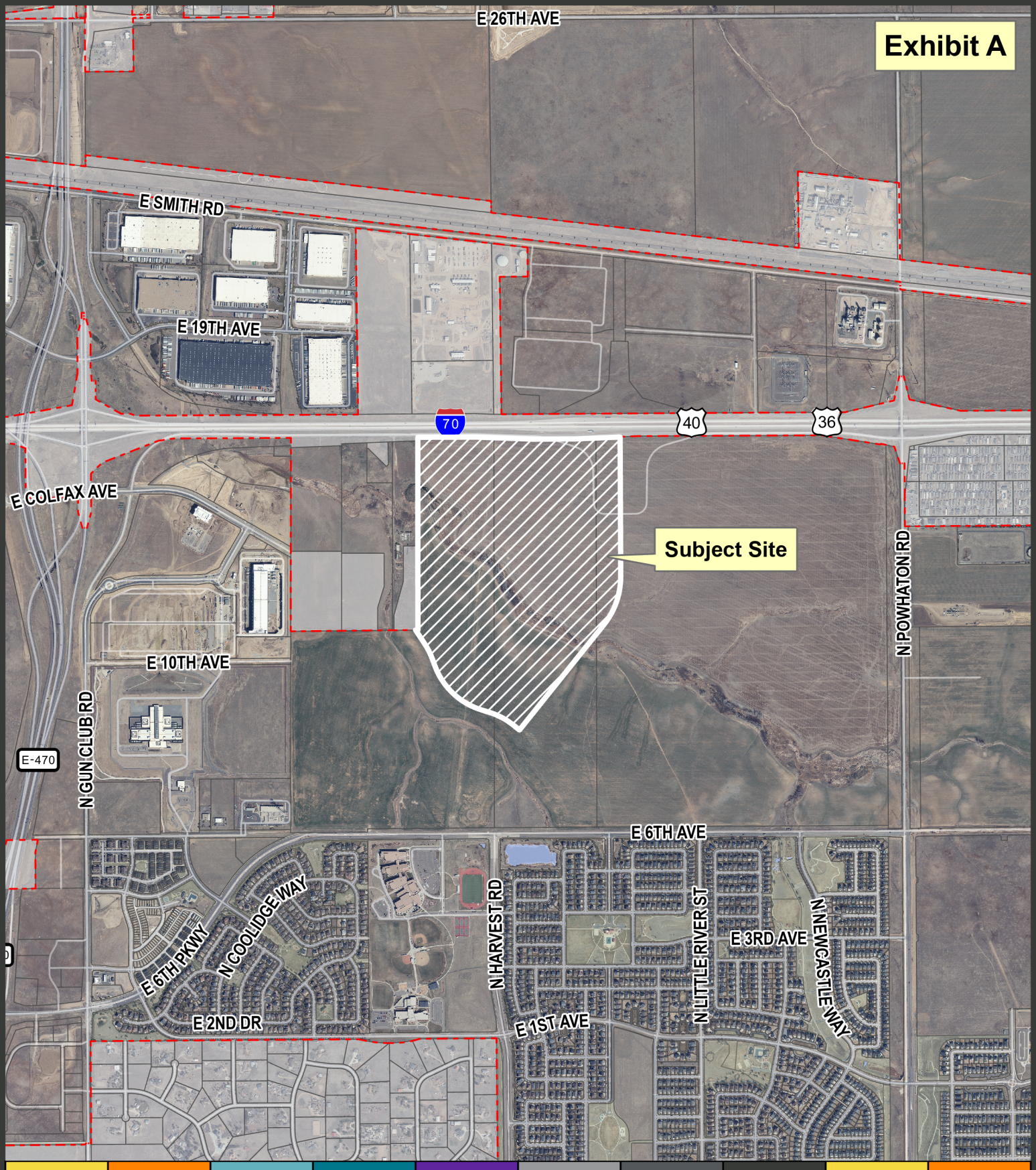
N/A

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

Miles 0 0.125 0.25

Tributary
Zoning Map Amendment from R-2 to MU-R

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: #2000-00

5/18/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\Development Review\Data Services\VicinityMap_Pro\VicinityMap_Pro_Arial.aprx



Zone Map Amendment

NARRATIVE & EXHIBITS

1801

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.

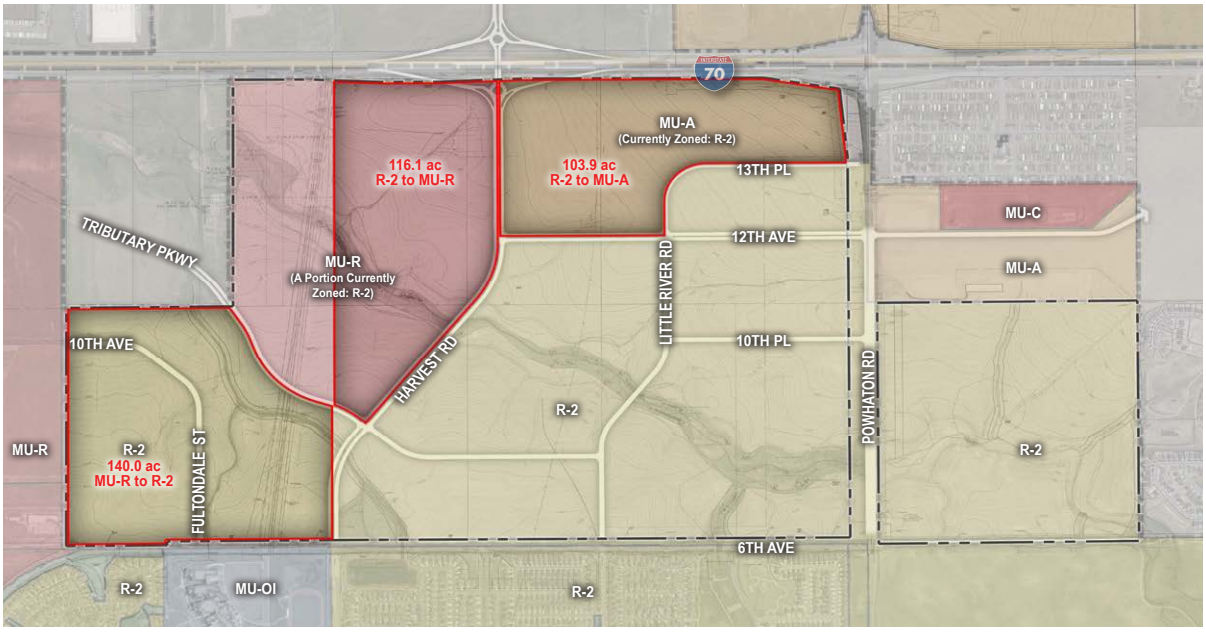
Rezone land west of Harvest Road and north of Tributary Parkway from Medium Density District (R-2) to Mixed-Use Regional District (MU-R)

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.

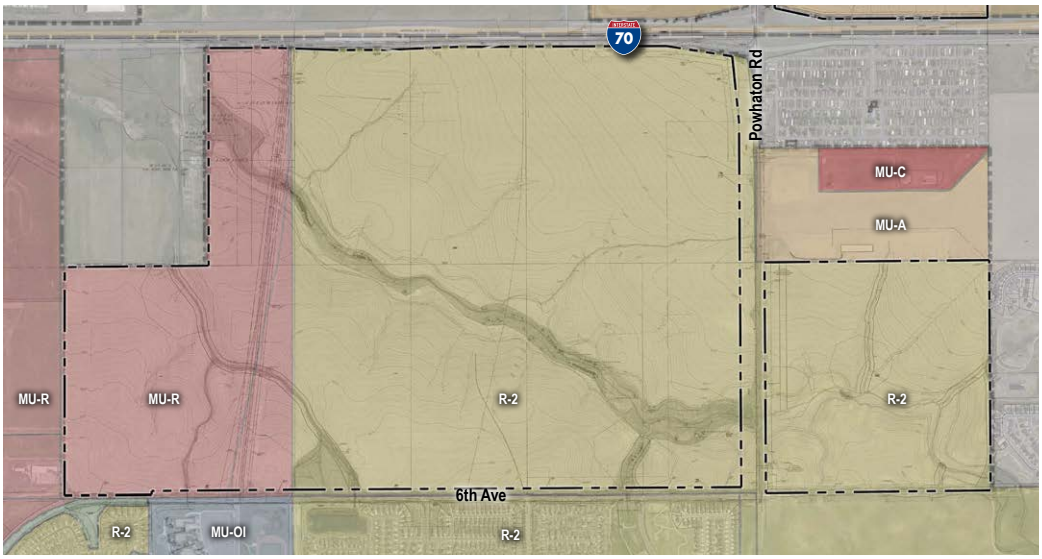
Rezone land west of Harvest Road and south of Tributary Parkway from Mixed-Use Regional (MU-R) to Medium Density Residential (R-2)

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.

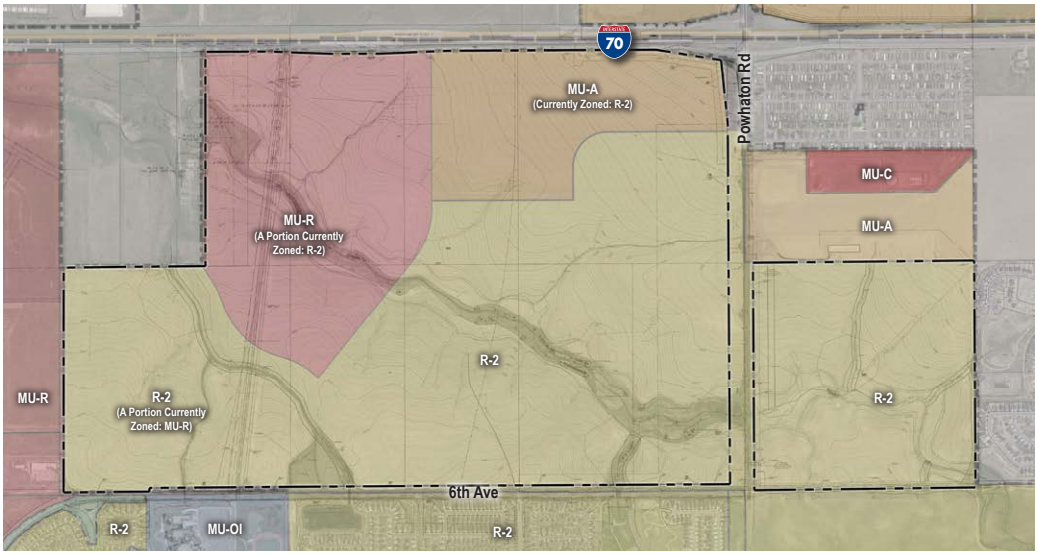
PROPOSED ZONE MAP AMENDMENTS



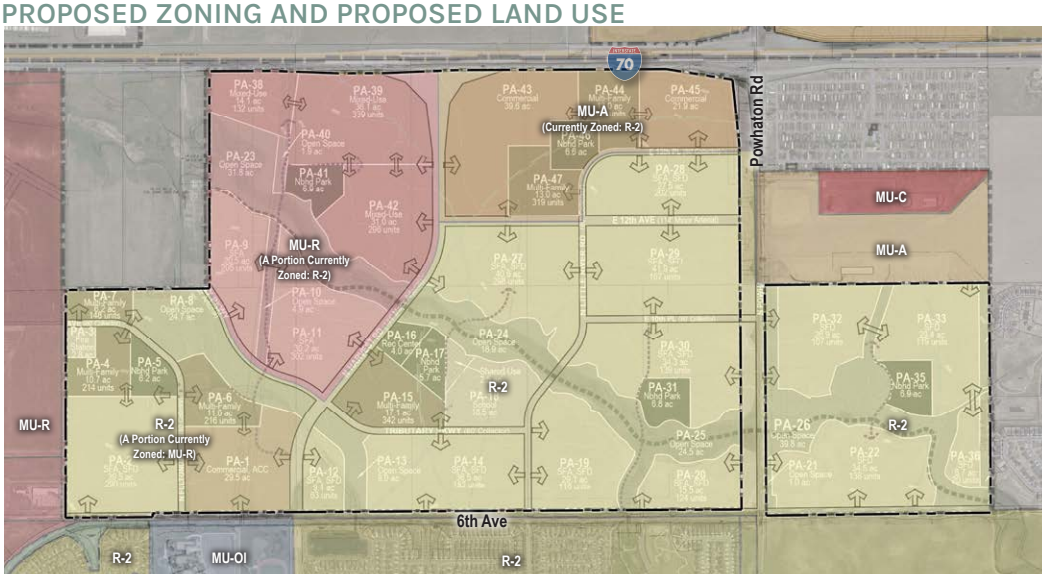
EXISTING ZONING



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.

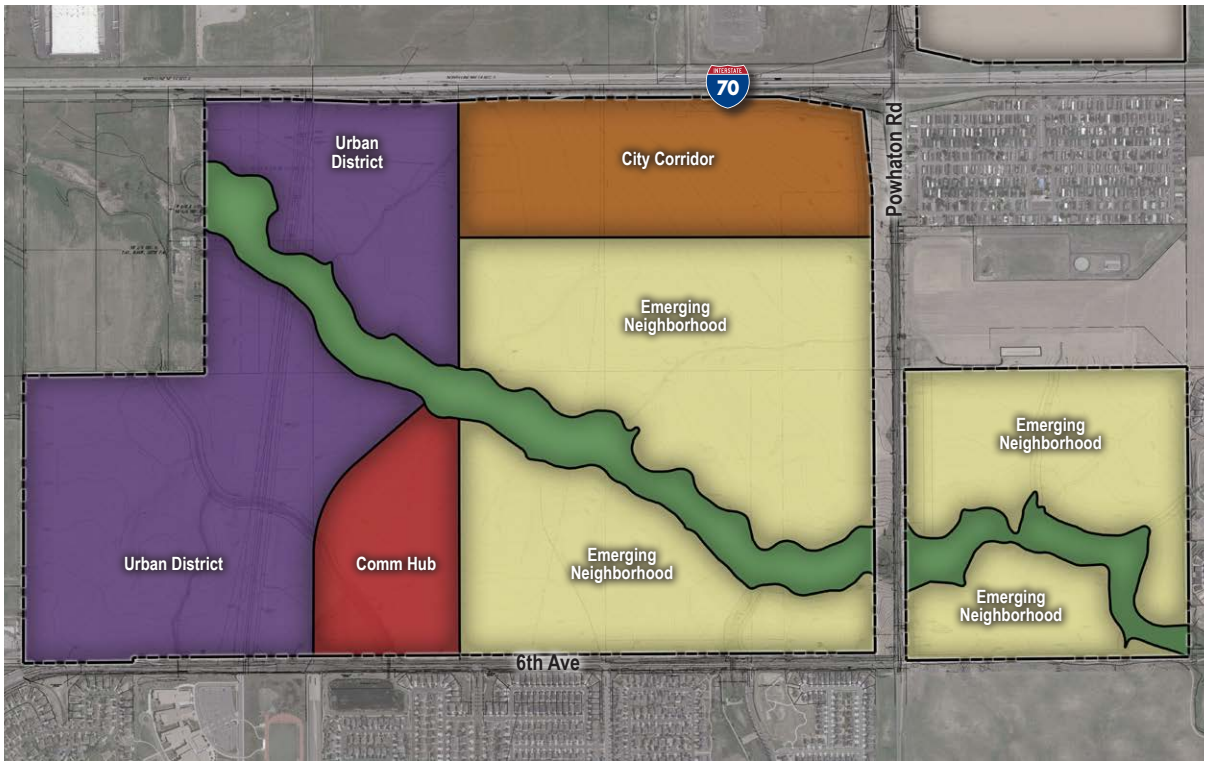
Proposed zoning and Existing Placetypes designations align as follows:

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.

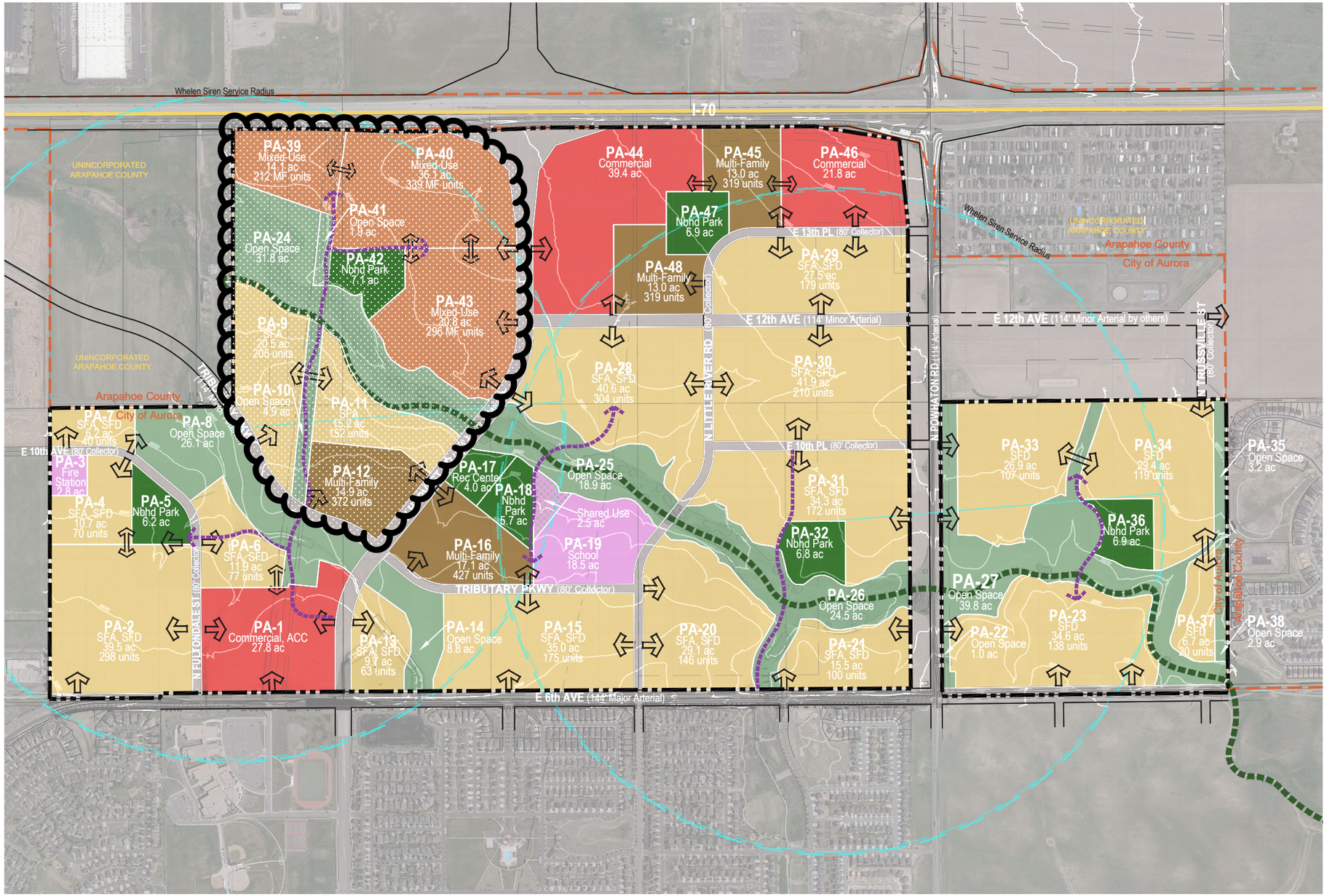
The Mixed-Use Regional zone district serves to allow a mix of residential and commercial land uses at major intersections and regional activity centers. Expansion of this zoning designation to the proposed Harvest Road alignment will enable a comprehensive development of the land as was intended with 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

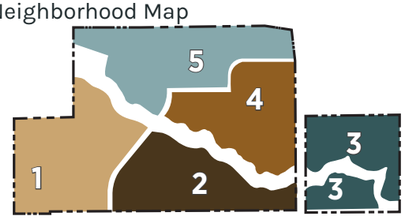
- Property Boundary
- Proposed Right of Way
- City Line
- County Line
- Potential Neighborhood Access Point
- Proposed Local Trail
- Proposed Regional Trail
- Proposed Open Space
- Proposed Neighborhood Park
- Proposed Commercial
- Proposed Mixed-Use
- Proposed Multi-Family
- Proposed SFD & SFA
- Proposed 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

0' 500' 1,000'
SCALE: 1" = 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.

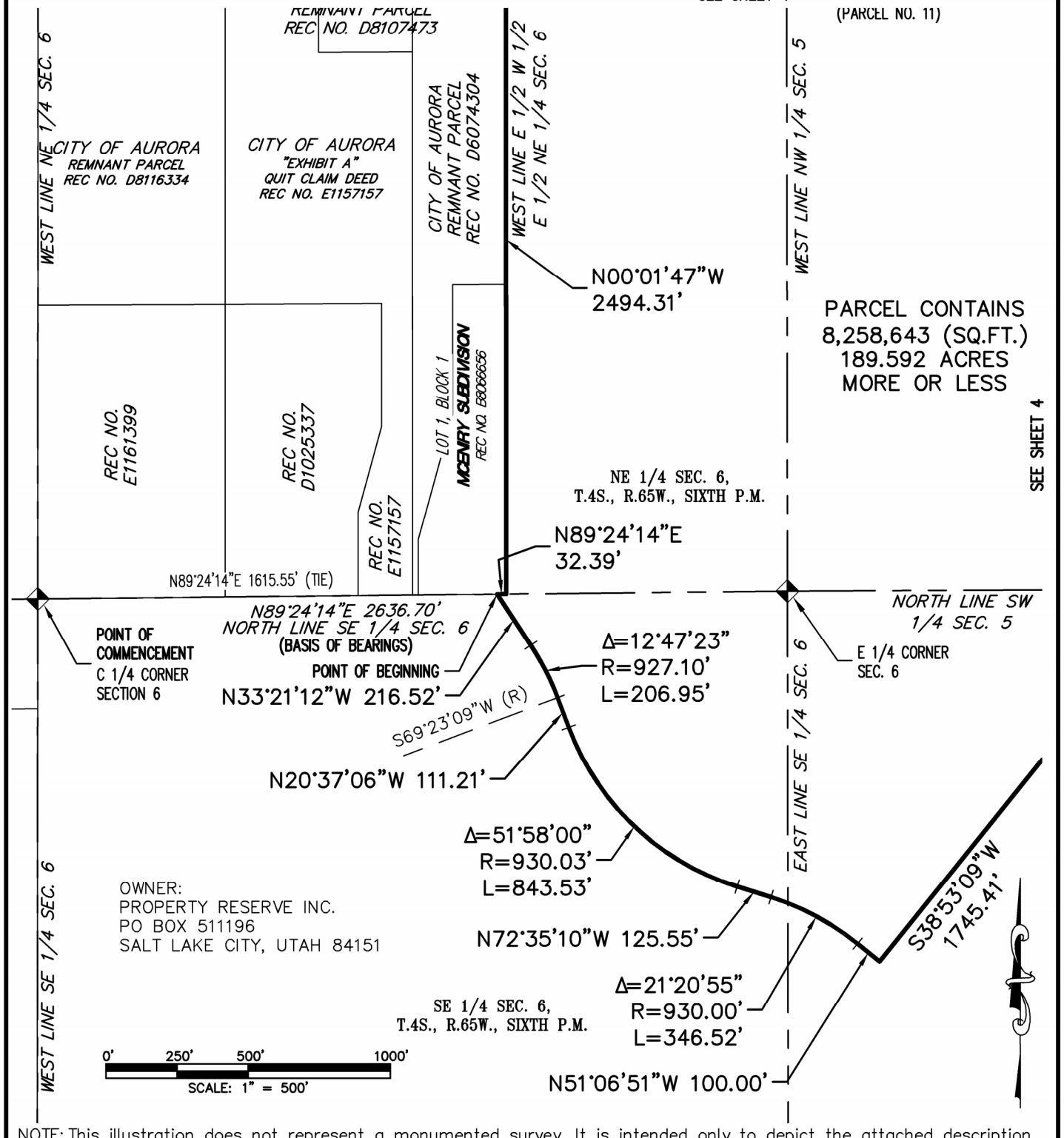
ALL LINEAL UNITS IN U.S. SURVEY FEET.



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.

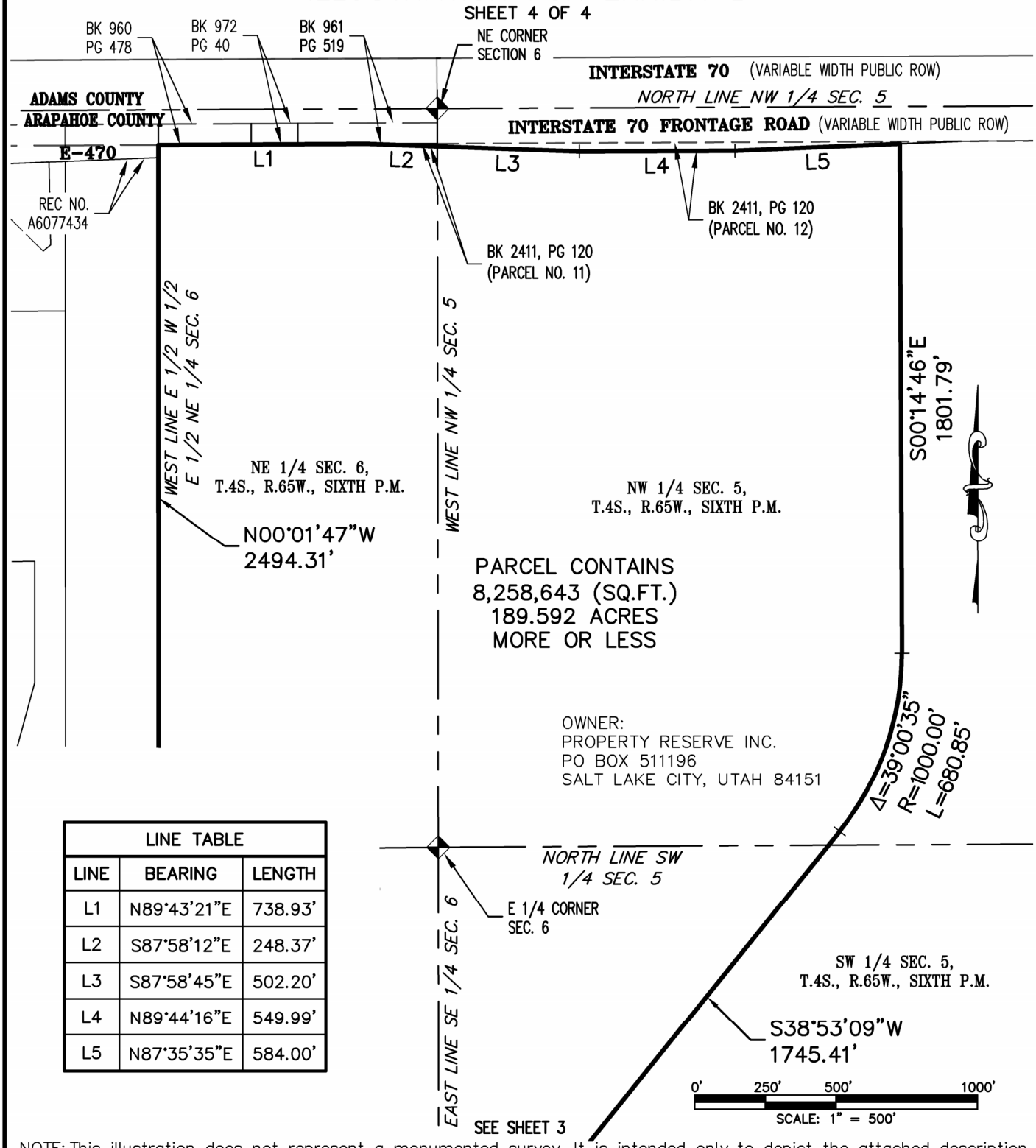
CITY OF AURORA, COLORADO

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

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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.)

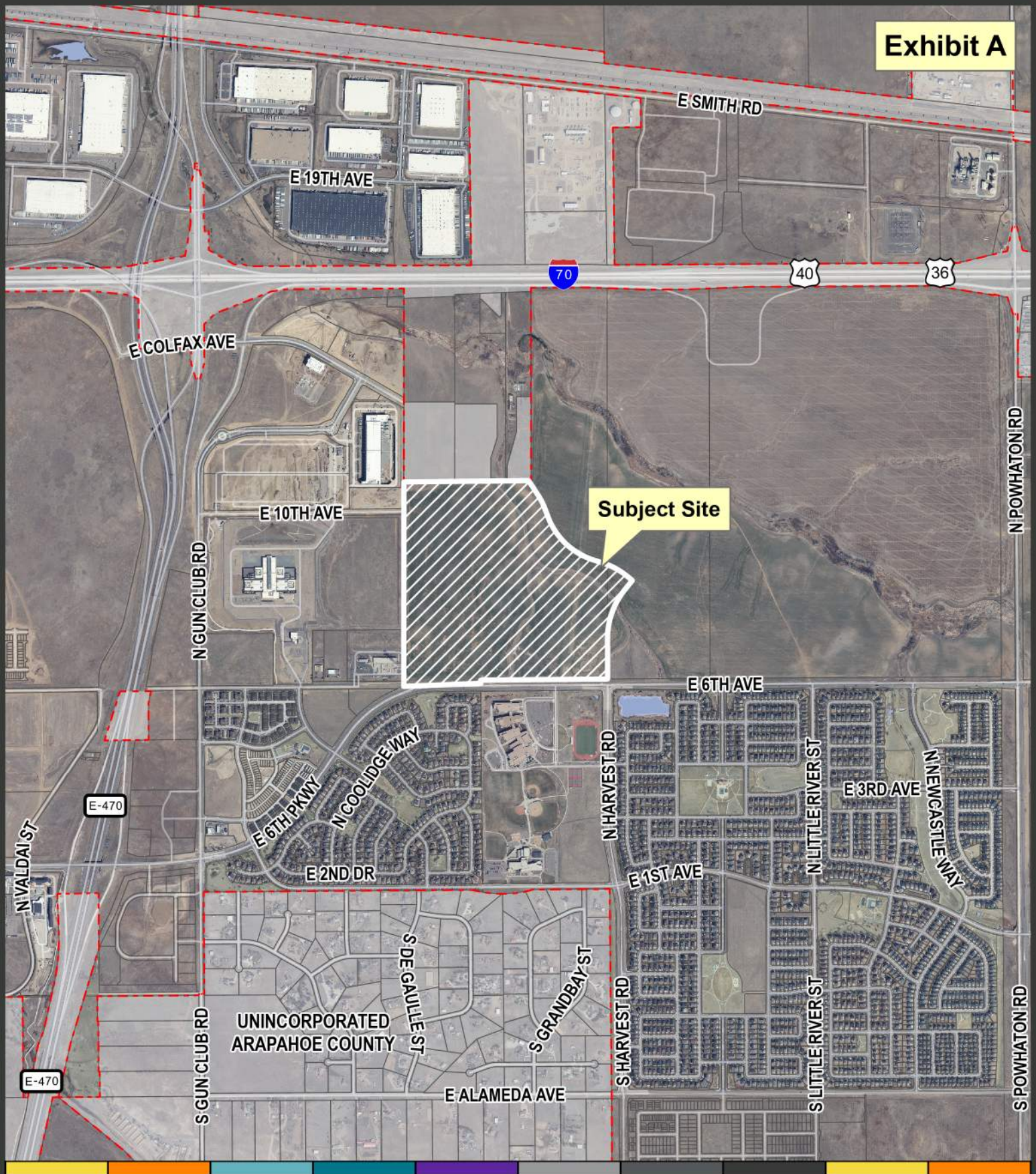
N/A

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: #2021-00

5/18/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\Development Review\Data Services\VicinityMap_Pro\VicinityMap_Pro_Arial.aprx



Zone Map Amendment

NARRATIVE & EXHIBITS

1822

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.

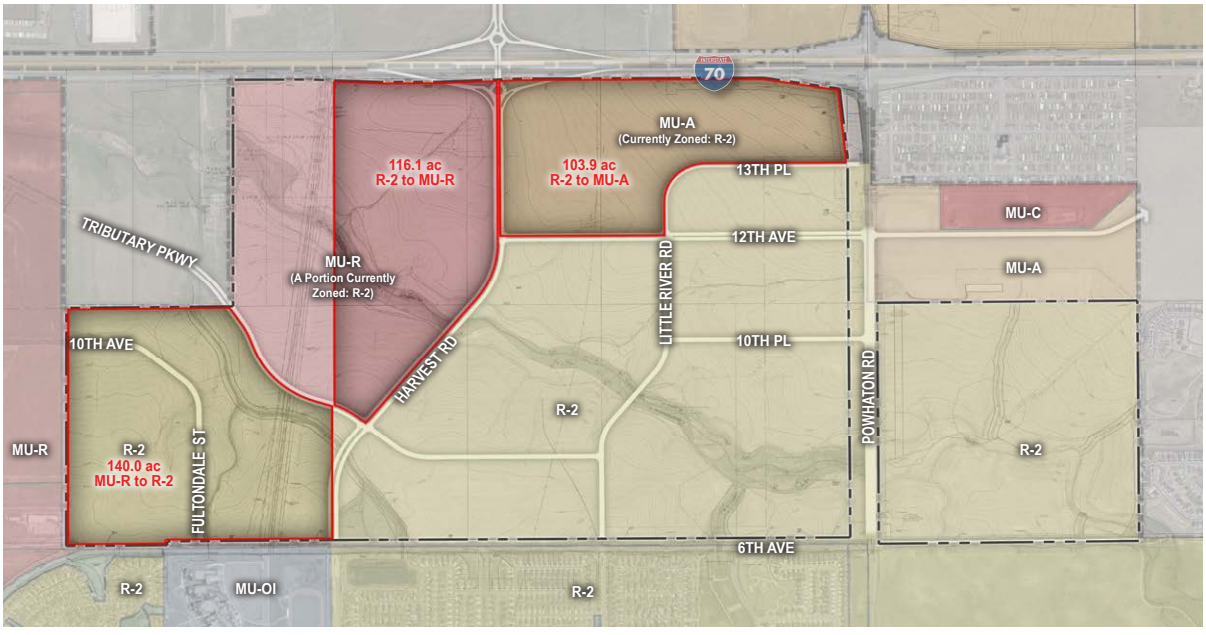
Rezone land west of Harvest Road and north of Tributary Parkway from Medium Density District (R-2) to Mixed-Use Regional District (MU-R)

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.

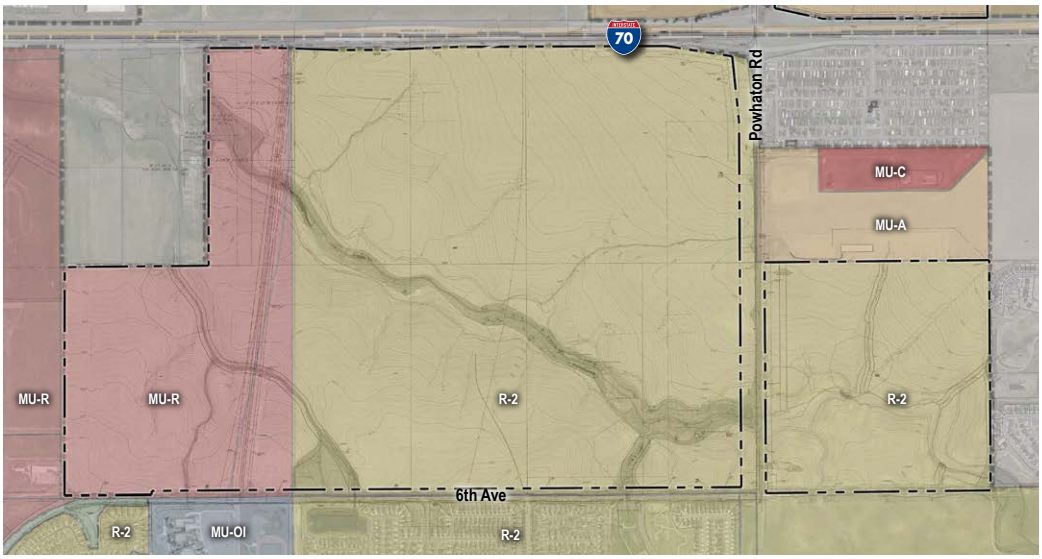
Rezone land west of Harvest Road and south of Tributary Parkway from Mixed-Use Regional (MU-R) to Medium Density Residential (R-2)

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.

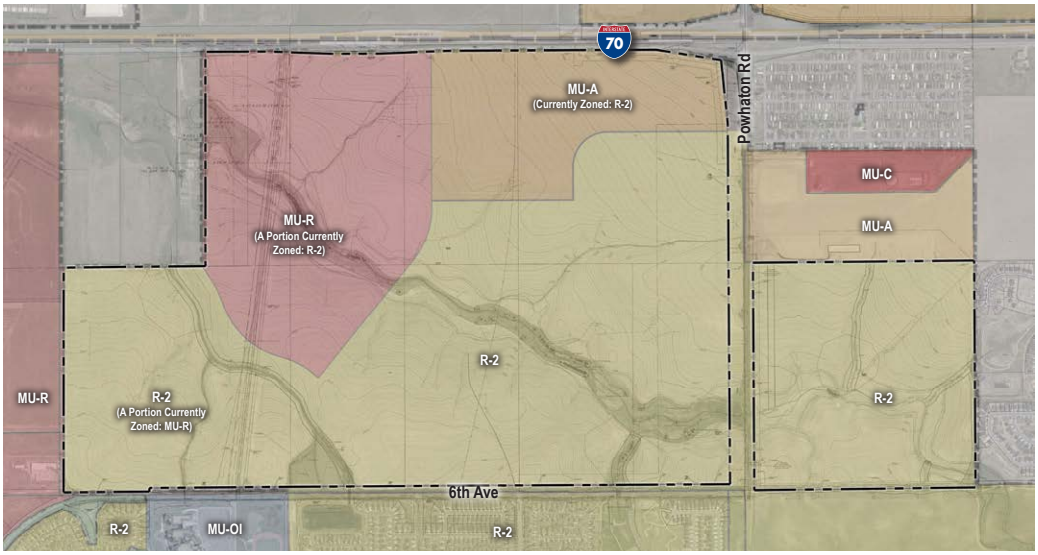
PROPOSED ZONE MAP AMENDMENTS



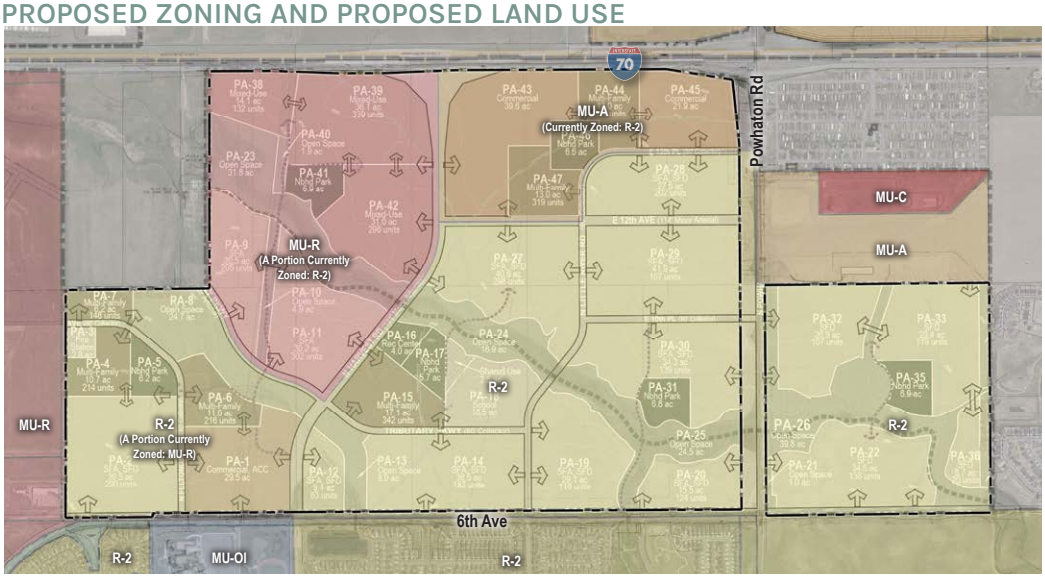
EXISTING ZONING



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.

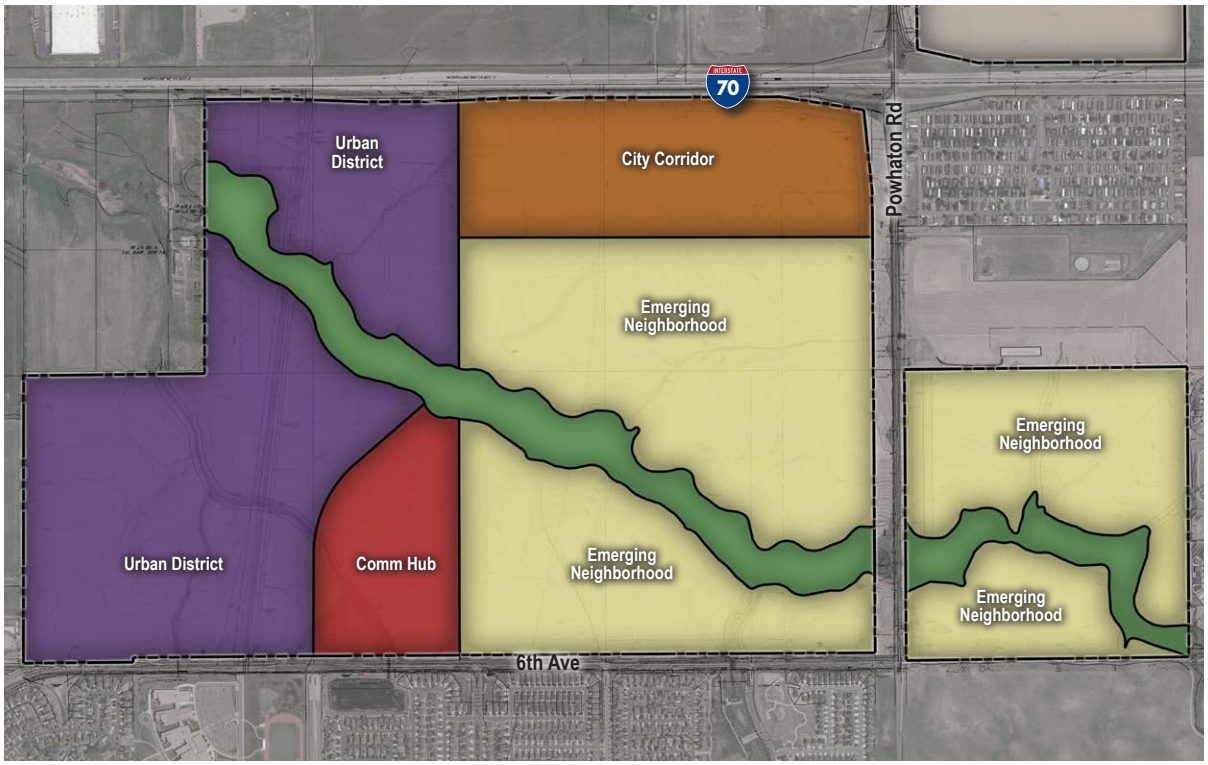
Proposed zoning and Existing Placetypes designations align as follows:

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.

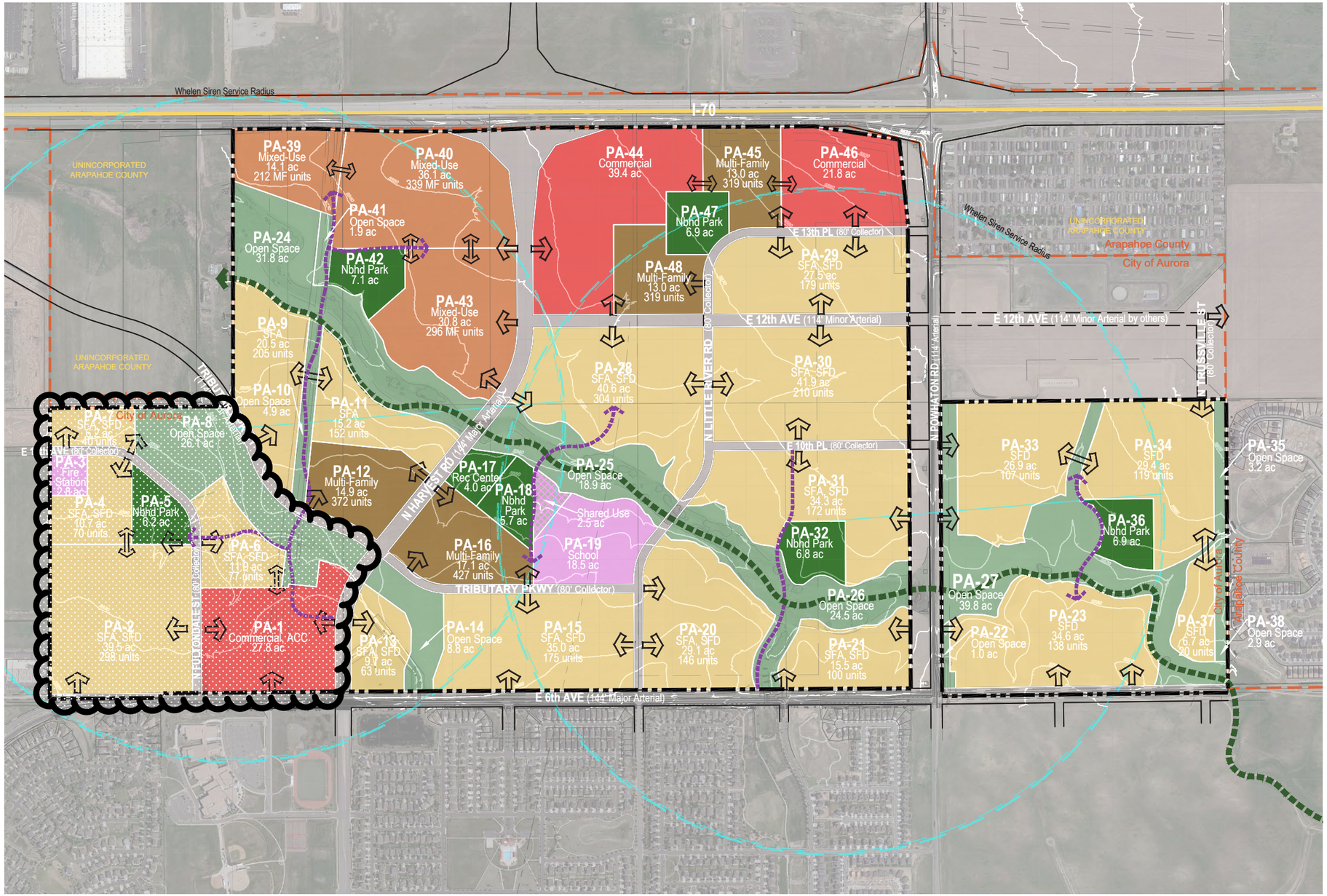
The Mixed-Use Regional zone district serves to allow a mix of residential and commercial land uses at major intersections and regional activity centers. Expansion of this zoning designation to the proposed Harvest Road alignment will enable a comprehensive development of the land as was intended with 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

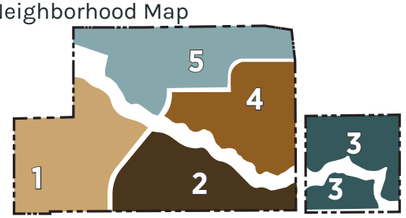
- Property Boundary
- Proposed Right of Way
- City Line
- County Line
- Potential Neighborhood Access Point
- Proposed Local Trail
- Proposed Regional Trail
- Proposed Open Space
- Proposed Neighborhood Park
- Proposed Commercial
- Proposed Mixed-Use
- Proposed Multi-Family
- Proposed SFD & SFA
- Proposed 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.

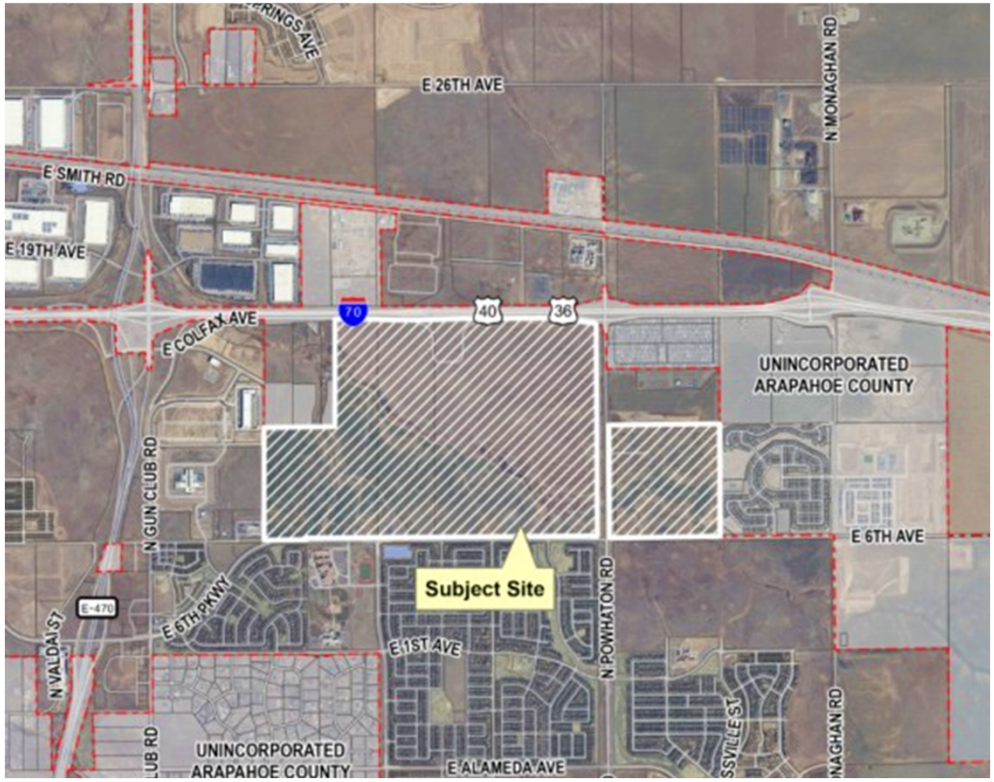
Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

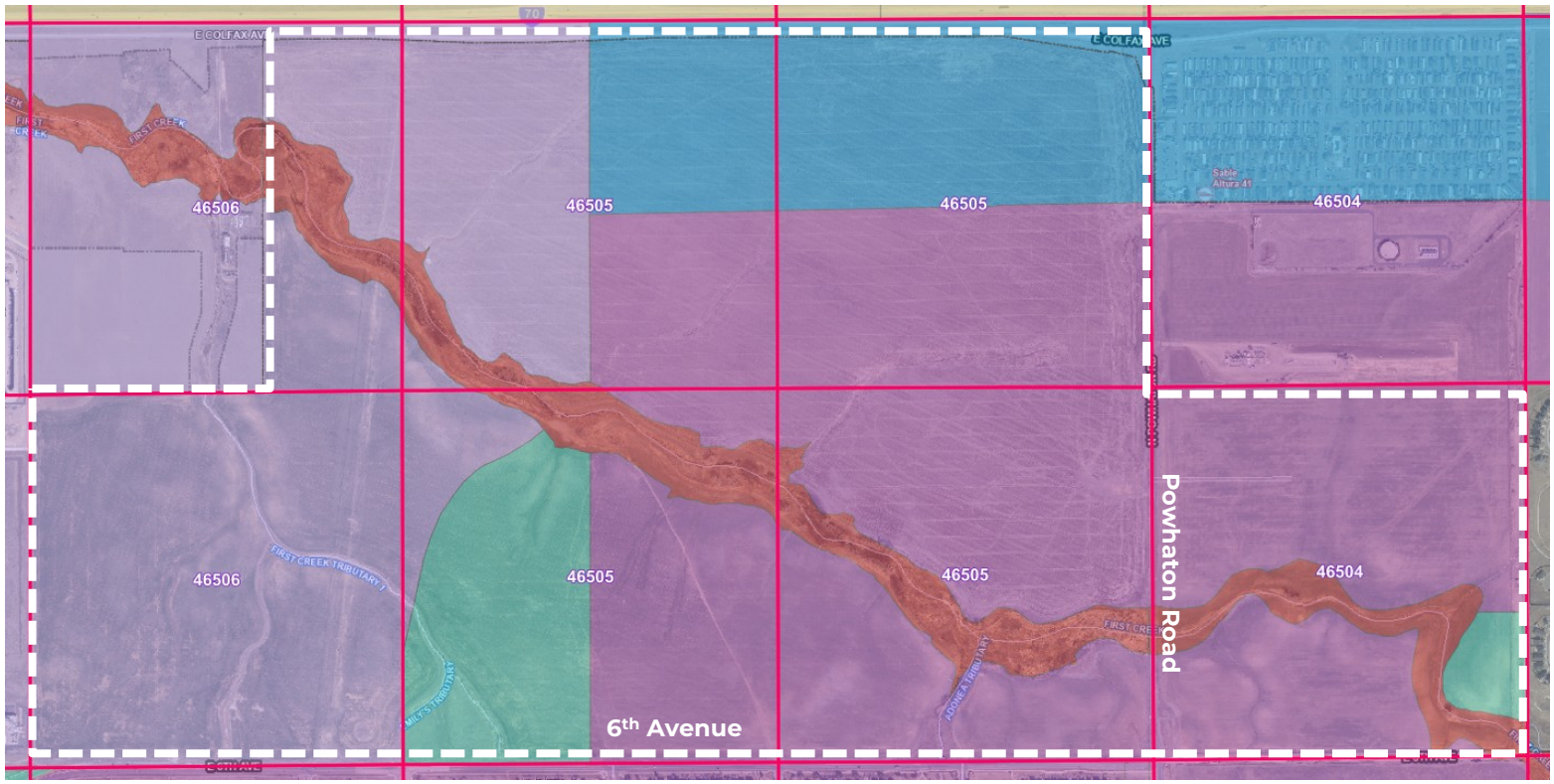
Aurora City Council

June 8, 2026

Tributary – Zoning Map Amendments



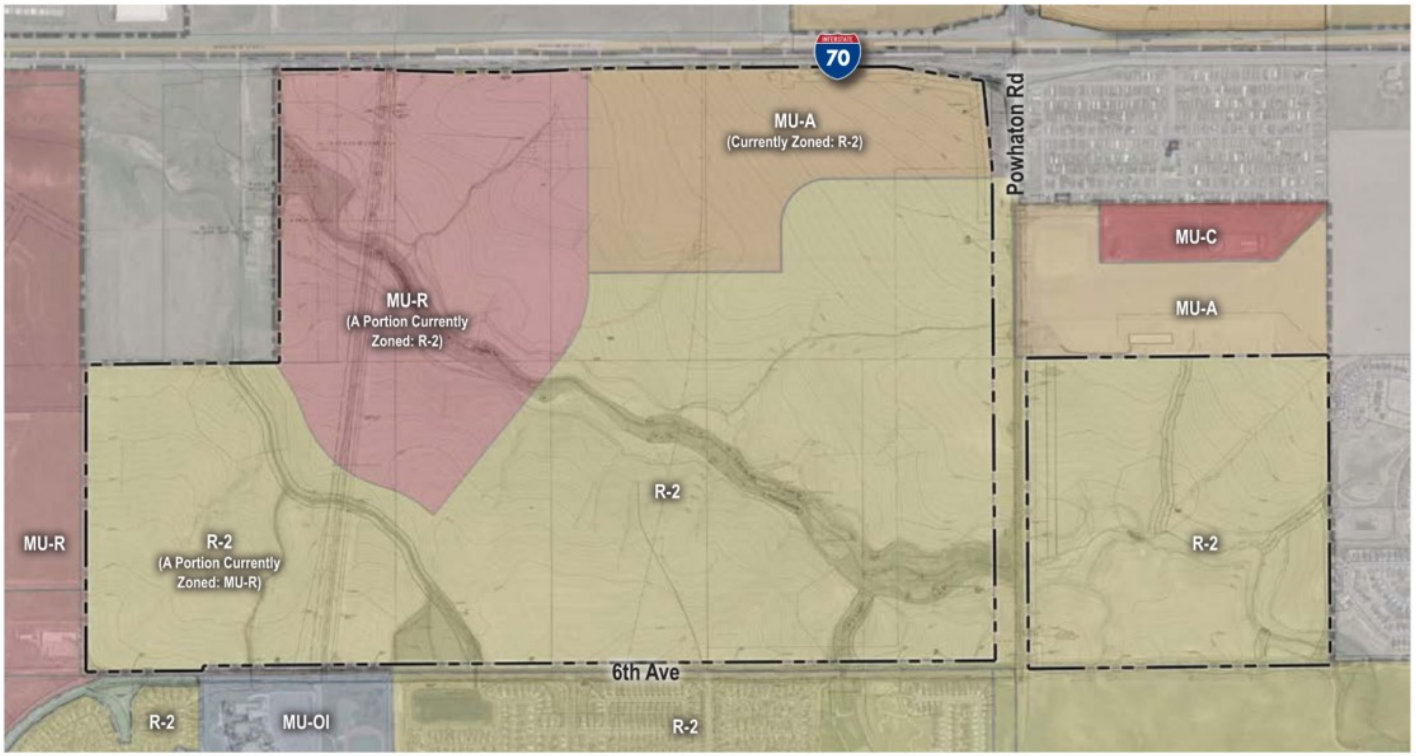
Vicinity Map



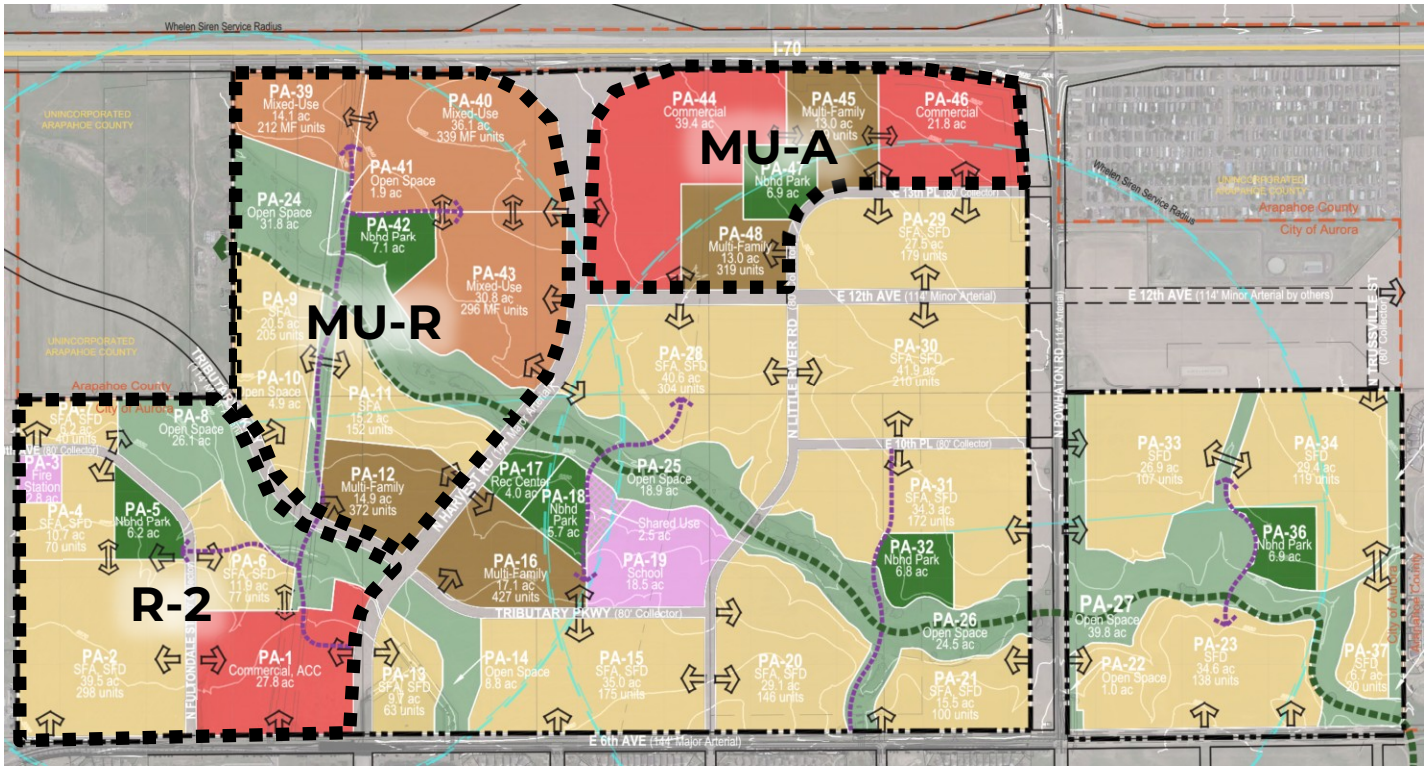
Placetype Map



Current Zoning Map



Proposed Zoning Map


MU-A
MU-R
R-2
I-70
E 12th AVE (114' Minor Arterial)
E 6th AVE (144' Major Arterial)
TRIBUTARY PKWY (80' Collector)
E 10th PL (80' Collector)
PA-1 Commercial, ACC 27.8 ac
PA-2 SFA, SFD 39.5 ac 296 units
PA-3 Fire Station
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 20 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
Shared Use 2.5 ac
Whelen Siren Service Radius
UNINCORPORATED ARAPAHOE COUNTY
Arapahoe County
City of Aurora

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**.

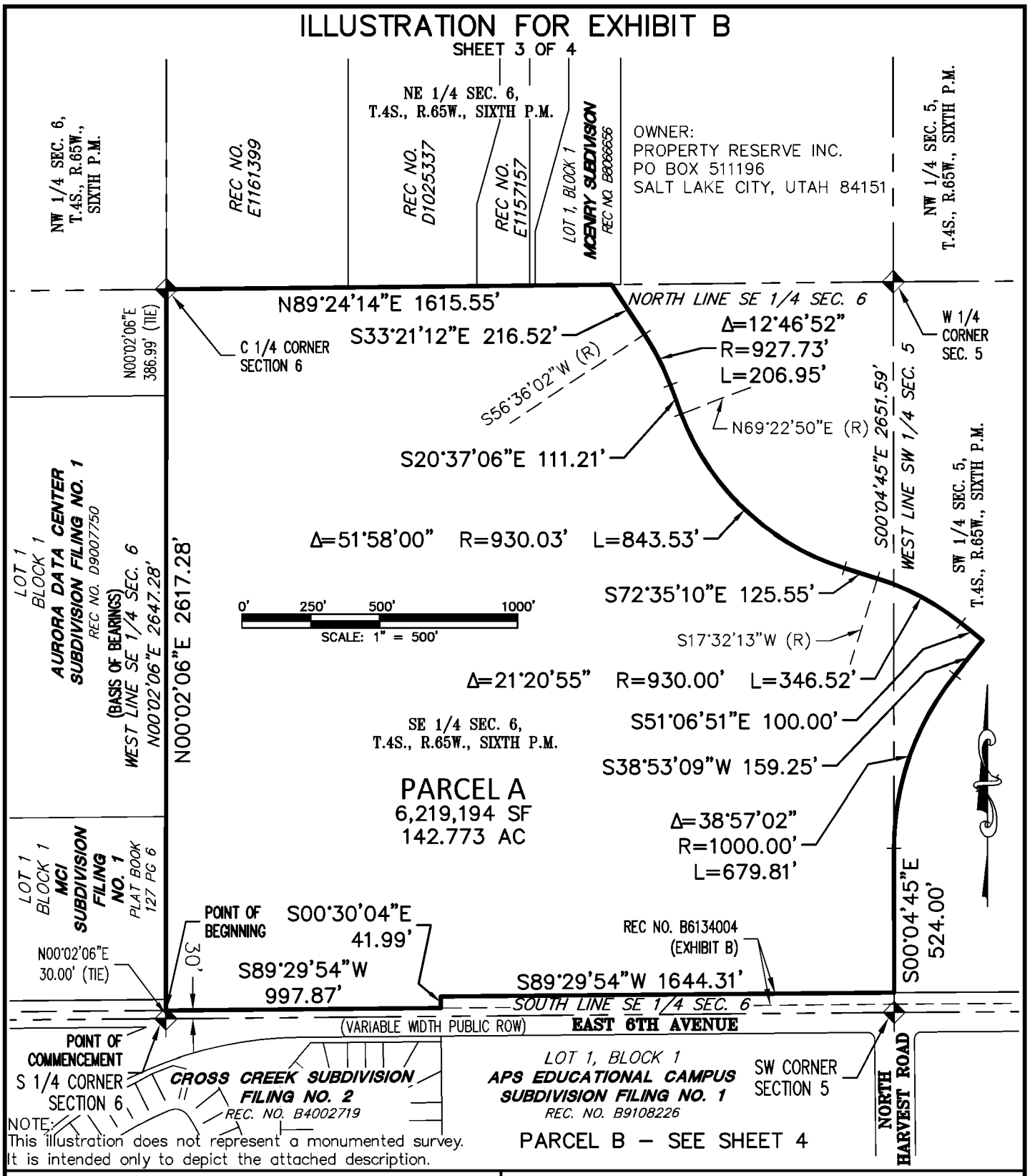
CONTAINING AN AREA OF 142.773 ACRES, (6,219,194 SQUARE FEET), MORE OR LESS.



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: 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

5/13/26
Agenda Item Initiator Signature Date

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

5/13/26
Late Submission Approver Signature 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)

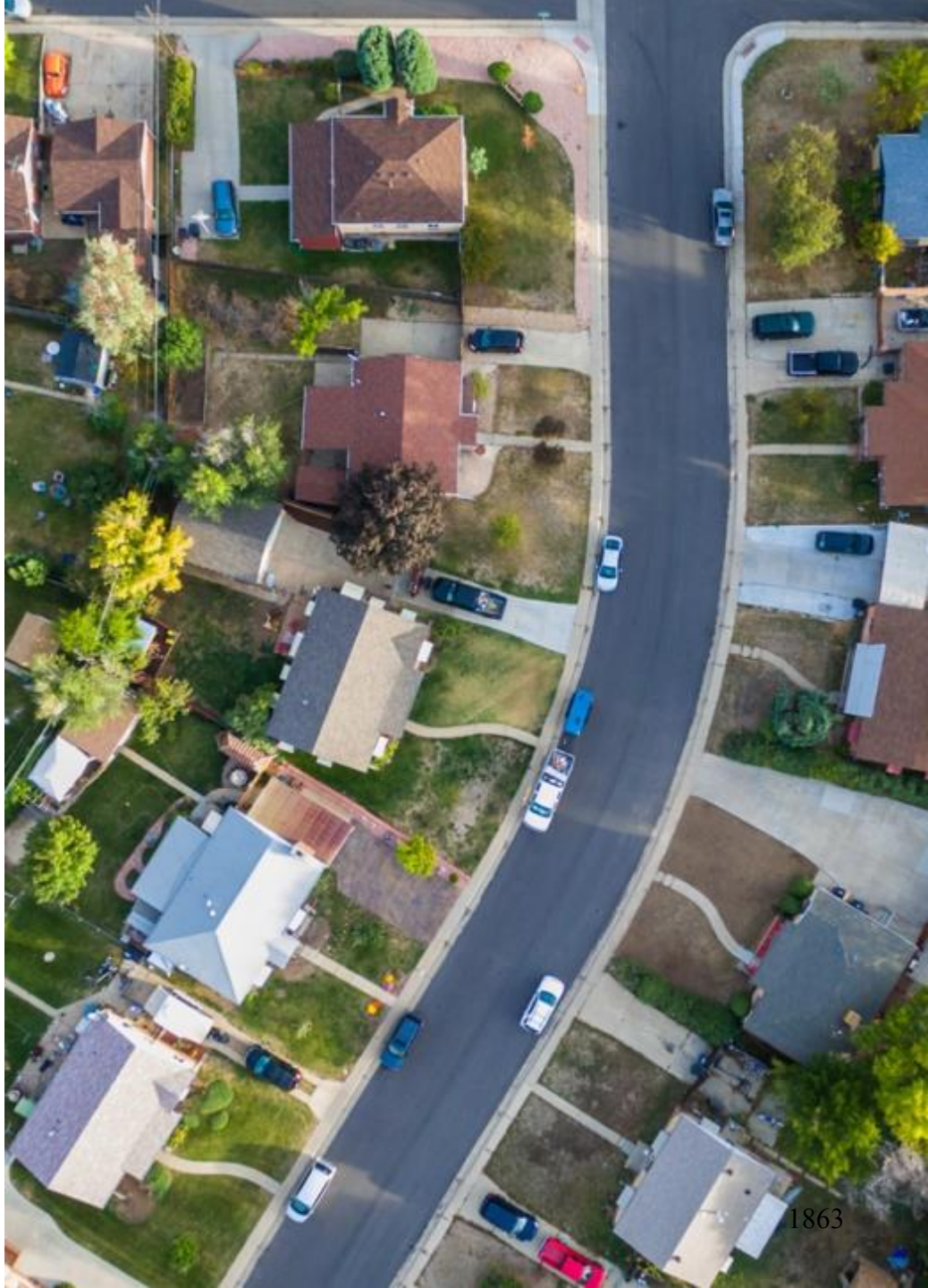
Build Up AURORA

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



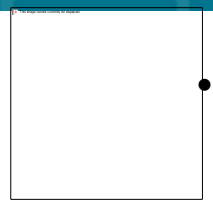
Infrastructure Task Force

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.

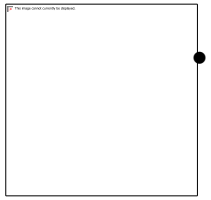
Members

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

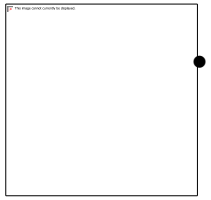
Infrastructure Task Force



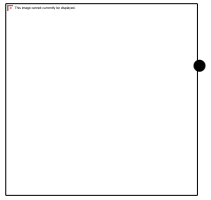
- Develop a **short-term, mid-term, and long-term phased strategic plan** for the efficient allocation of resources to support city capital improvement needs.



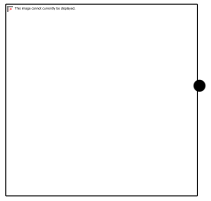
- Establish **criteria for prioritizing city infrastructure needs** based on factors such as urgency, impact, feasibility, alignment with strategic goals and prioritization based on community needs.



- 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

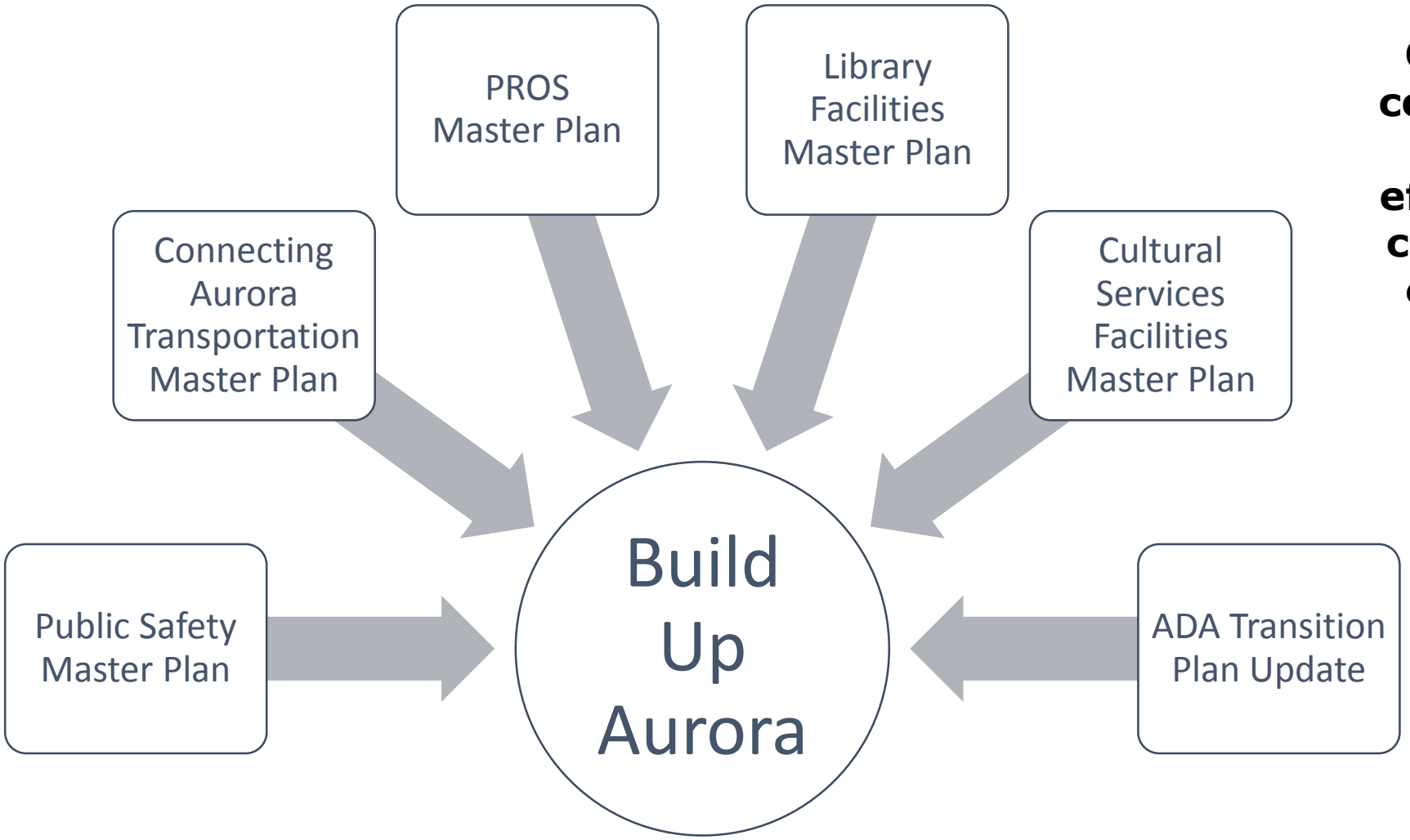
Public Engagement

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

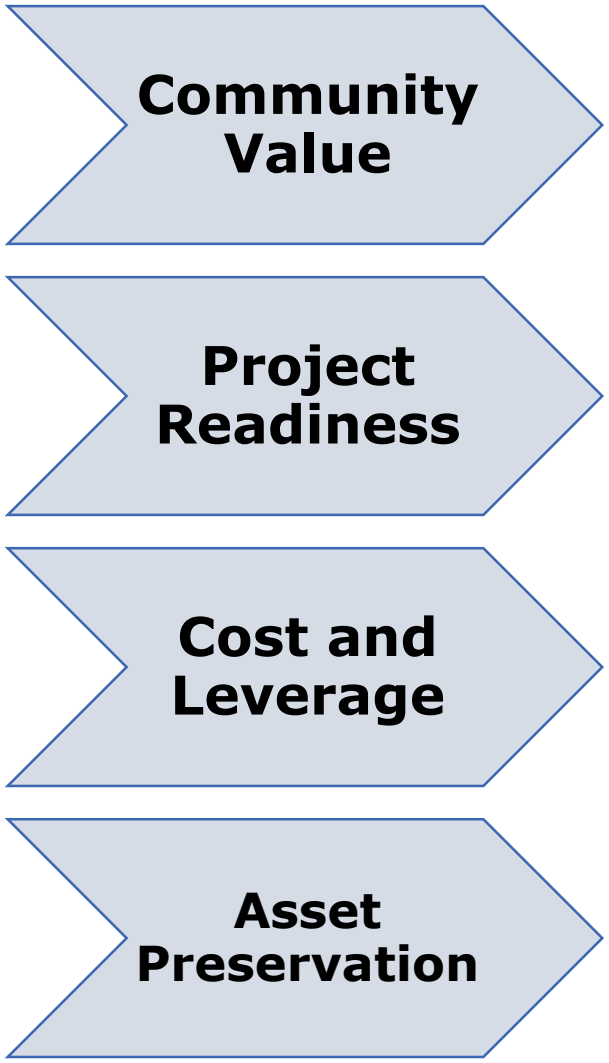
Other City Facilities $246.5M

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.*

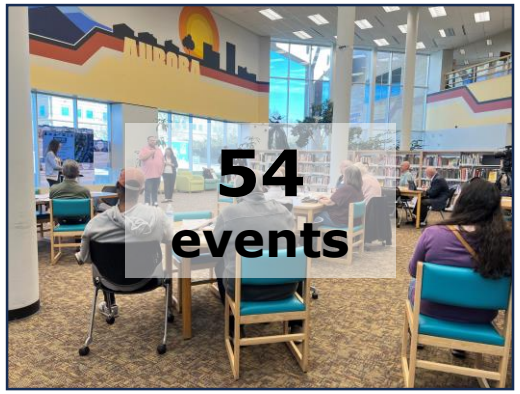
Capital Project Prioritization Framework: Community Informed and Technically Sound



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

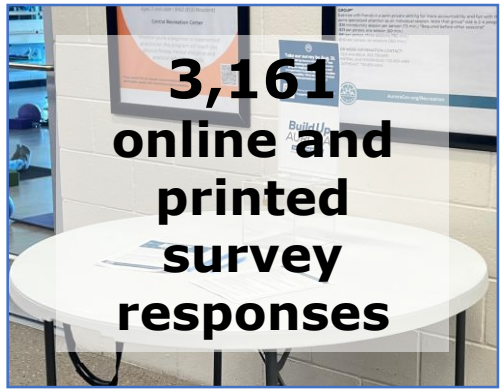
- Deliver the greatest public benefit
- Are ready to move forward
- Address the most critical needs
- Plan thoughtfully for future city needs

2025-26 Public Outreach Overview



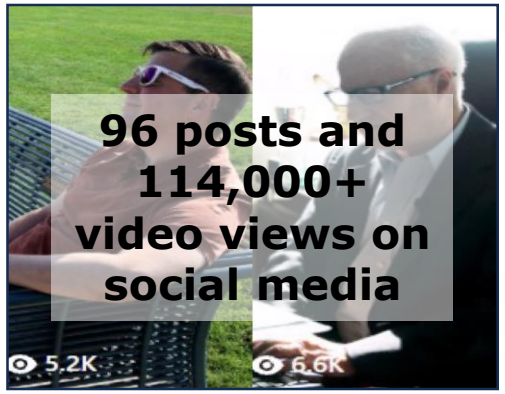














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1870

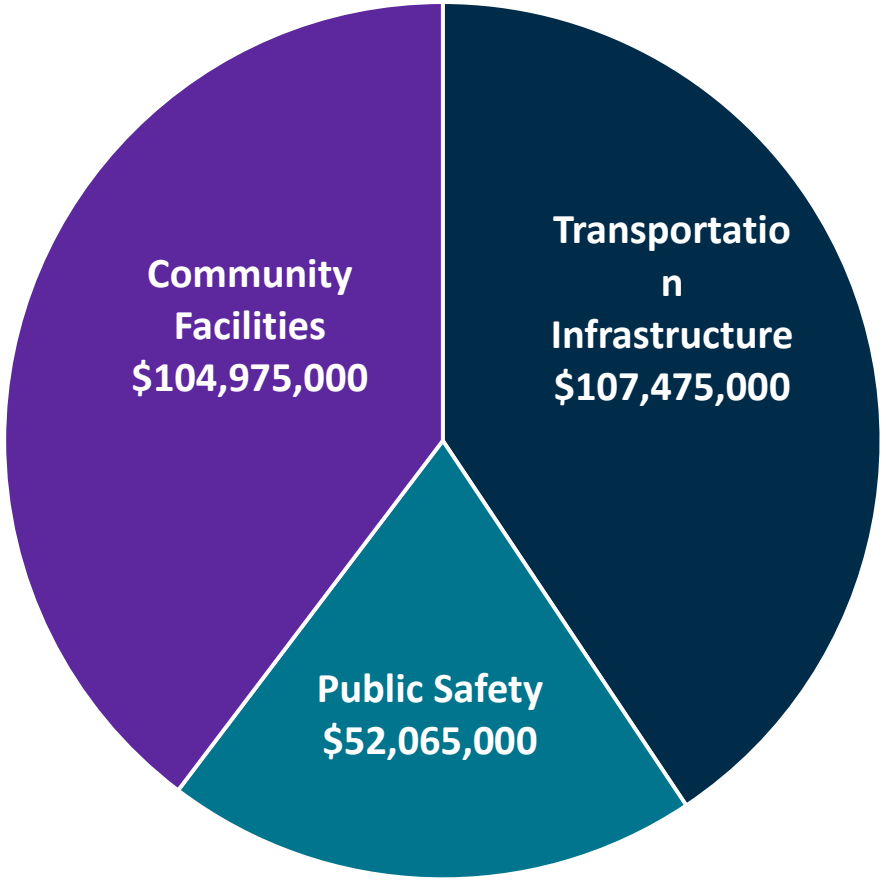


Bond Program Parameters

- 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*

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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*

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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?

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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?

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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
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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

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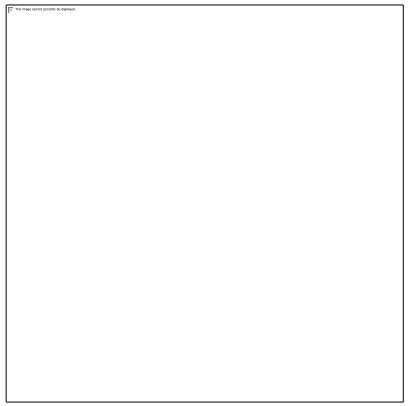
Build Up Aurora - Calendar

- 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)

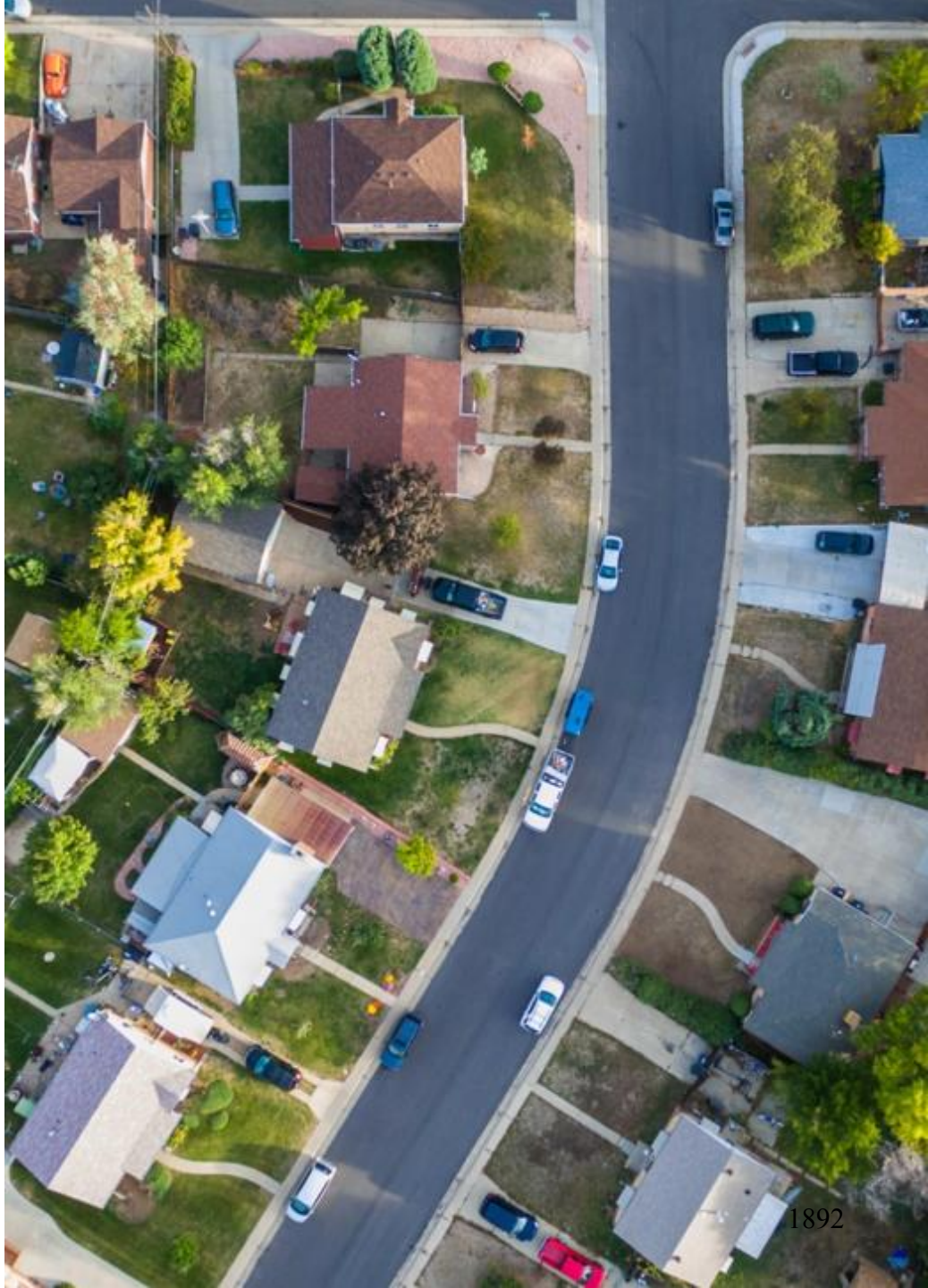
Build Up AURORA

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



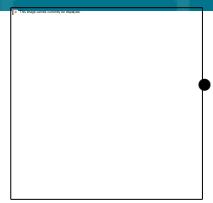
Infrastructure Task Force

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.

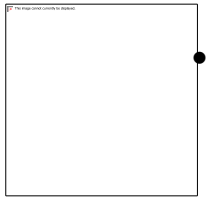
Members

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

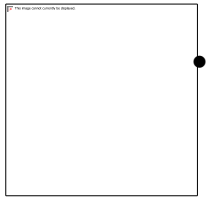
Infrastructure Task Force



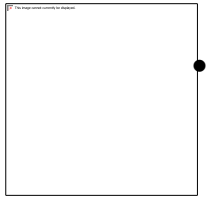
- Develop a **short-term, mid-term, and long-term phased strategic plan** for the efficient allocation of resources to support city capital improvement needs.



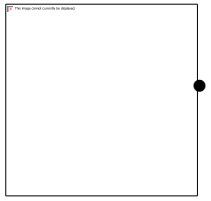
- Establish **criteria for prioritizing city infrastructure needs** based on factors such as urgency, impact, feasibility, alignment with strategic goals and prioritization based on community needs.



- 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

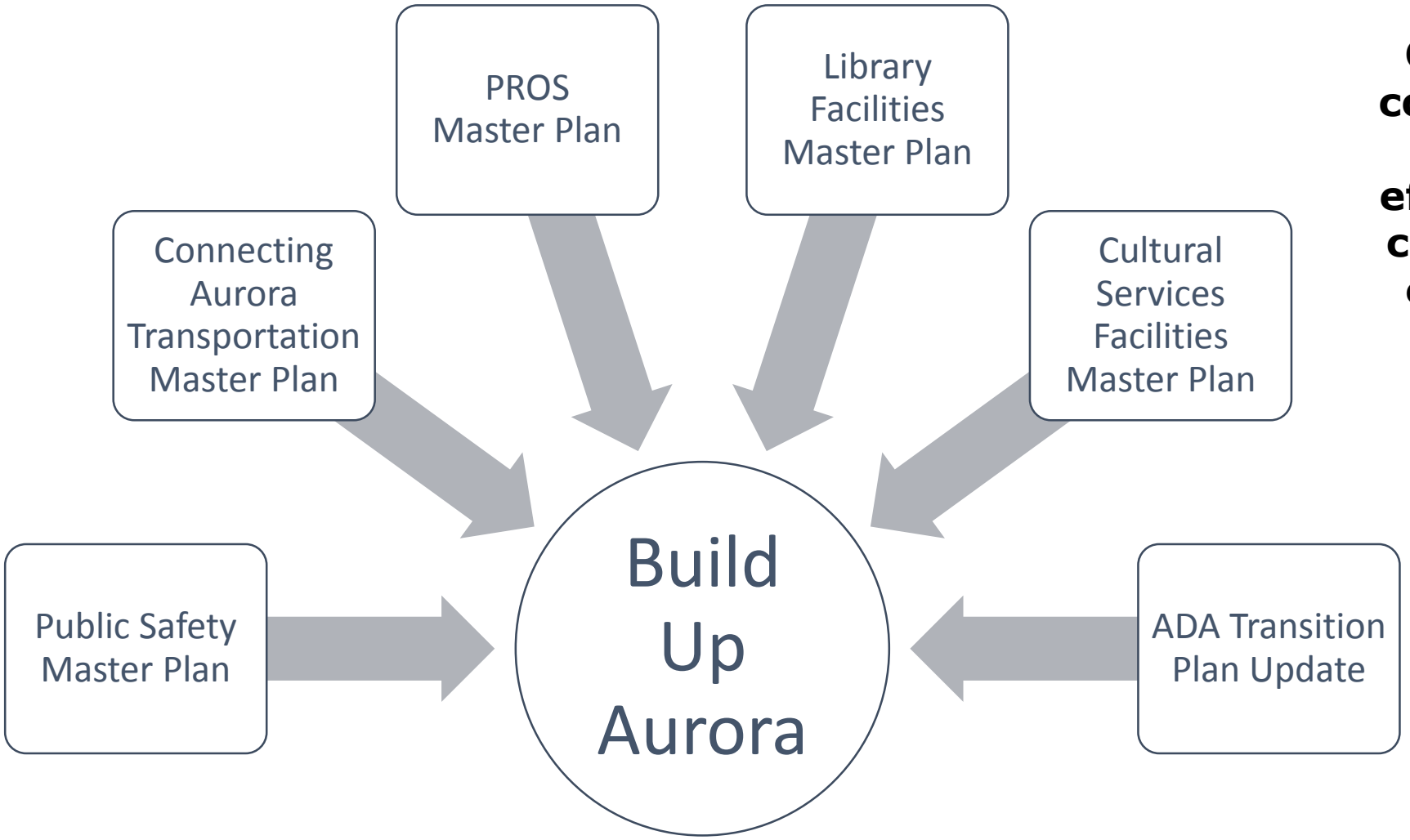
Public Engagement

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

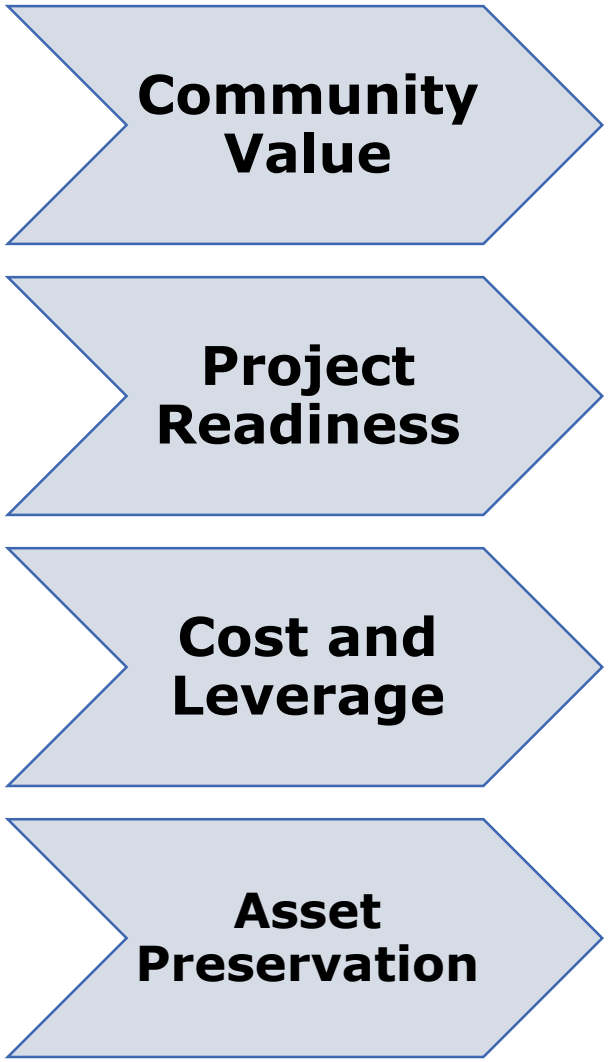
Other City Facilities $246.5M

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.*

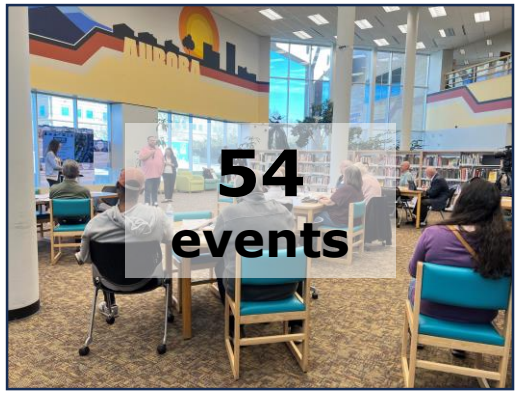
Capital Project Prioritization Framework: Community Informed and Technically Sound



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

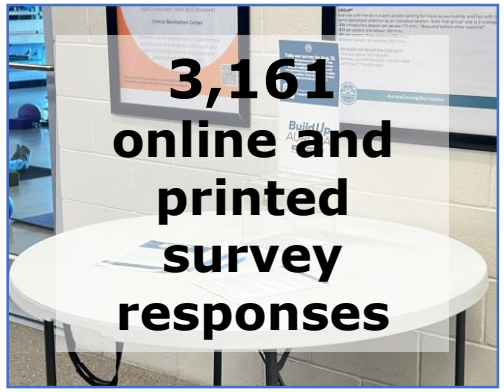
- Deliver the greatest public benefit
- Are ready to move forward
- Address the most critical needs
- Plan thoughtfully for future city needs

2025-26 Public Outreach Overview



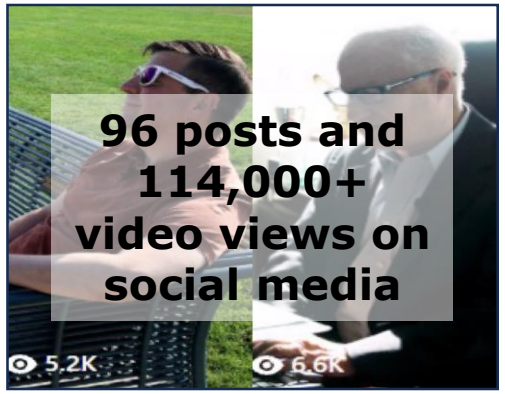














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1899

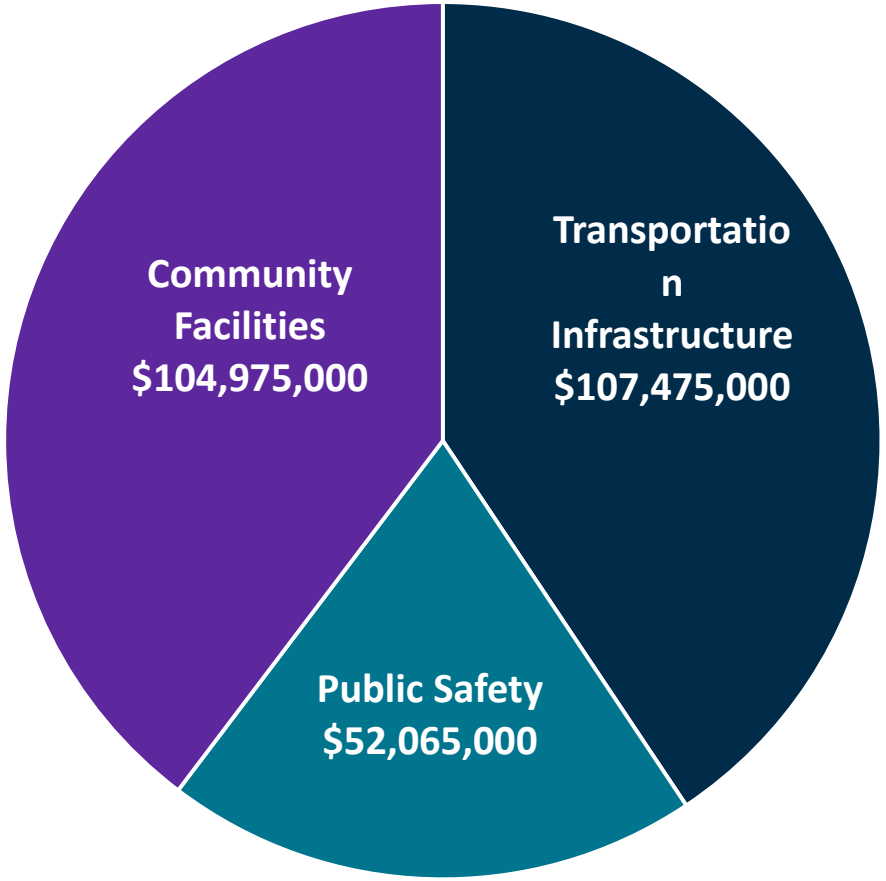


Bond Program Parameters

- 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*

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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*

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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
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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?

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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?**

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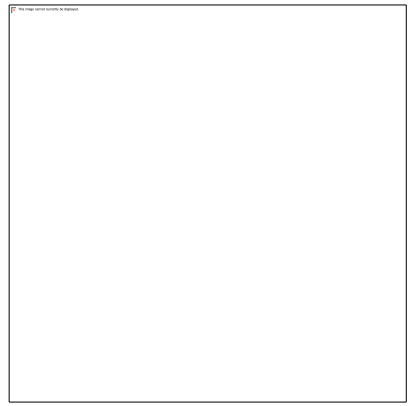
Build Up Aurora - Calendar

- 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 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 $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)

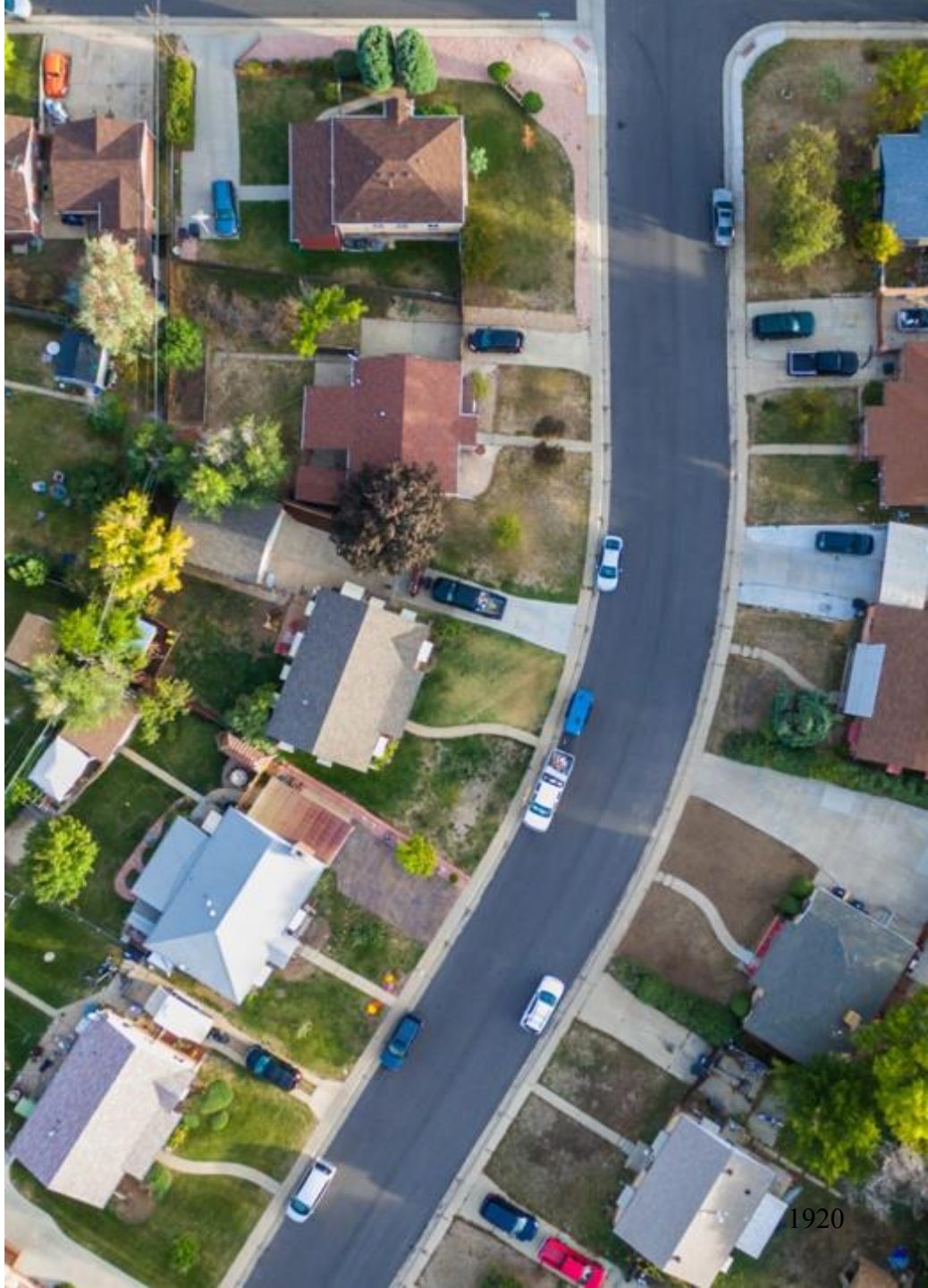
Build Up AURORA

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



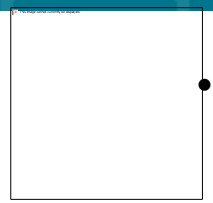
Infrastructure Task Force

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.

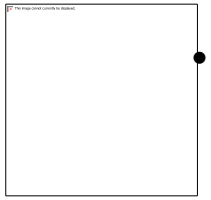
Members

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

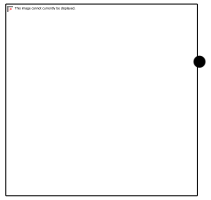
Infrastructure Task Force



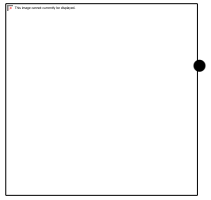
- Develop a **short-term, mid-term, and long-term phased strategic plan** for the efficient allocation of resources to support city capital improvement needs.



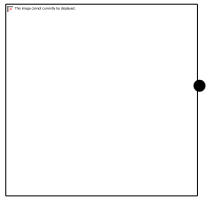
- Establish **criteria for prioritizing city infrastructure needs** based on factors such as urgency, impact, feasibility, alignment with strategic goals and prioritization based on community needs.



- 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

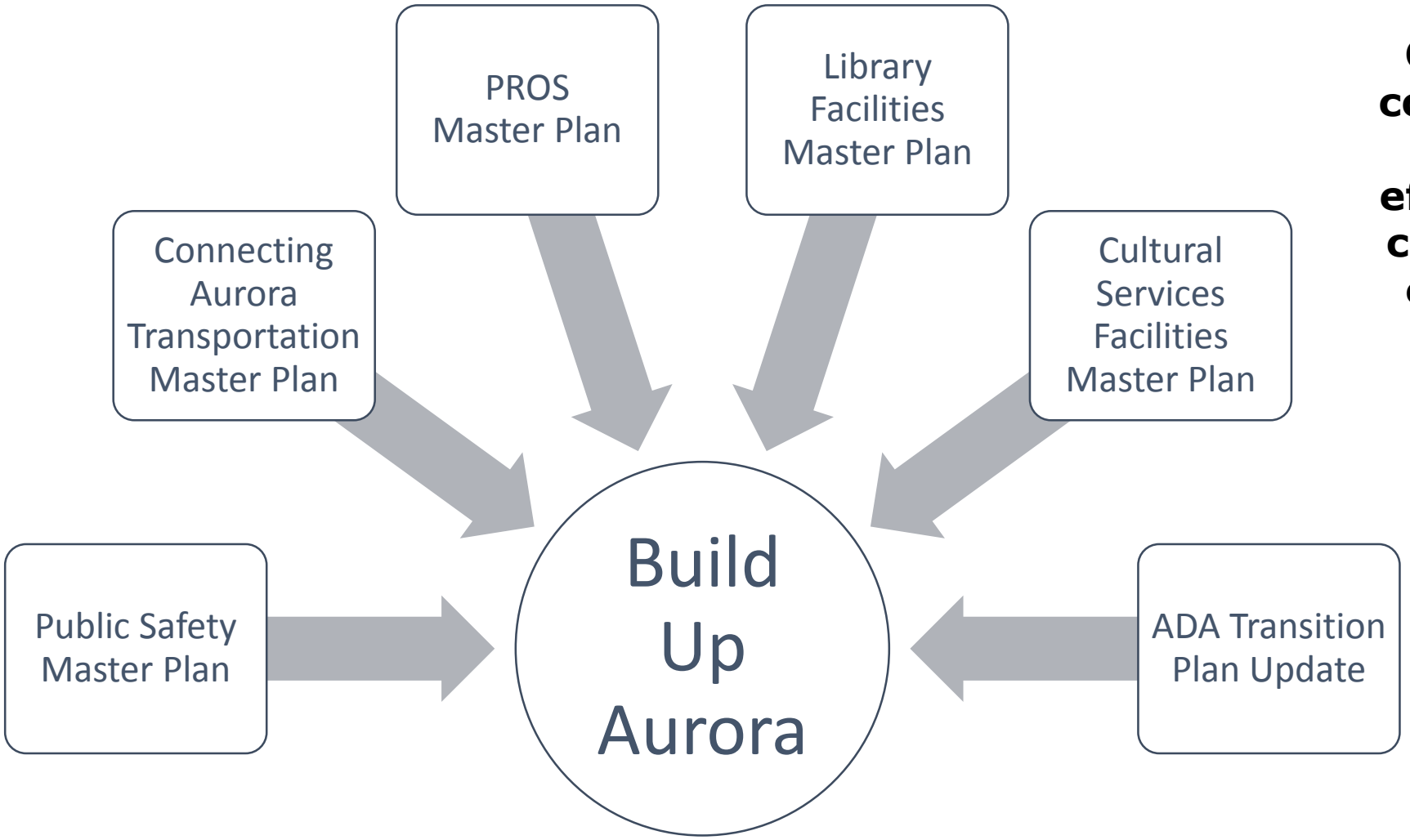
Public Engagement

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

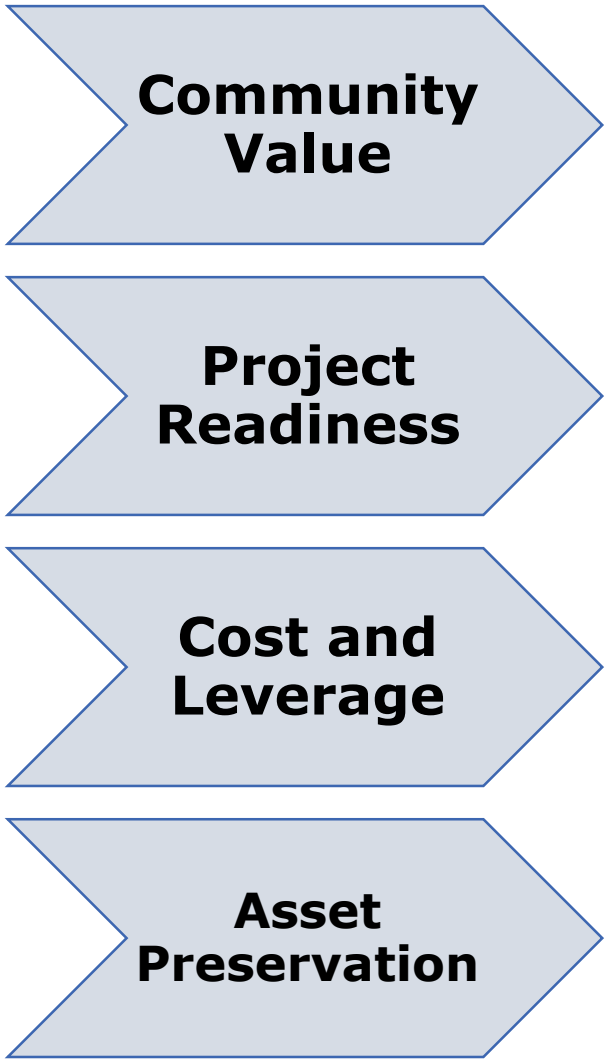
Other City Facilities $246.5M

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.*

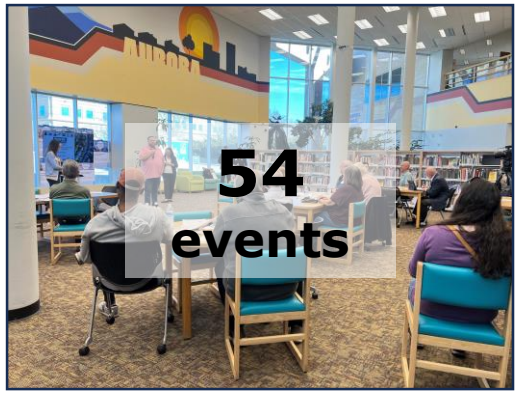
Capital Project Prioritization Framework: Community Informed and Technically Sound



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

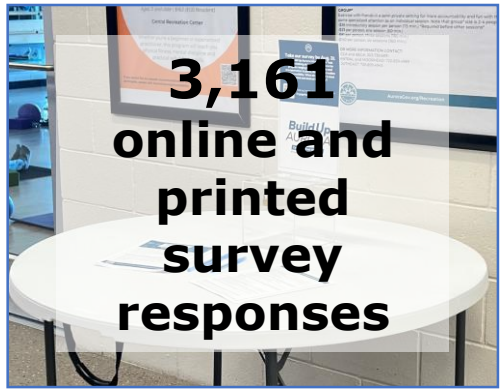
- Deliver the greatest public benefit
- Are ready to move forward
- Address the most critical needs
- Plan thoughtfully for future city needs

2025-26 Public Outreach Overview



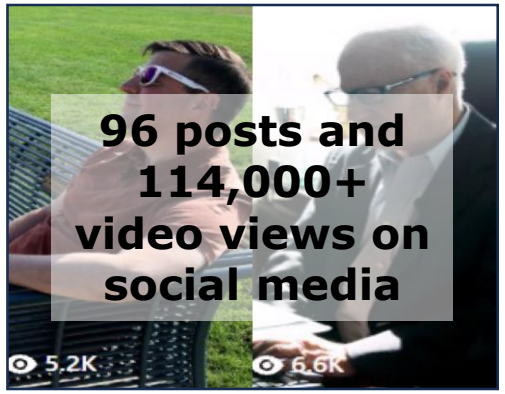














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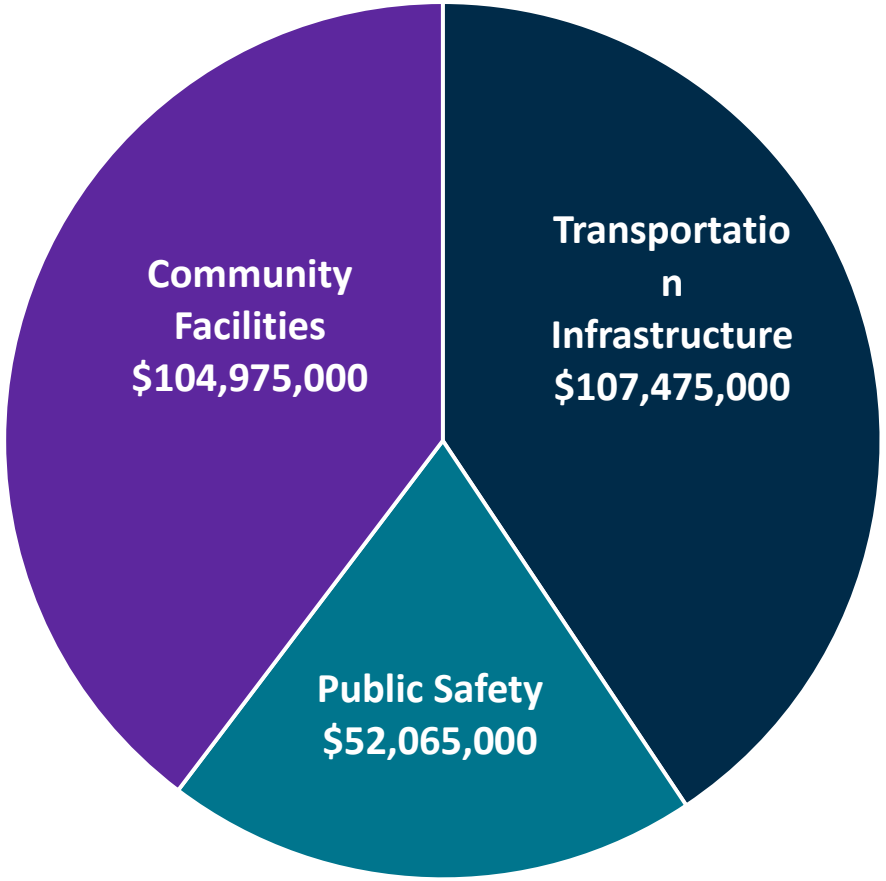
Bond Program Parameters

- 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*

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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*

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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?

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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
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Provide for What We Need

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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
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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
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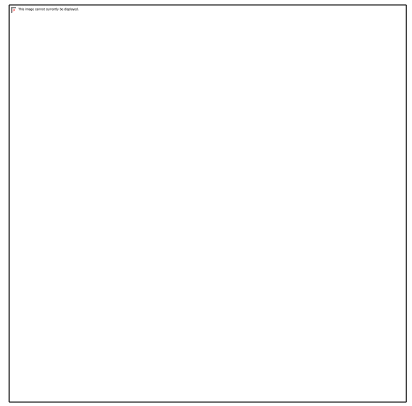
Provide for What We Need

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): 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)

2026-31 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:

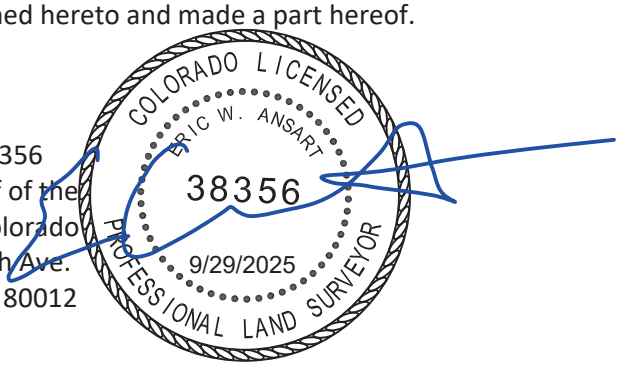
1. Thence along said curve to the right (whose chord bears N14°28'25"W, a distance of 12.25 feet) having a radius of 25.00 feet, and a central angle of 28°21'27", an arc distance of 12.37 feet to a point of tangency;
2. Thence N00°17'41"W, a distance of 172.22 feet to the **Point of Beginning**.

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.

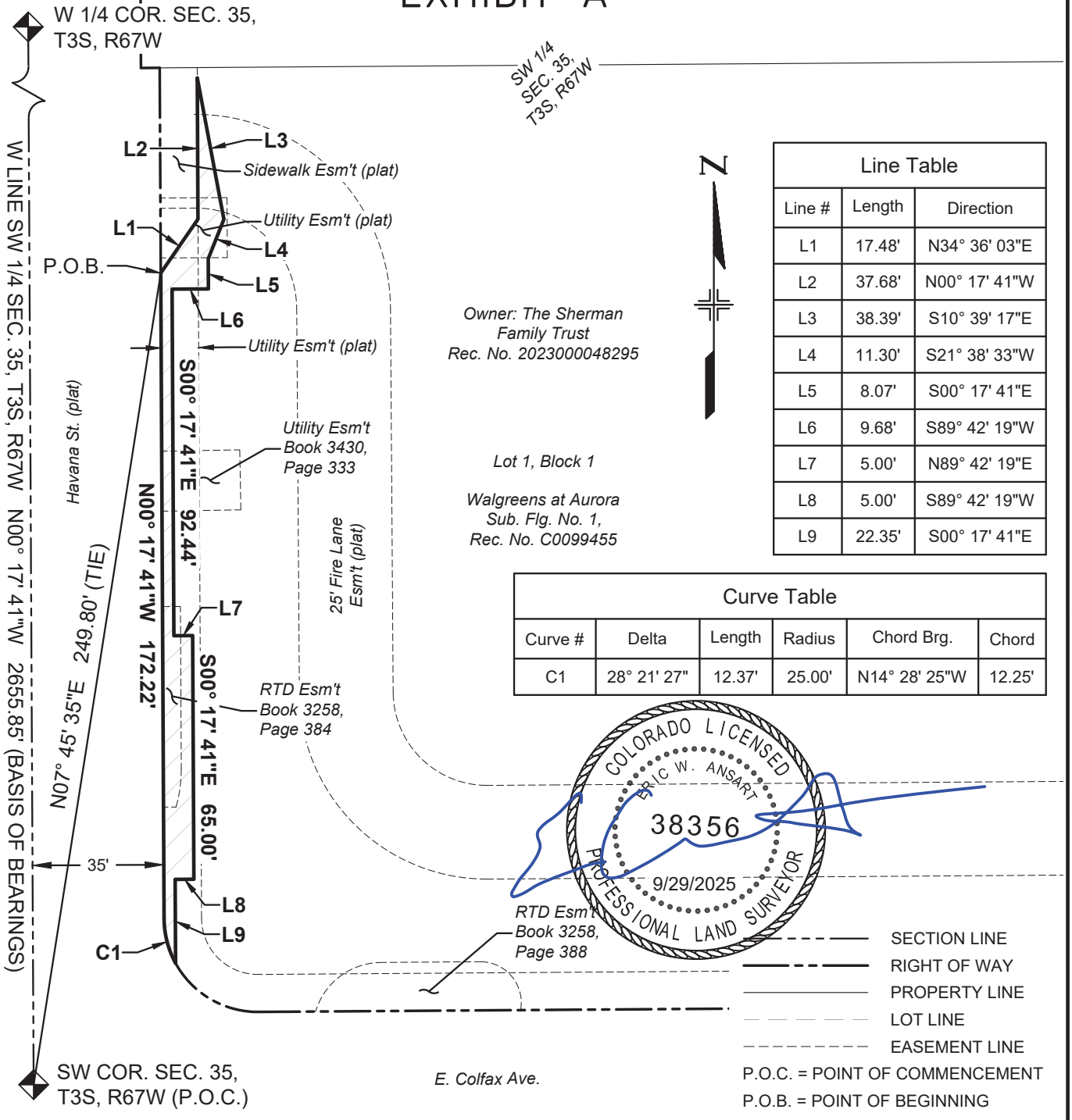
Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said 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.

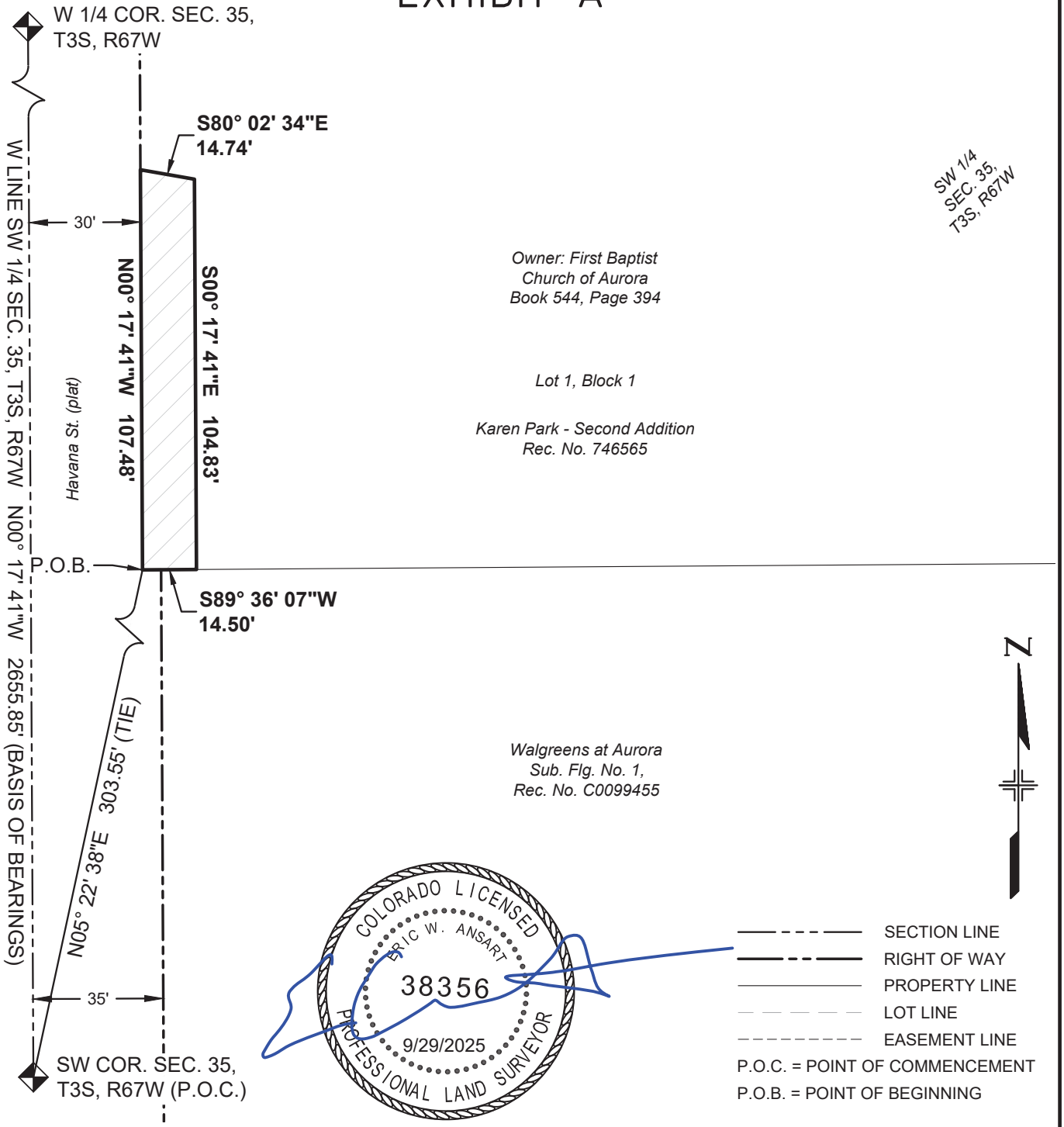


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

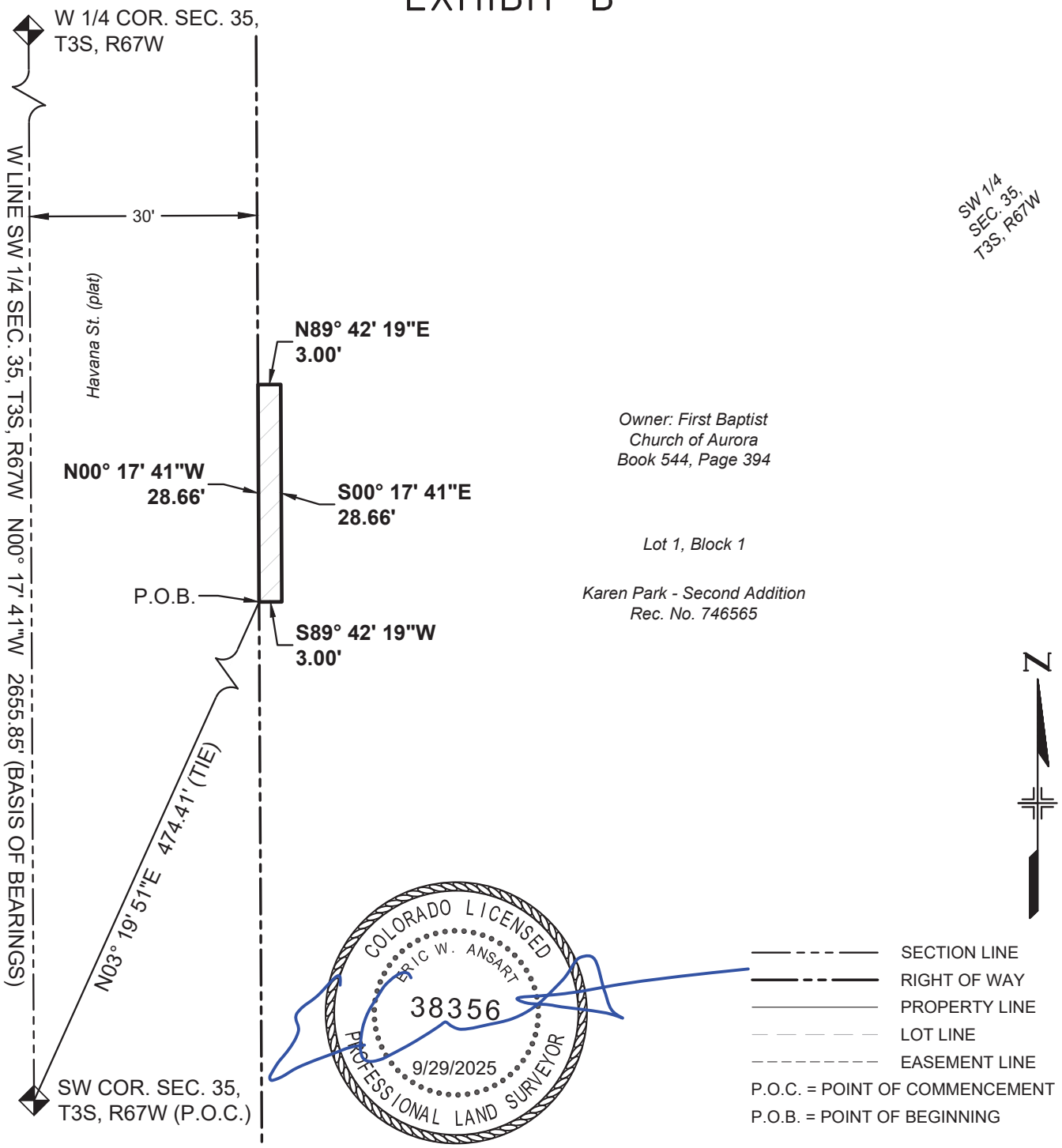


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

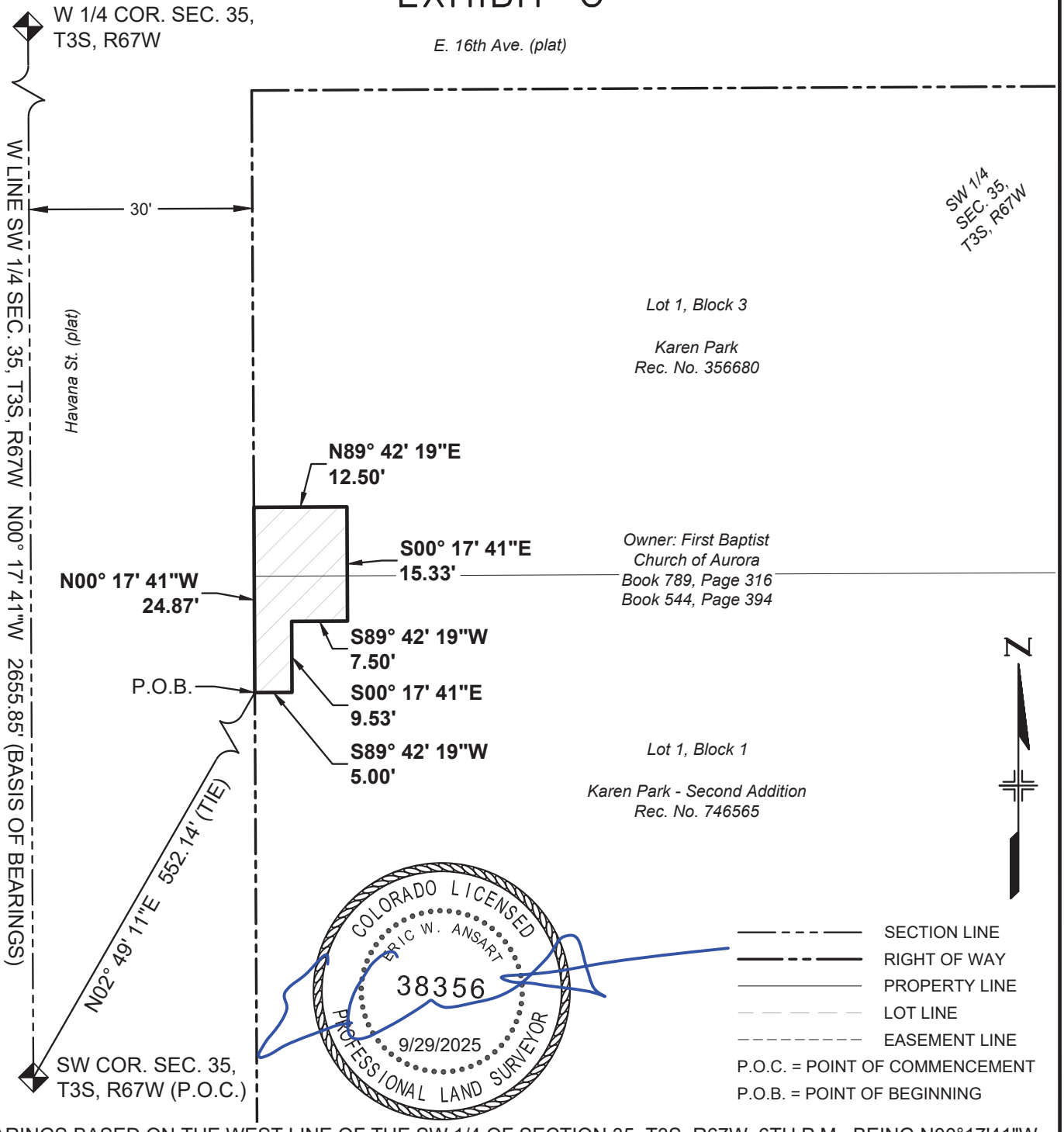


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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**.

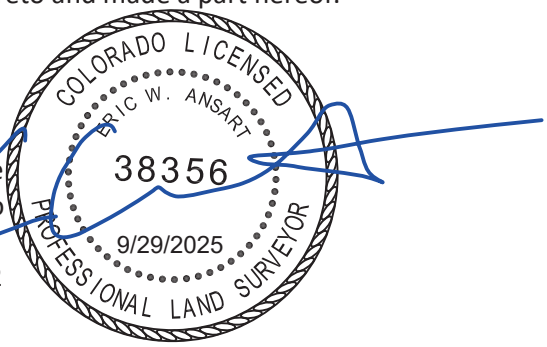
The above-described parcel containing 211 square feet (0.005 acres) more or less.

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.

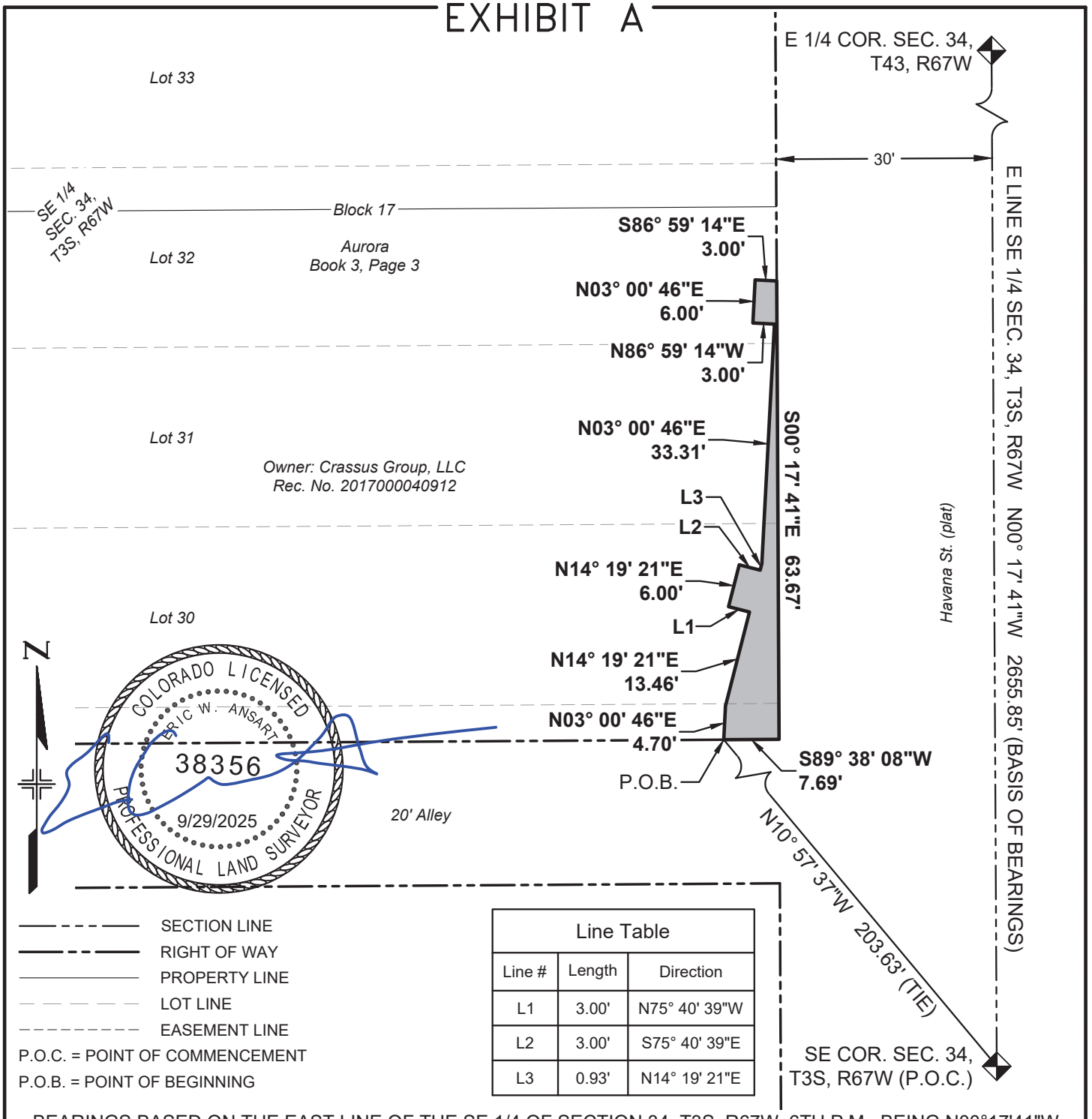
Illustration attached hereto and made a part hereof.



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.

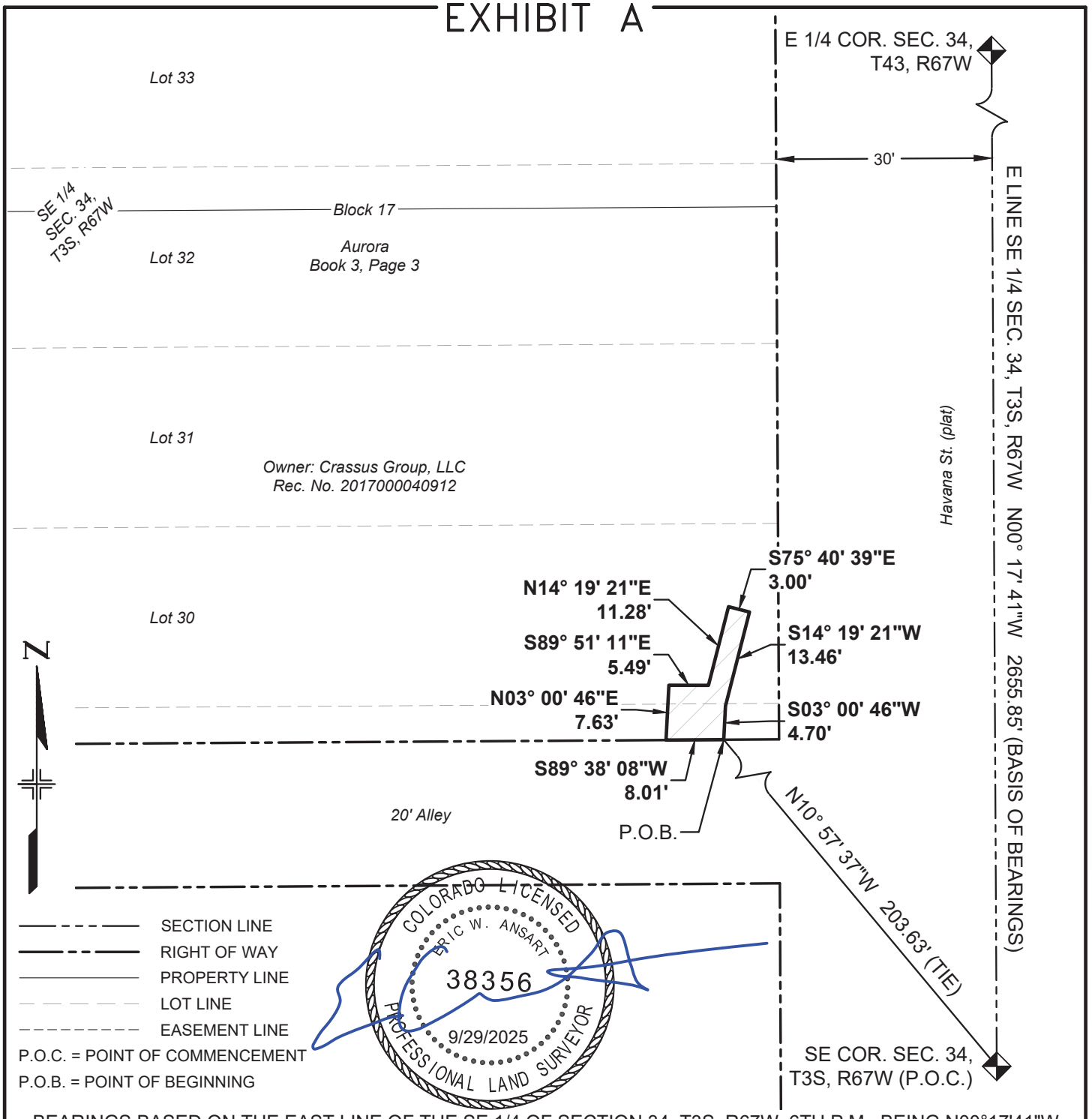


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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**.

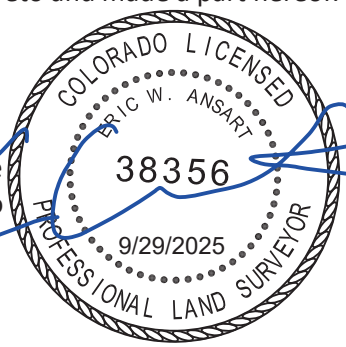
The above-described parcel containing 141 square feet (0.003 acres) more or less.

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.

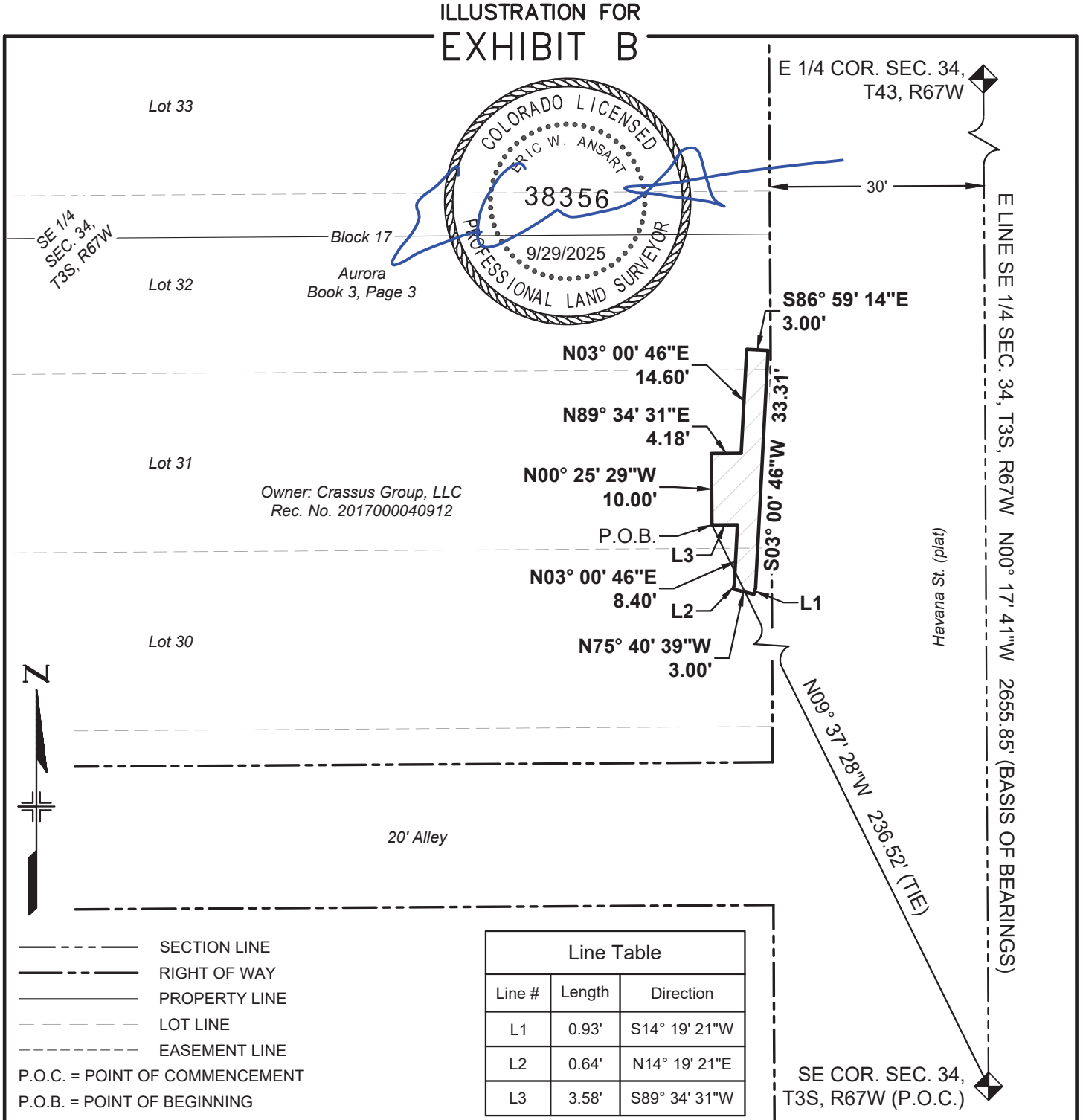
Illustration attached hereto and made a part hereof.



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

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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;

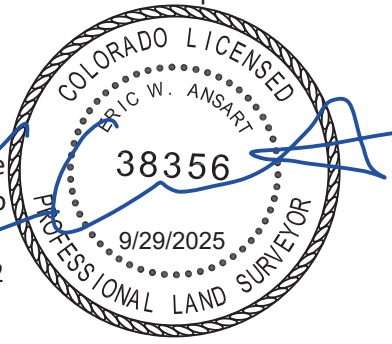
Thence N89°38'47"E, coincident with said northerly line, a distance of 2.41 feet to the **Point of Beginning**.

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.

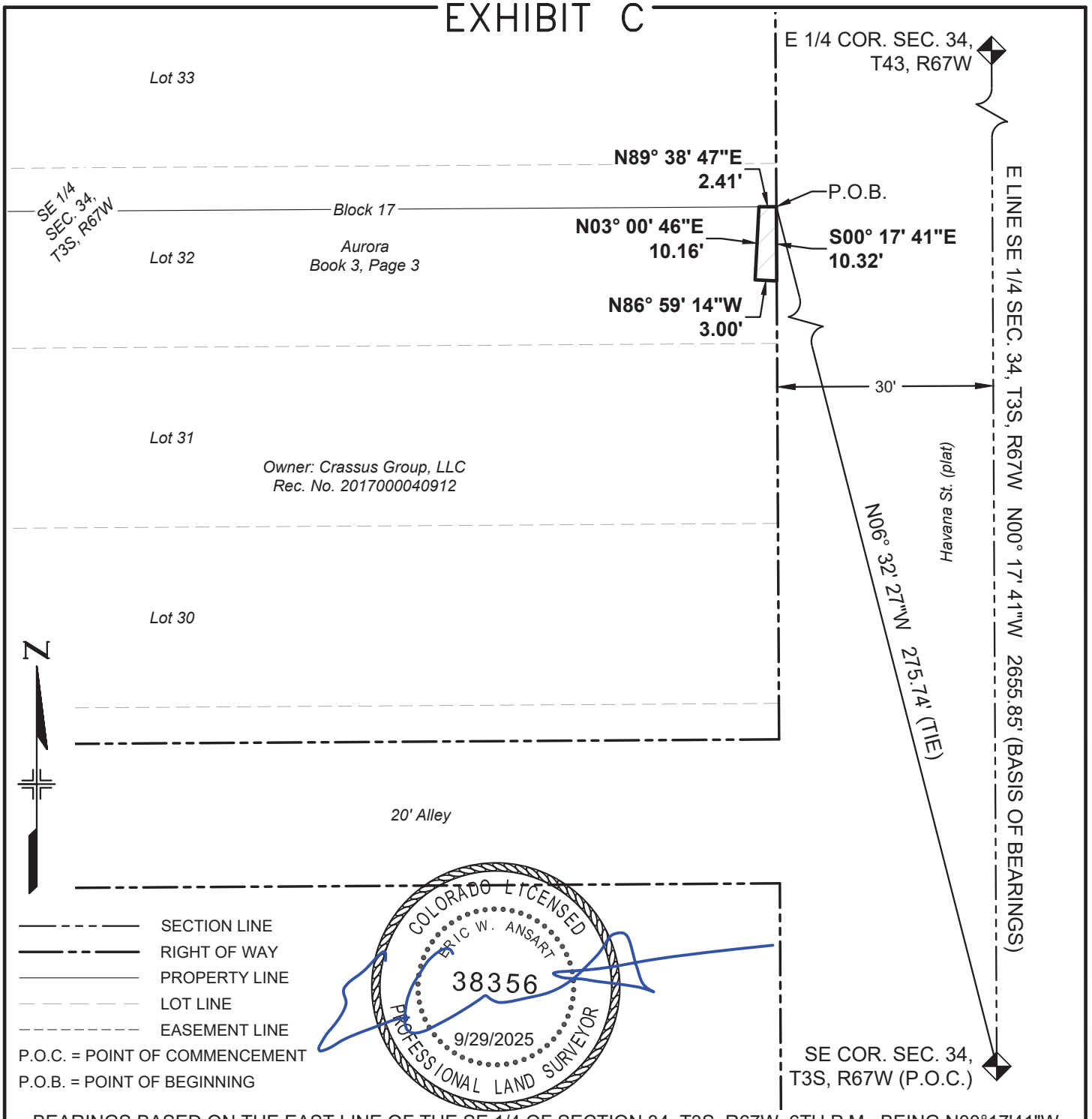


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

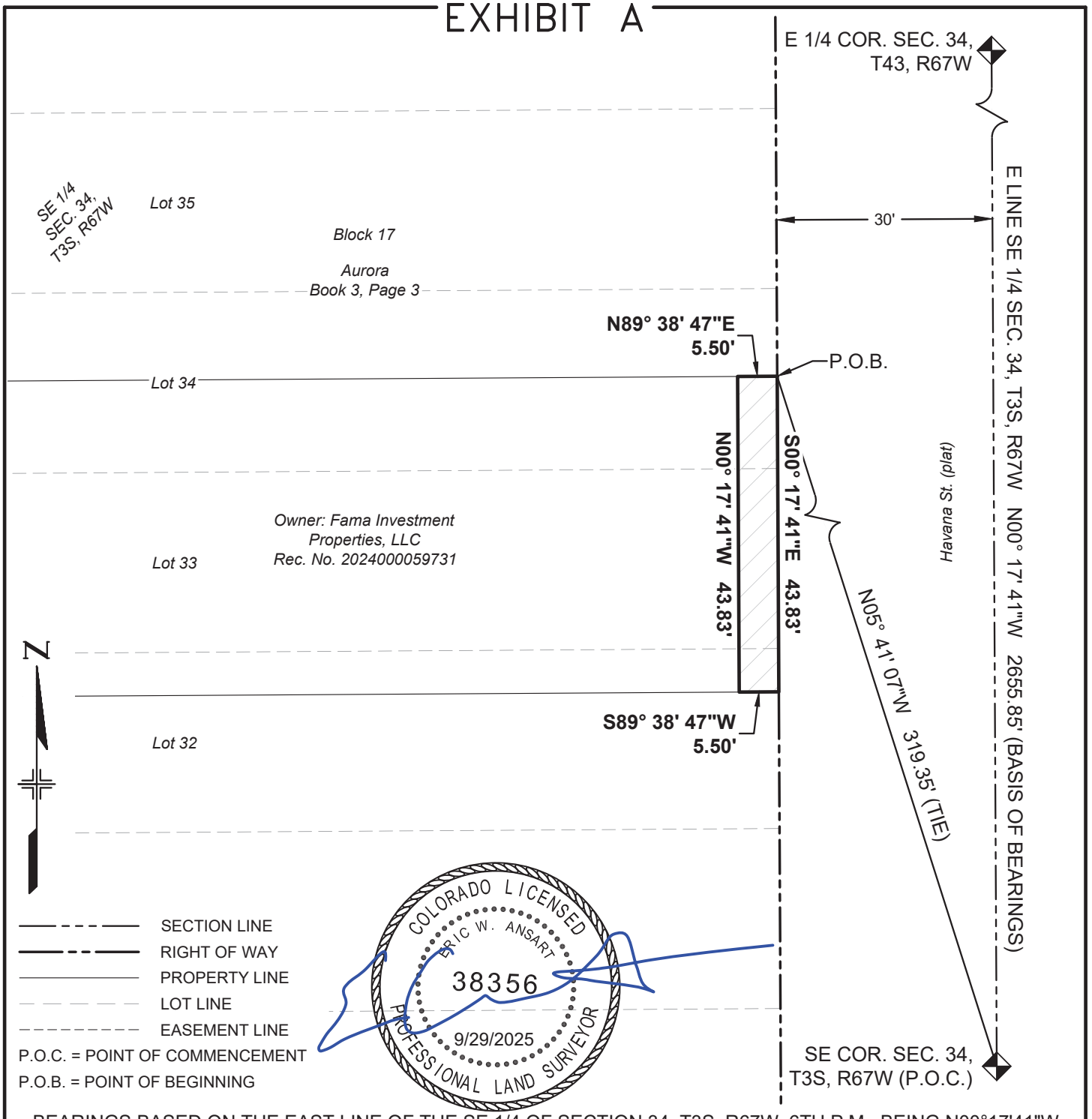


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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:

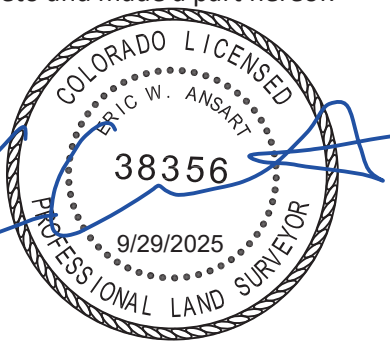
1. Thence N89°38'47"E, a distance of 2.00 feet;
2. Thence S00°17'41"E, a distance of 50.09 feet to the **Point of Beginning**.

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.

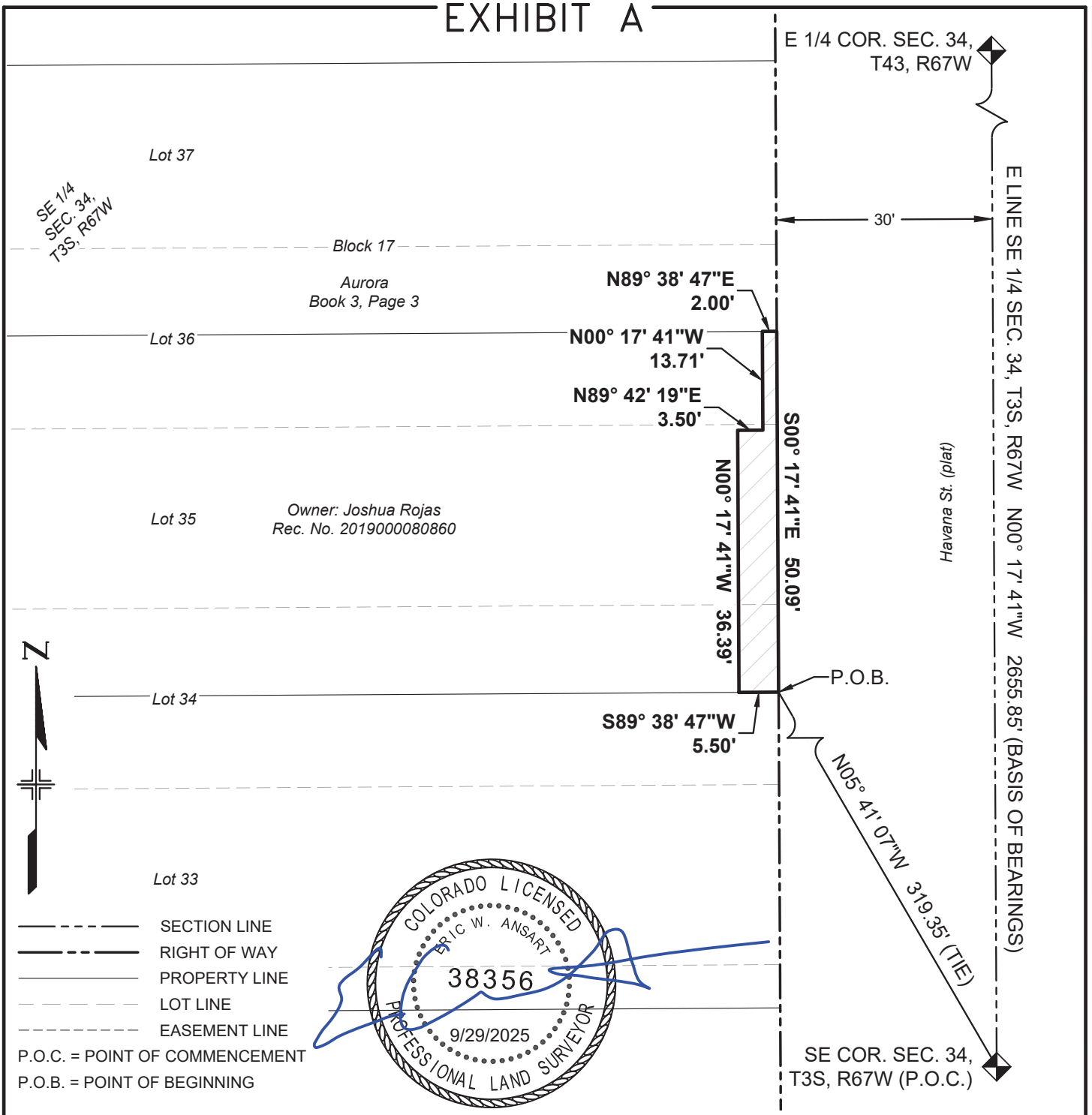


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

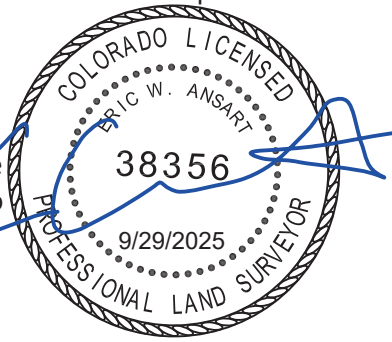
Thence S00°17'41"E, coincident with said easterly line, a distance of 25.75 feet to the **Point of Beginning**.

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.

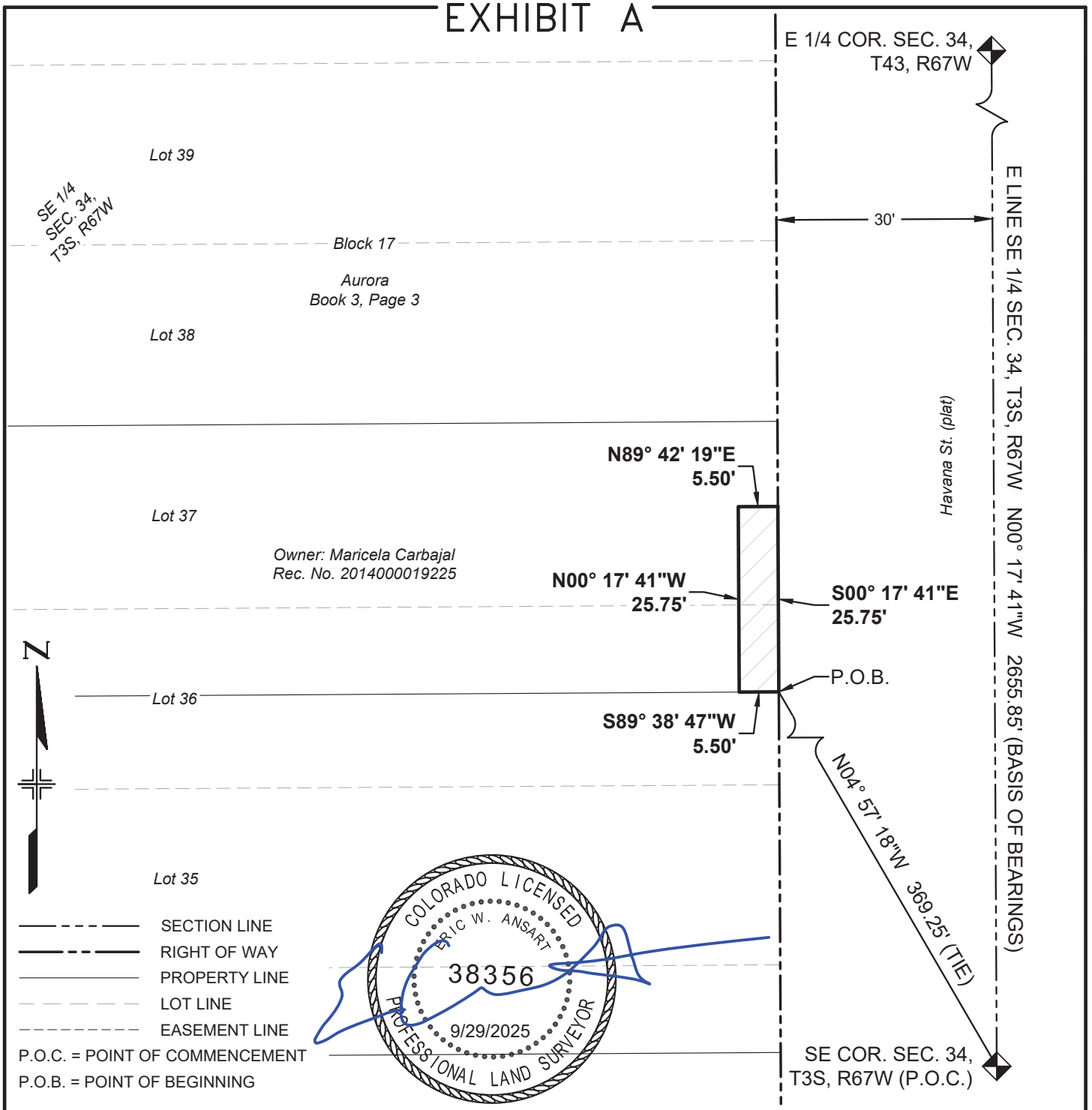


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

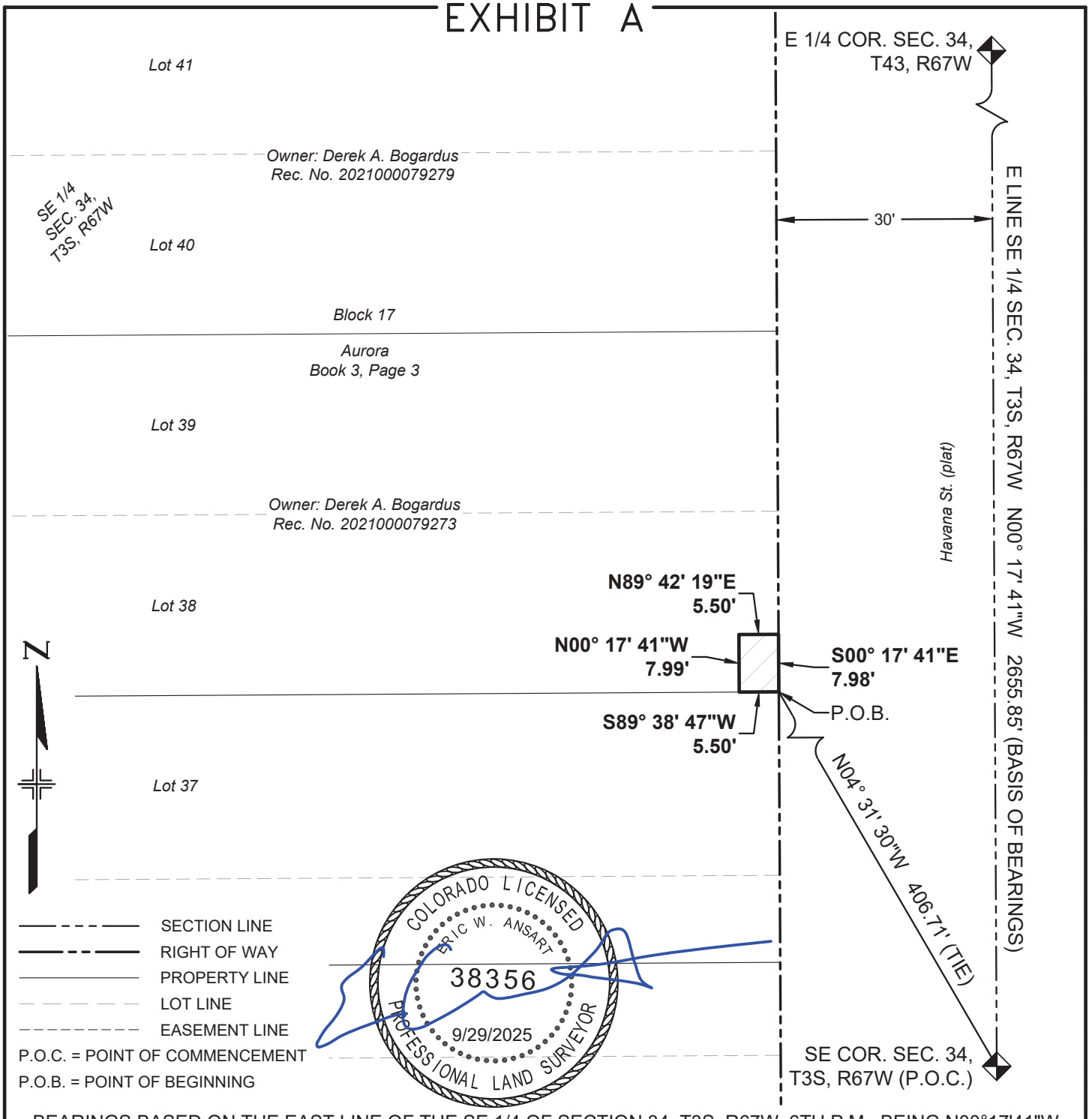


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

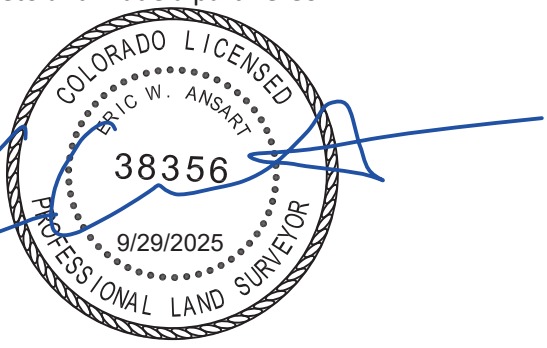
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

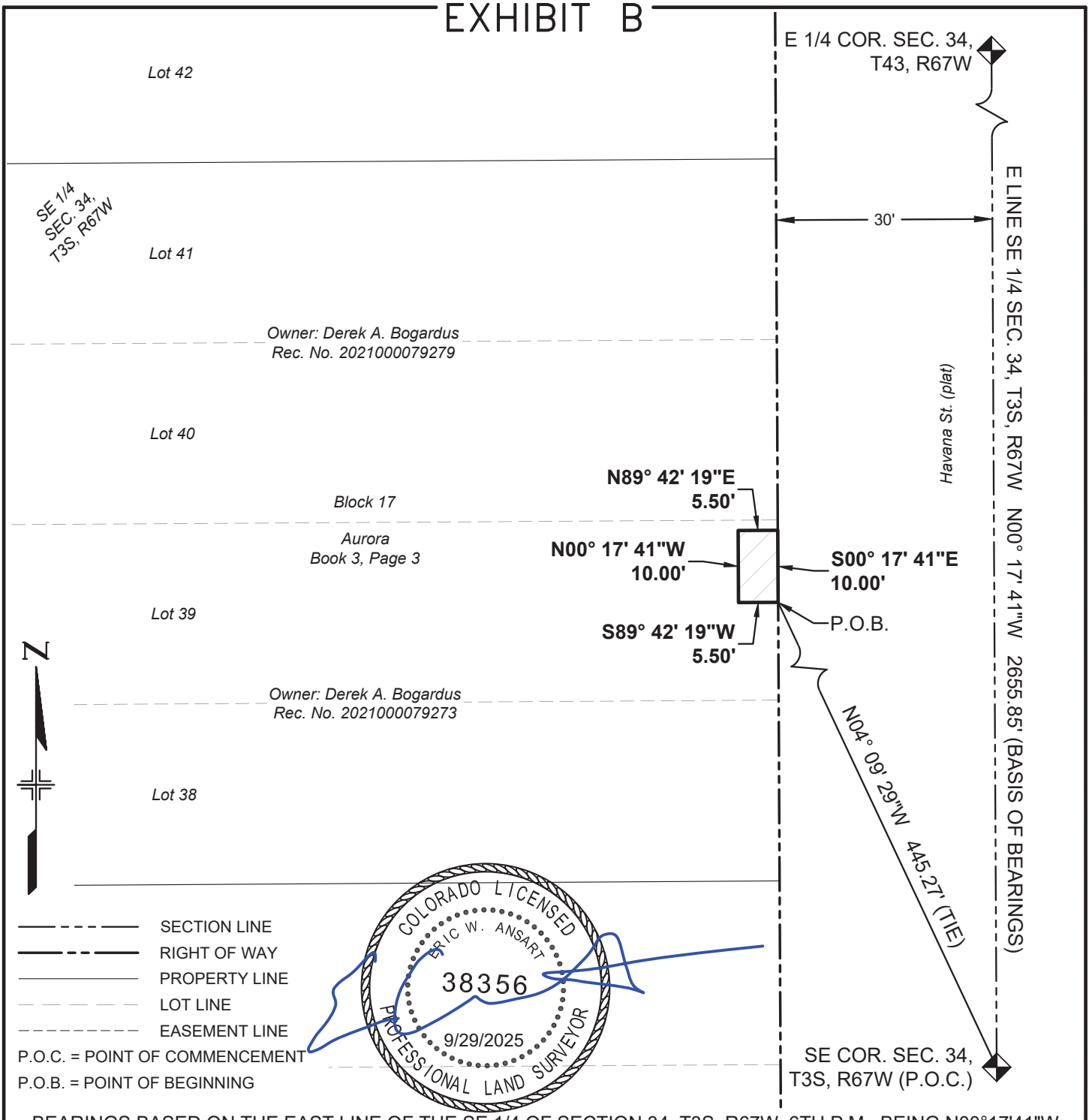
Illustration attached hereto and made a part hereof.



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;

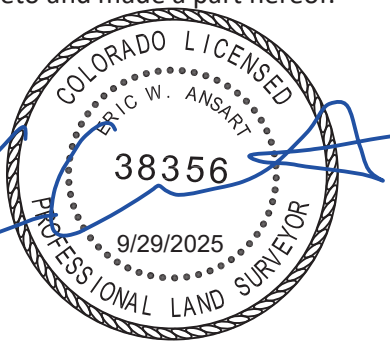
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

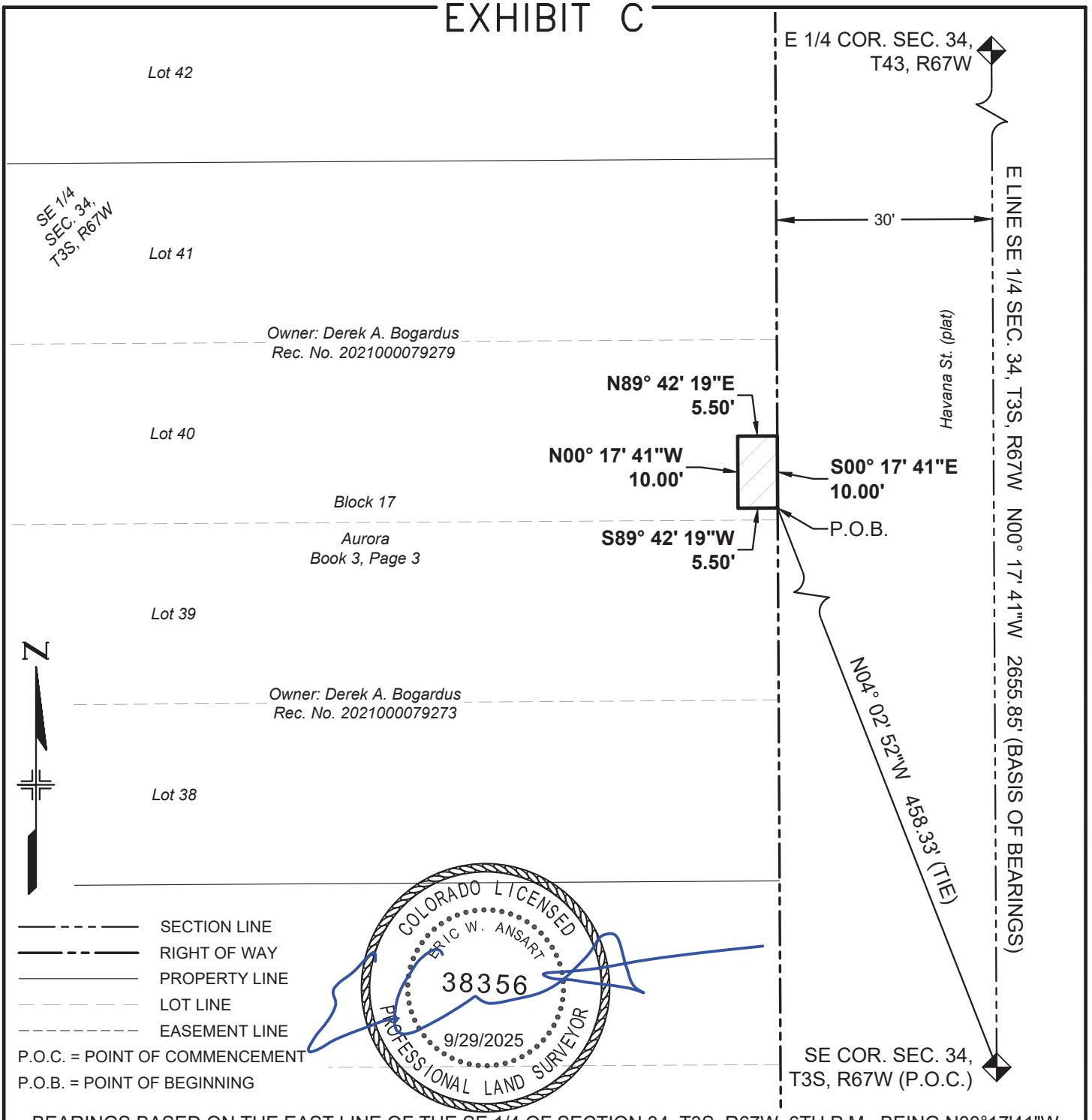


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

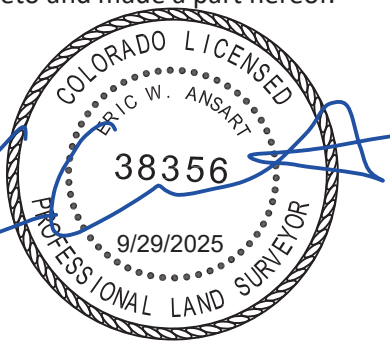
Thence N89°38'47"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

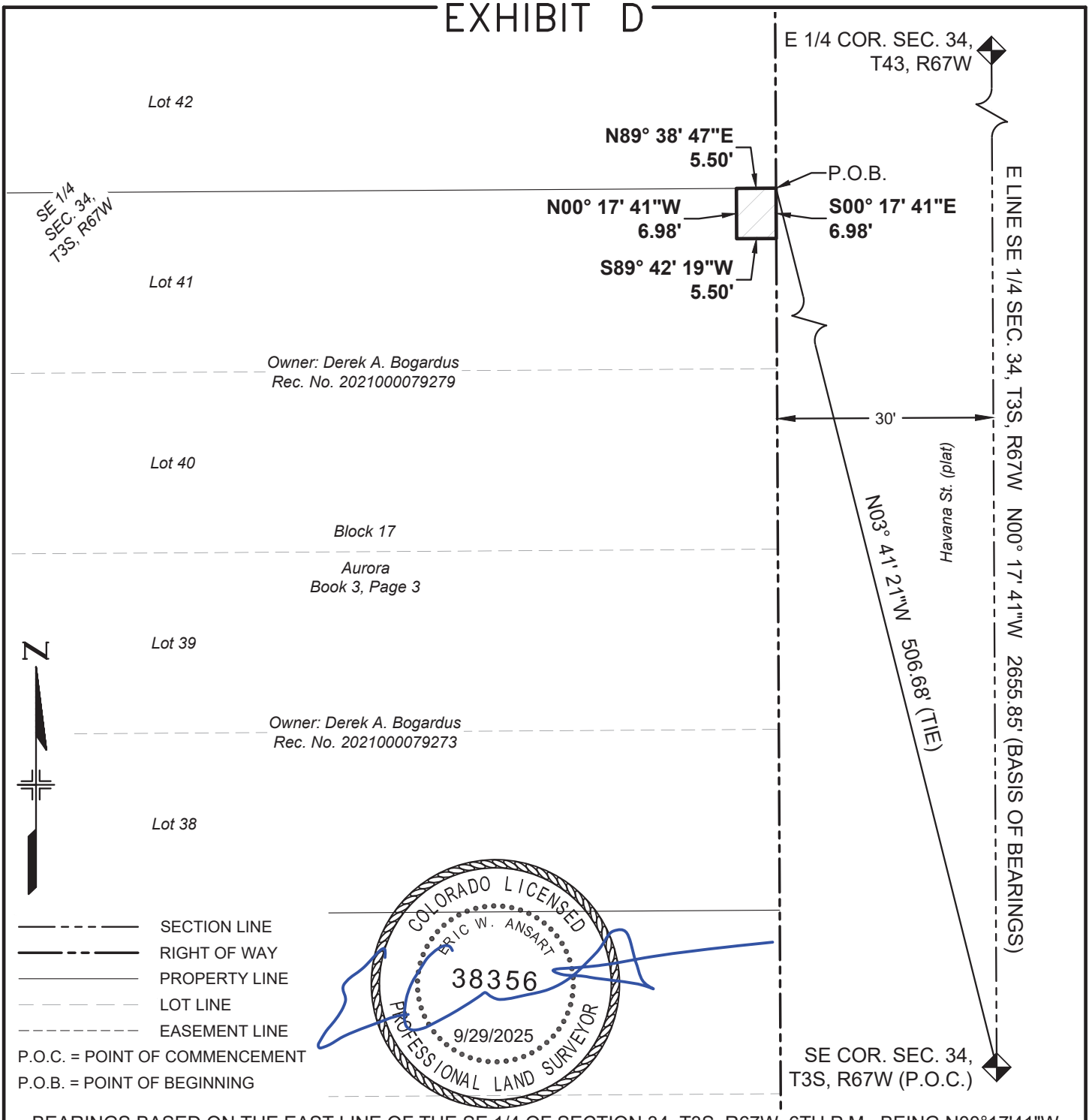


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

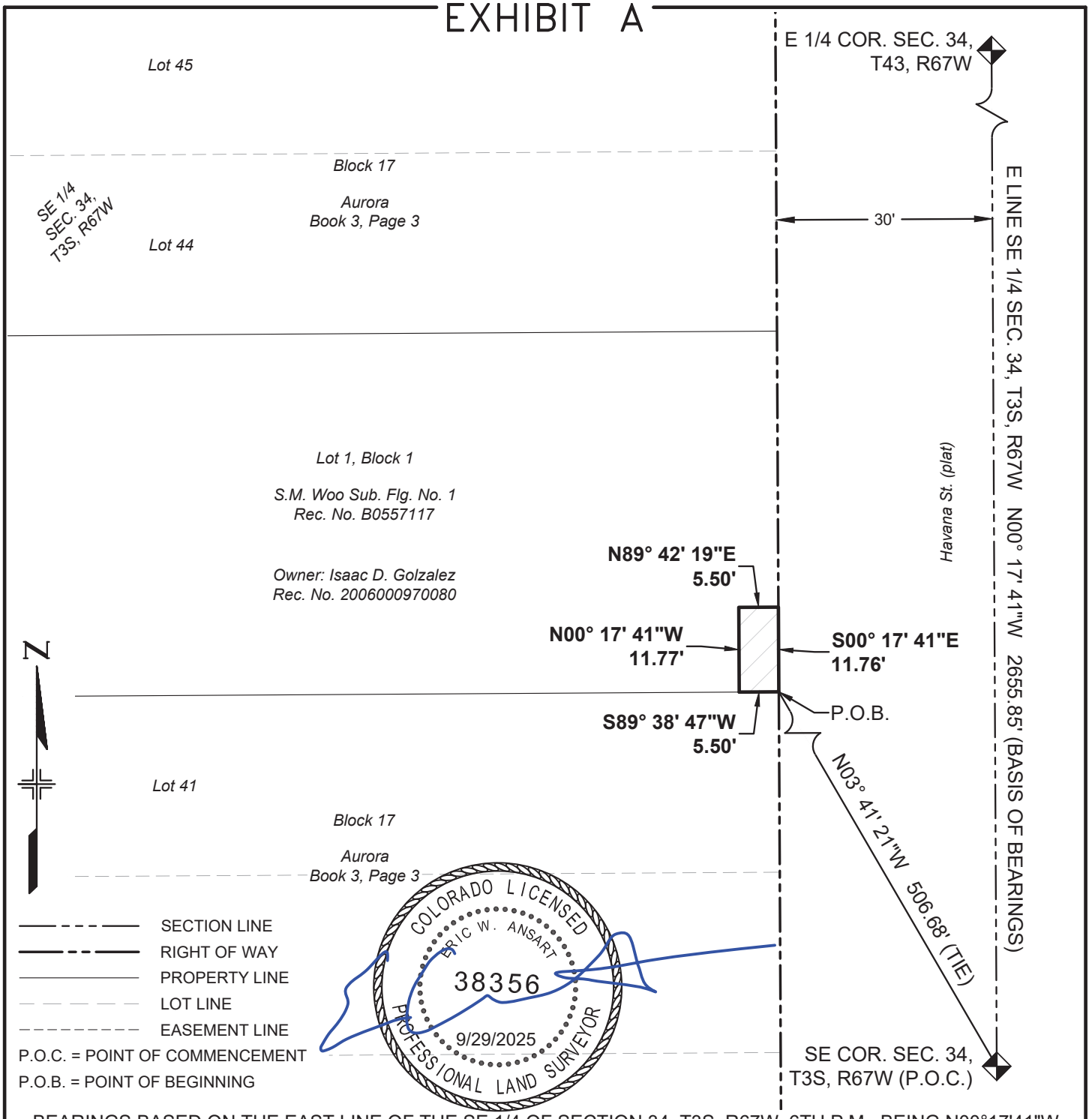


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

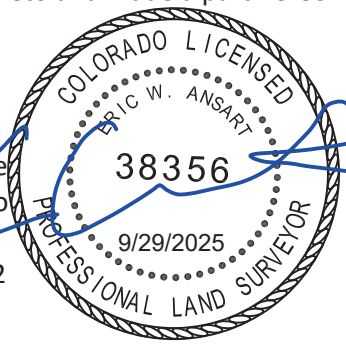
Thence N89°39'03"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

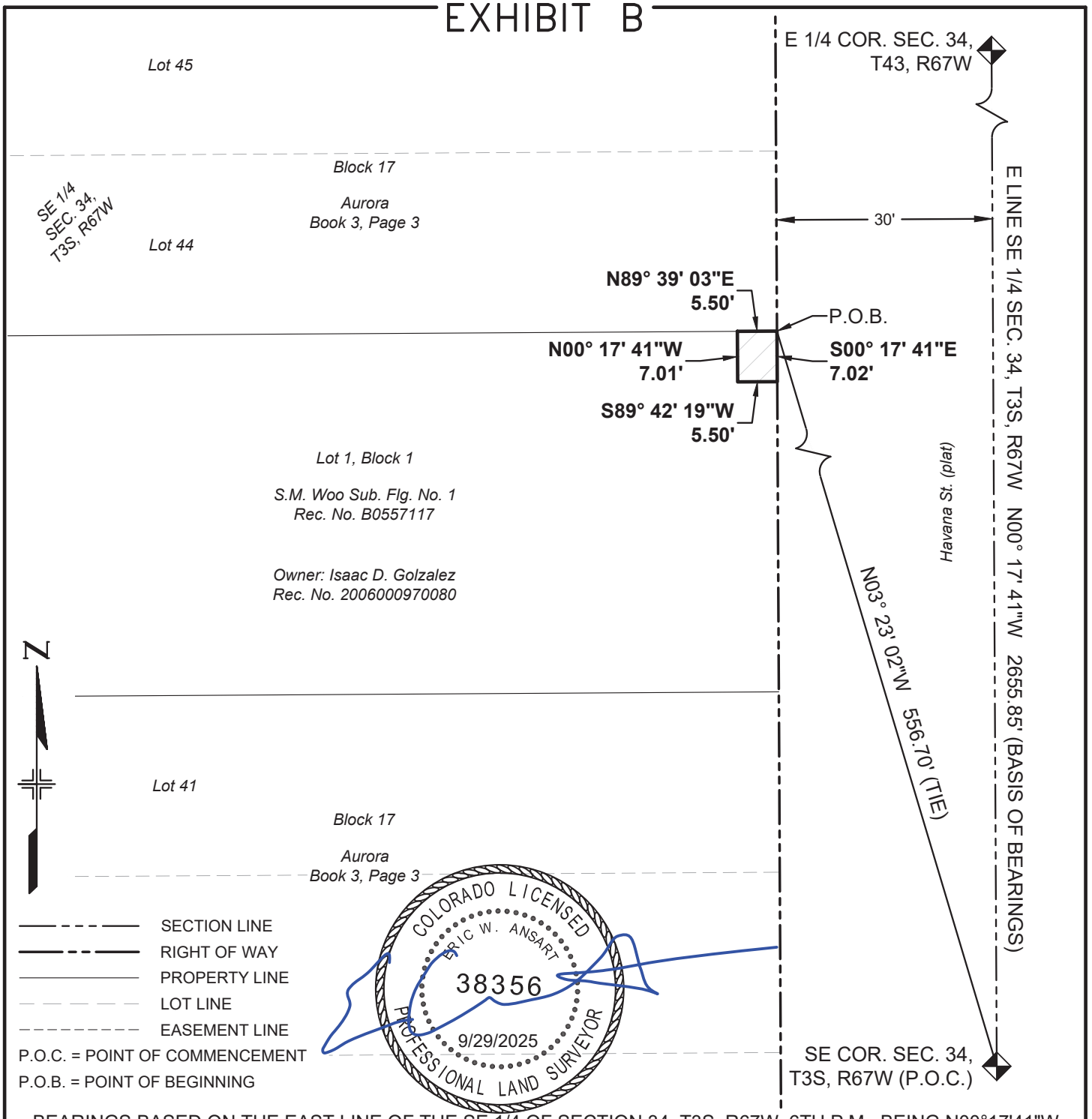


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

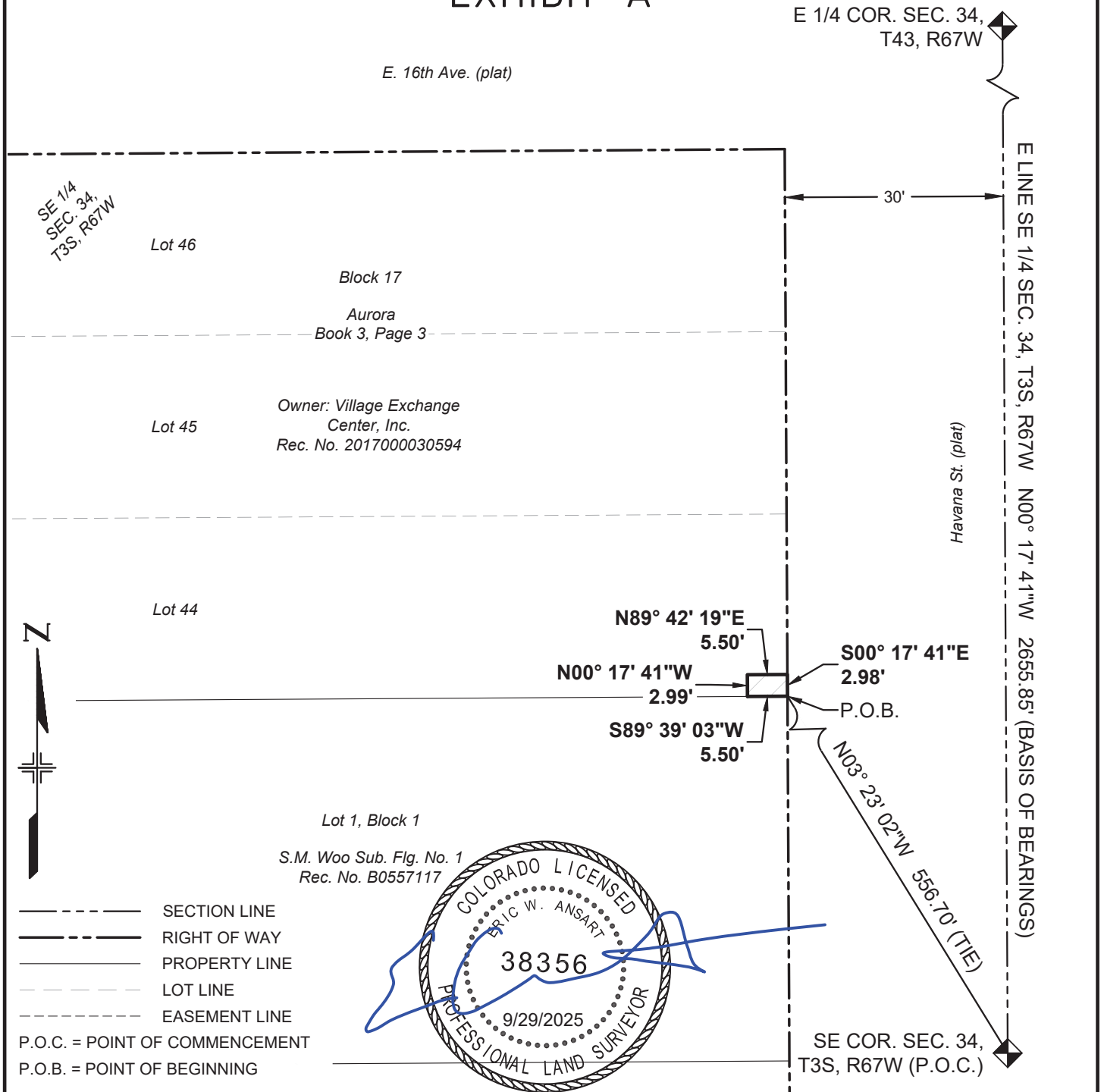
Illustration attached hereto and made a part hereof.



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;

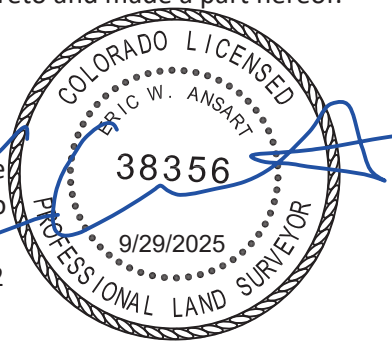
Thence S00°17'41"E, coincident with said easterly line, a distance of 28.00 feet to the **Point of Beginning**.

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.

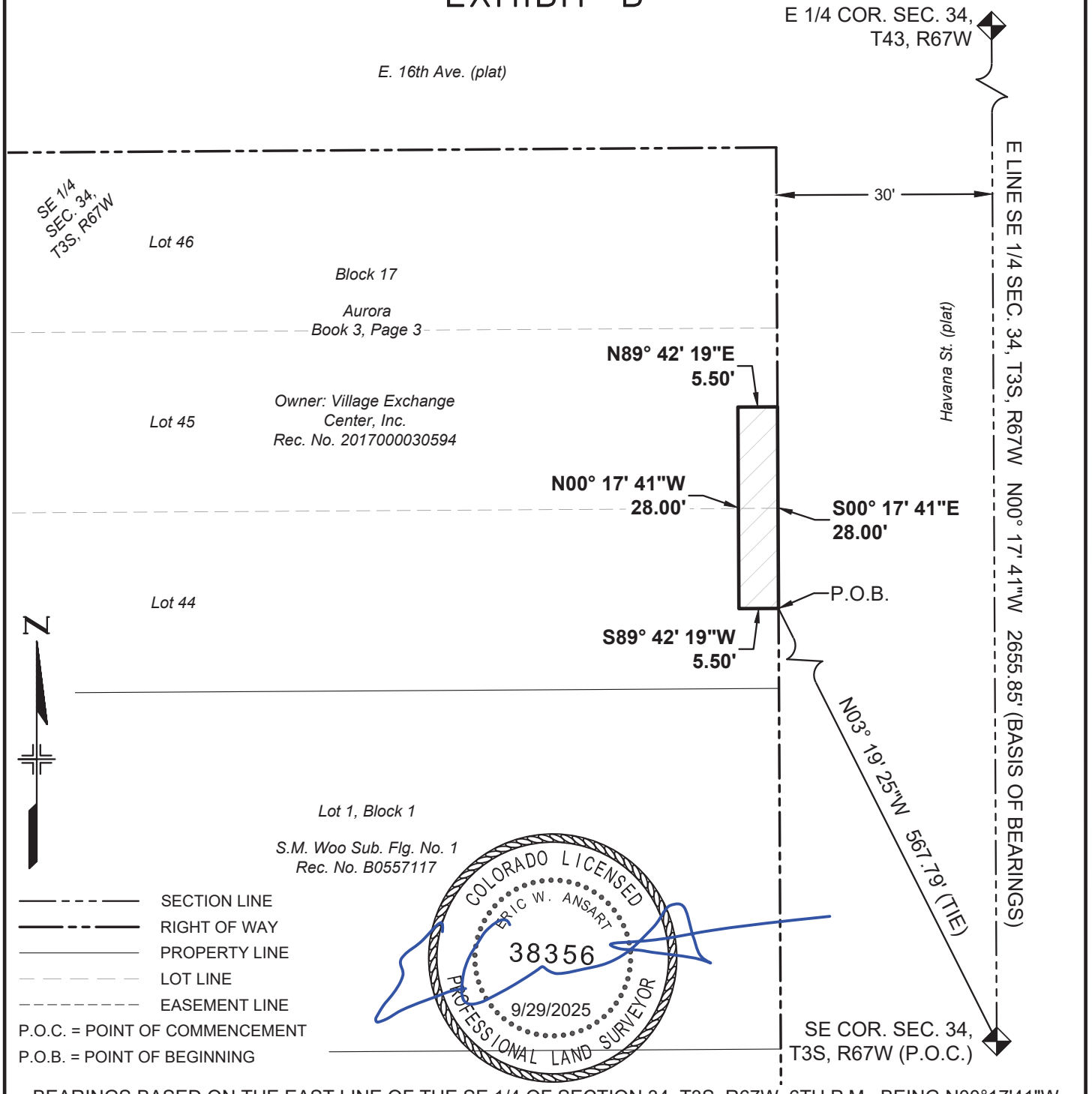


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

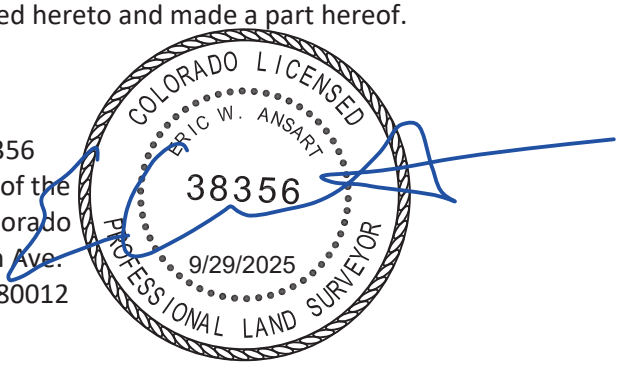
Thence S00°17'41"E, coincident with said easterly line, a distance of 59.40 feet to the **Point of Beginning**.

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.

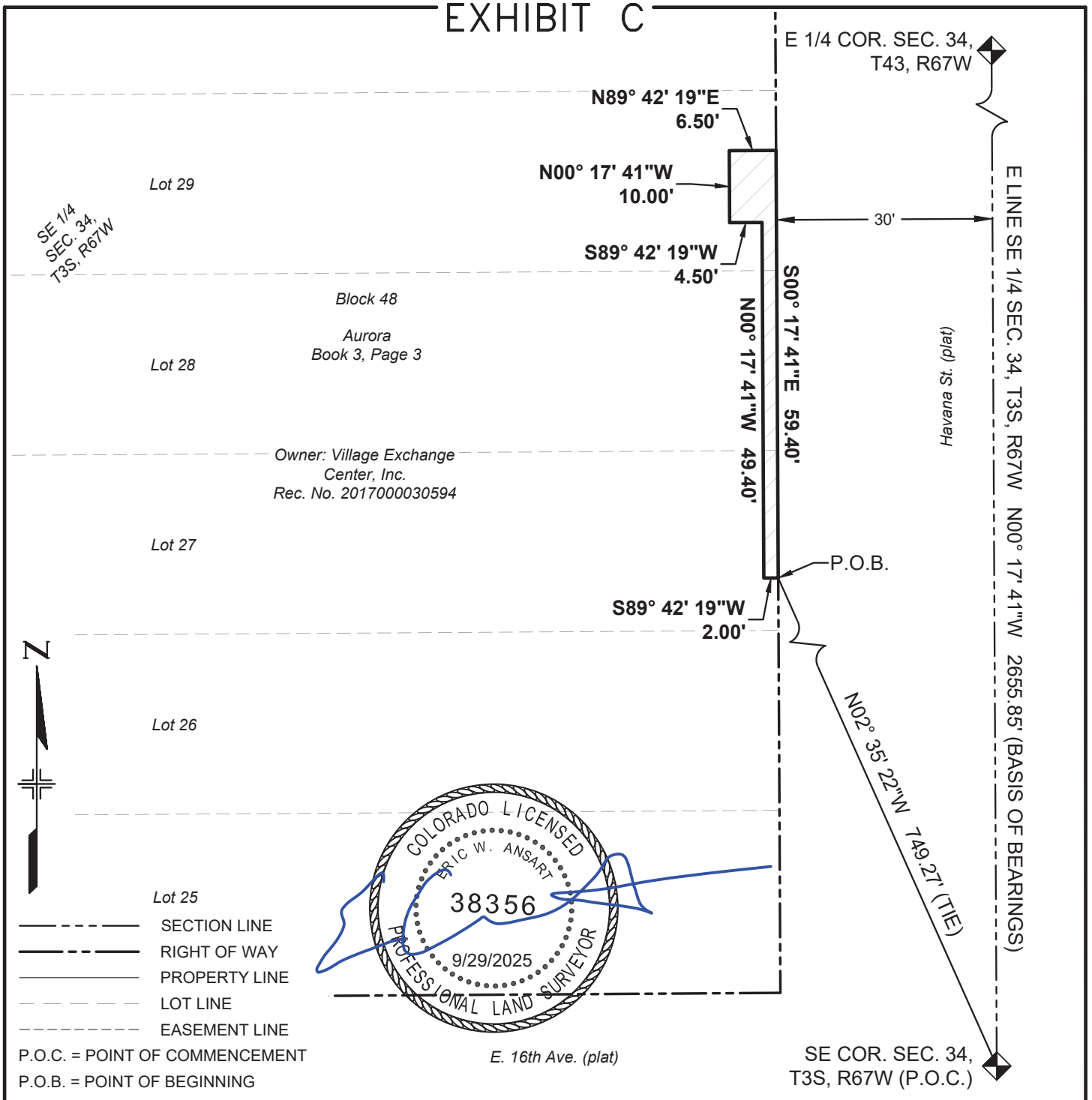


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

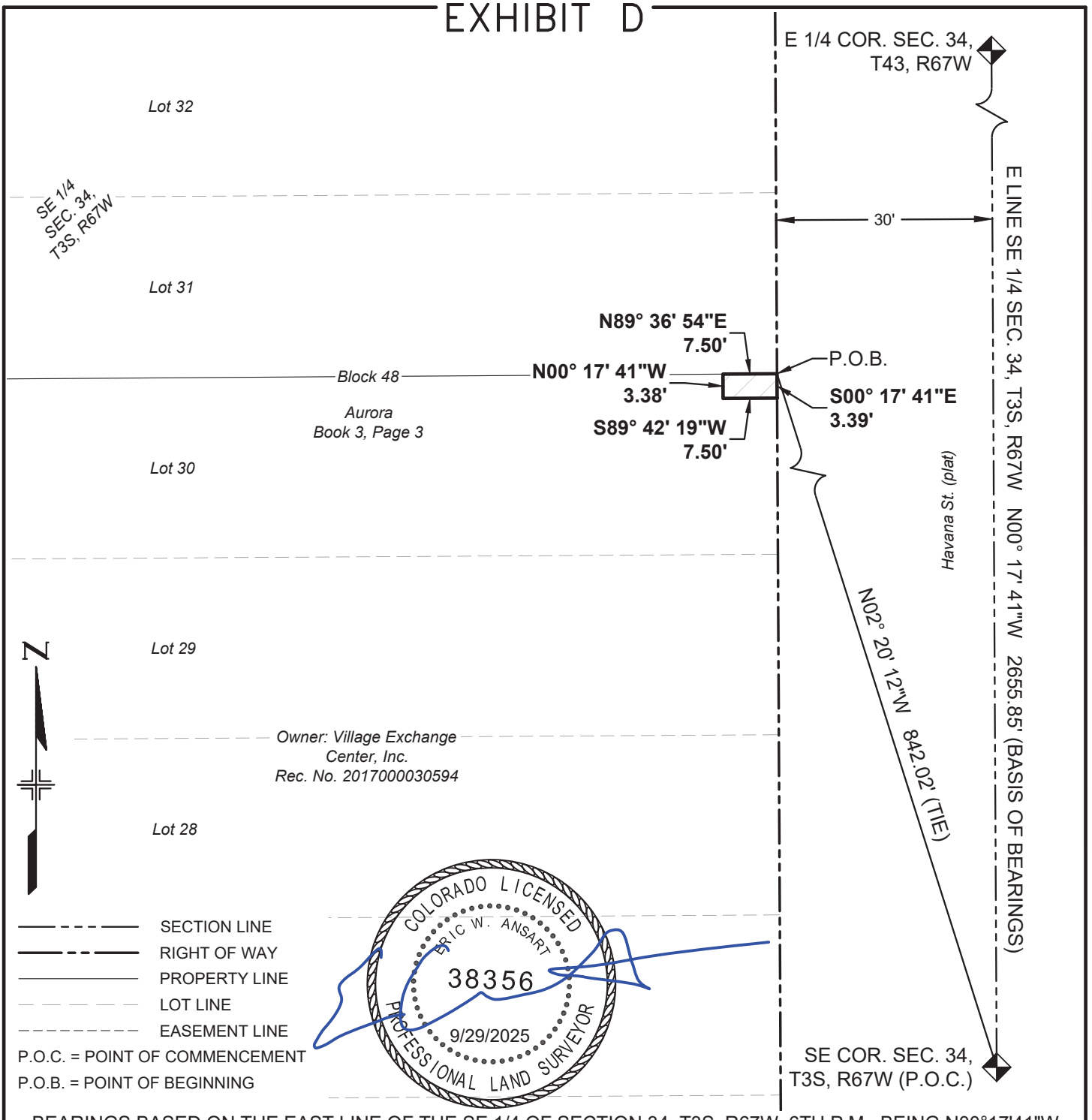


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

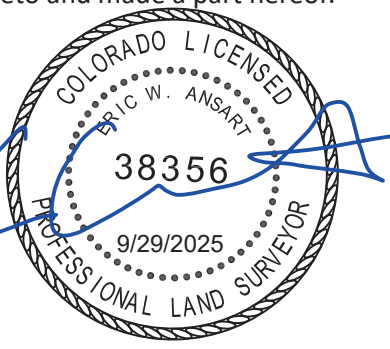
Thence S00°17'41"E, coincident with said easterly line, a distance of 14.73 feet to the **Point of Beginning**.

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.

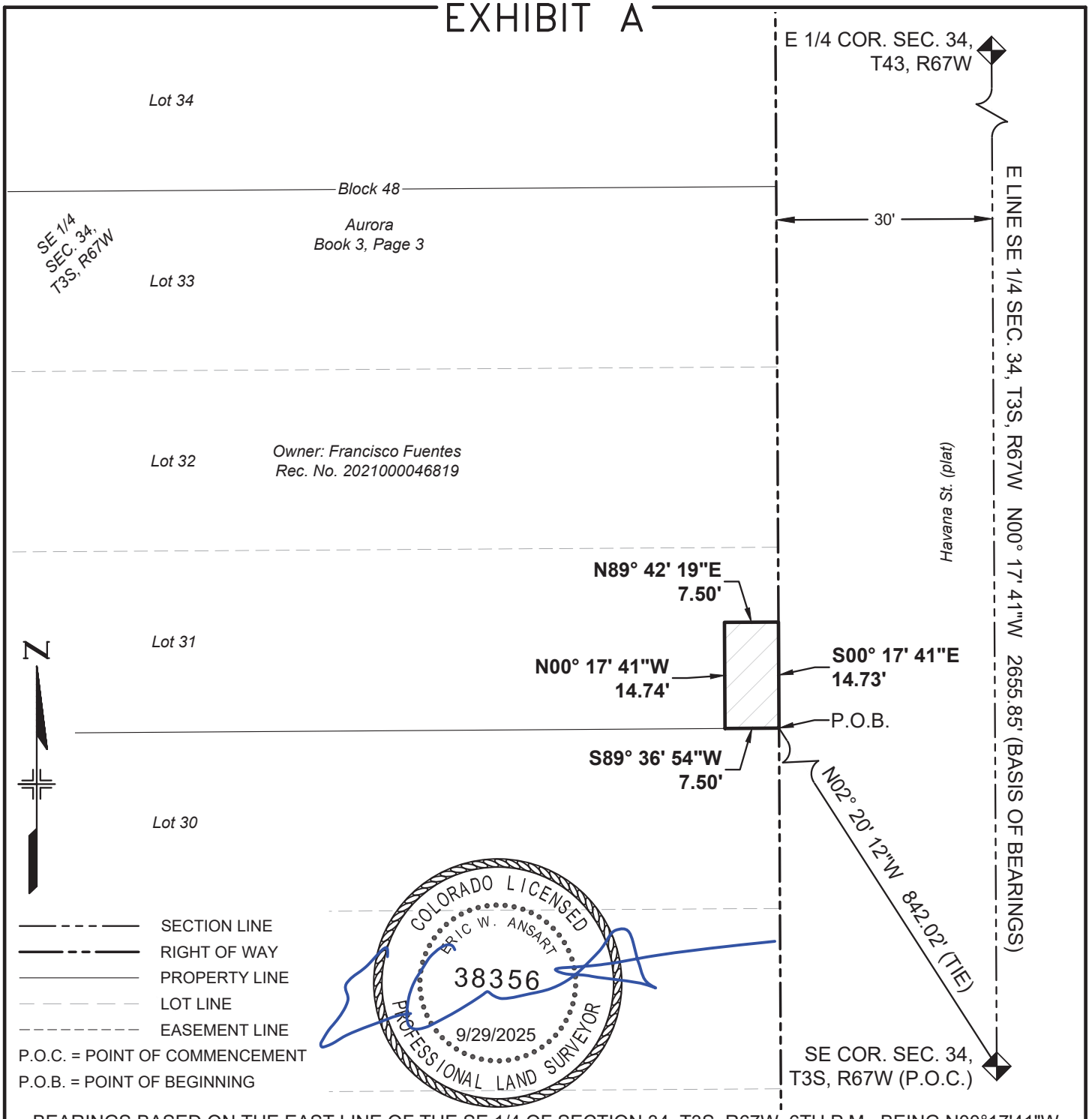


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

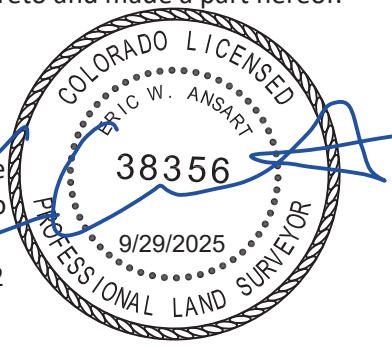
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

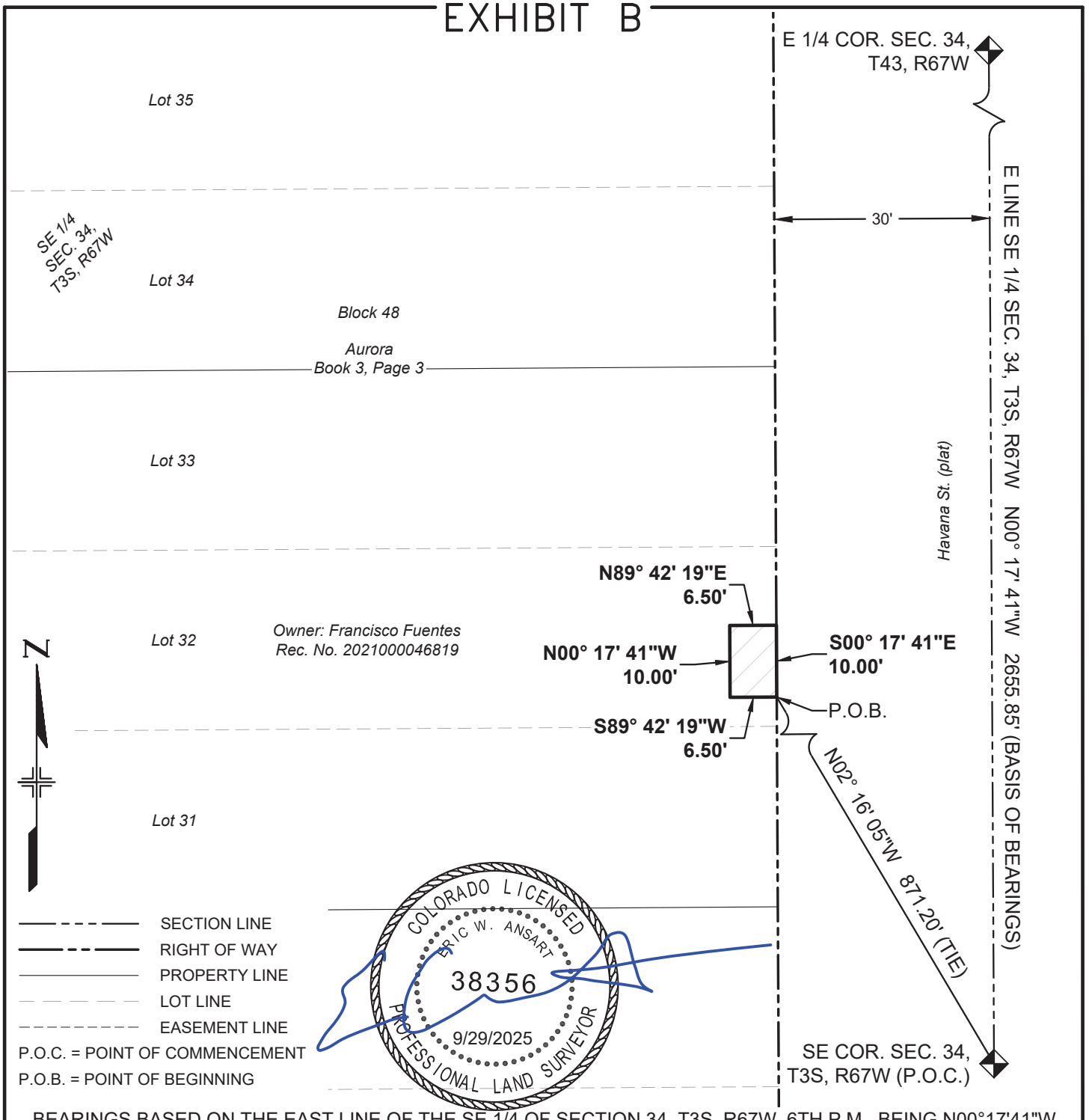


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

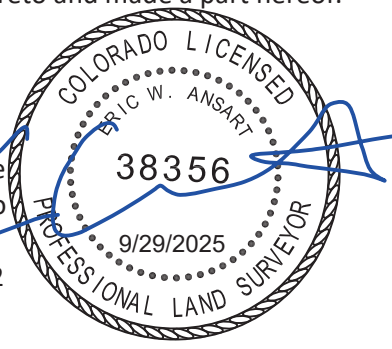
Thence N89°36'54"E, coincident with said northerly line, a distance of 8.50 feet to the **Point of Beginning**.

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.

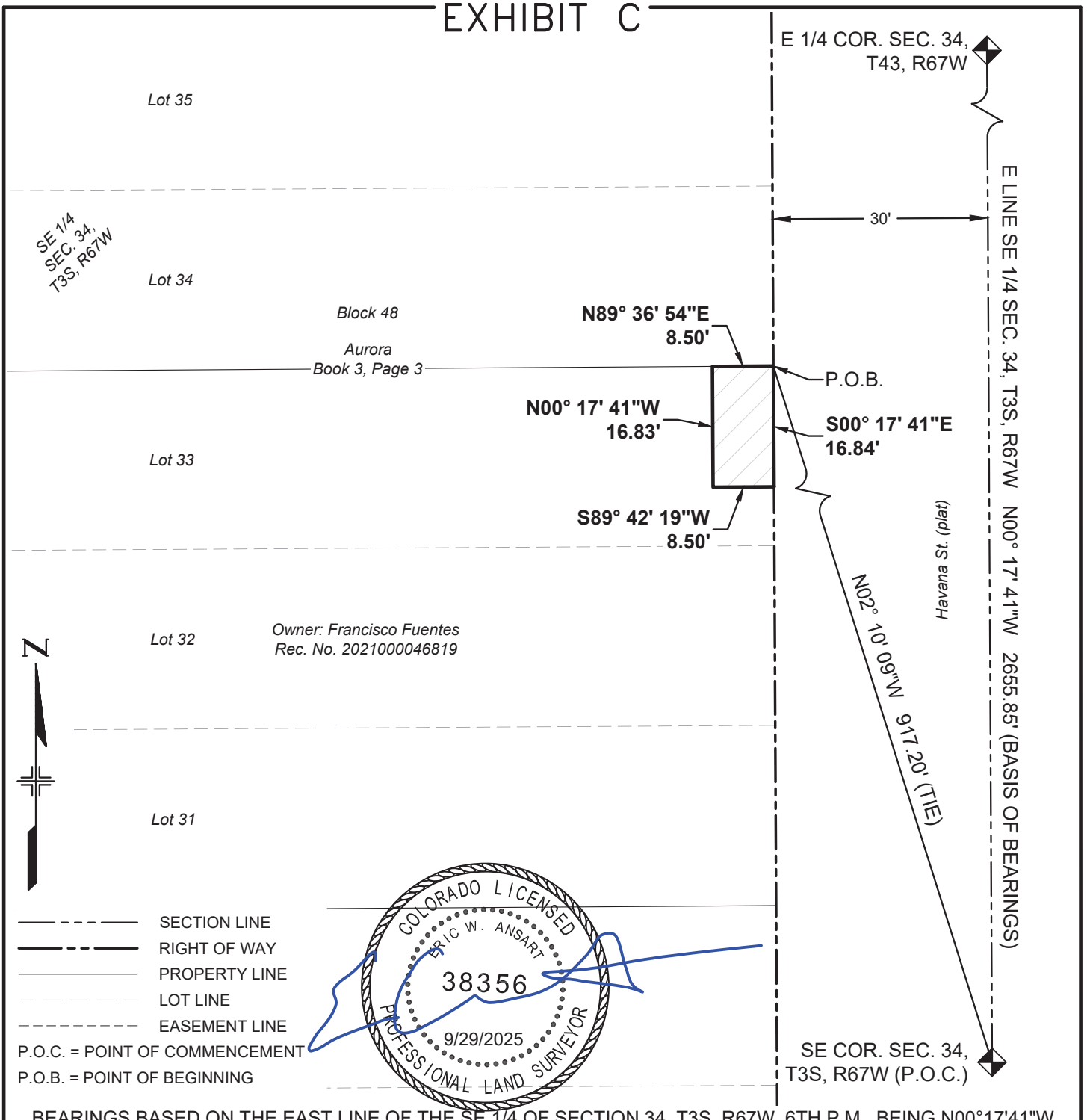


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

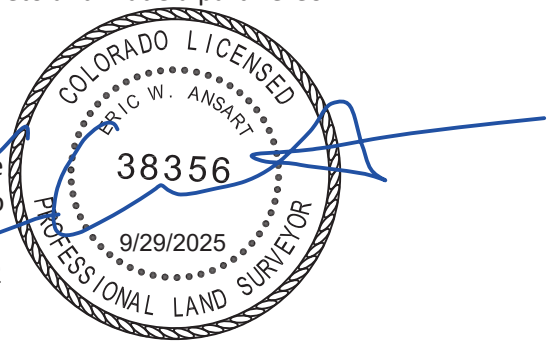
Thence S00°17'41"E, coincident with said easterly line, a distance of 20.50 feet to the **Point of Beginning**.

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.

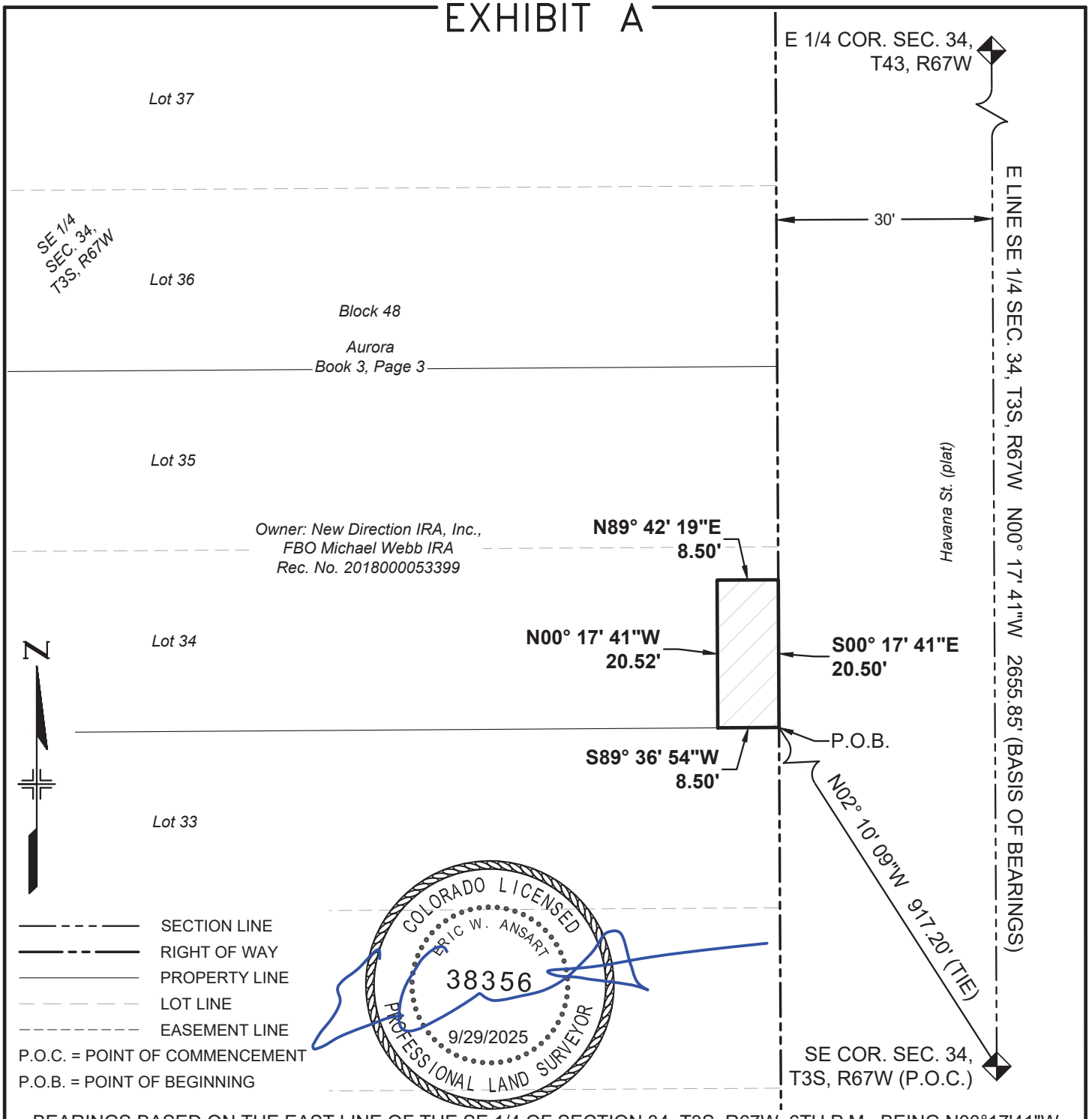


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

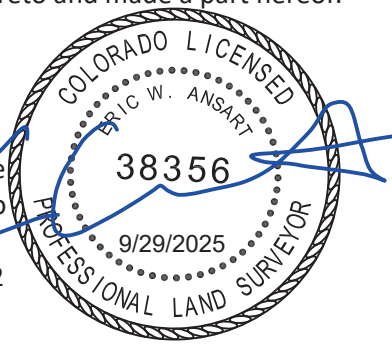
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

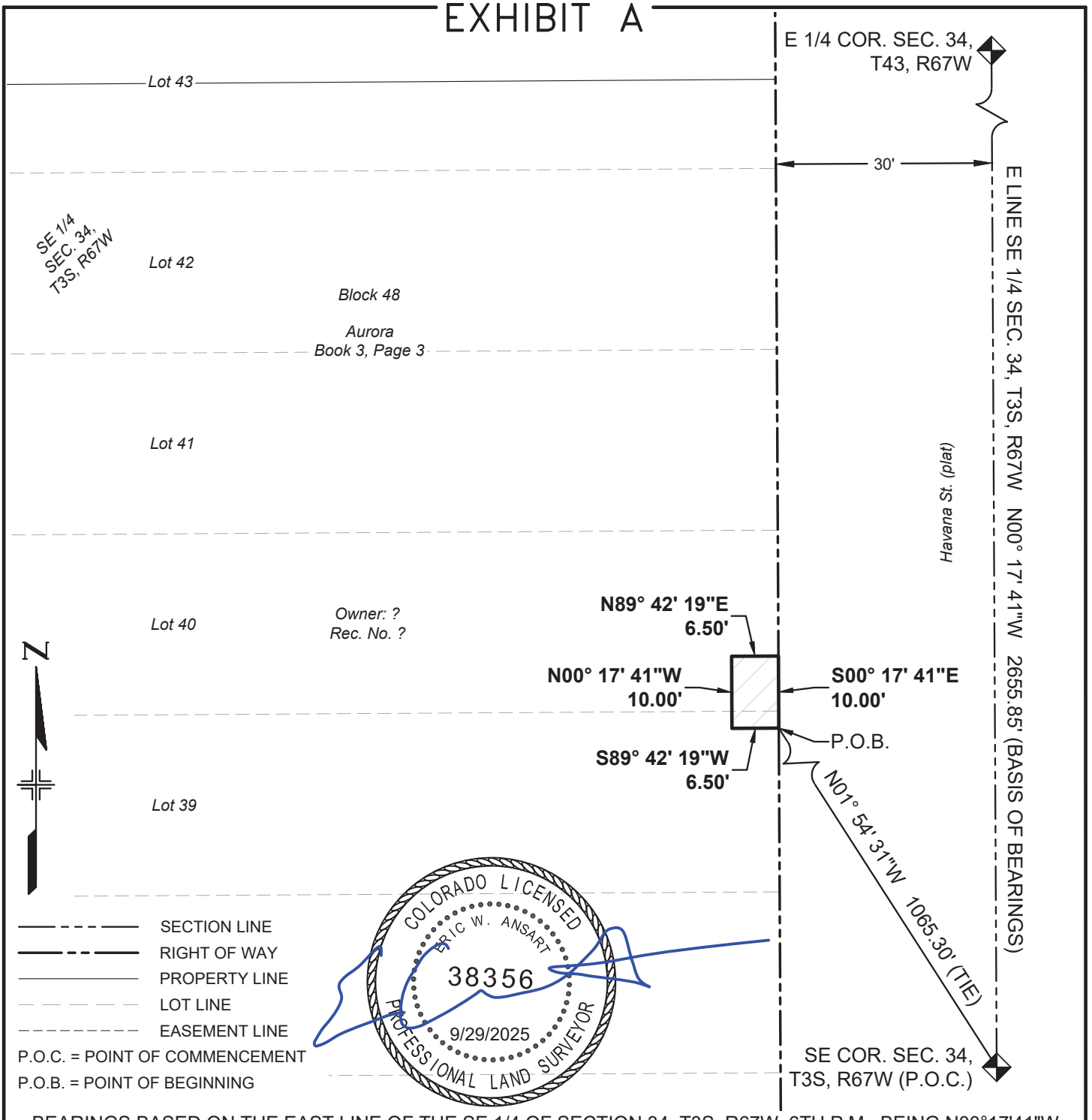


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

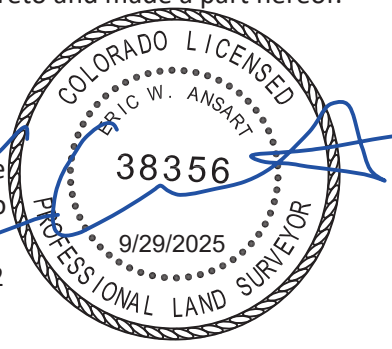
Thence S00°17'41"E, coincident with said easterly line, a distance of 22.00 feet to the **Point of Beginning**.

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.

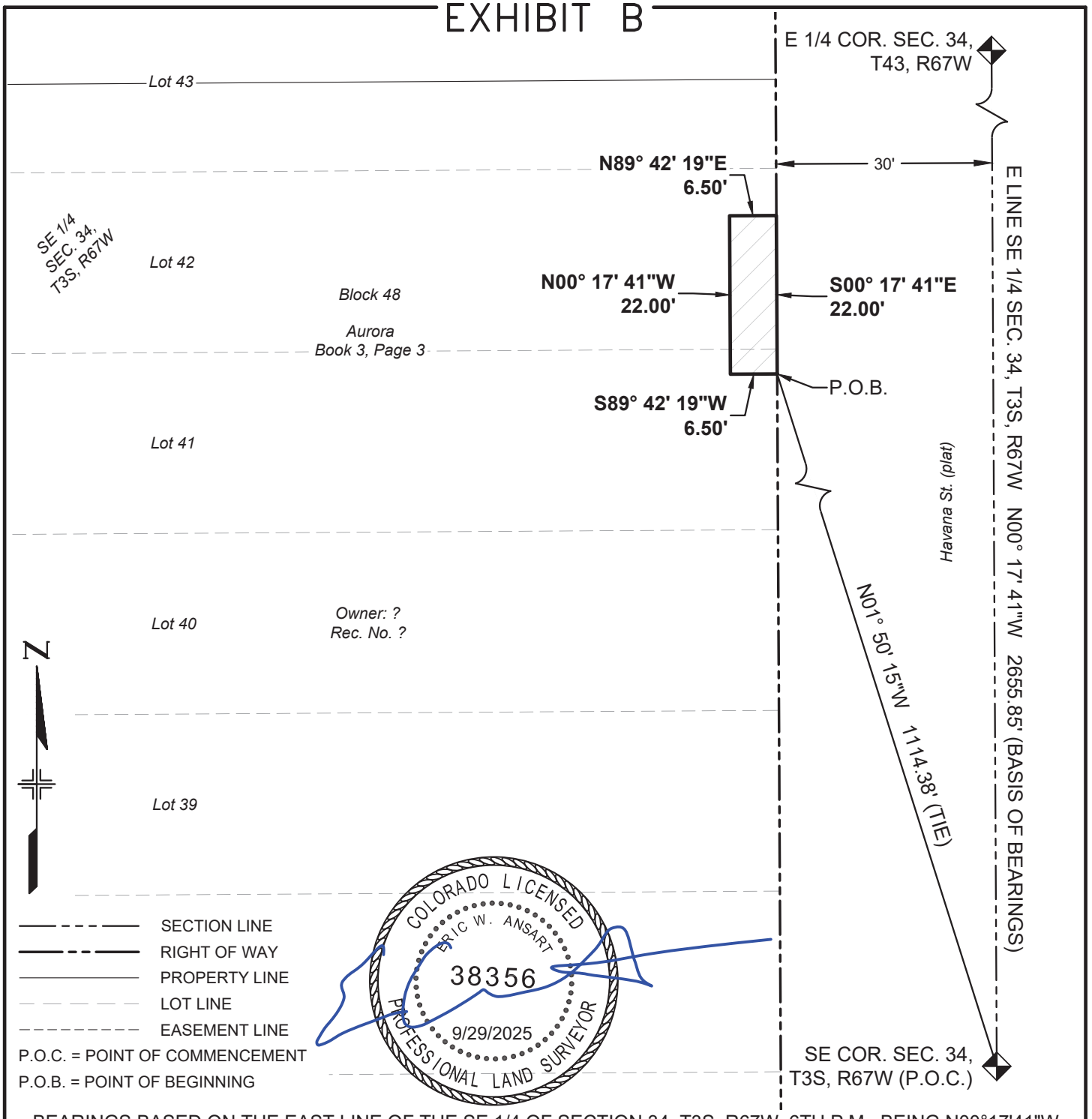


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

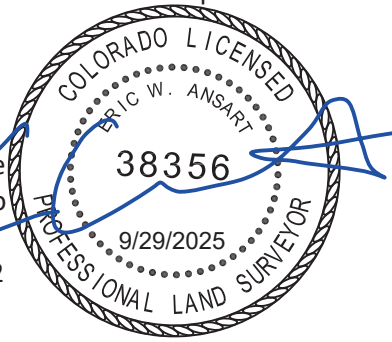
Thence S00°17'41"E, coincident with said easterly line, a distance of 116.24 feet to the **Point of Beginning**.

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.

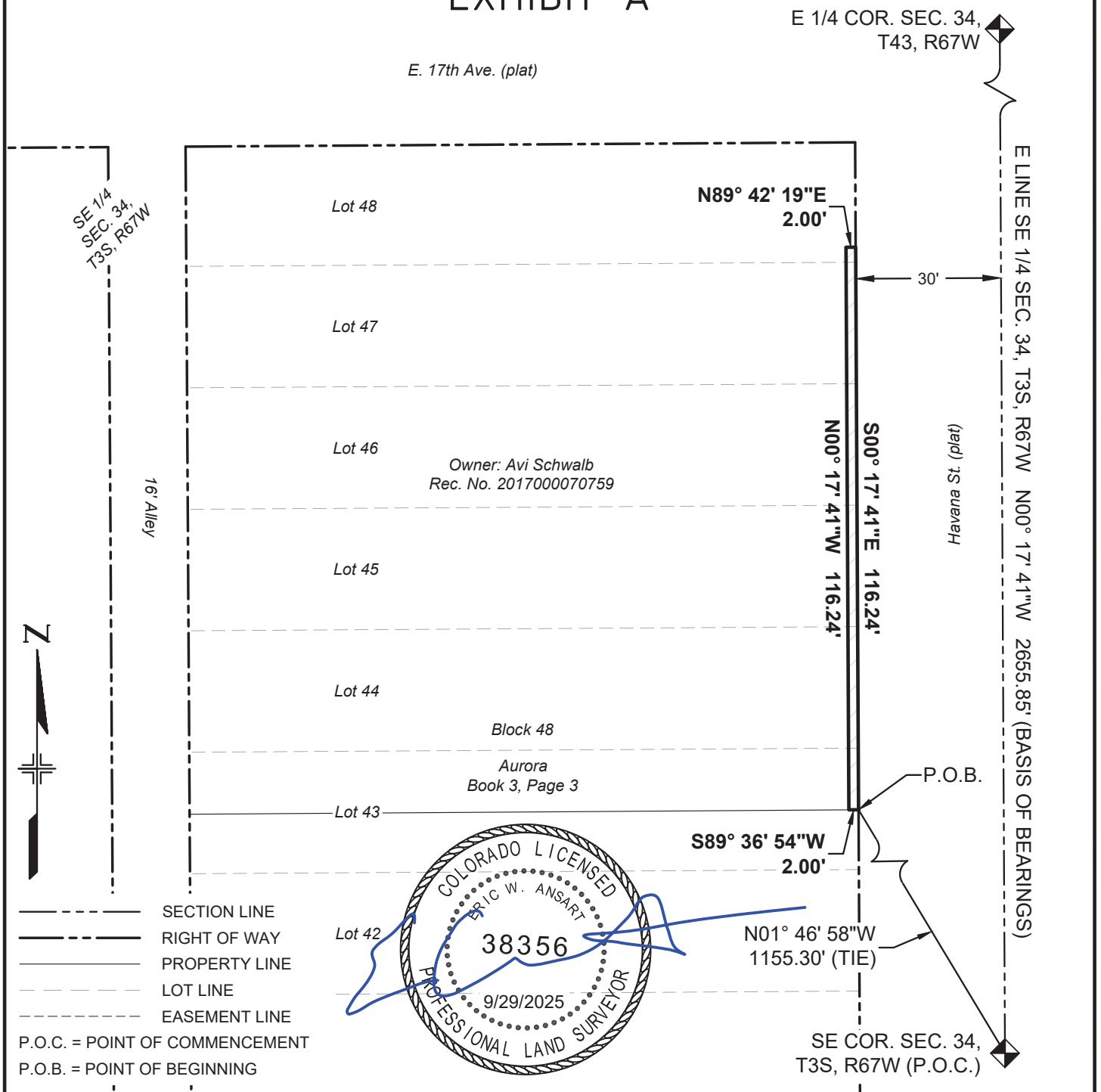
Illustration attached hereto and made a part hereof.



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;

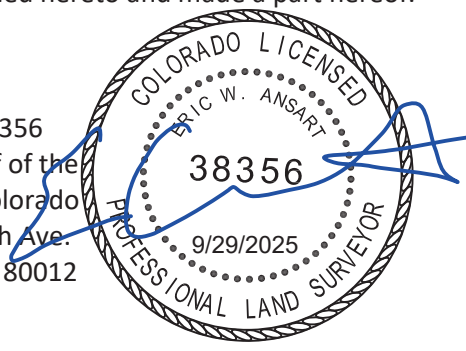
Thence N00°17'41"W, coincident with said westerly line, a distance of 37.38 feet to the **Point of Beginning**.

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.

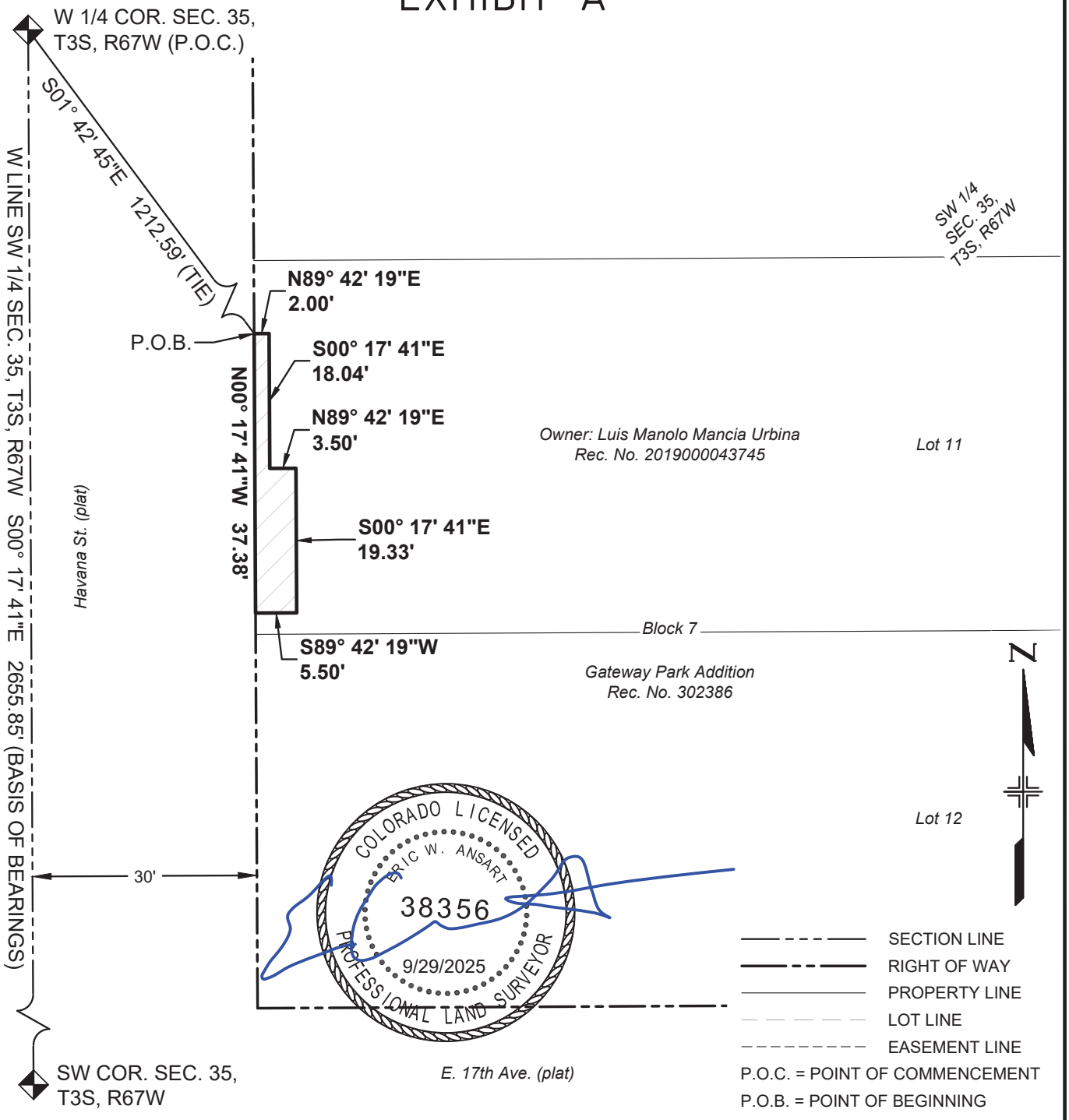


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

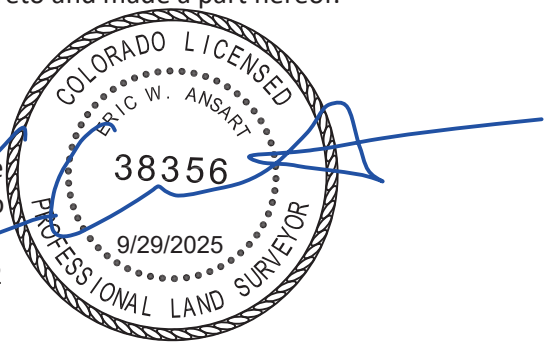
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

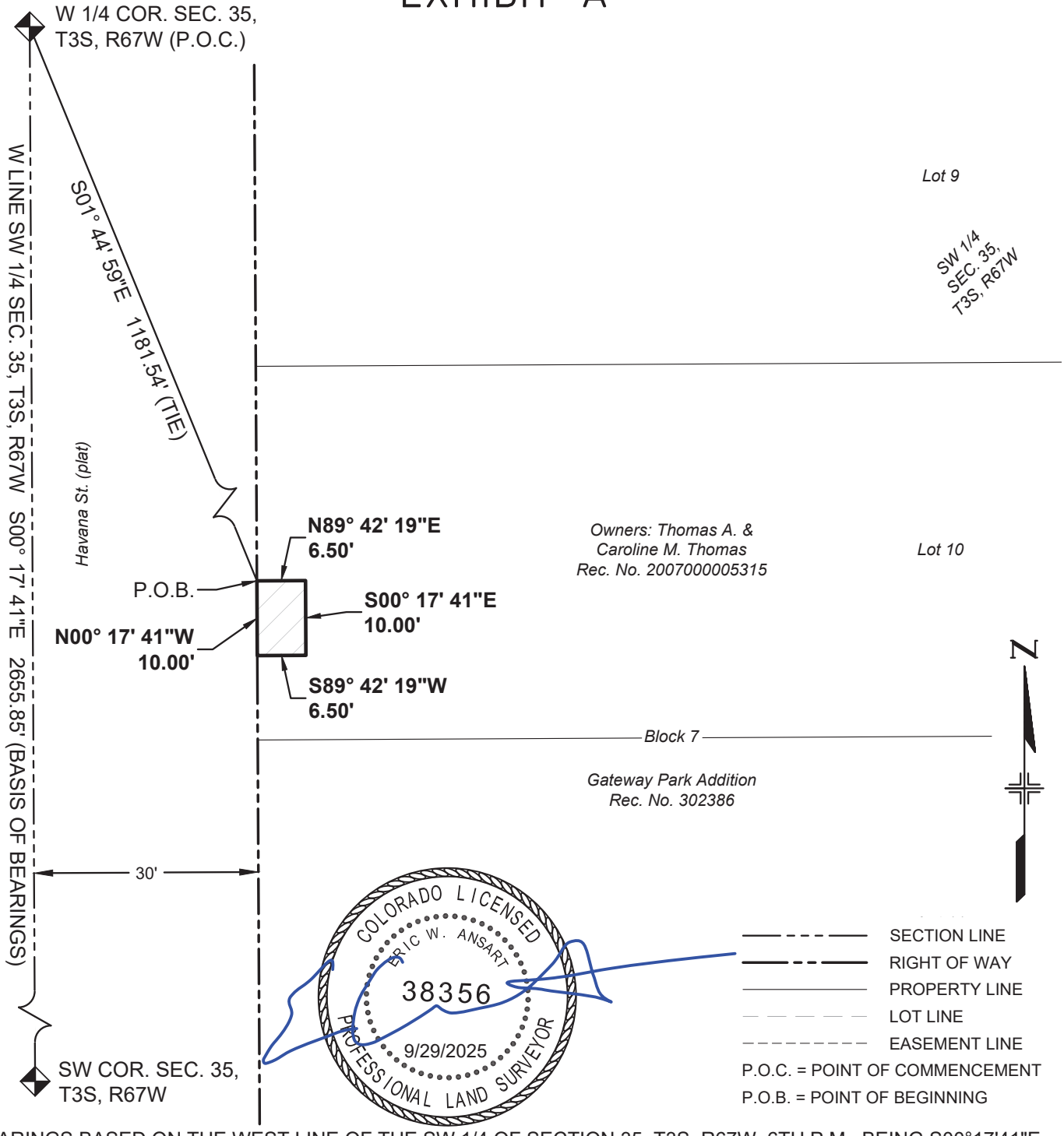


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

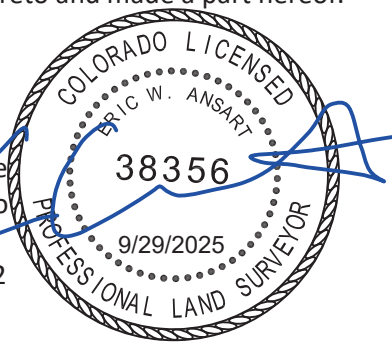
Thence N00°17'41"W, coincident with said westerly line, a distance of 18.00 feet to the **Point of Beginning**.

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.

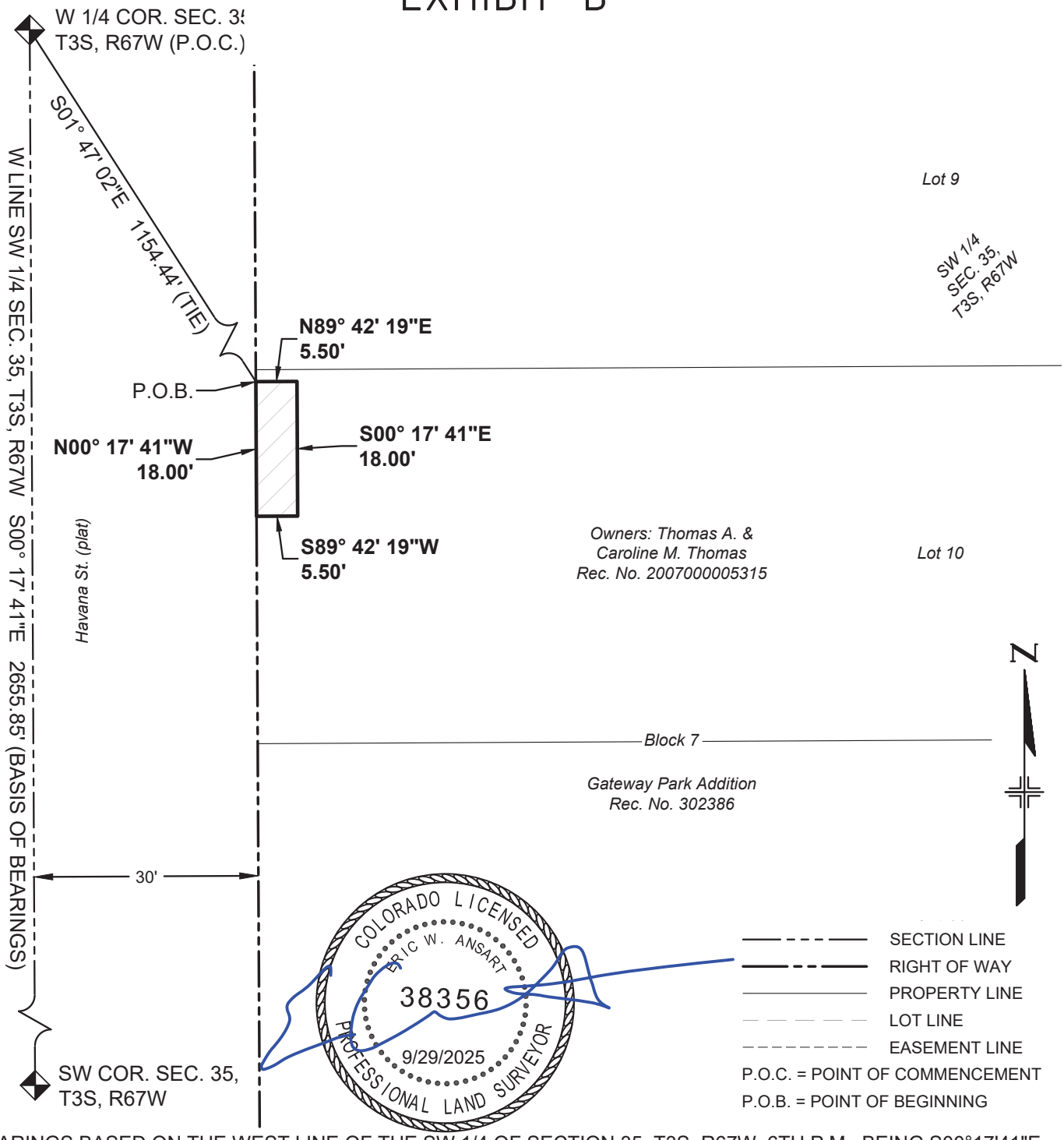


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

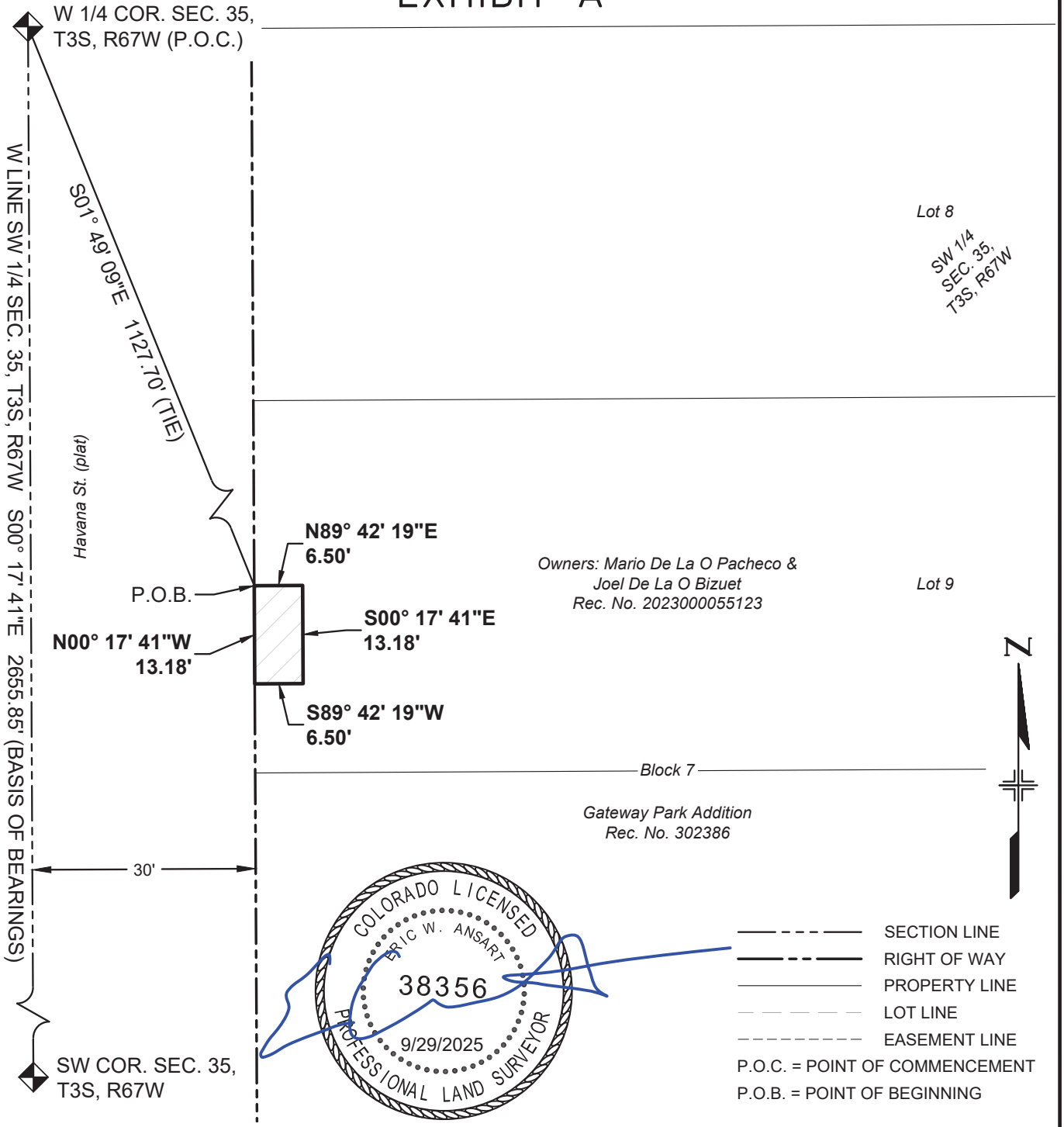


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

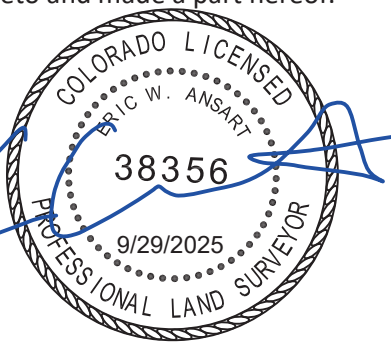
Thence N00°17'41"W, coincident with said westerly line, a distance of 18.00 feet to the **Point of Beginning**.

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.

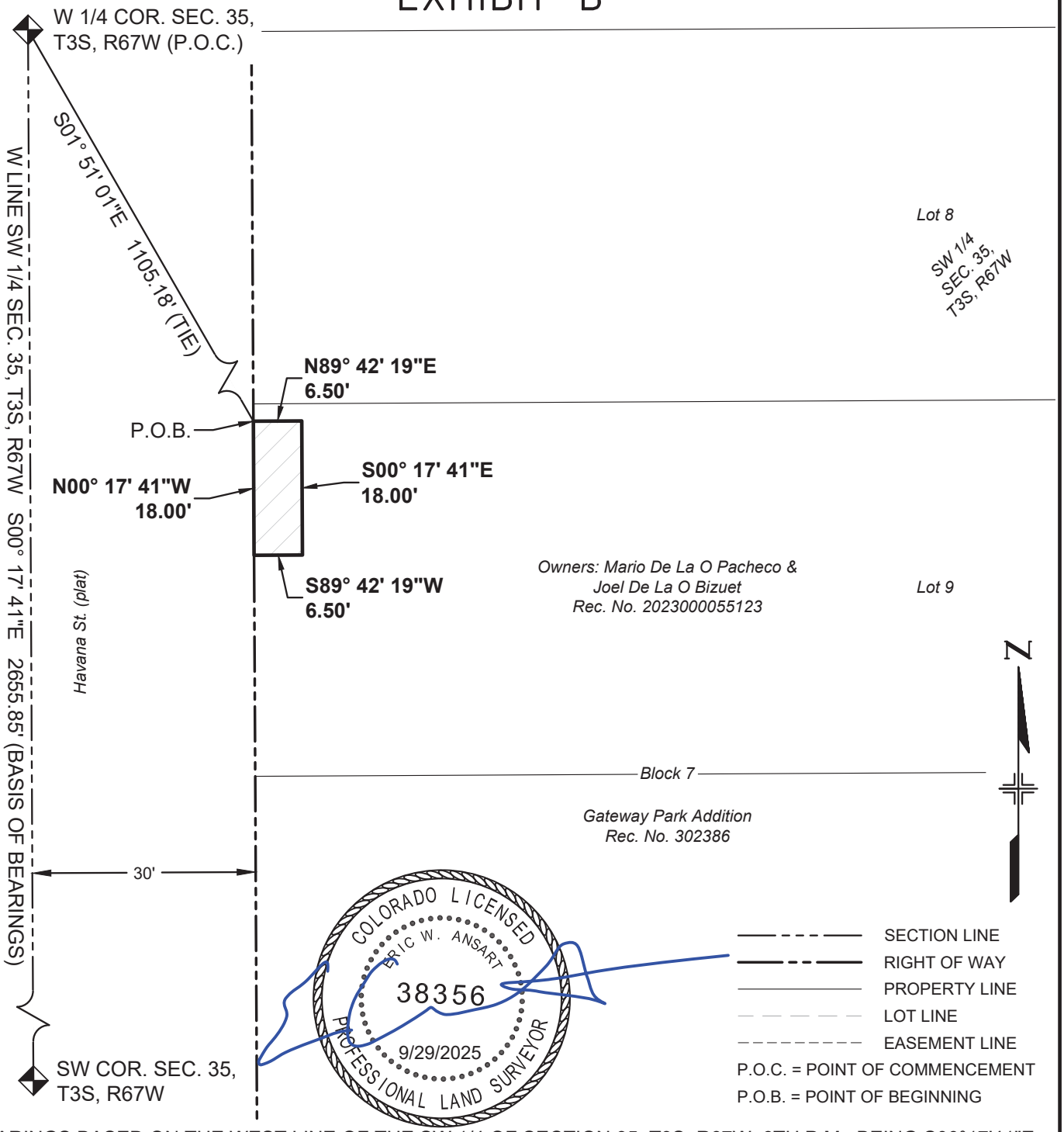


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

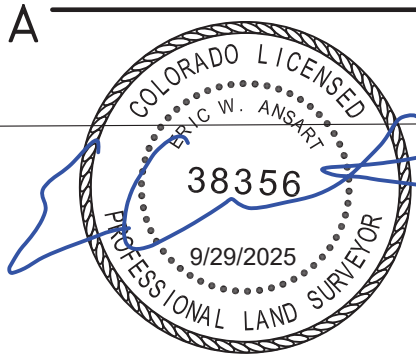


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

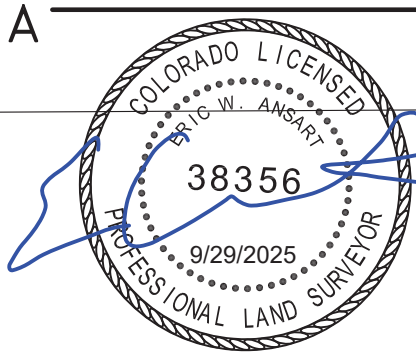


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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'

S89° 42' 19"W
10.50'

N00° 17' 41"W 47.44'

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.

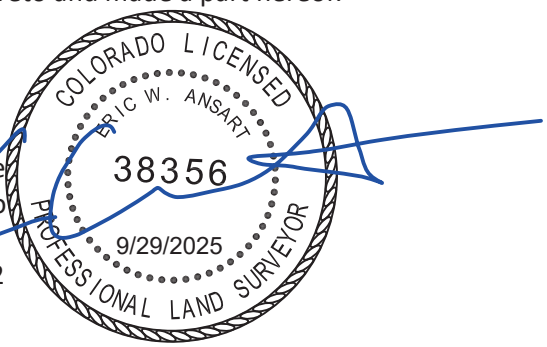
The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(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

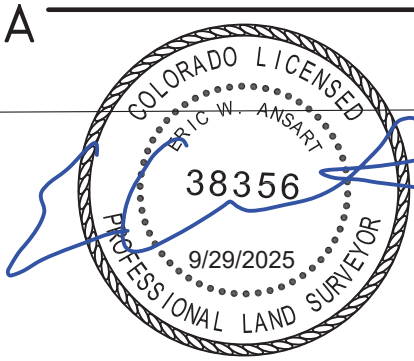


COA Project# 23011

2023

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;

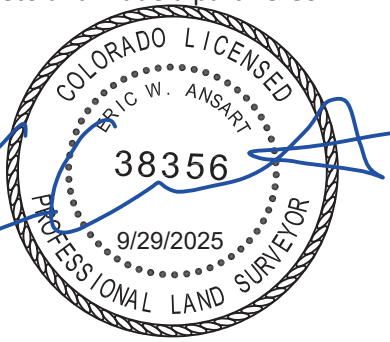
Thence S89°42'19"W, coincident with said southerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.



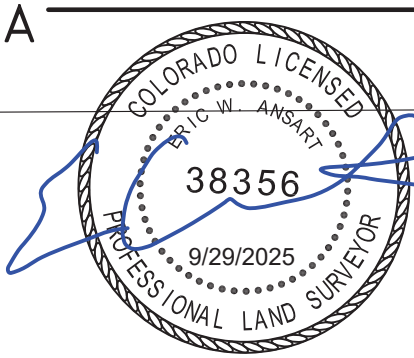
Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

2025

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° 05' 56"E 952.92' (T1E)

Havana St. (plat)

N89° 42' 19"E
2.00'

S00° 17' 41"E
29.70'

N89° 42' 19"E
3.50'

N00° 17' 41"W 50.00'

S00° 17' 41"E
20.30'

P.O.B.

S89° 42' 19"W
5.50'

30'

SW COR. SEC. 35, T3S, R67W

Lot 4

SW 1/4 SEC. 35, T3S, R67W

Owner: William F. Gondrez
Rec. No. 2017000055180

Lot 5

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 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;

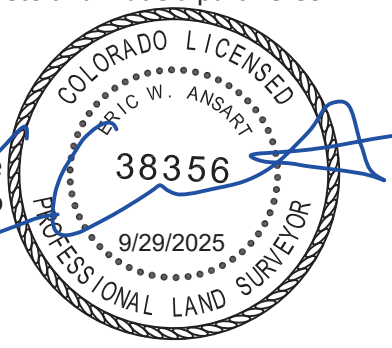
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

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.



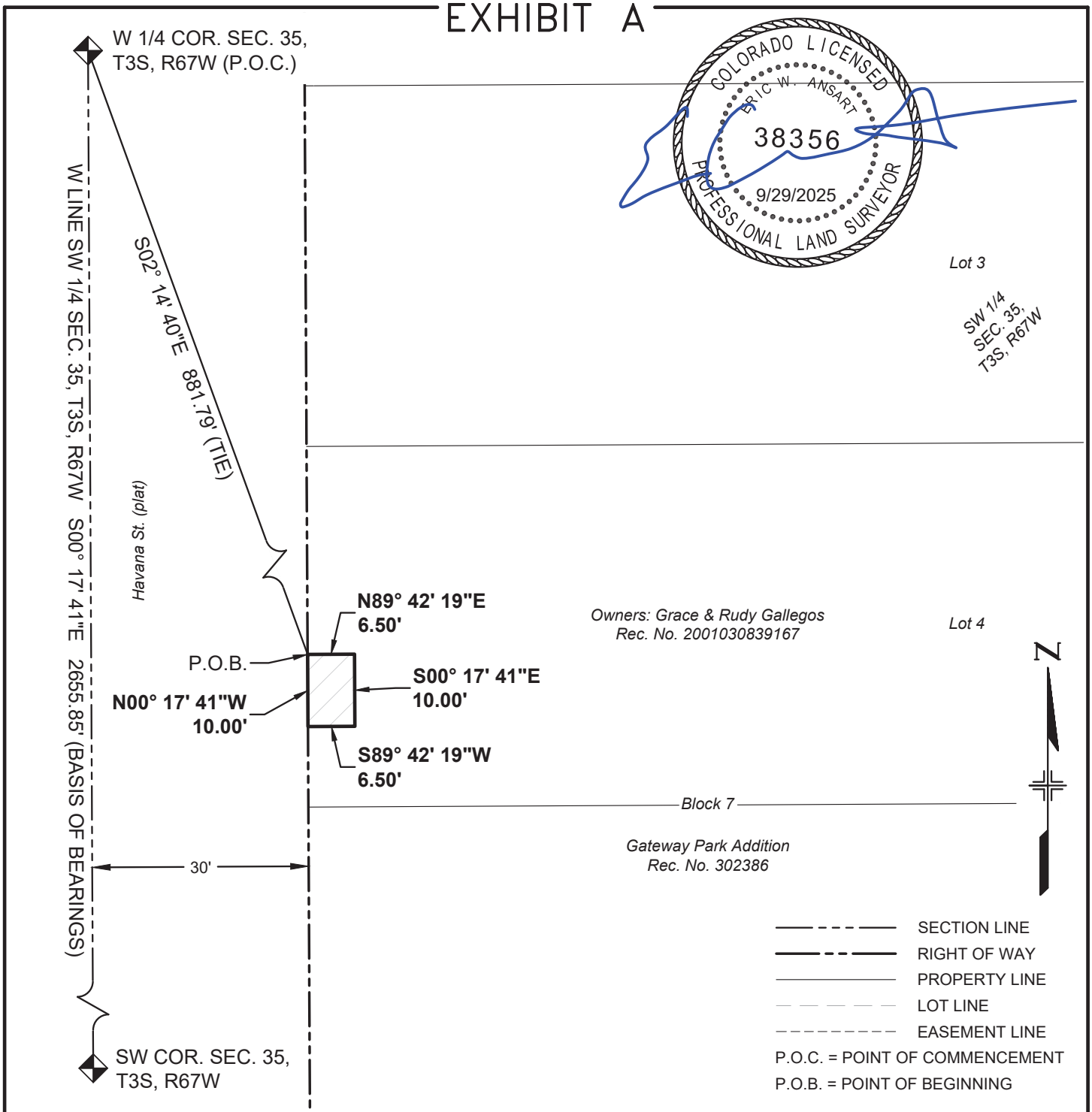
Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

2027

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.

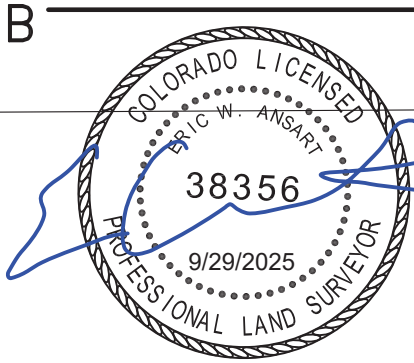


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

N

Block 7

Gateway Park Addition
Rec. No. 302386

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

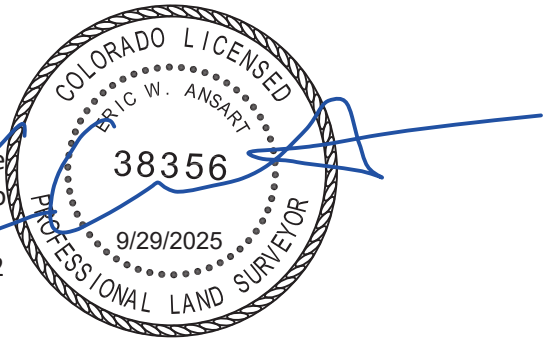
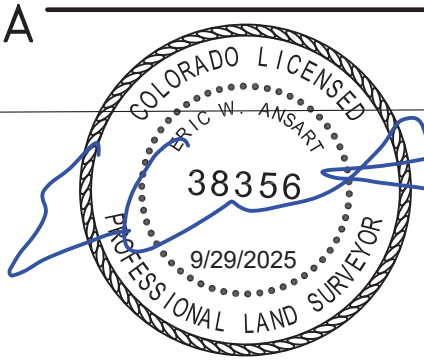


ILLUSTRATION FOR

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' (T1E)

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;

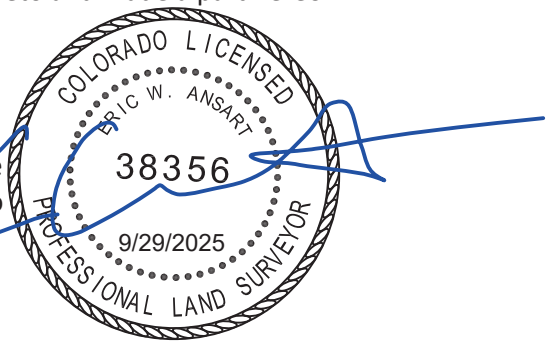
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

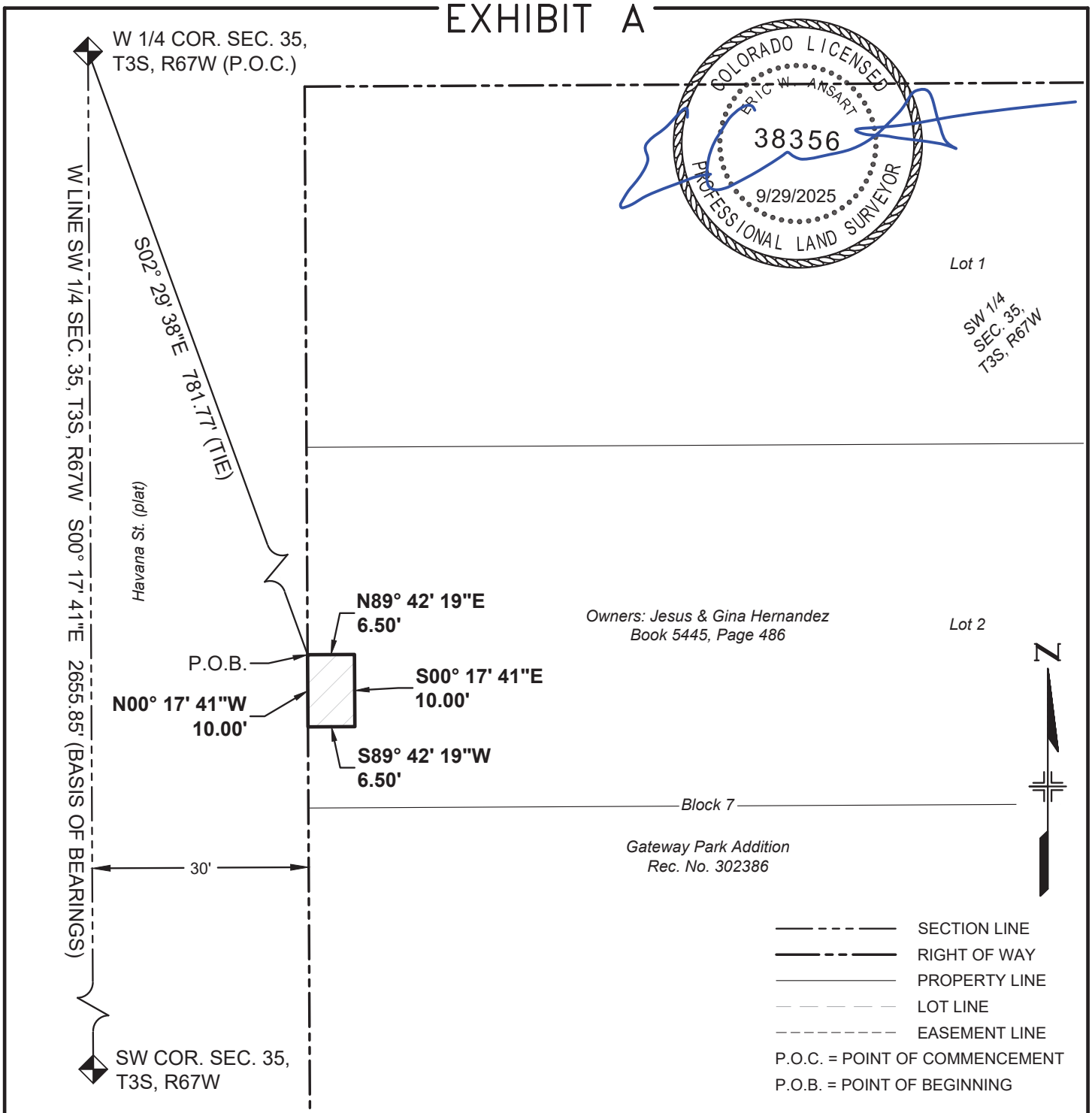


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

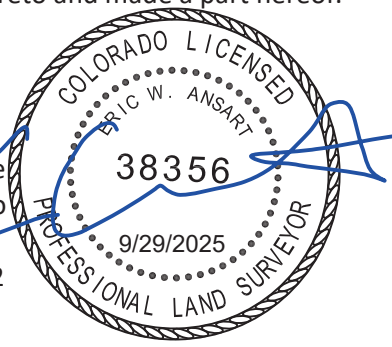
Thence N00°17'41"W, coincident with said westerly line, a distance of 24.19 feet to the **Point of Beginning**.

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.

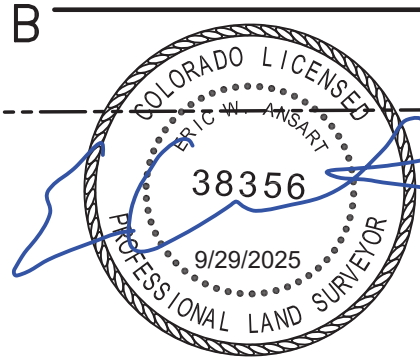


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

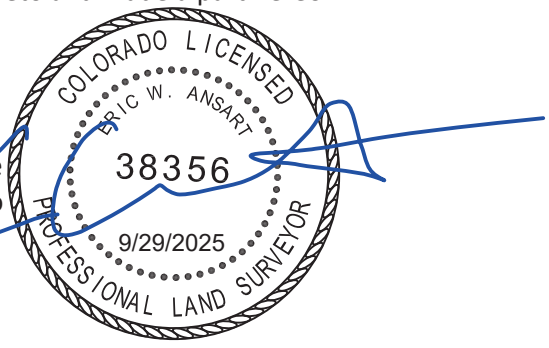
Thence S89°42'19"W, coincident with said southerly line, a distance of 10.50 feet to the **Point of Beginning**.

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.

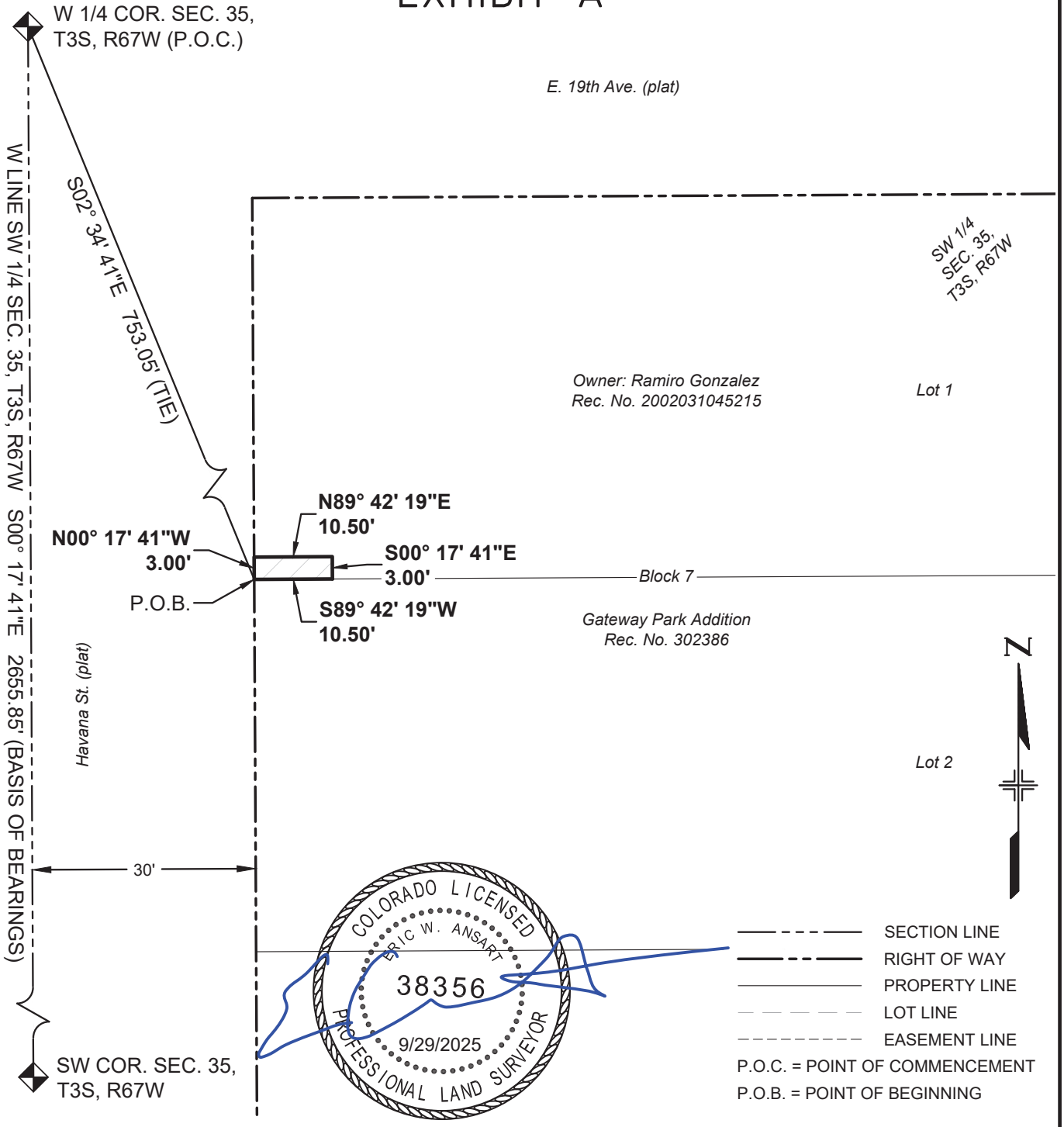


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

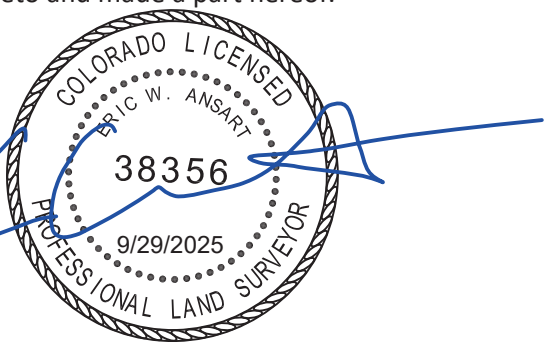
Thence N00°17'41"W, coincident with said westerly line, a distance of 14.58 feet to the **Point of Beginning**.

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.

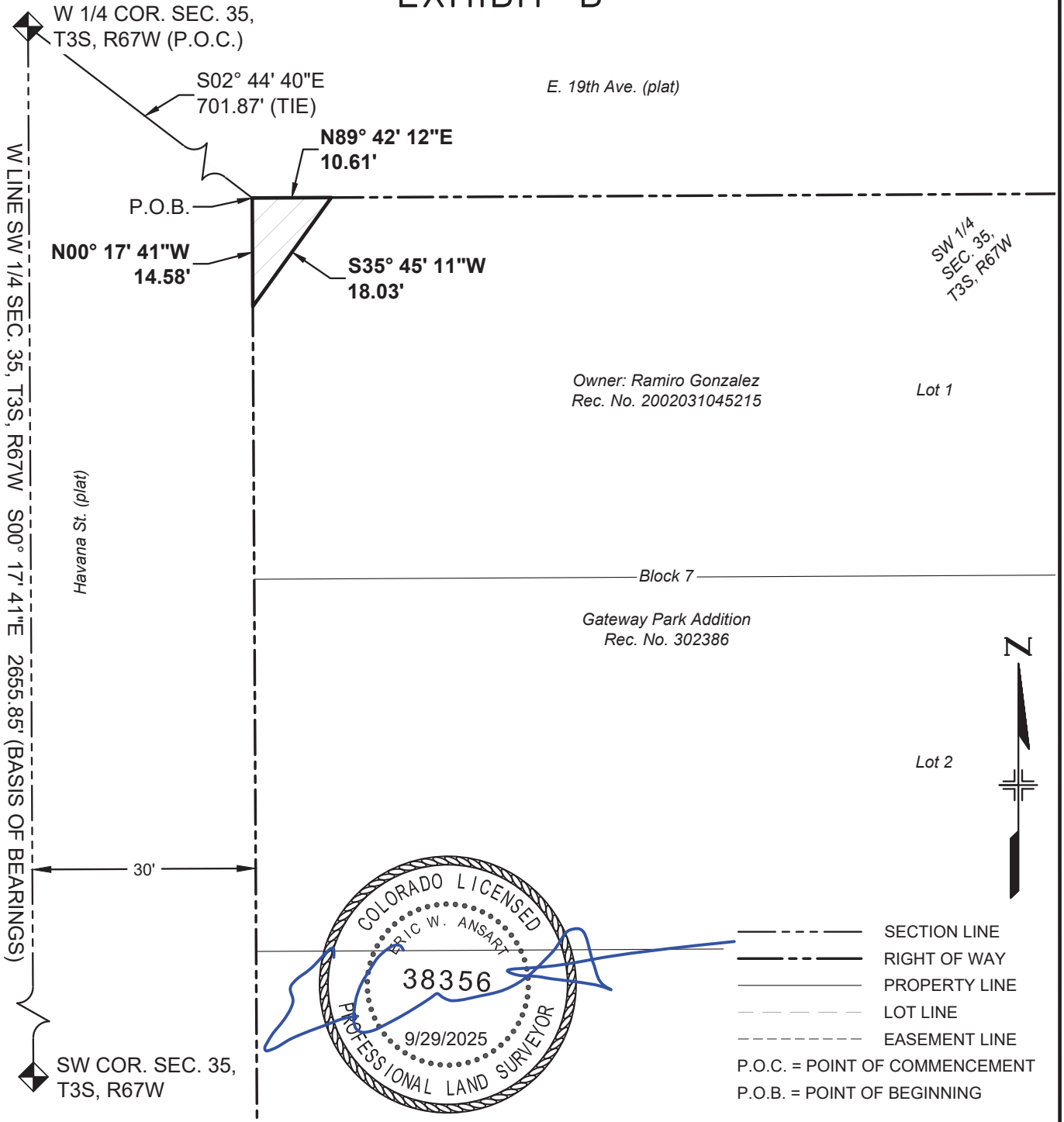
Illustration attached hereto and made a part hereof.



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;

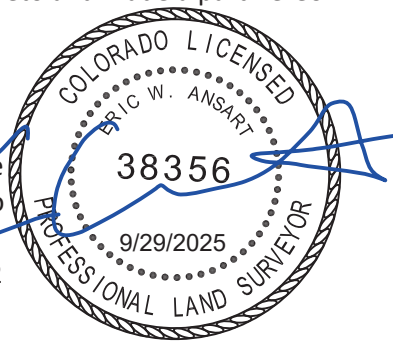
Thence N00°17'41"W, coincident with said westerly line, a distance of 6.00 feet to the **Point of Beginning**.

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.

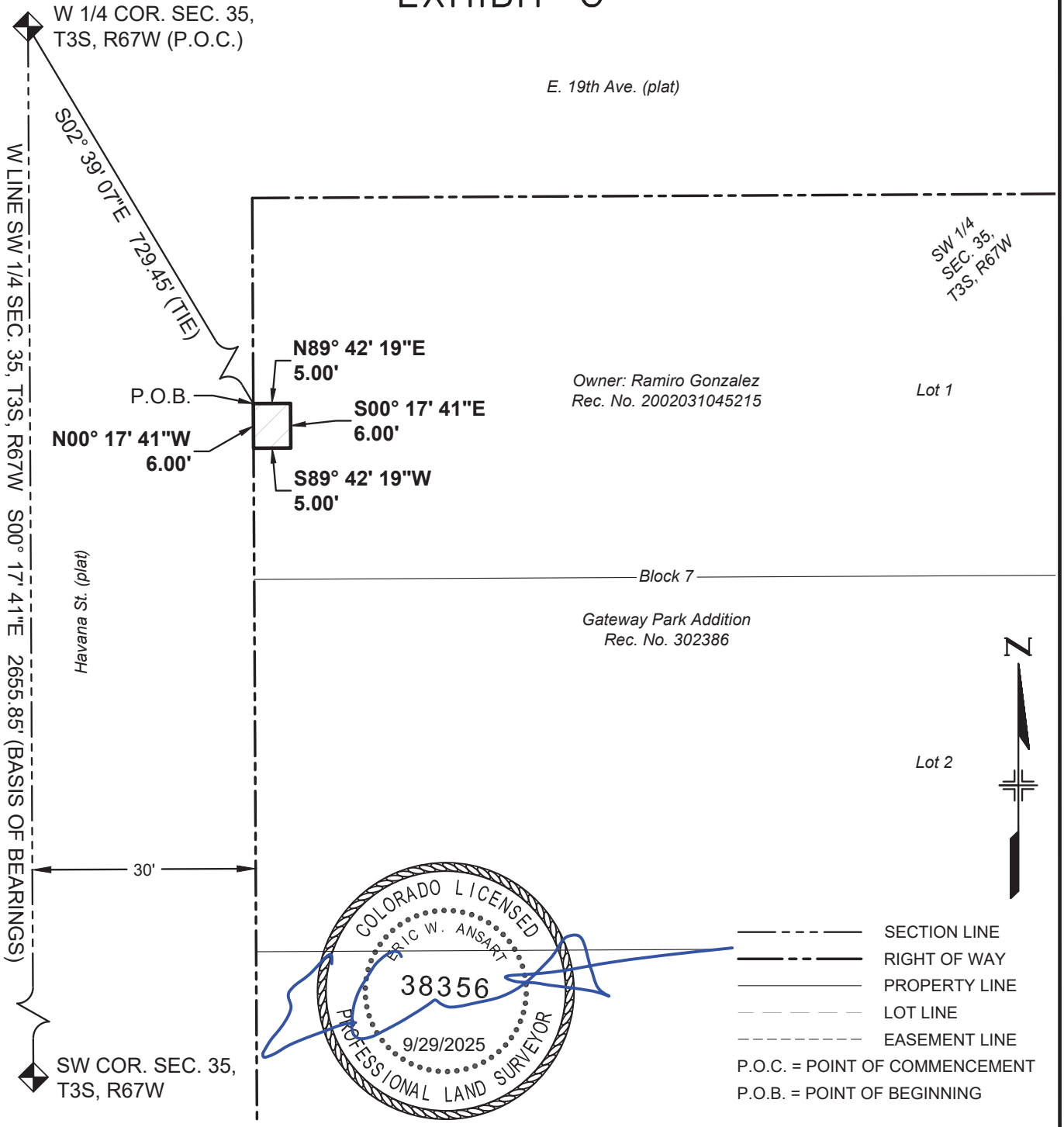


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

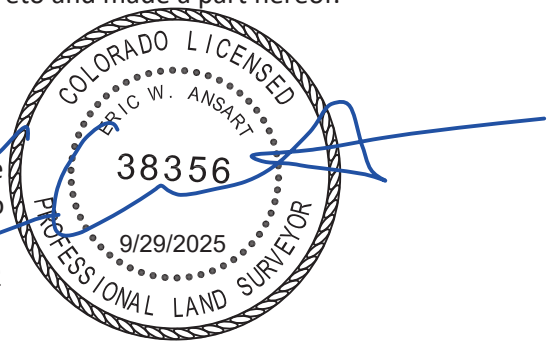
Thence N89°37'57"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

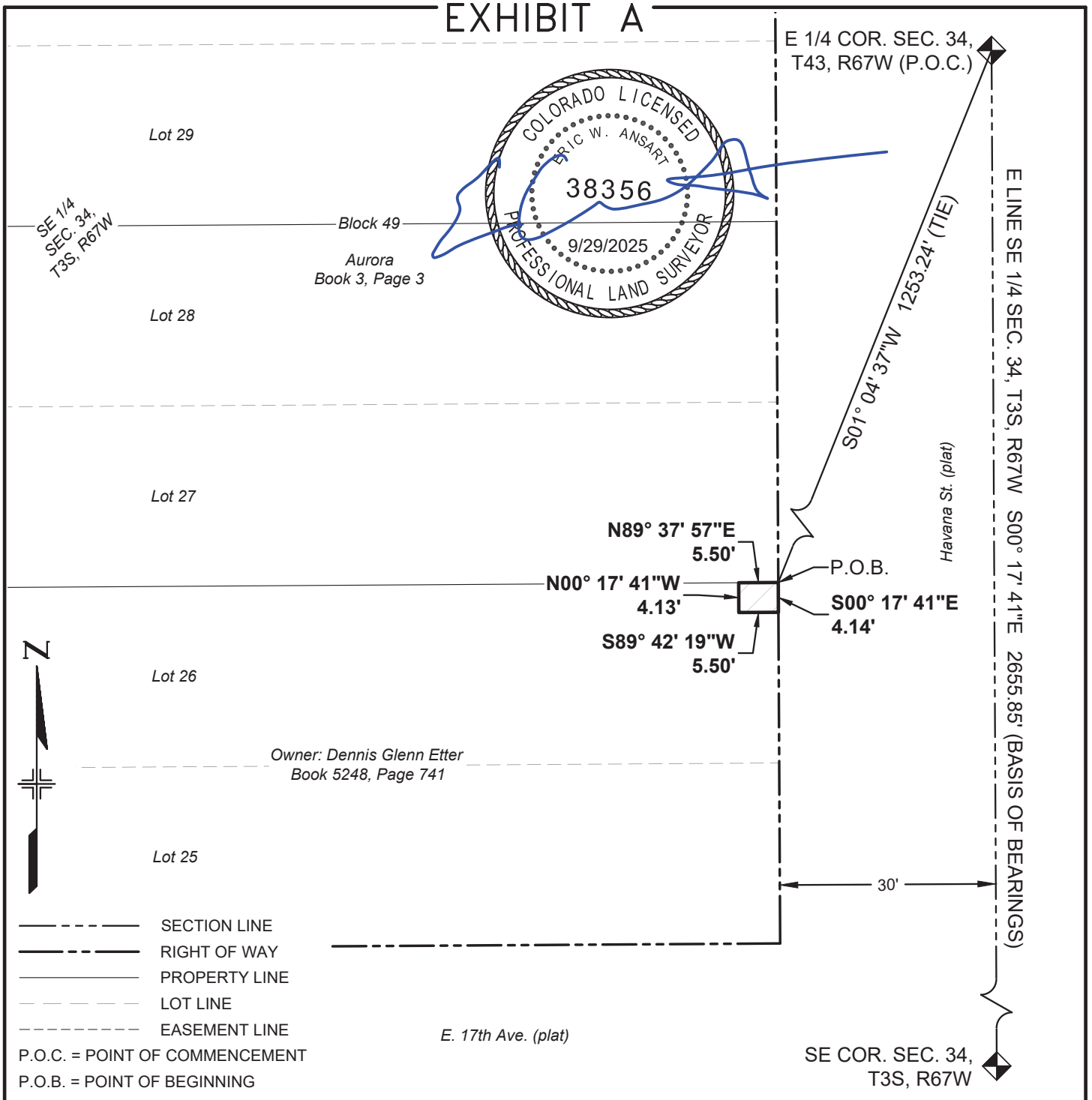


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



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 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;

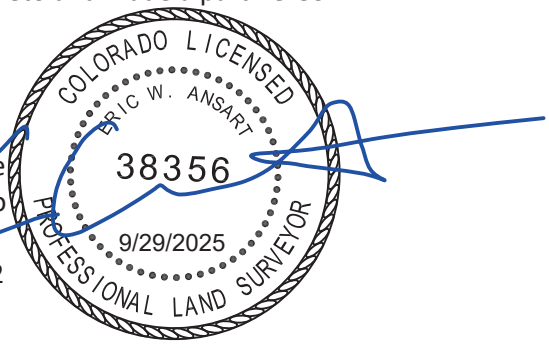
Thence S00°17'41"E, coincident with said easterly line, a distance of 28.46 feet to the **Point of Beginning**.

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.

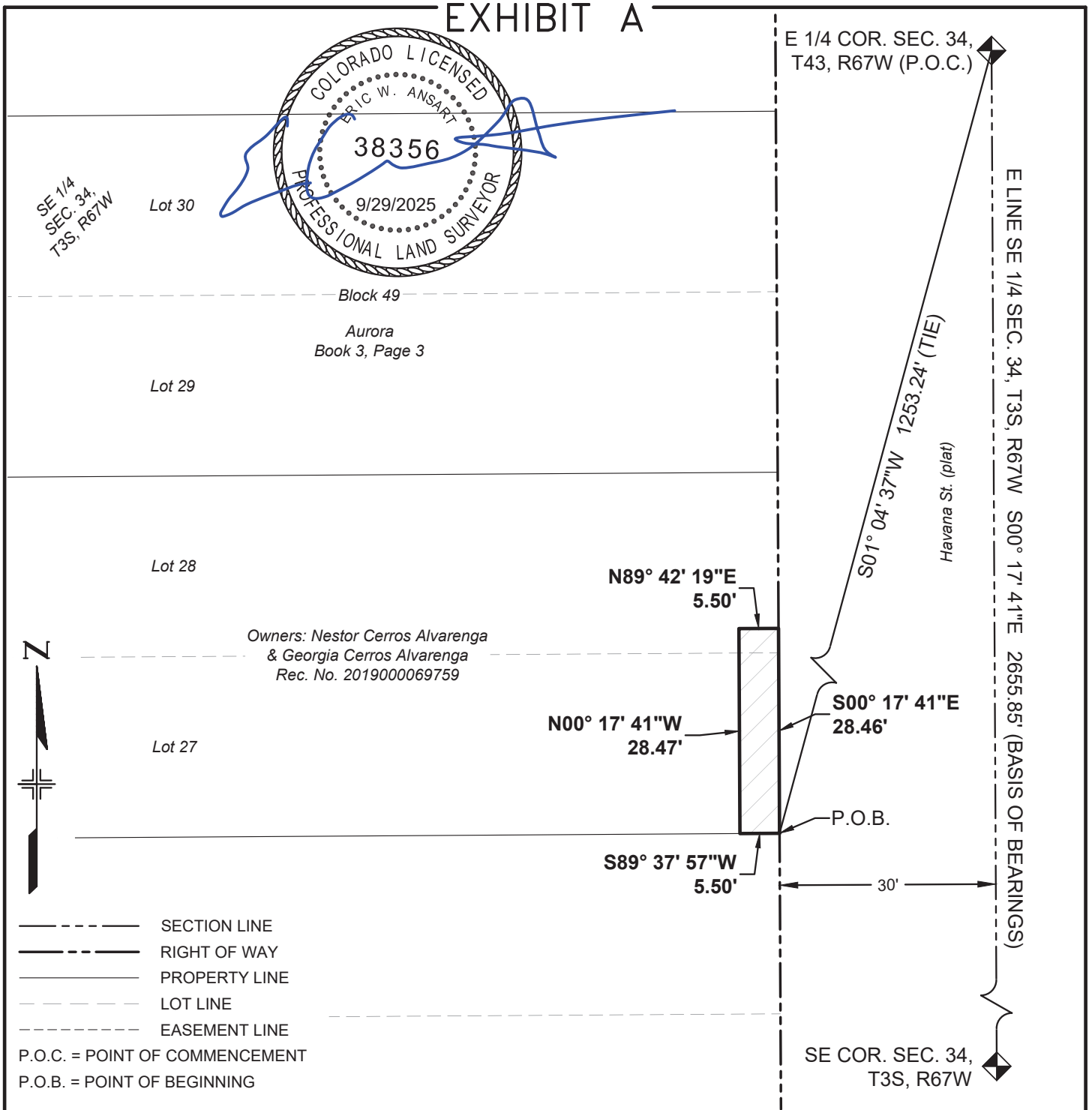


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

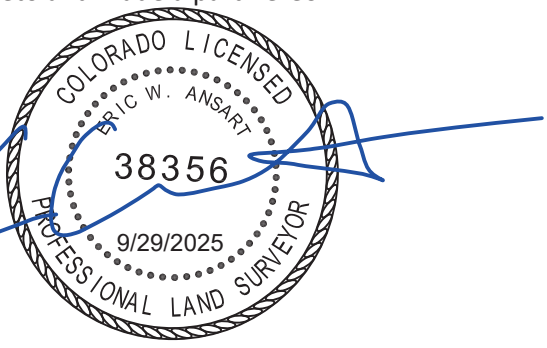
Thence N89°42'19"E, coincident with said northerly line, a distance of 5.00 feet to the **Point of Beginning**.

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.

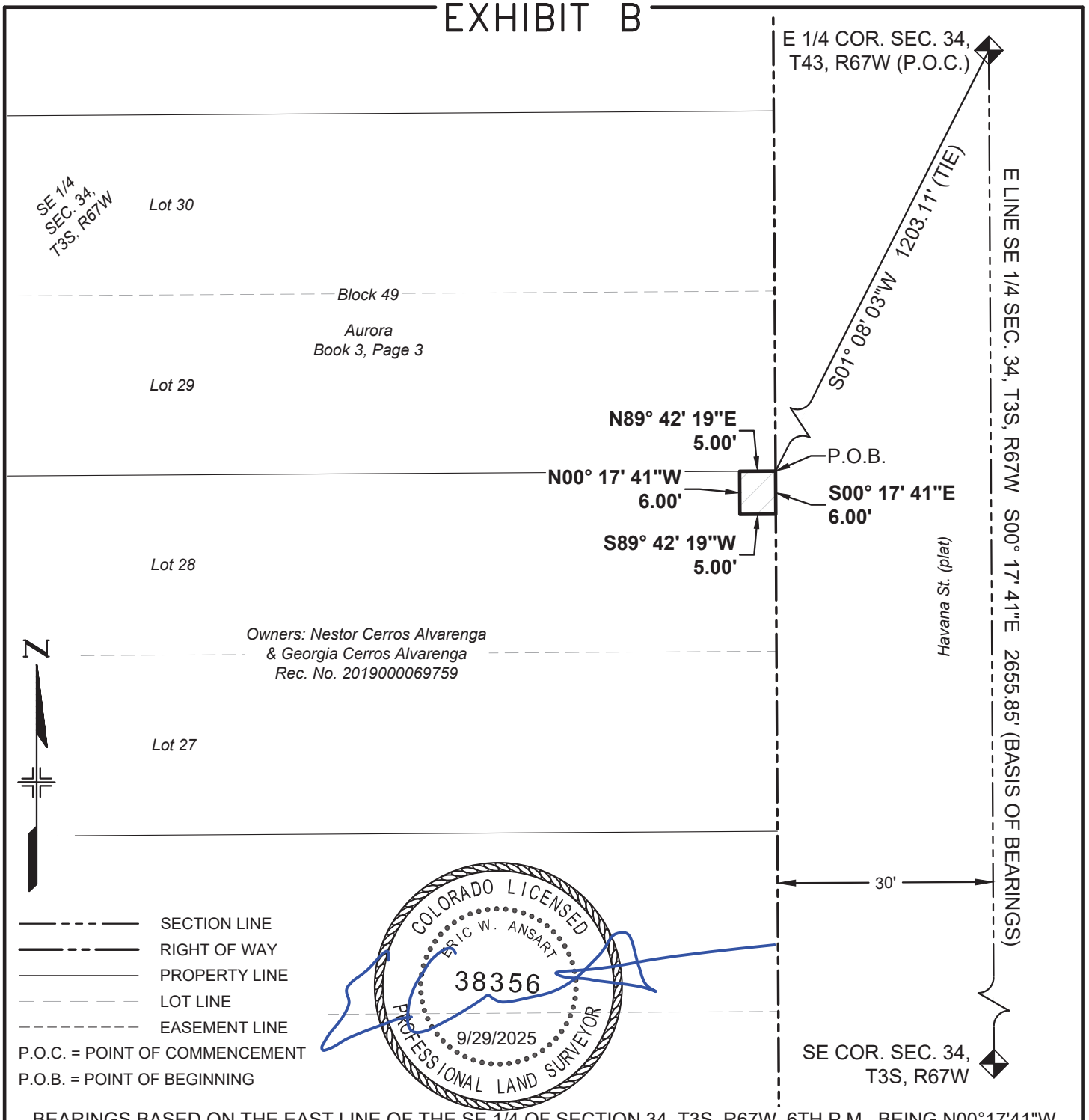


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

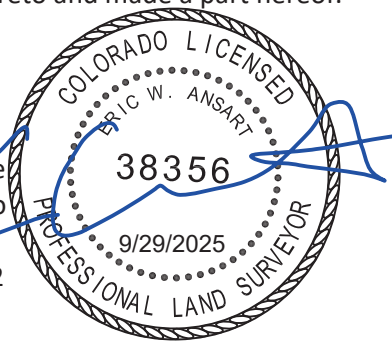
Thence N89°37'57"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

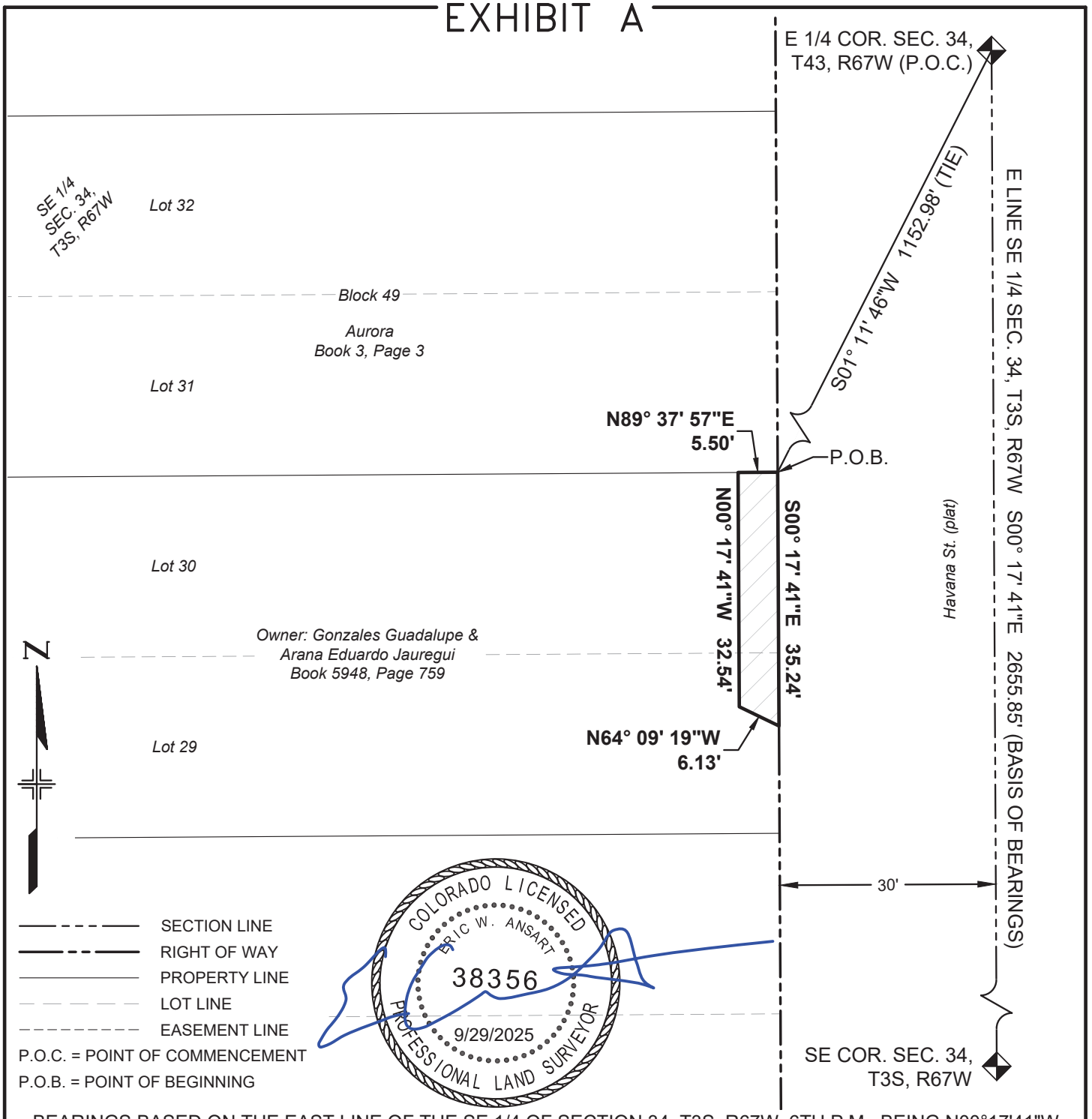


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

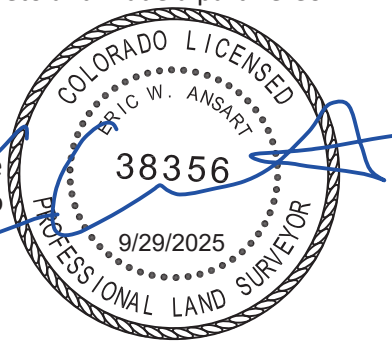
Thence N89°37'57"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

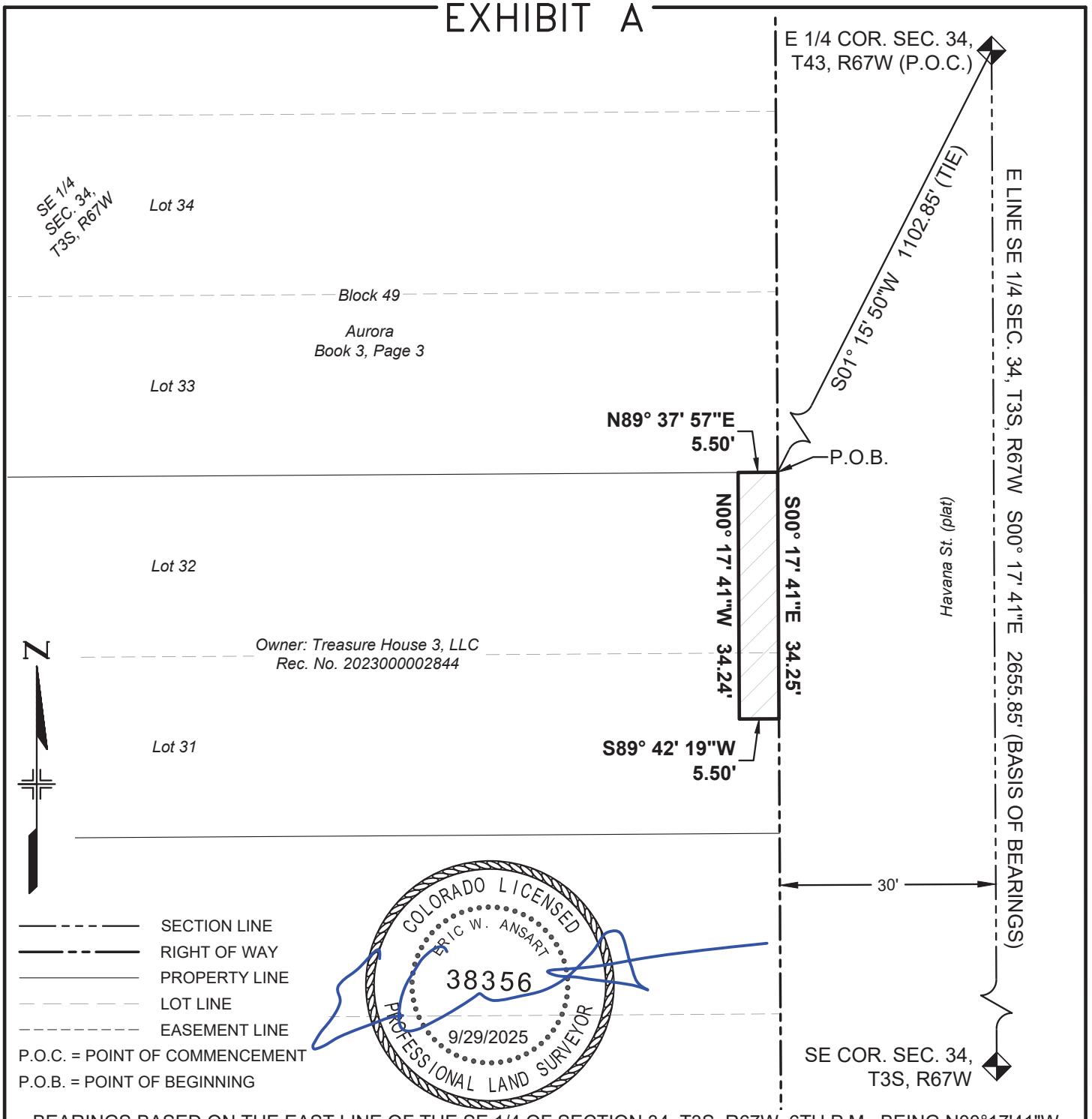


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

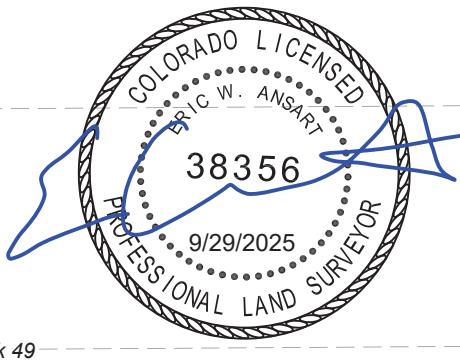


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

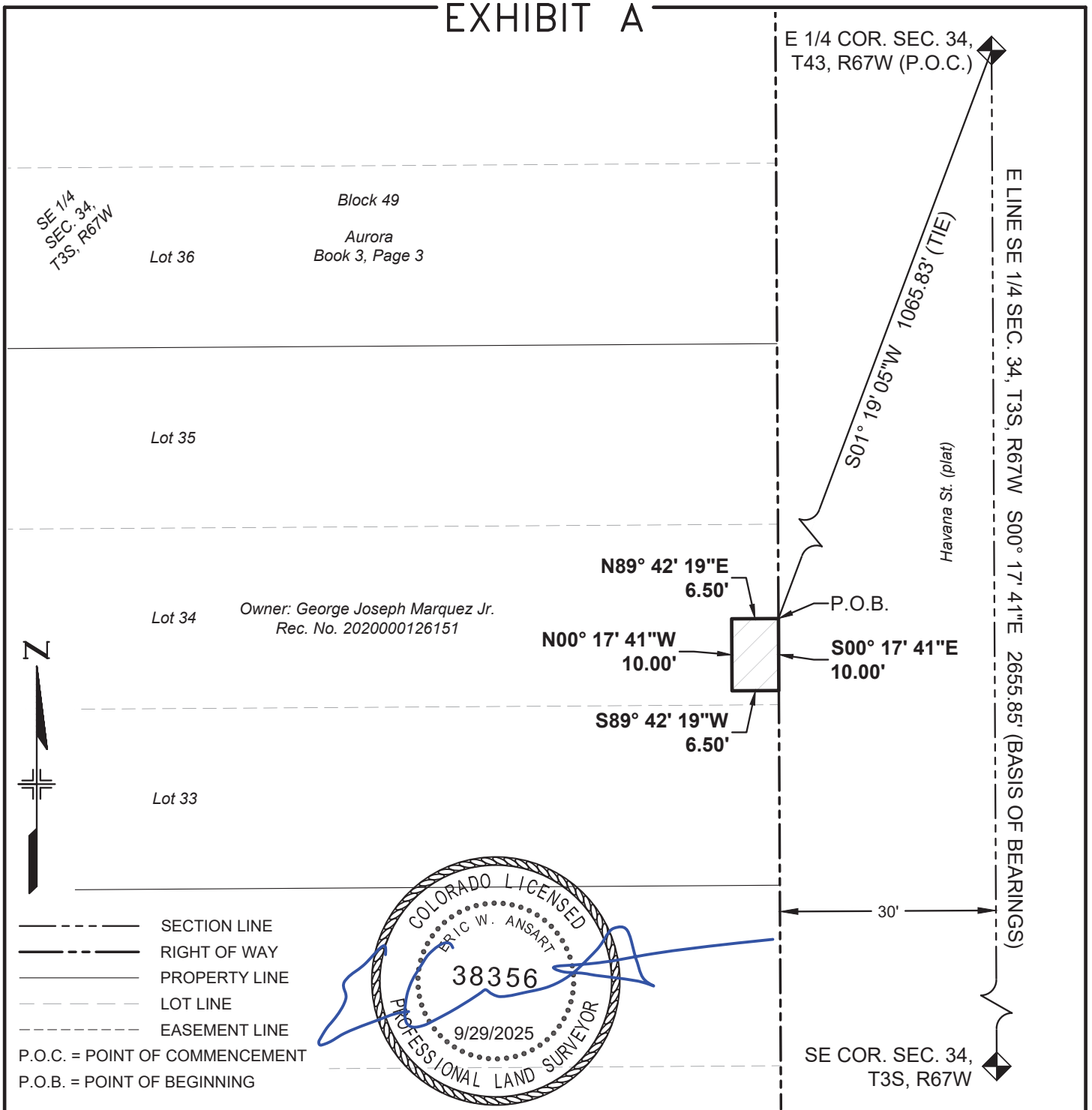


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

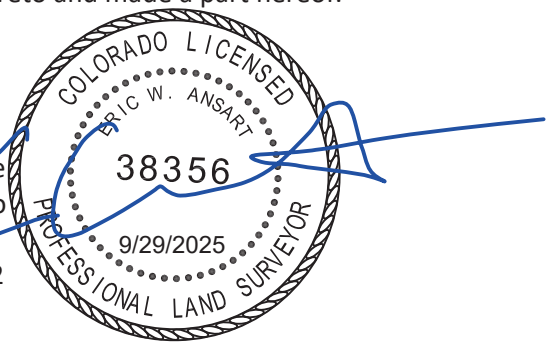
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

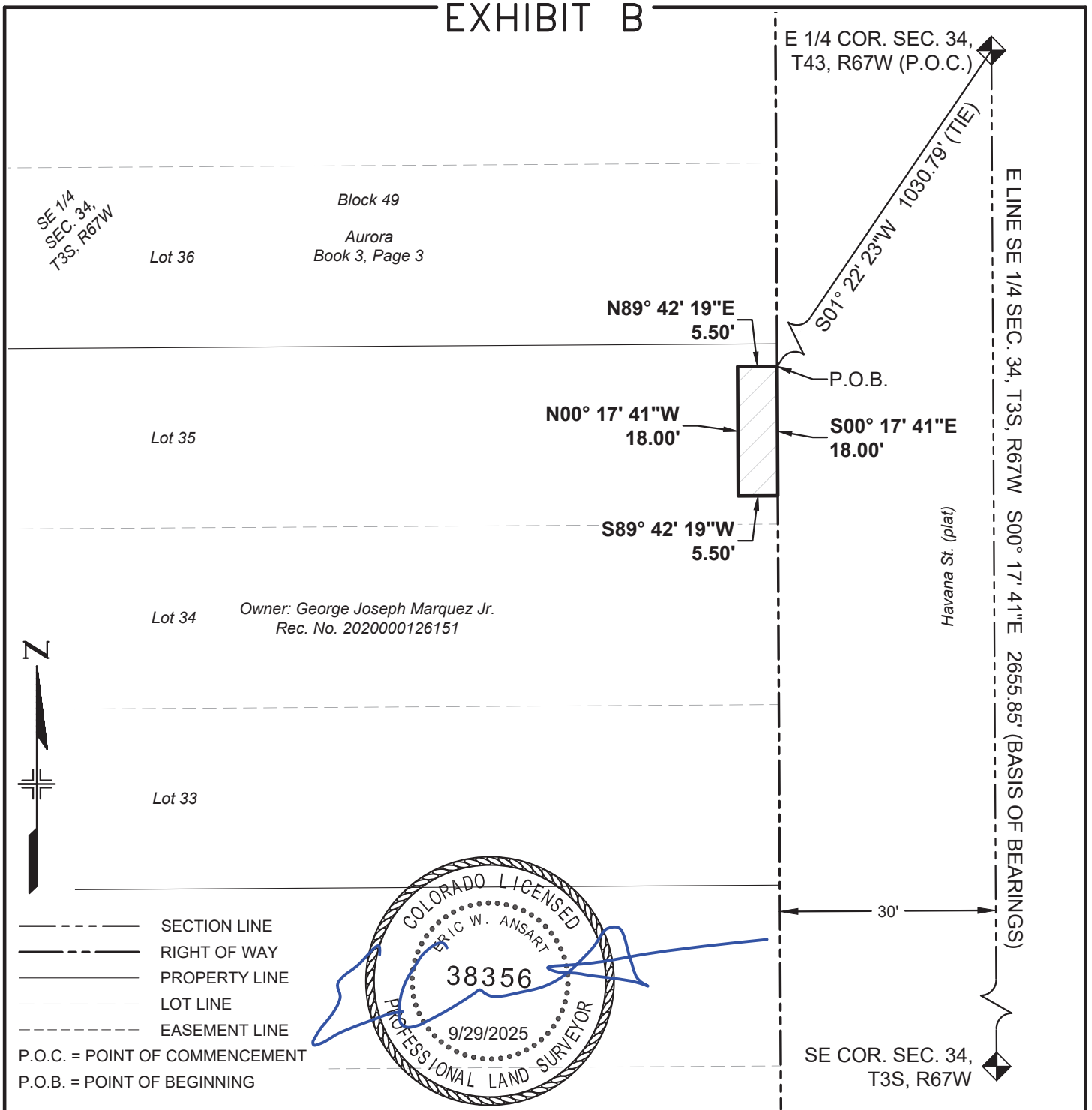


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

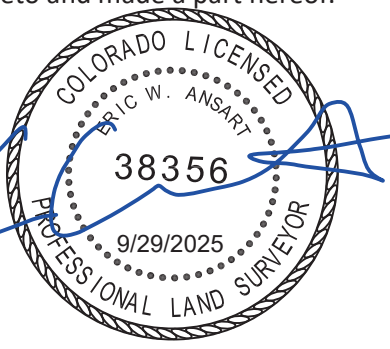
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

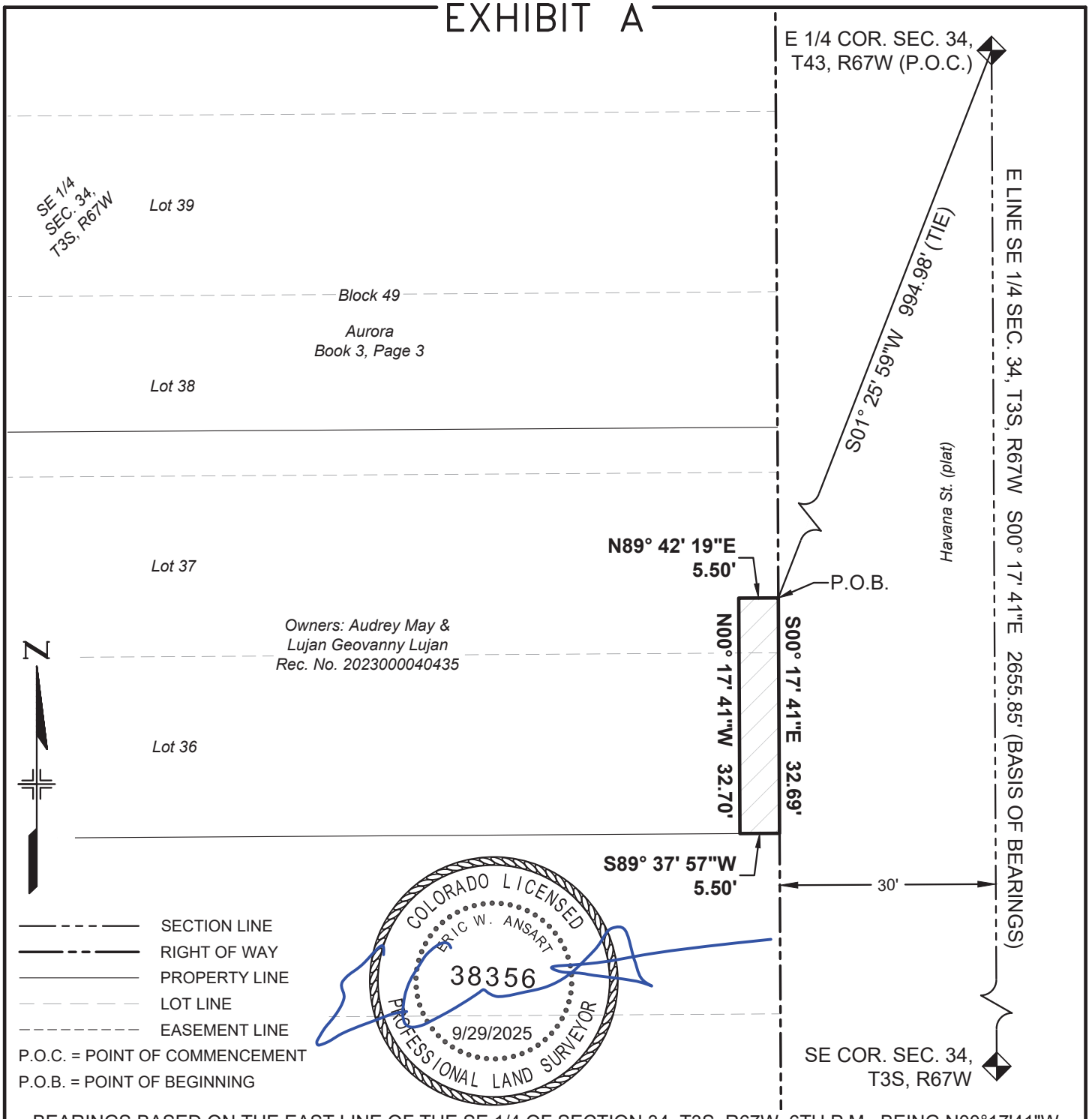


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

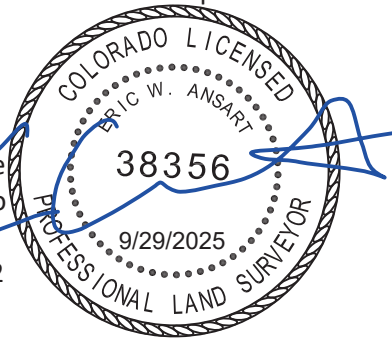
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

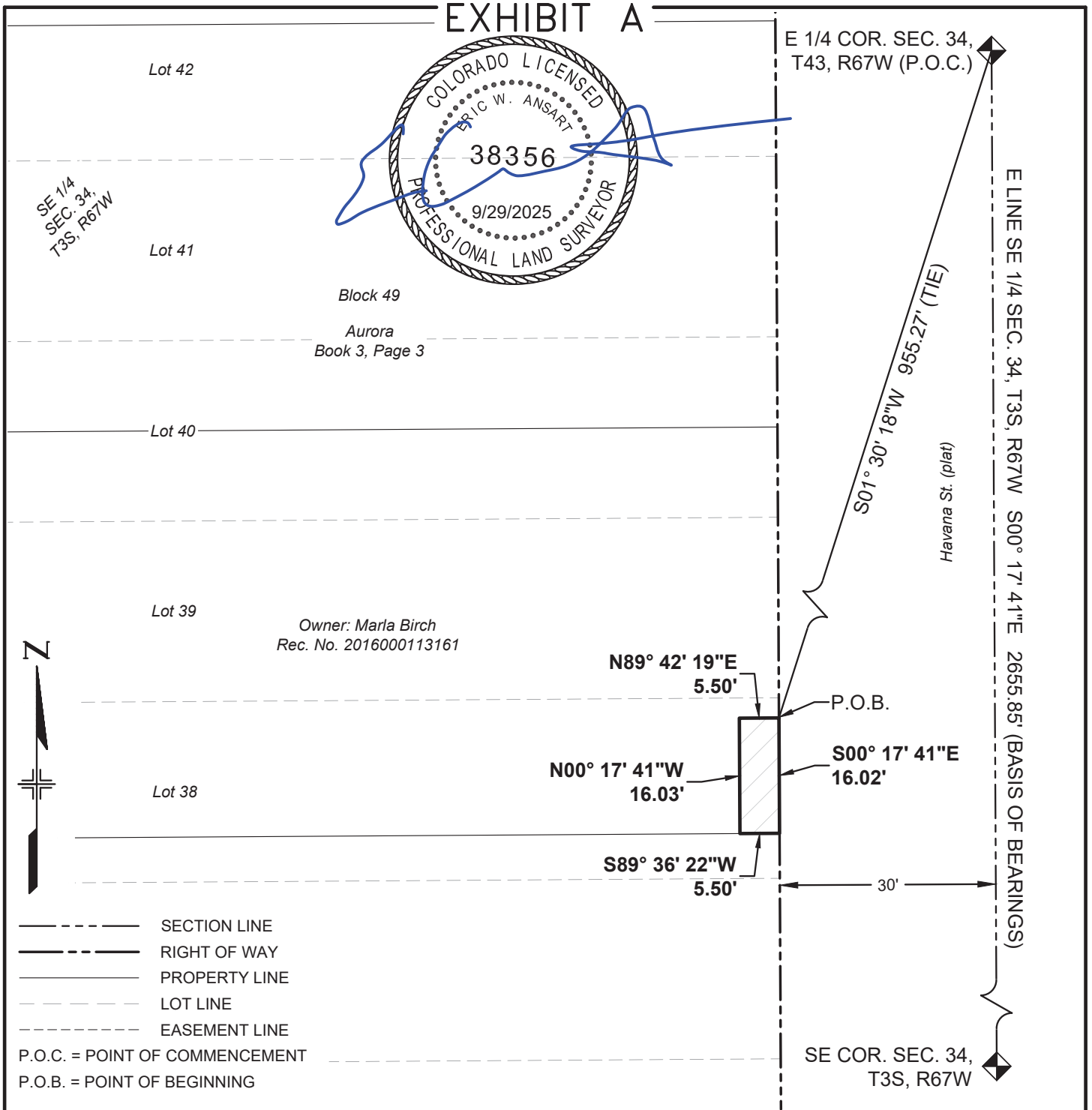


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

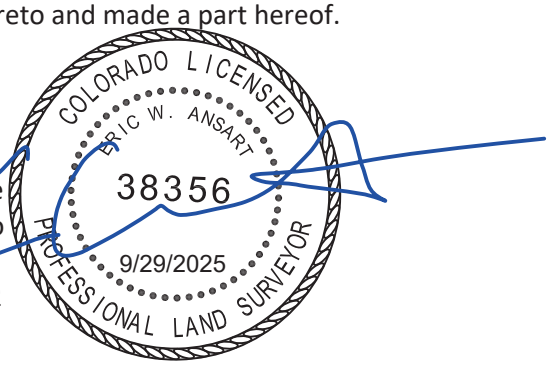
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

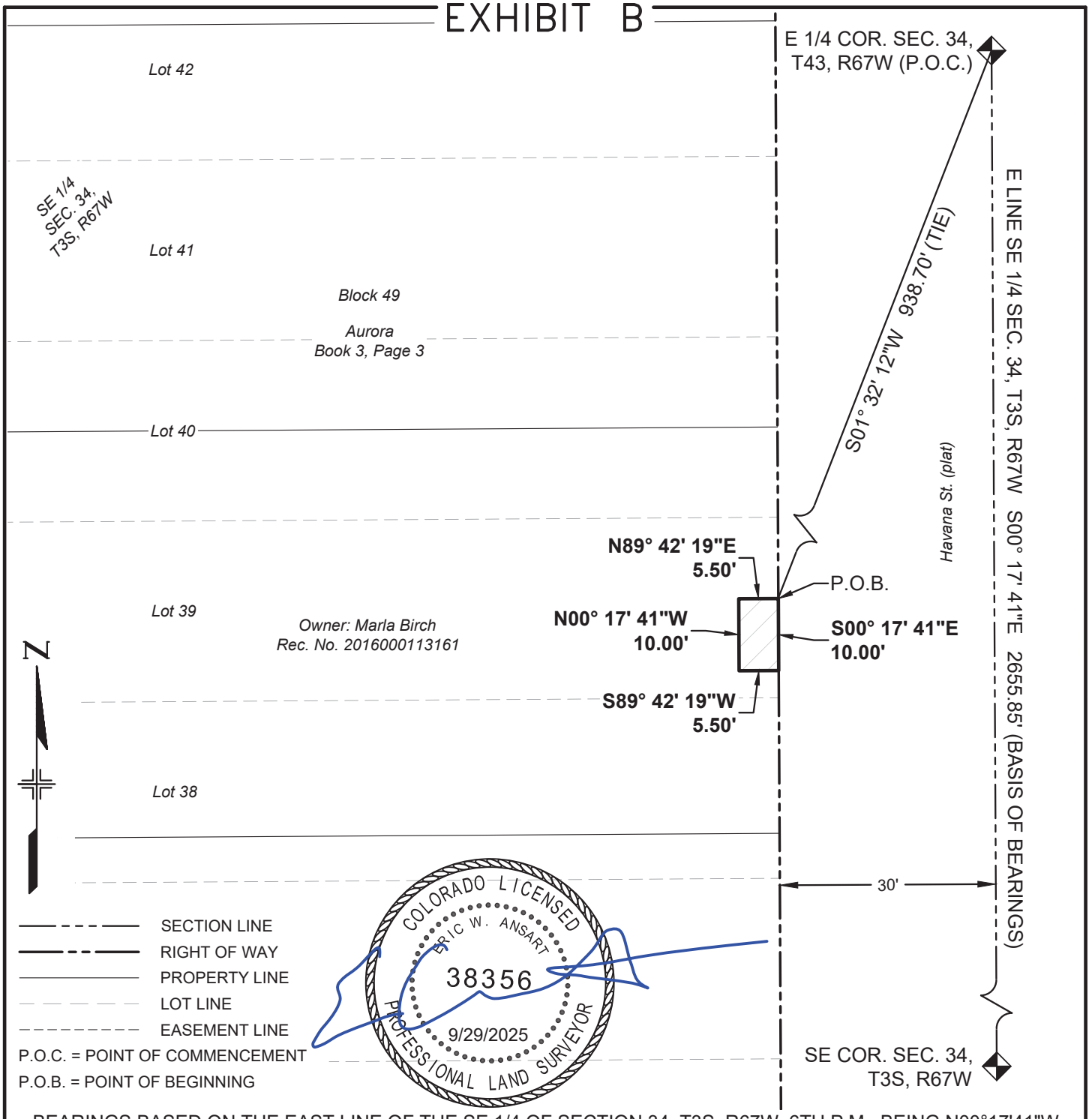


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

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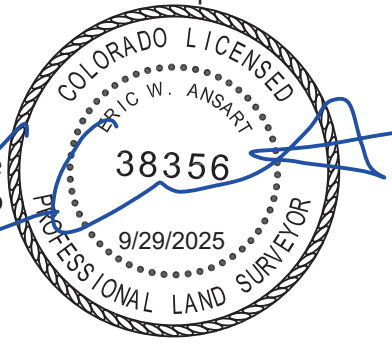

Eric W. Ansart
Colorado PLS# 38356
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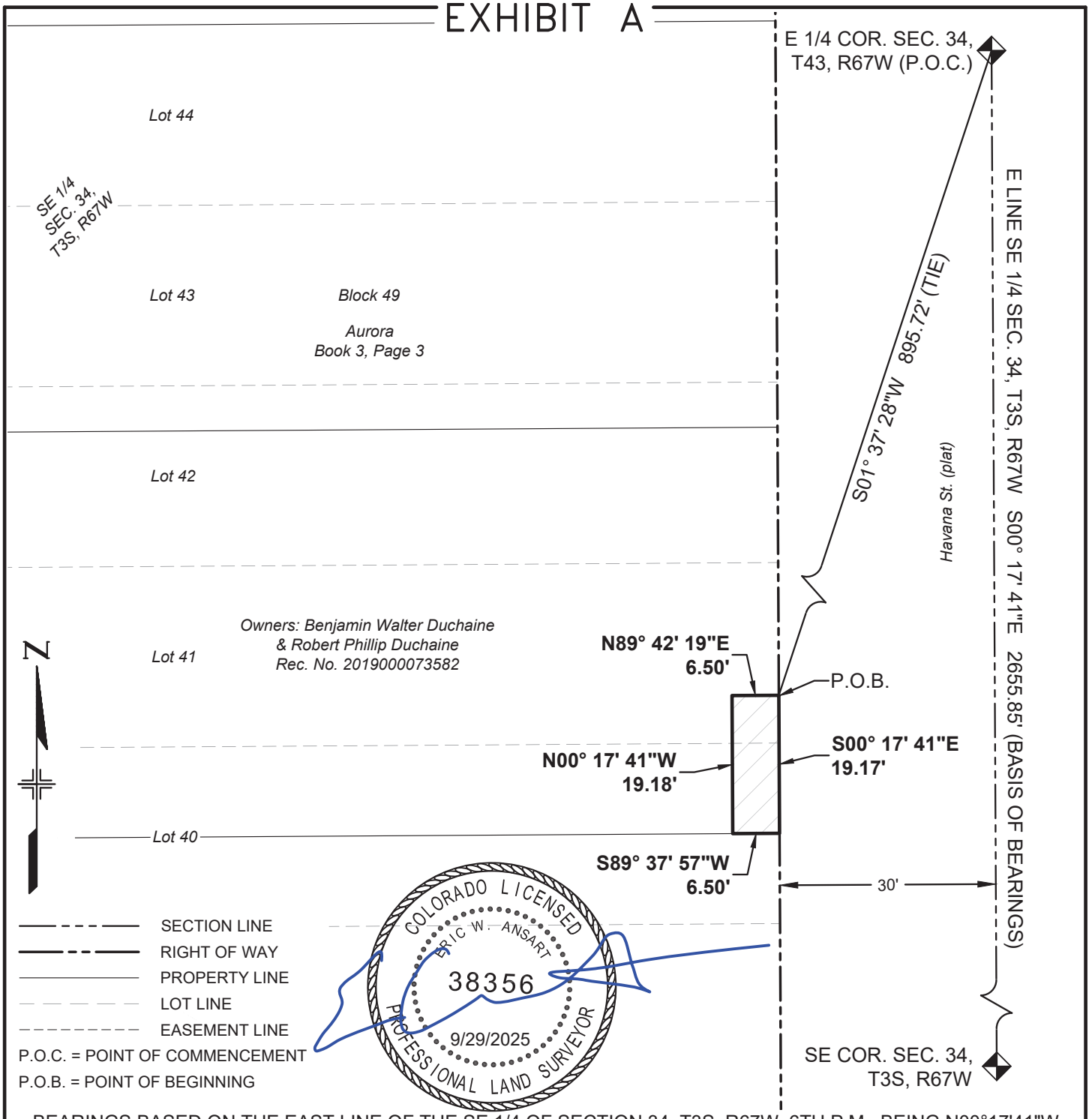
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

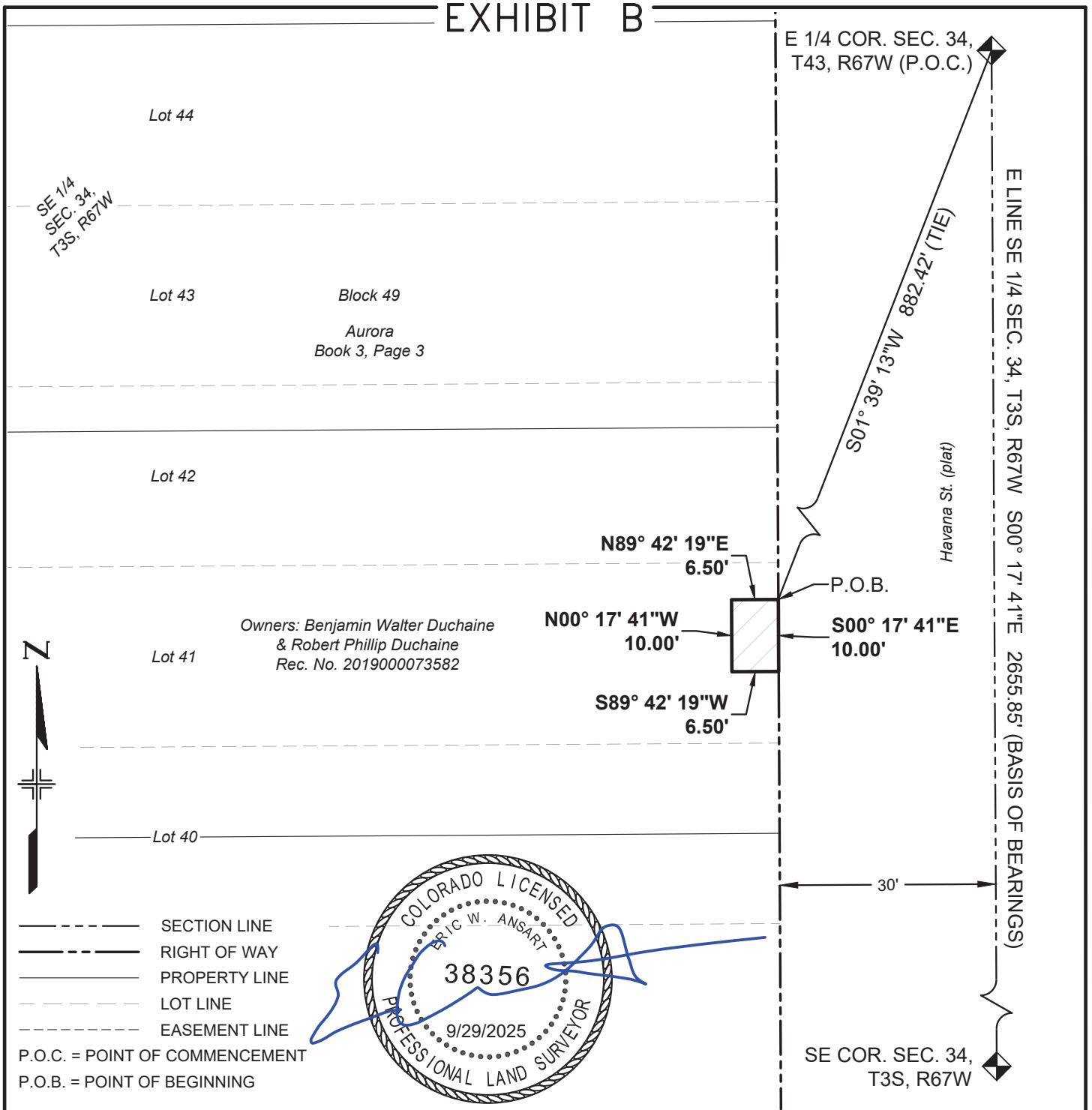


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

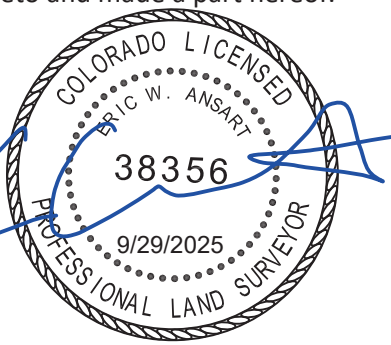
Thence N89°42'19"E, a distance of 5.00 feet to the **Point of Beginning**.

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.

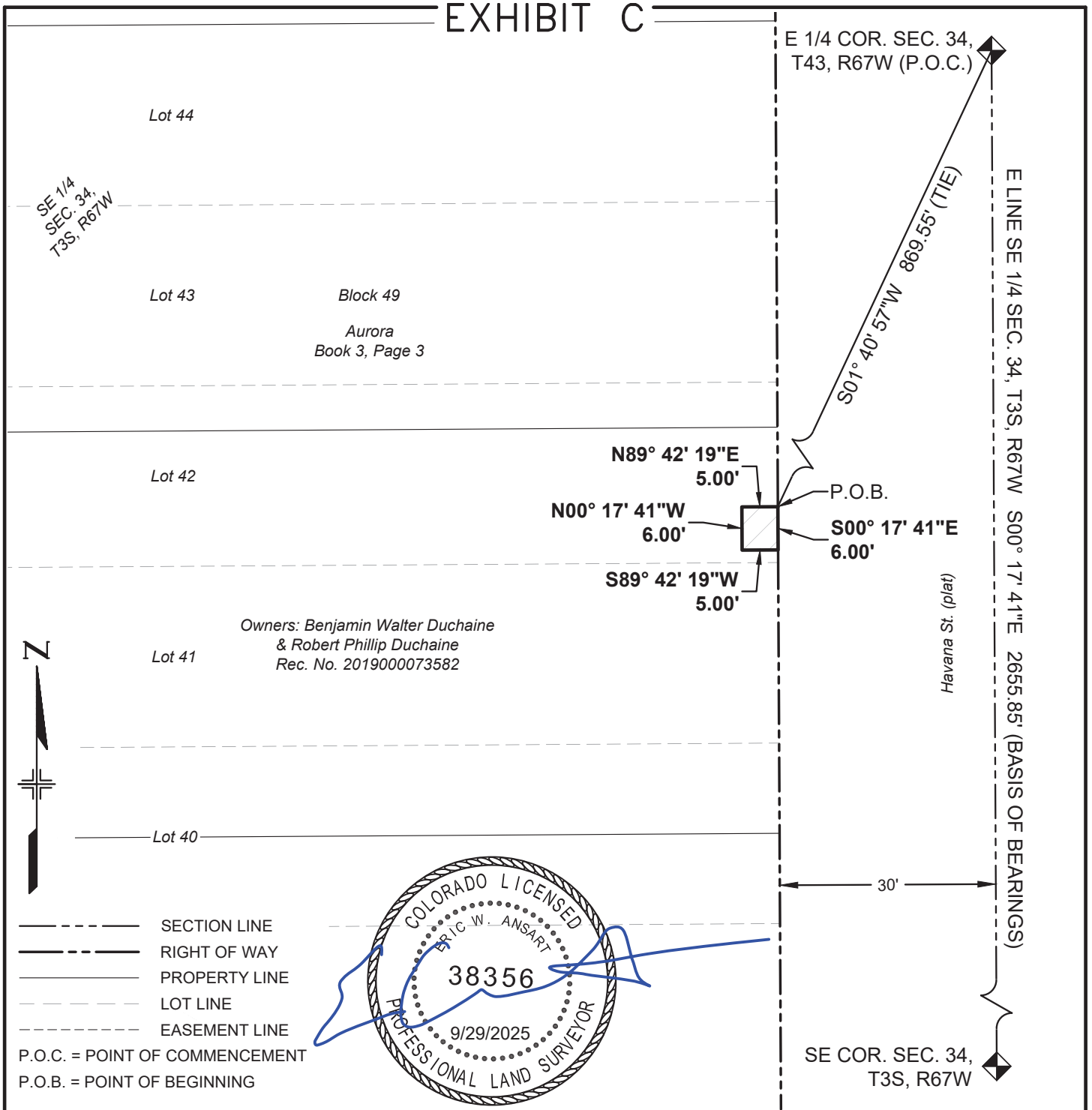


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

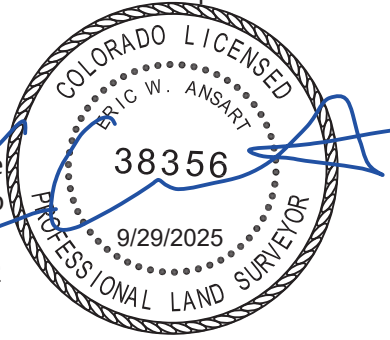
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

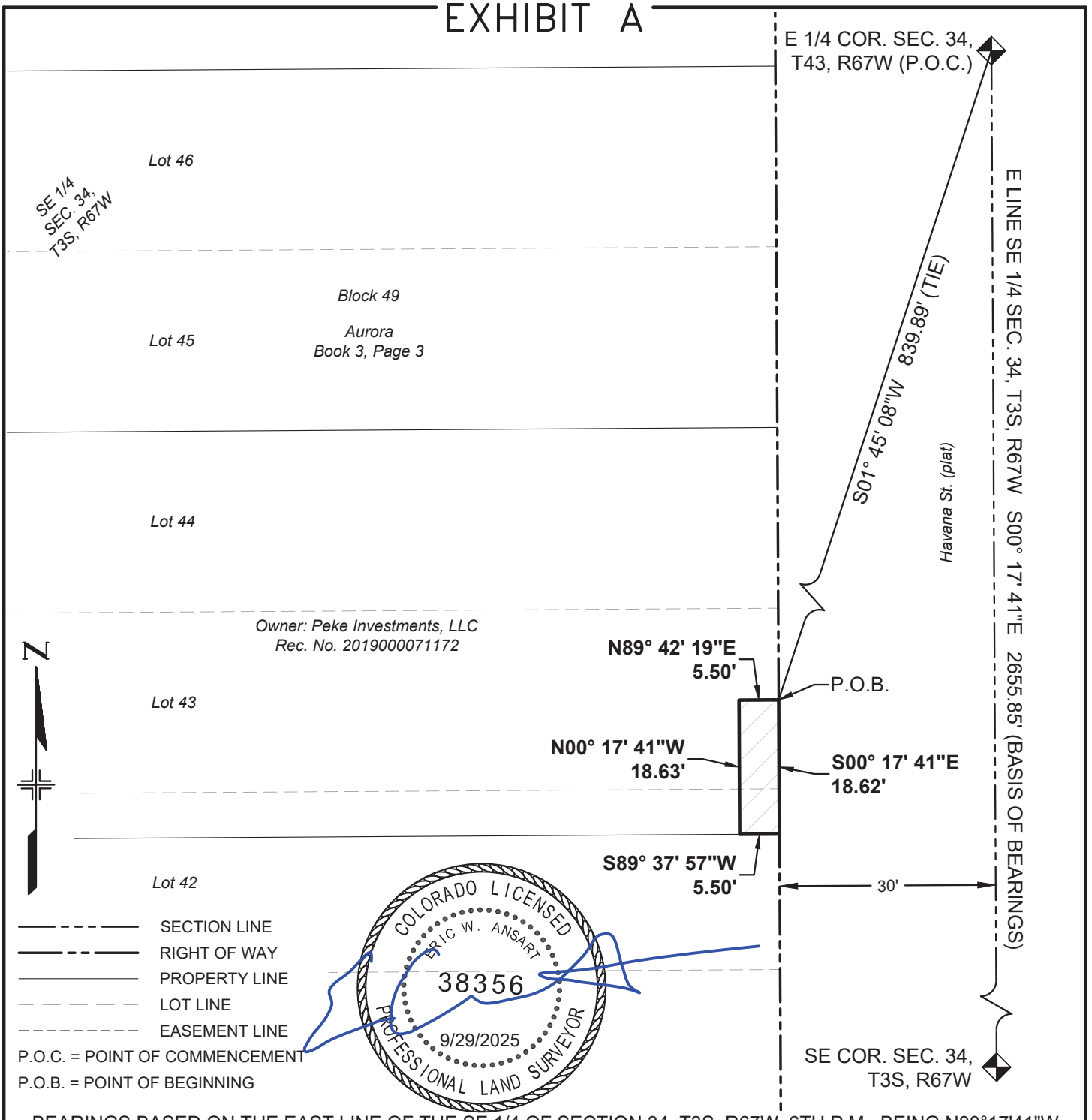


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

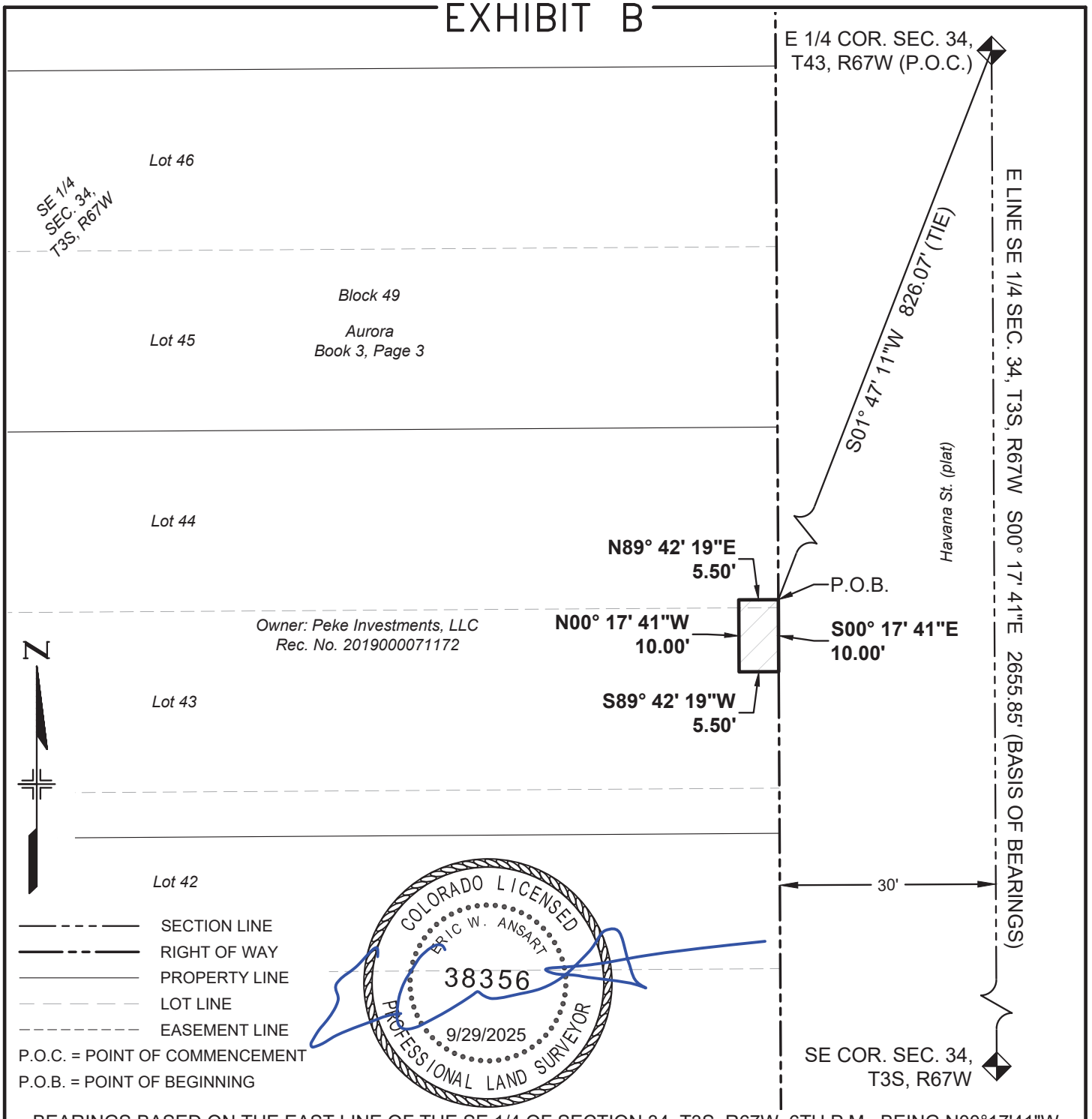


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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.

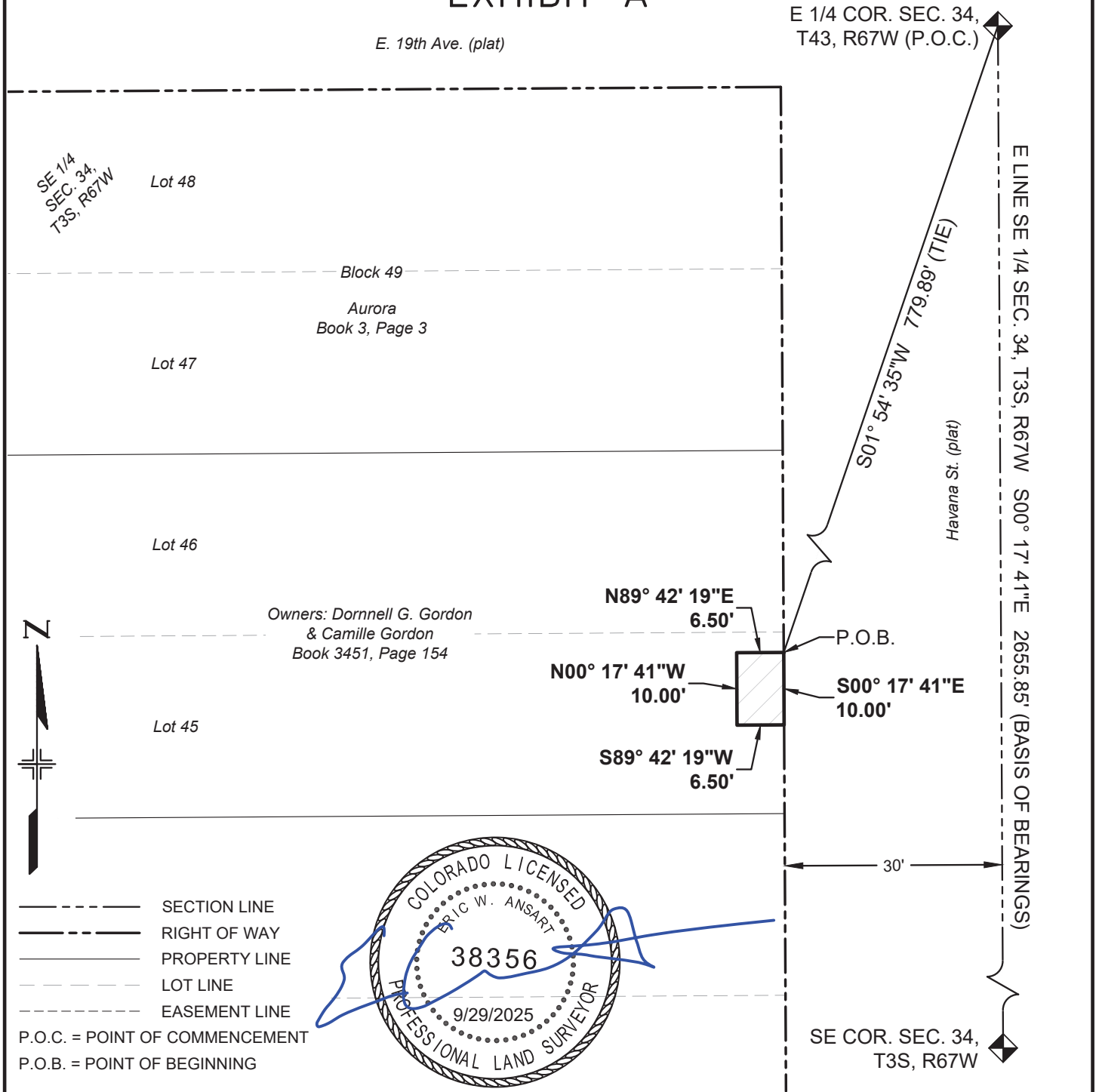


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

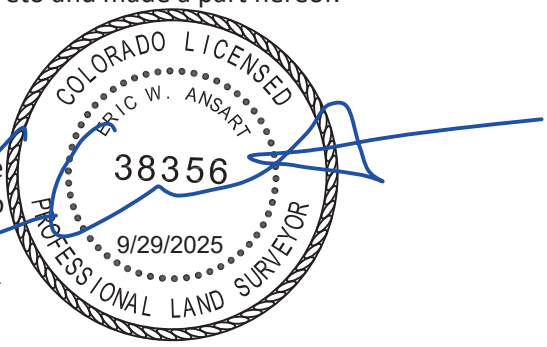
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

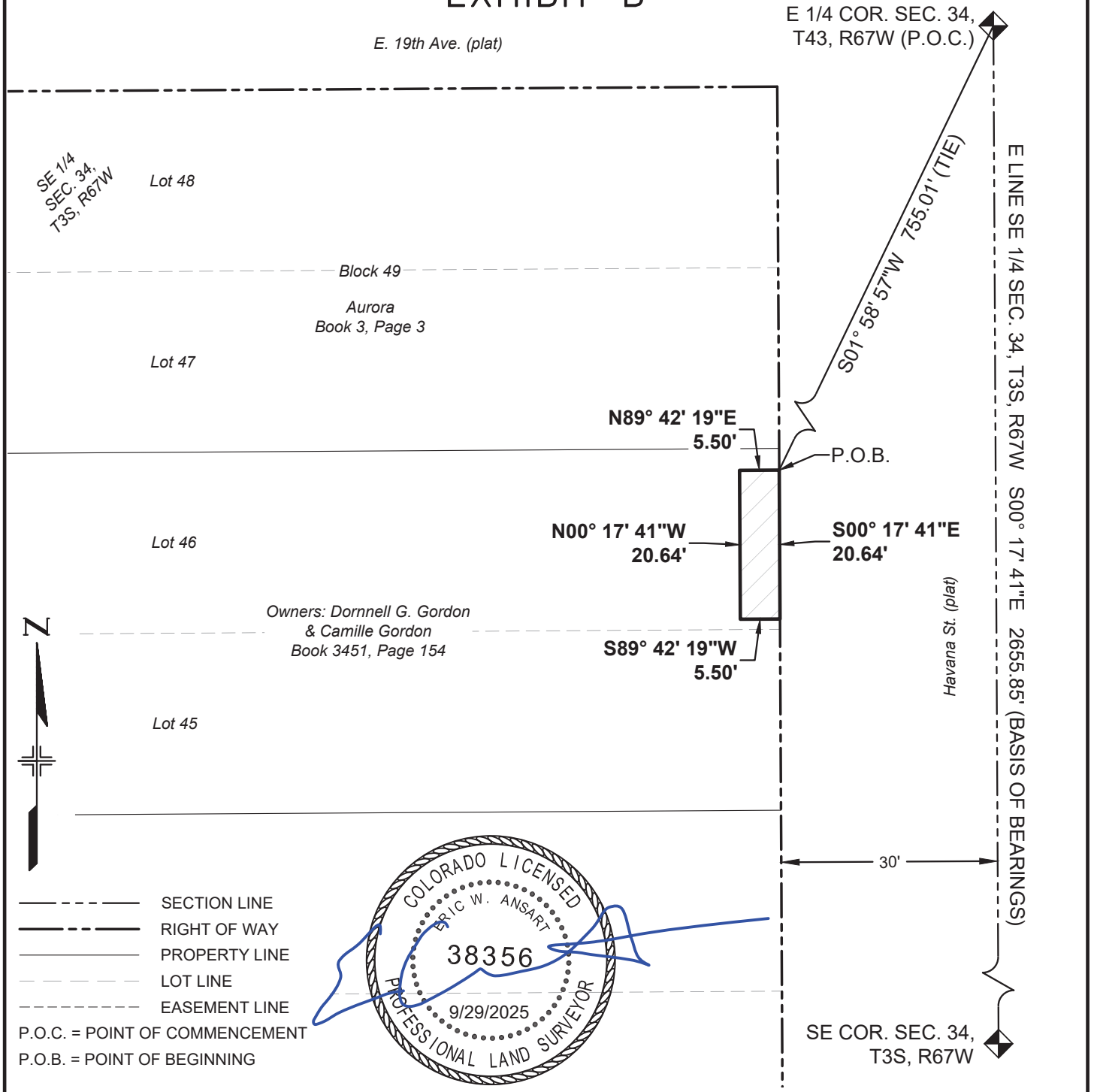


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

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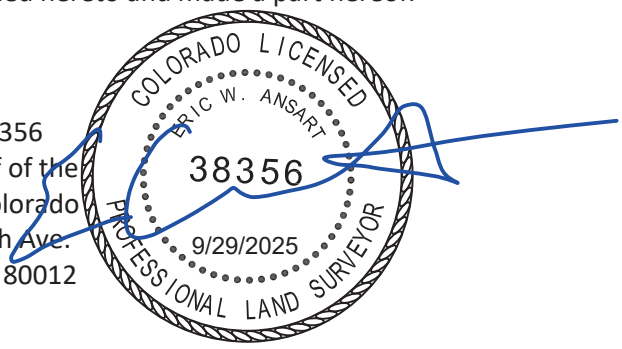
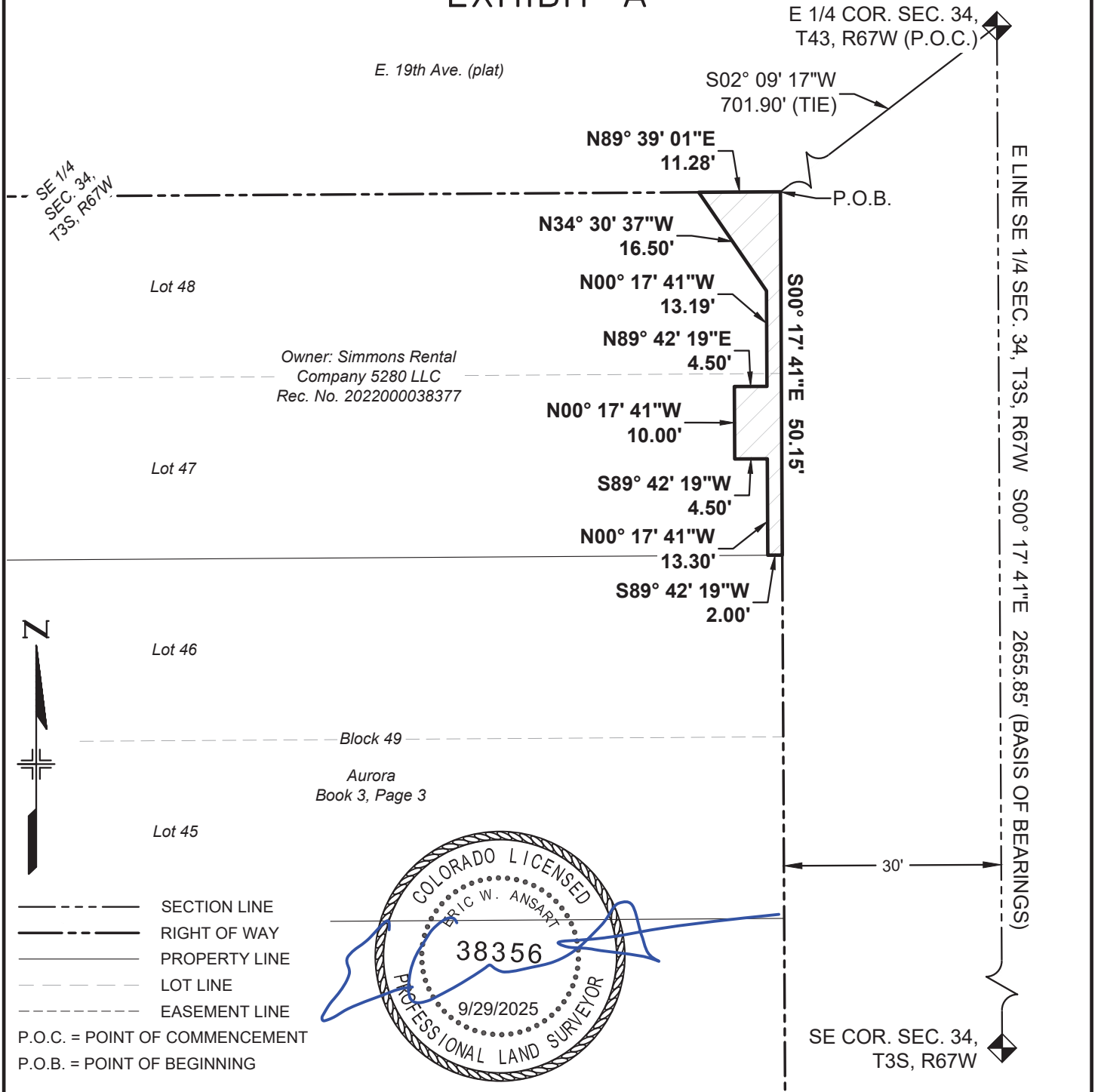


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

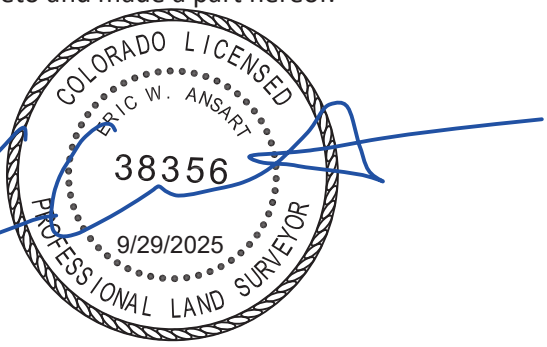
Thence S00°17'48"E, a distance of 10.97 feet to the **Point of Beginning**.

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.

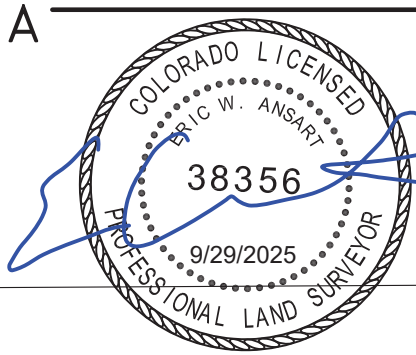


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

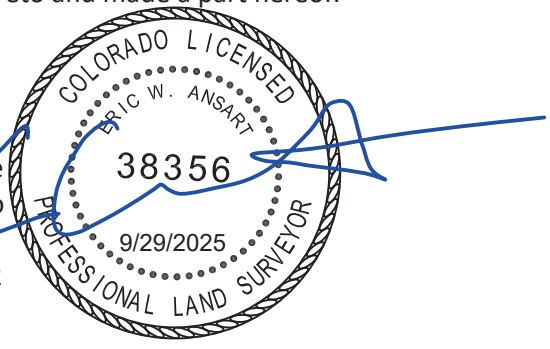
Thence S89°42'12"W, coincident with said southerly line, a distance of 6.09 feet to the **Point of Beginning**.

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.

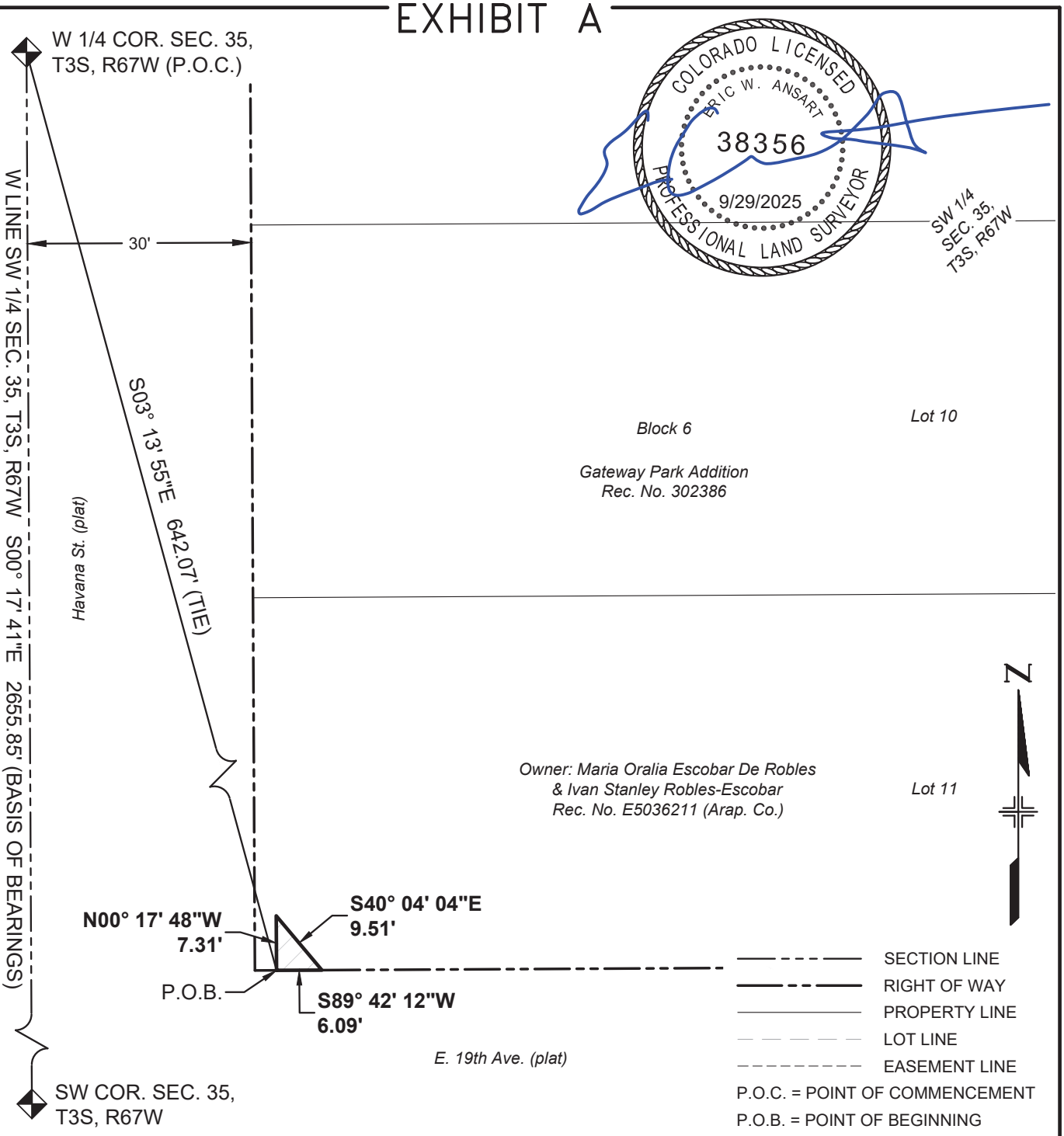
Illustration attached hereto and made a part hereof.



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;

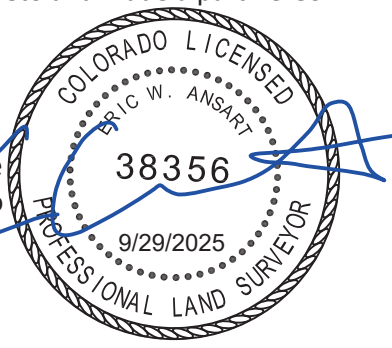
Thence N00°17'41"W, coincident with said westerly line, a distance of 2.56 feet to the **Point of Beginning**.

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.

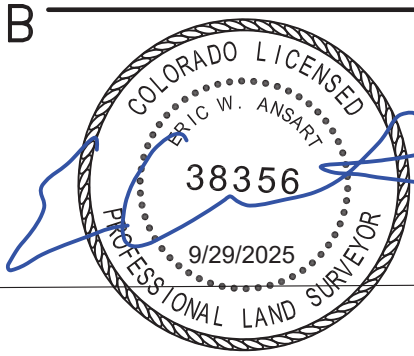


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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)

Havana St. (plat)

SW 1/4 SEC. 35, T3S, R67W

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;

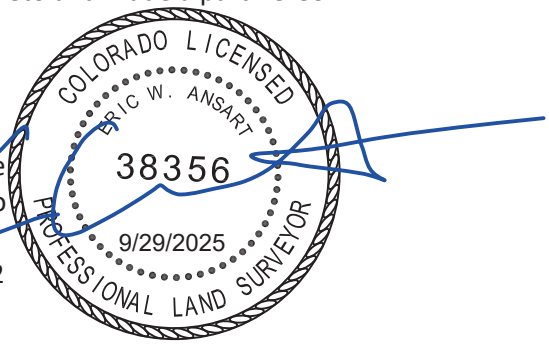
Thence N00°17'10"W, coincident with said westerly line, a distance of 6.00 feet to the **Point of Beginning**.

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.

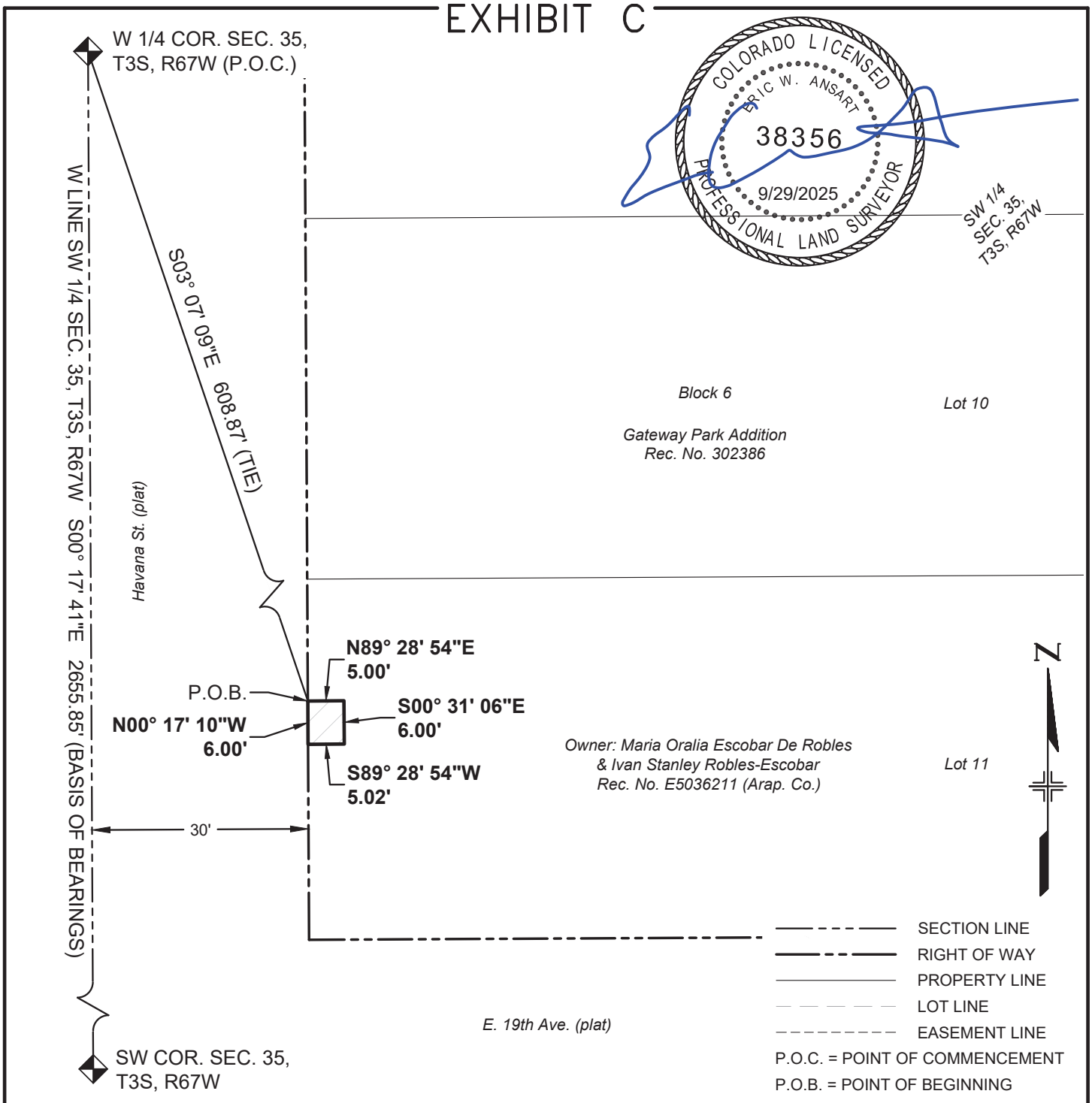


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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.

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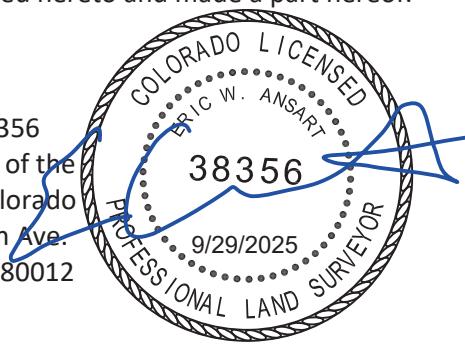

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
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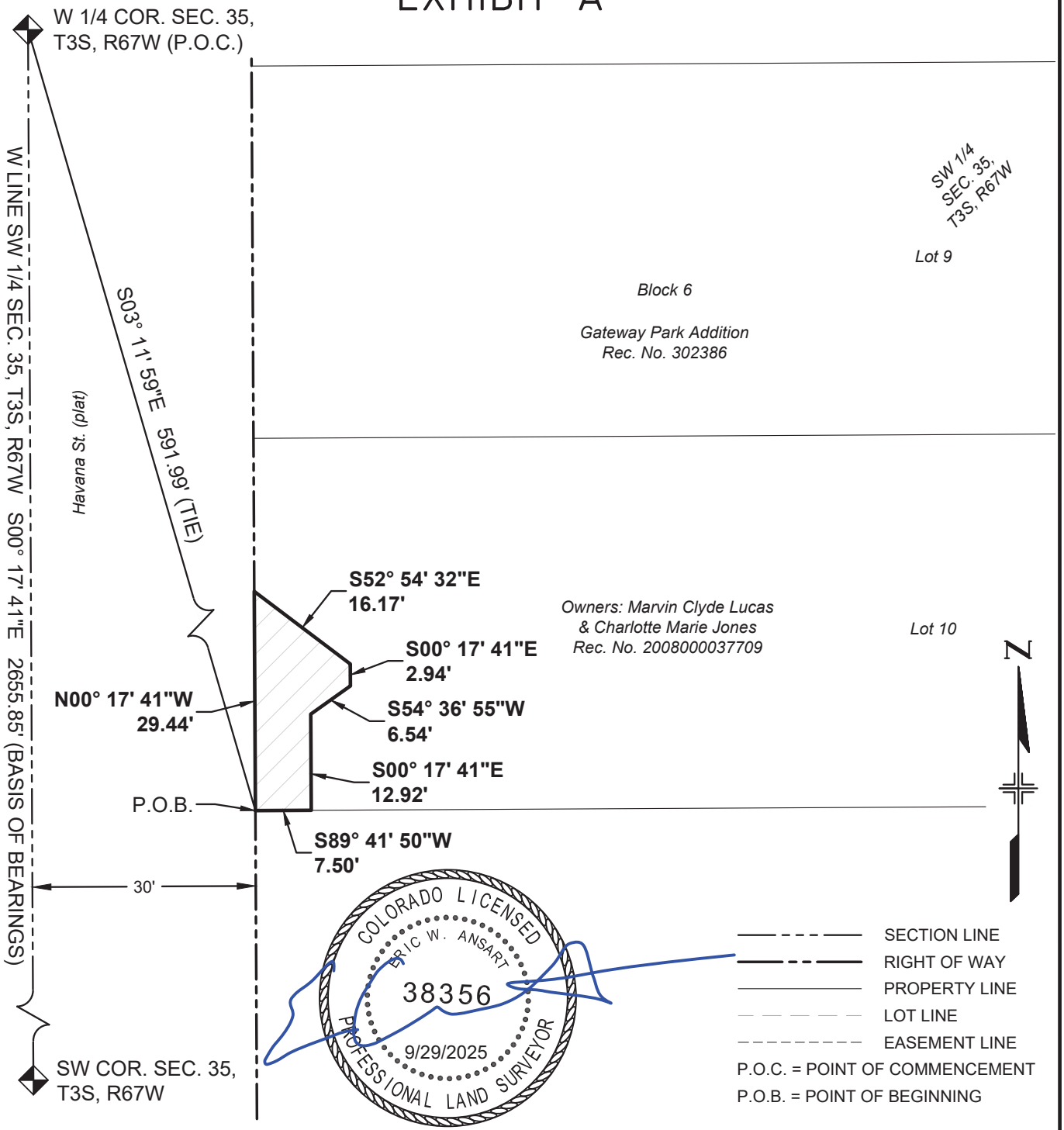
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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.

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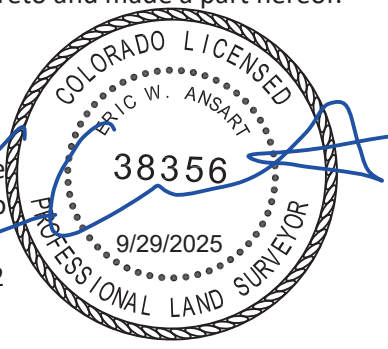
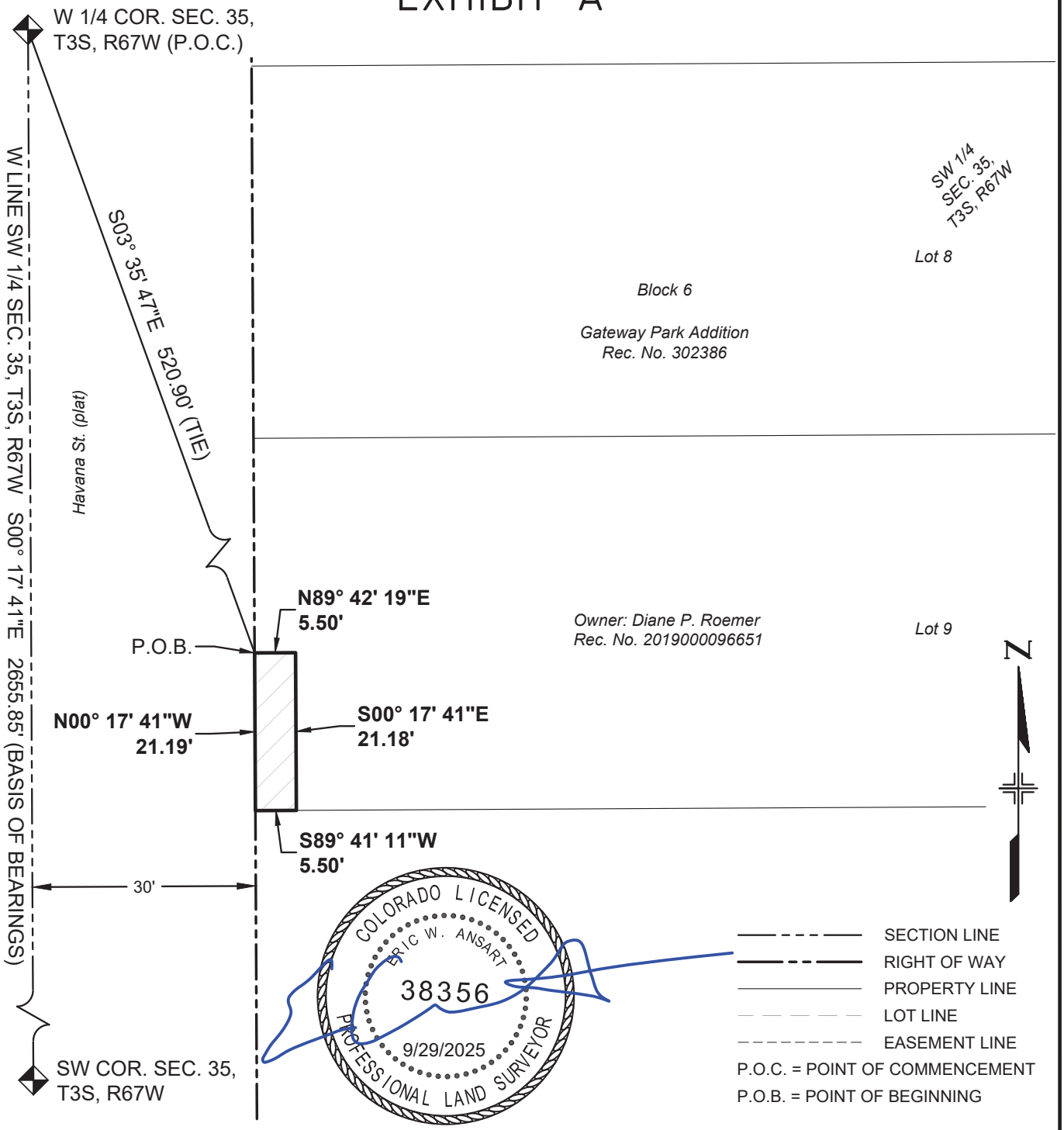


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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.

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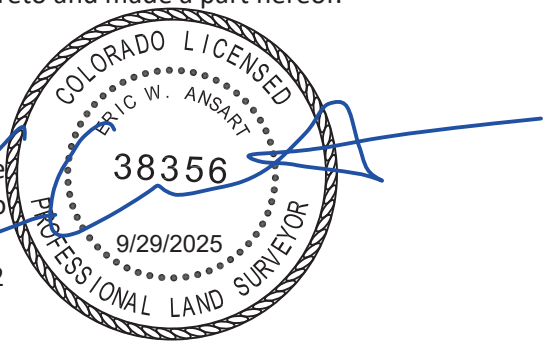
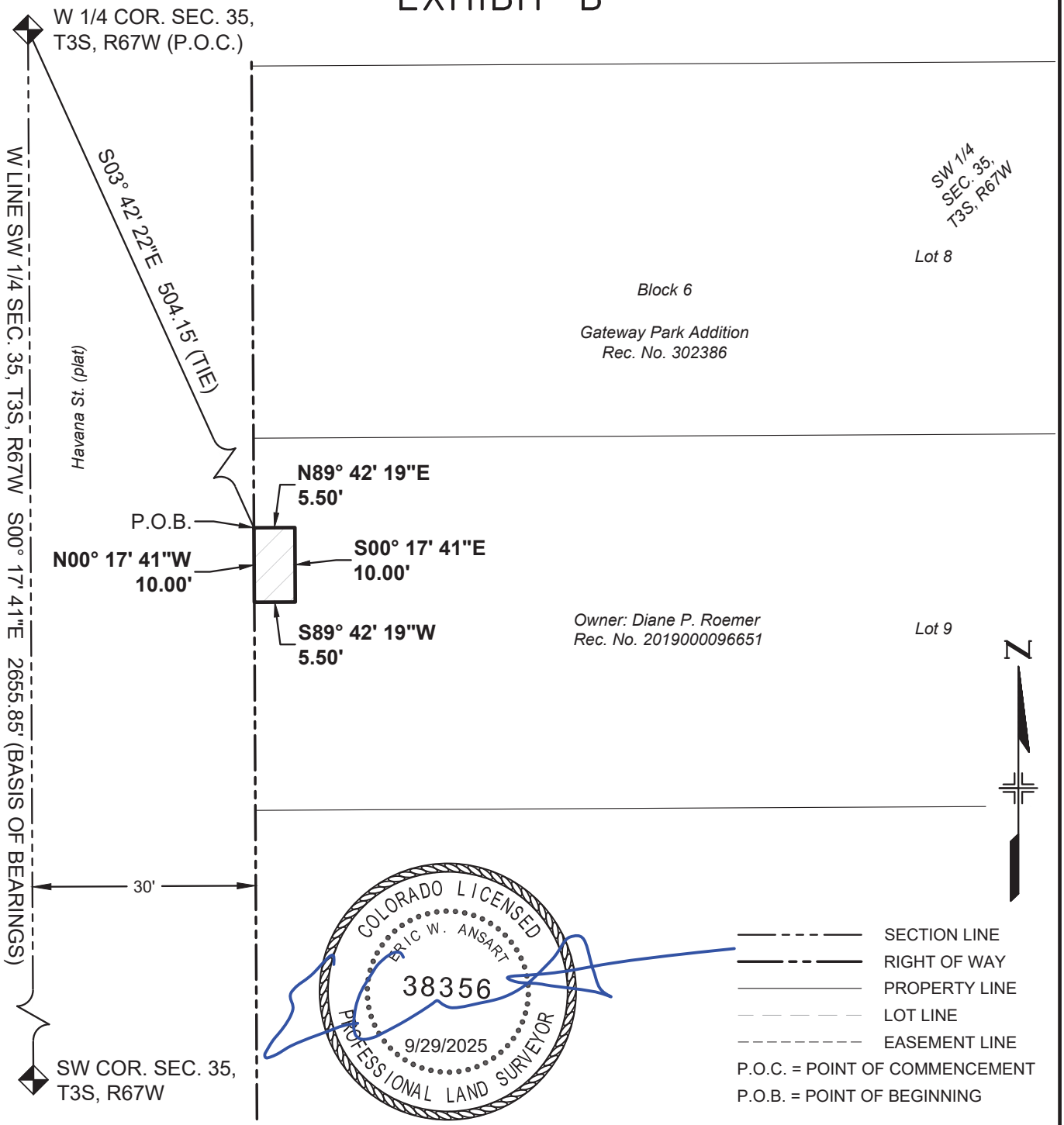


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

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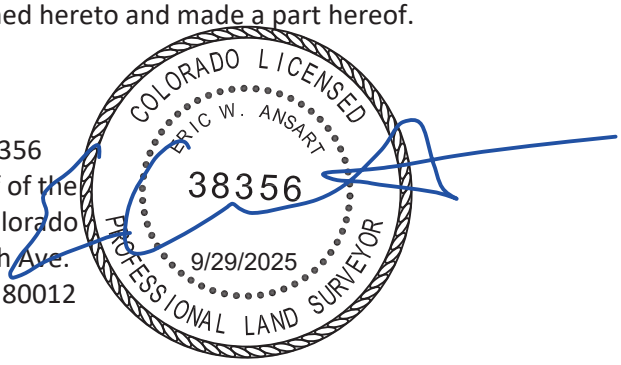
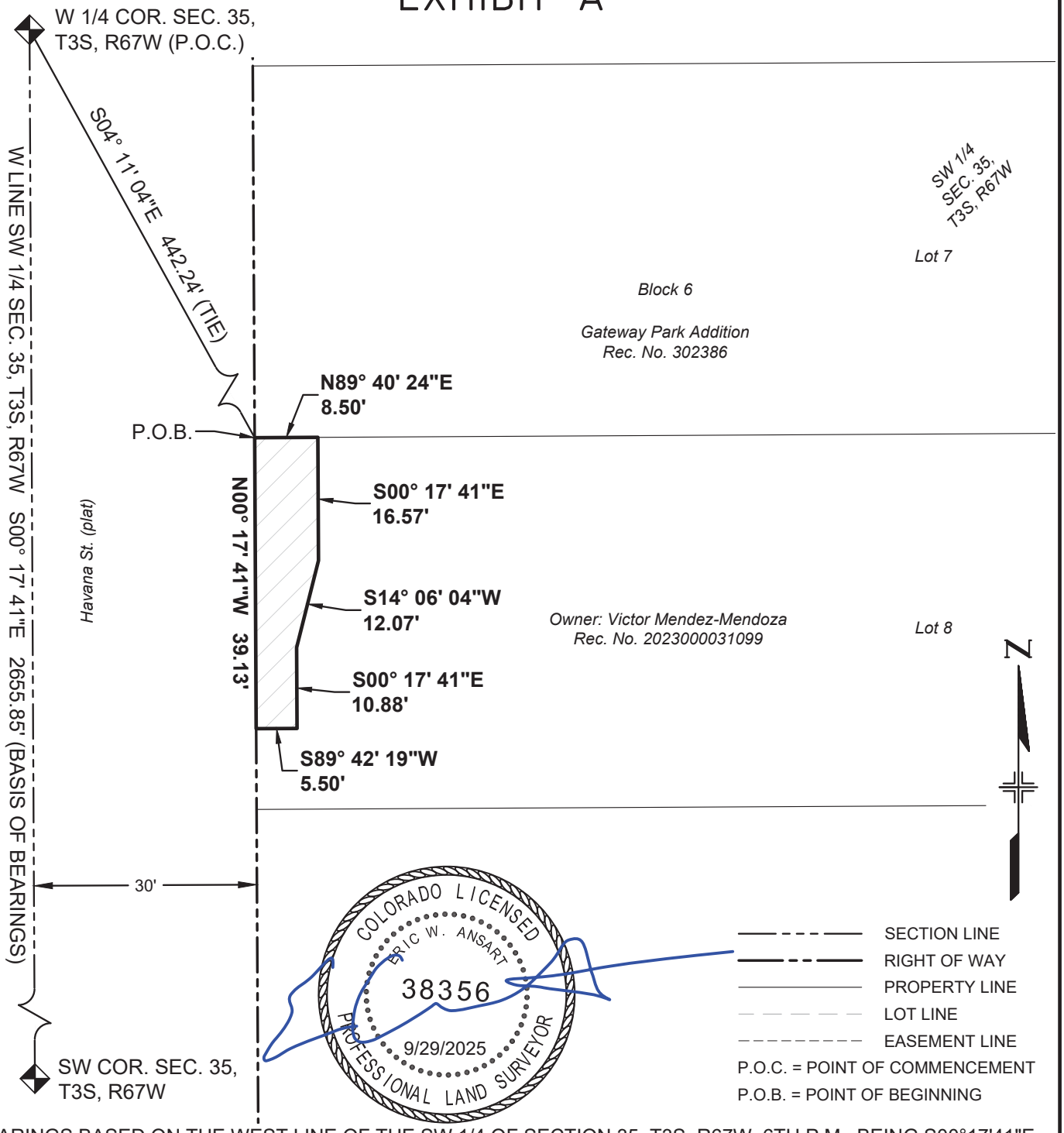


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

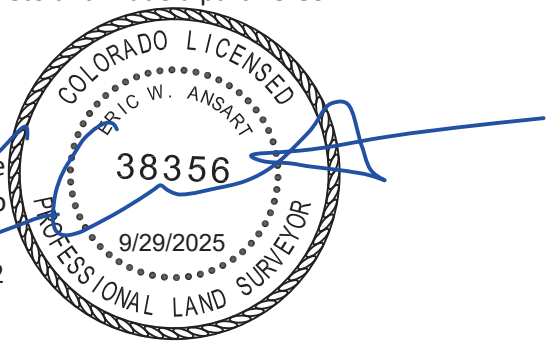
Thence S89°40'32"W, coincident with said southerly line, a distance of 6.50 feet to the **Point of Beginning**.

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.

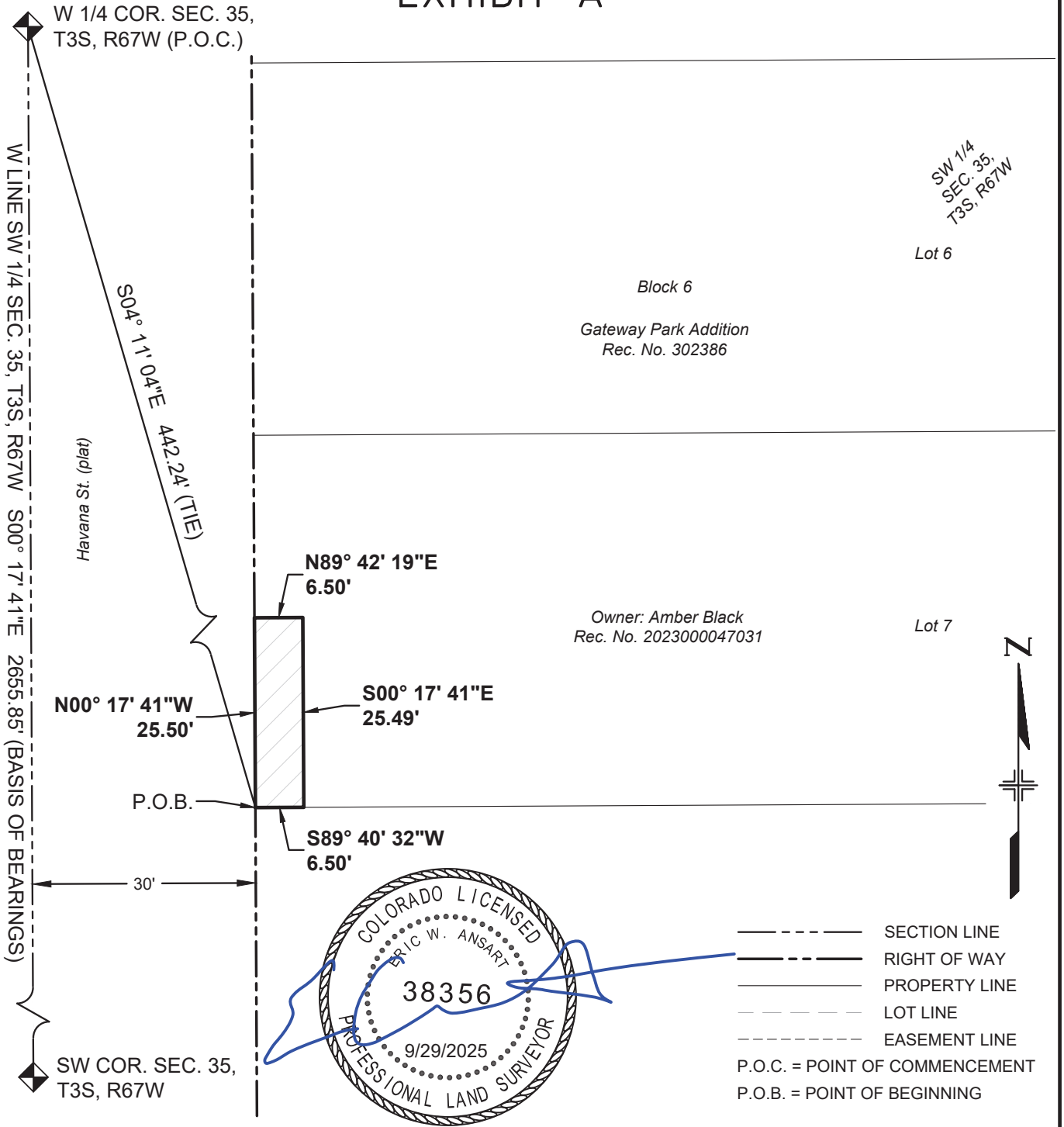


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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:

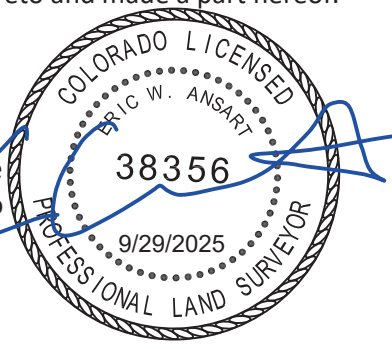
1. Thence S89°40'07"W, a distance of 6.50 feet;
2. Thence N00°17'41"W, a distance of 21.31 feet to the **Point of Beginning**.

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.

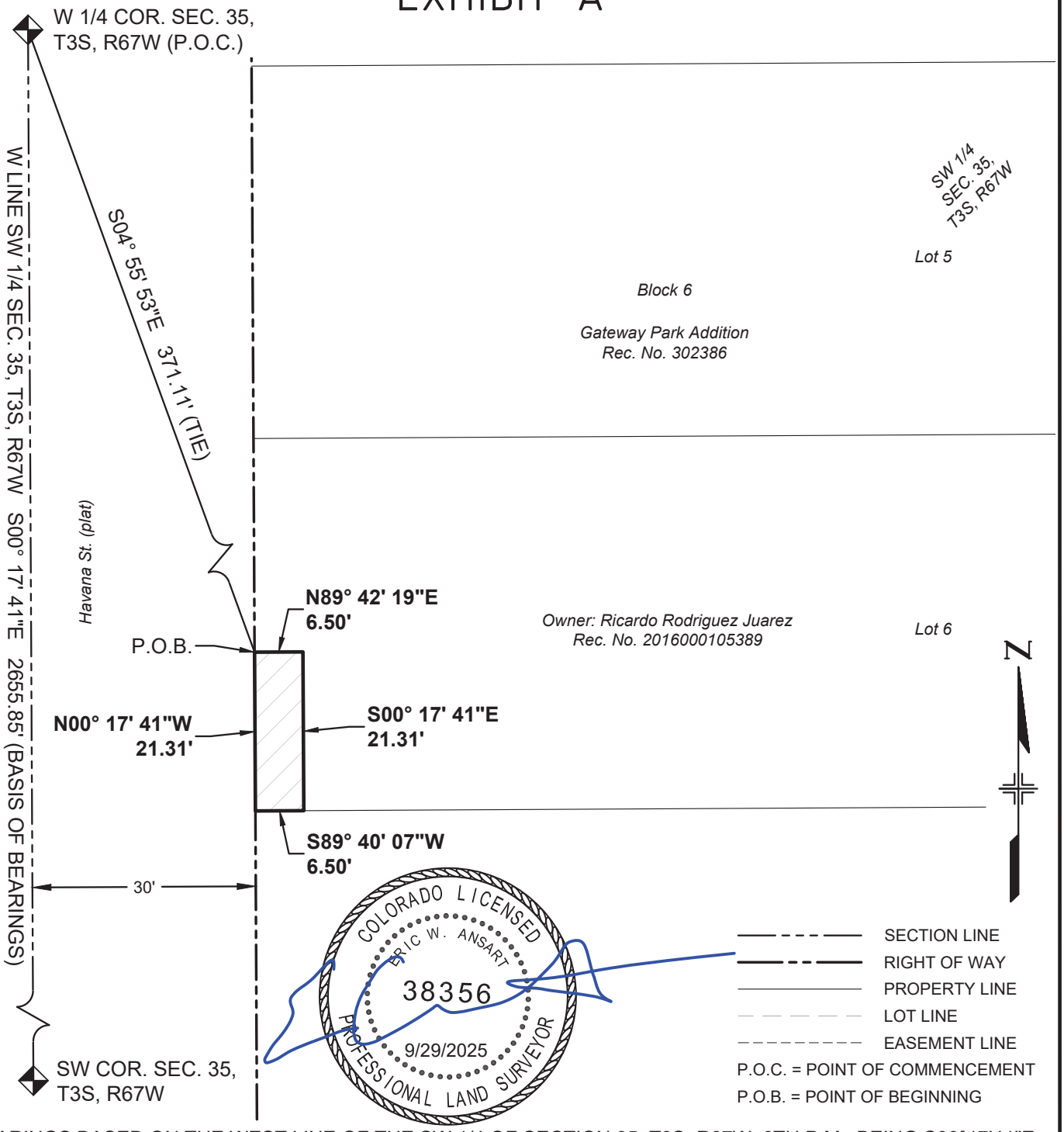


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

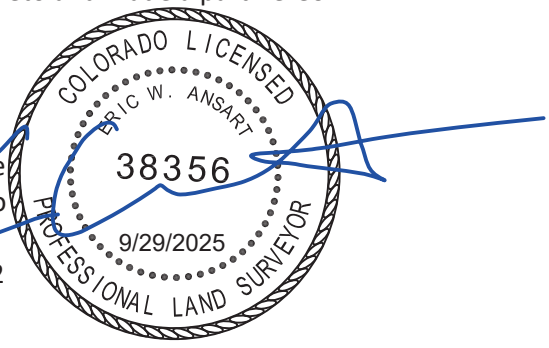
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

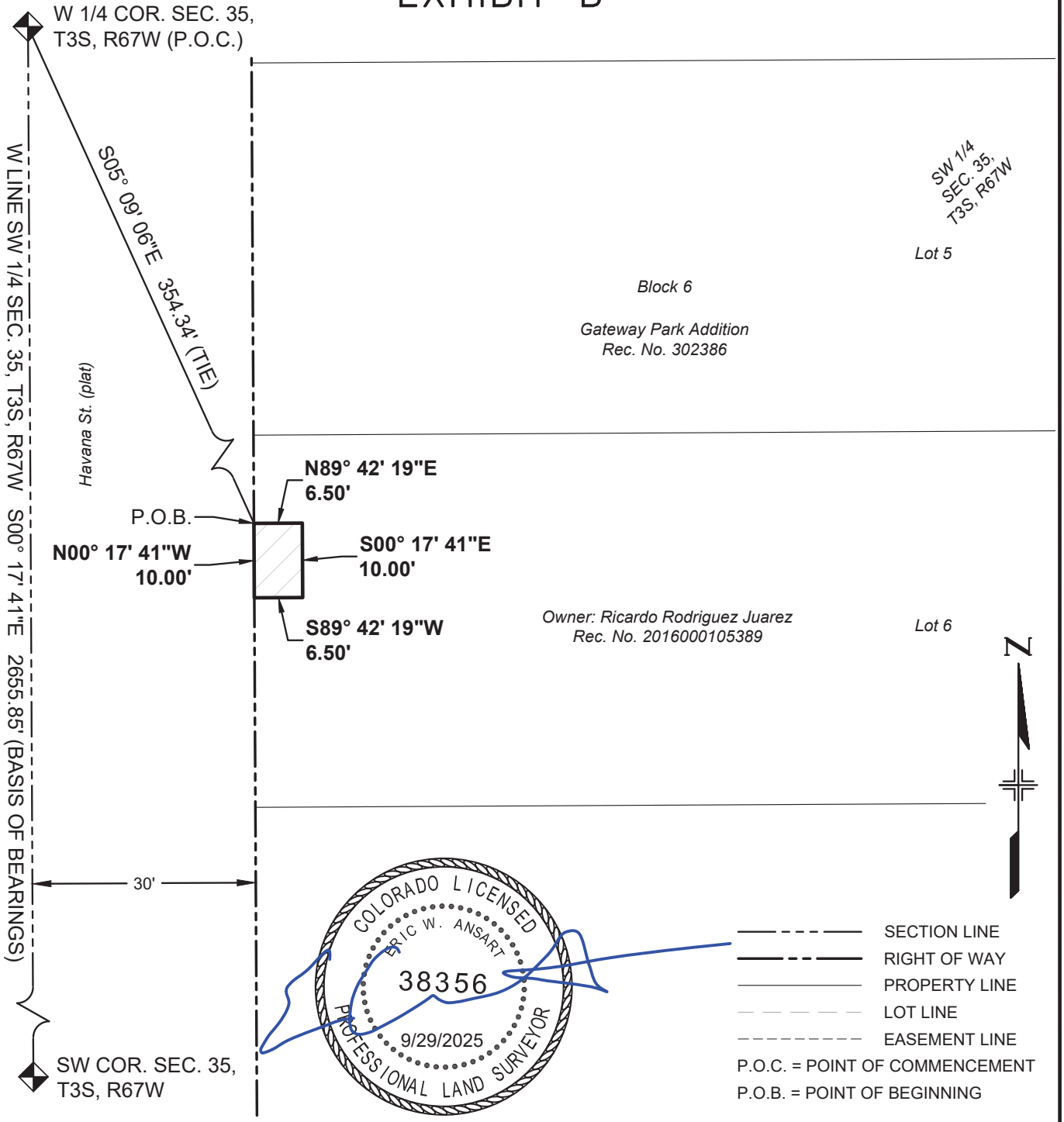


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

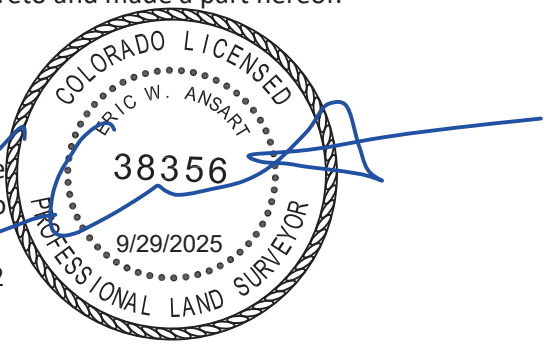
Thence N00°17'41"W, coincident with said westerly line, a distance of 38.58 feet to the **Point of Beginning**.

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.

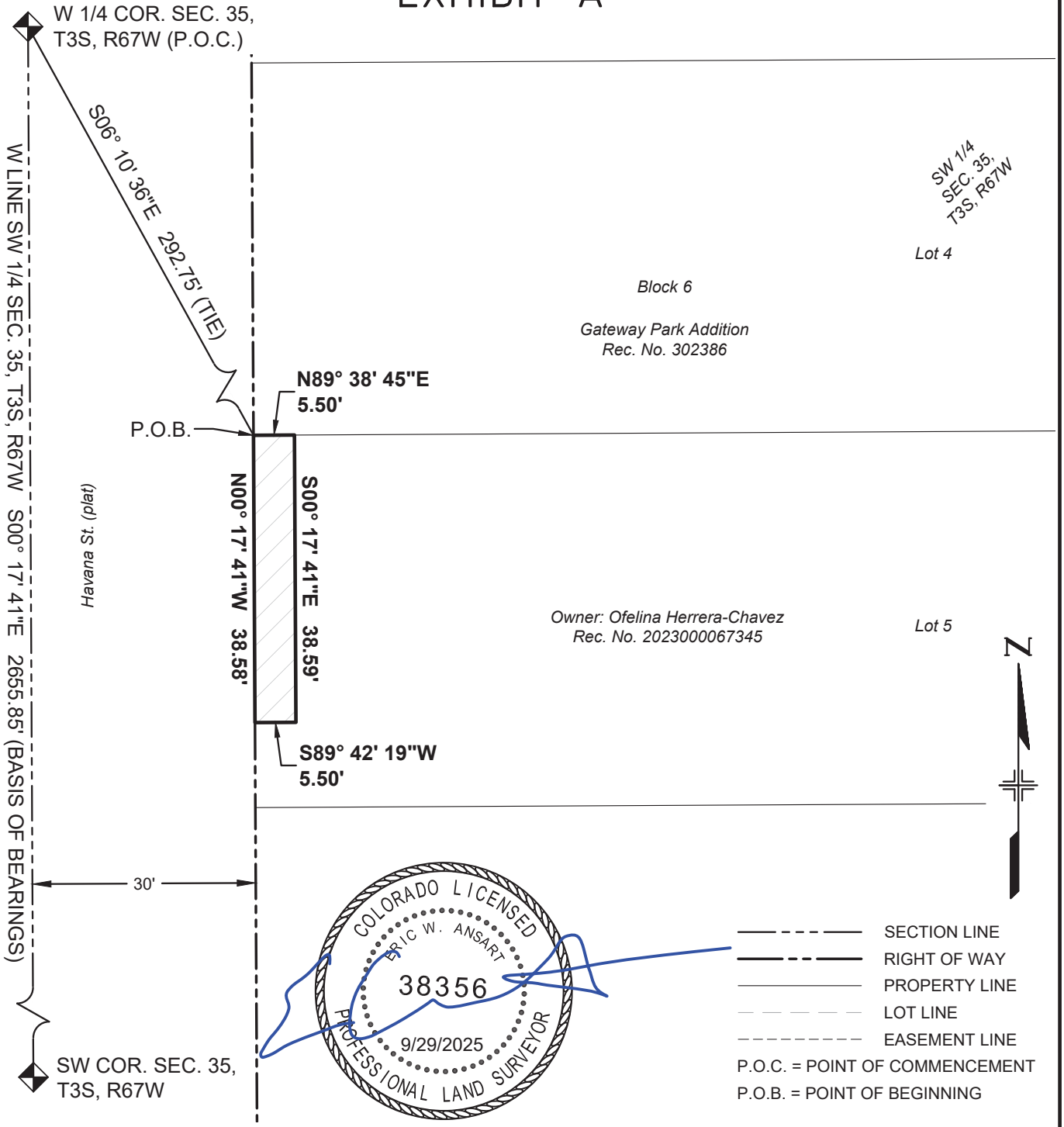


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

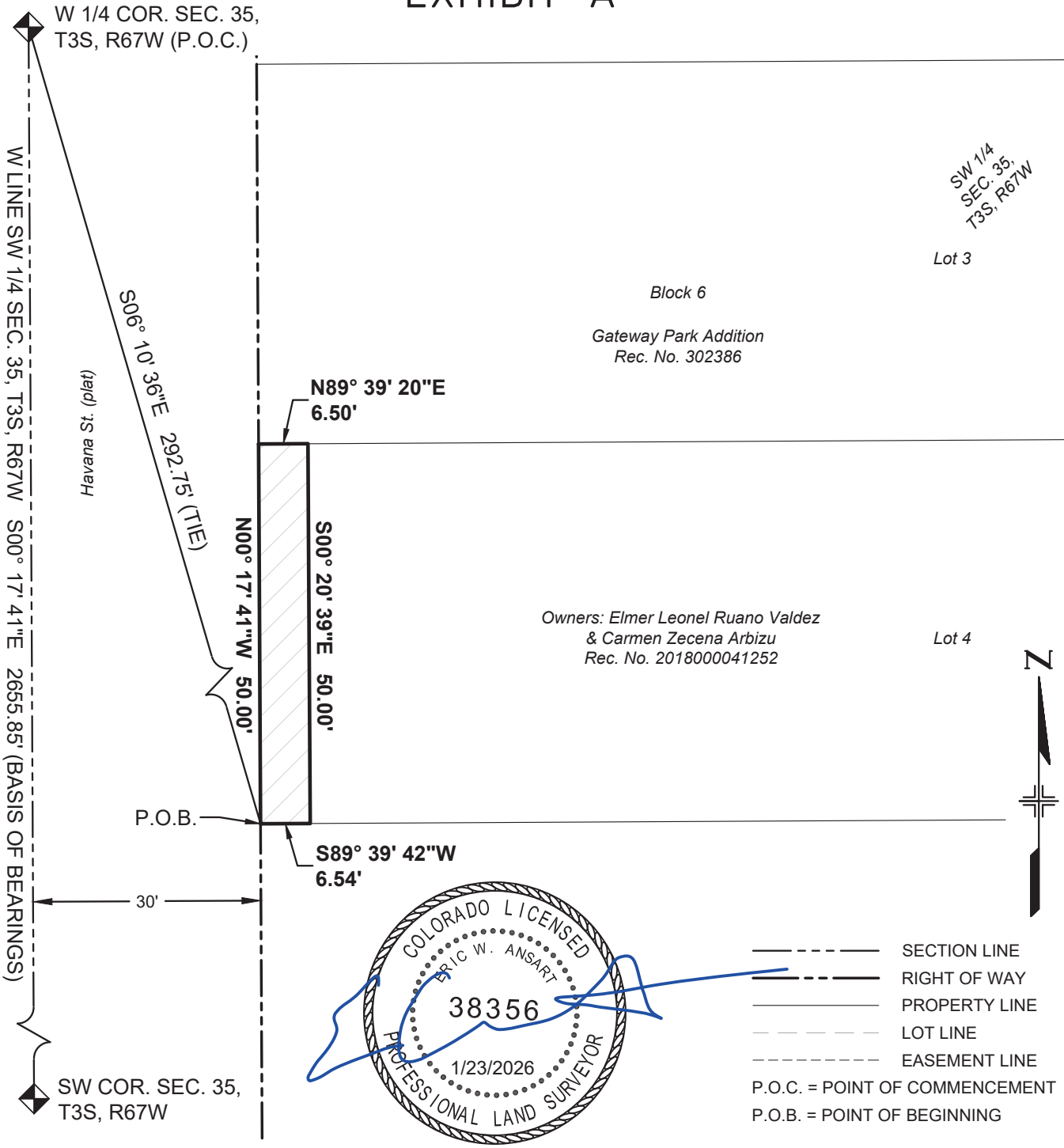


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

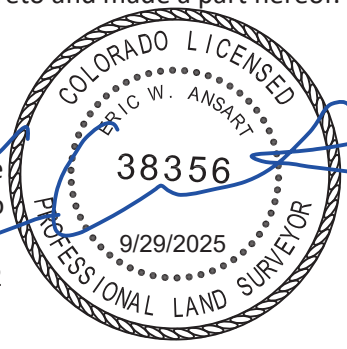
Thence N00°17'41"W, coincident with said westerly line, a distance of 21.14 feet to the **Point of Beginning**.

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.

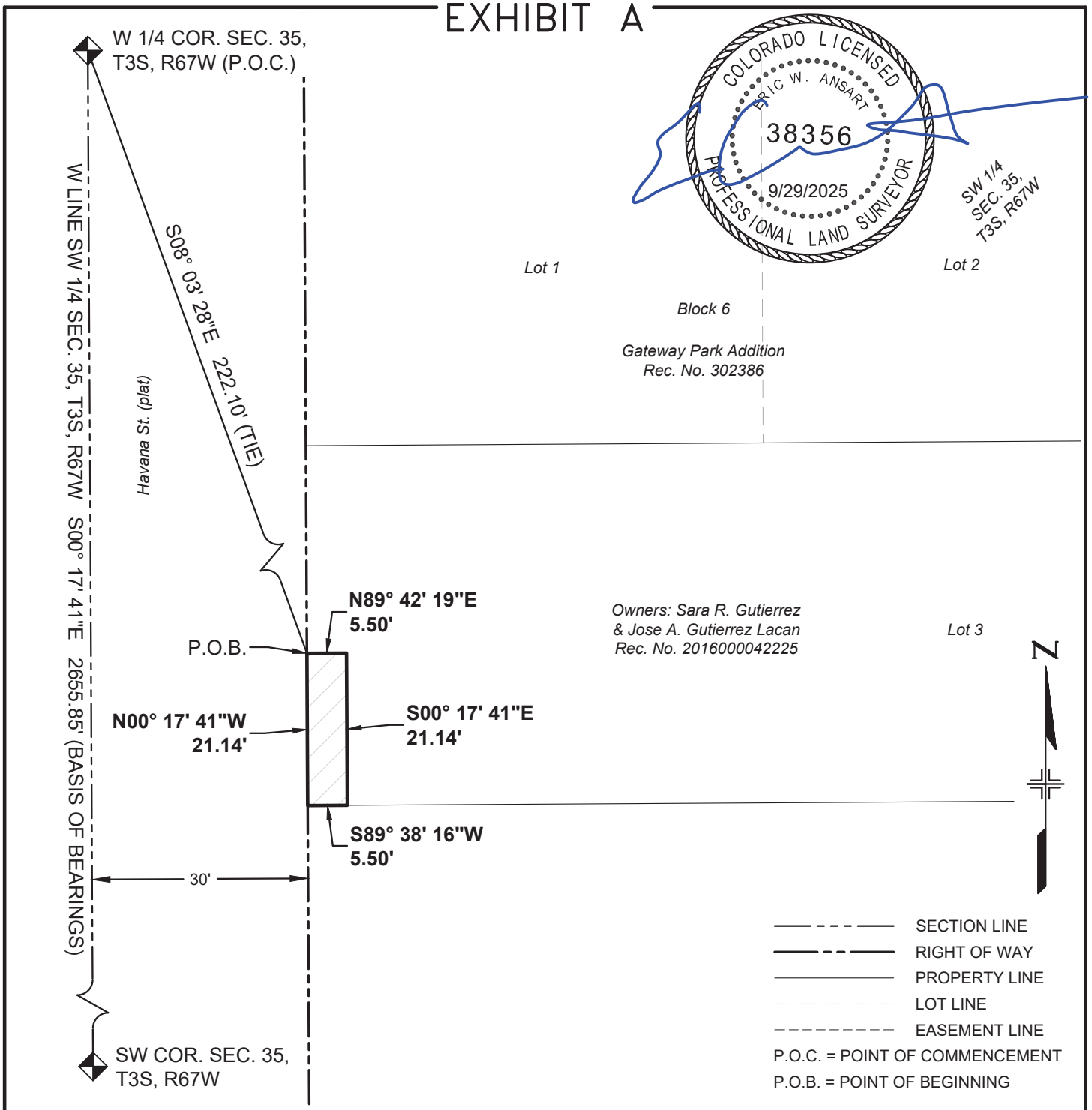


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

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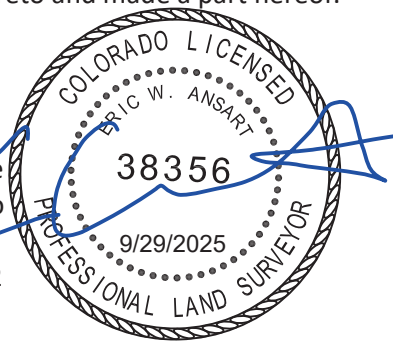
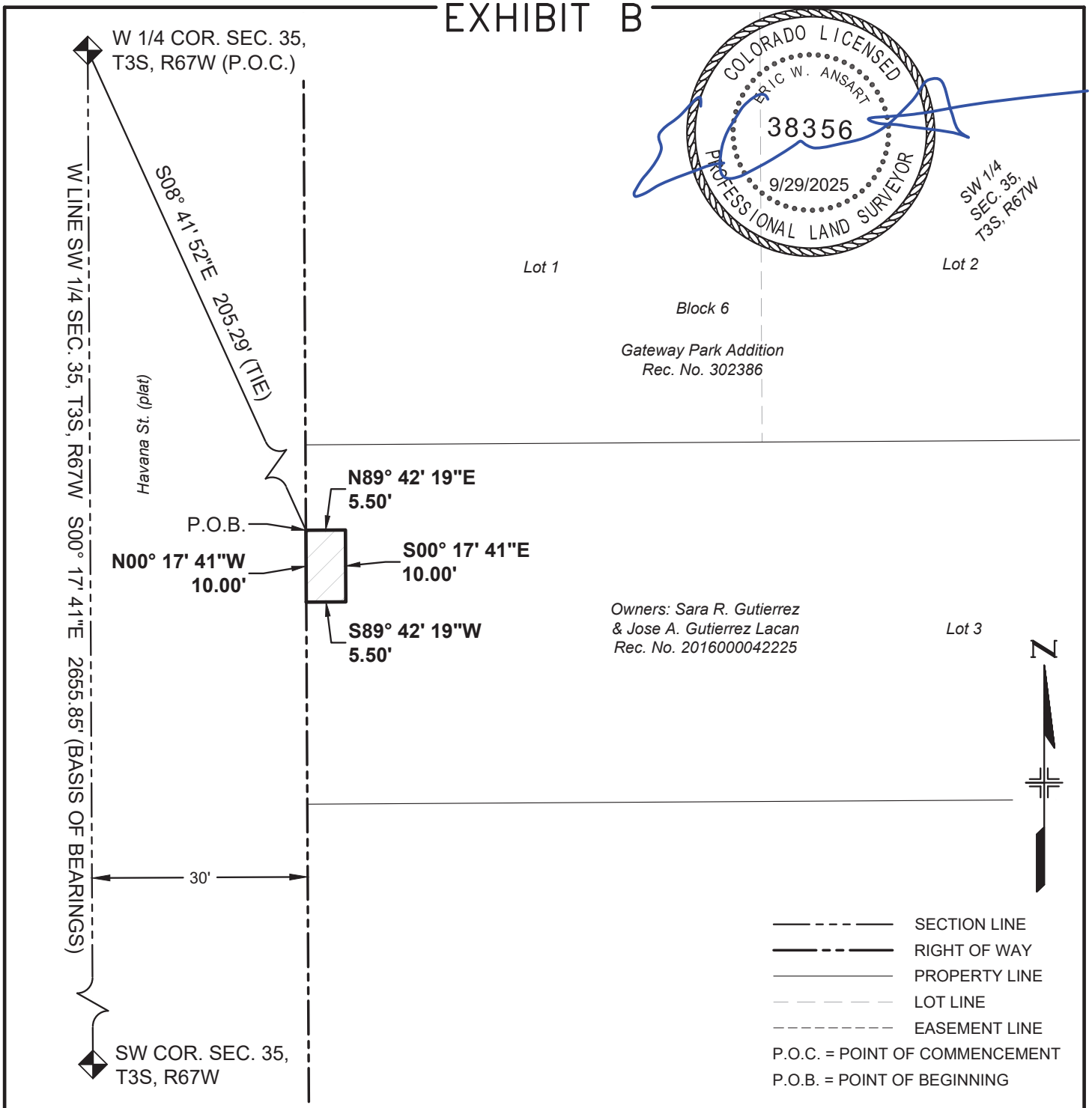


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

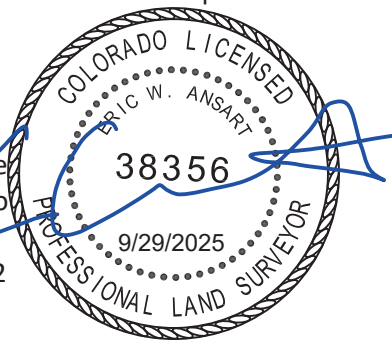
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

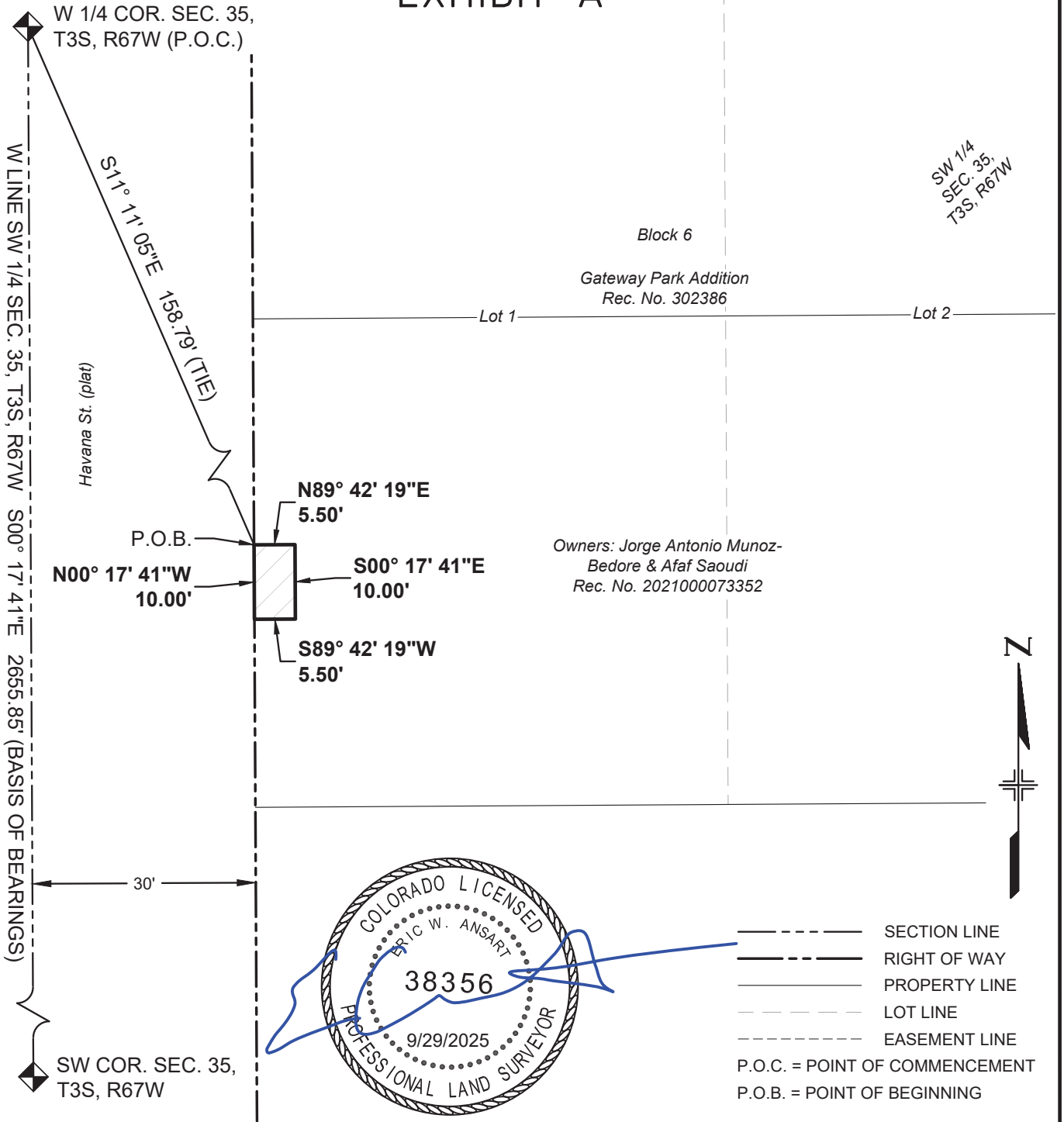


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

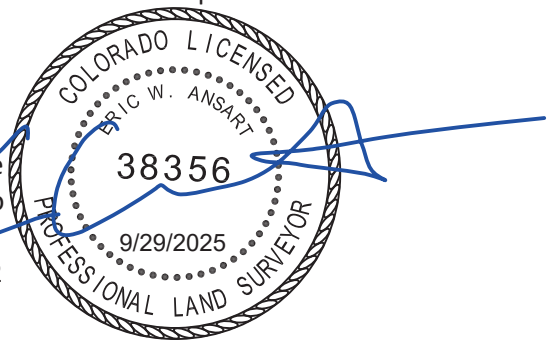
Thence N00°17'41"W, coincident with said westerly line, a distance of 19.65 feet to the **Point of Beginning**.

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.

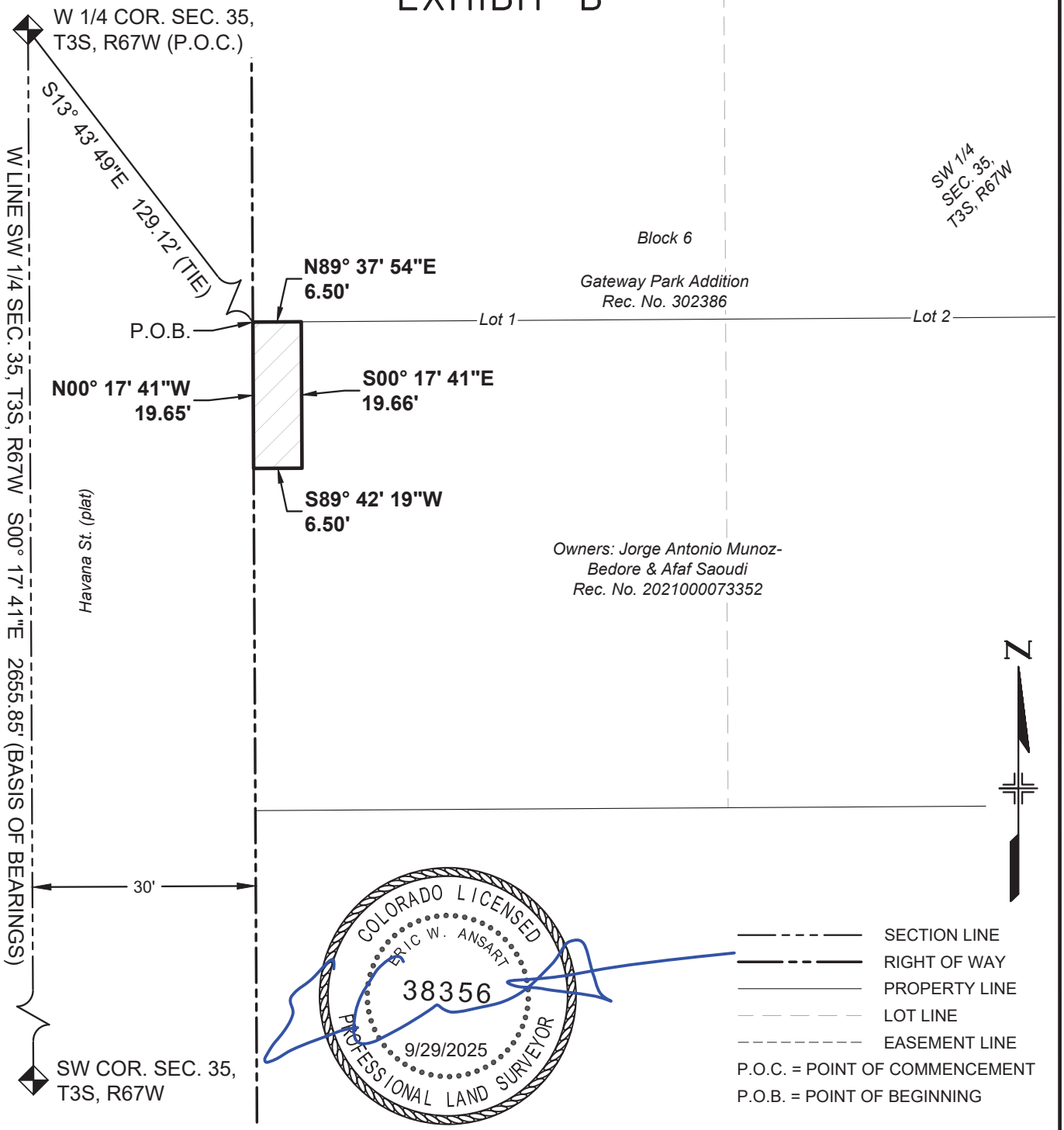


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



COLORADO LICENSED ERIC W. ANSART 38356 9/29/2025 PROFESSIONAL LAND SURVEYOR

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.

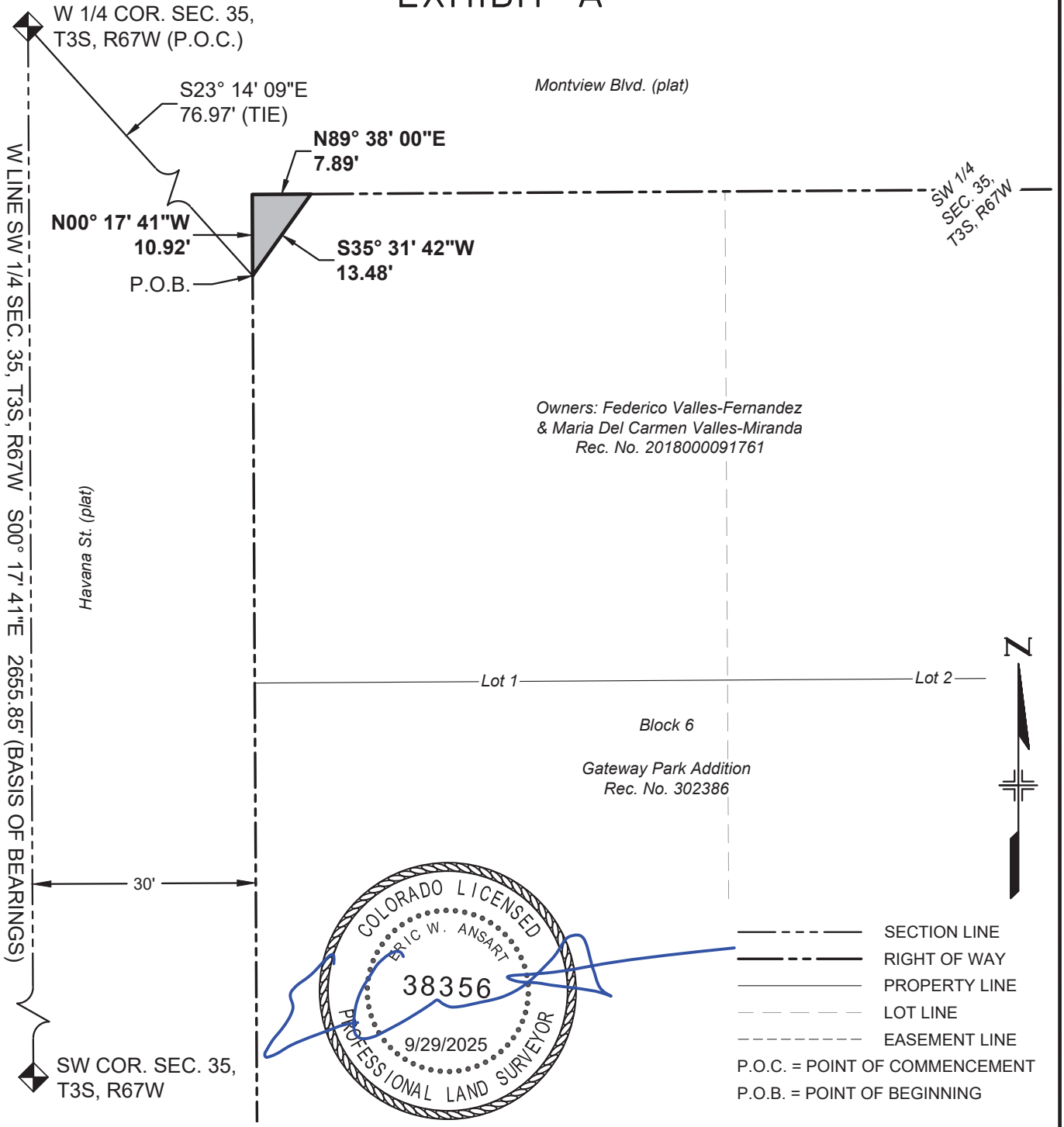


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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**.

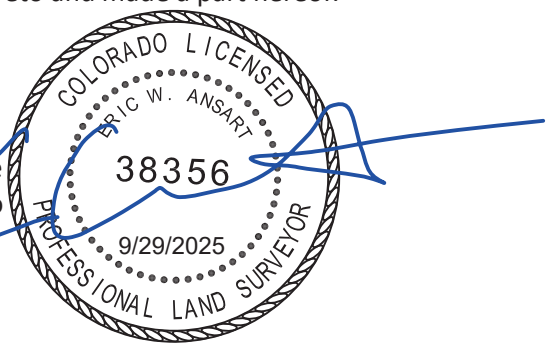
The above-described parcel containing 303 square feet (0.007 acres) more or less.

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.

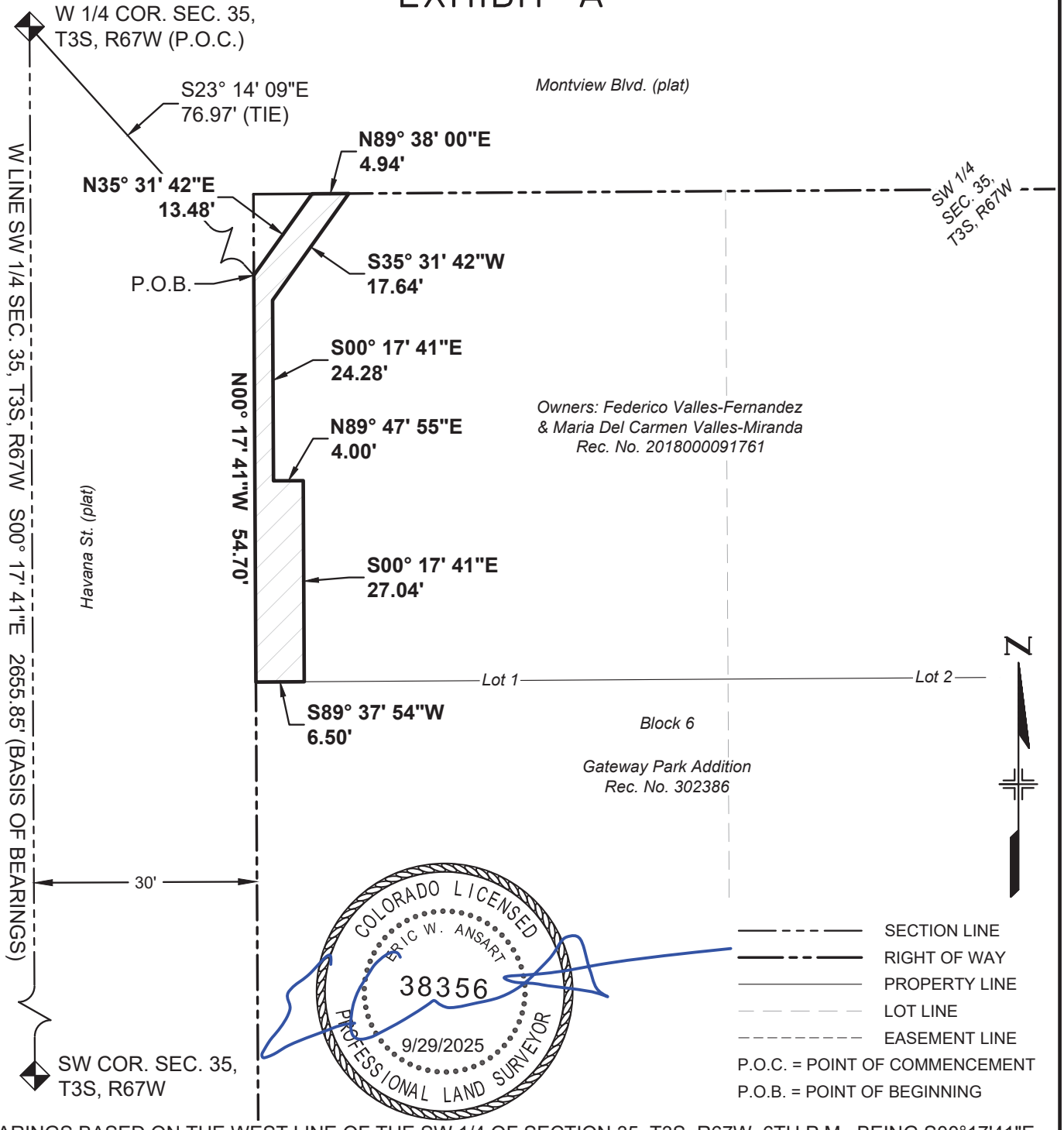
Illustration attached hereto and made a part hereof.



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;

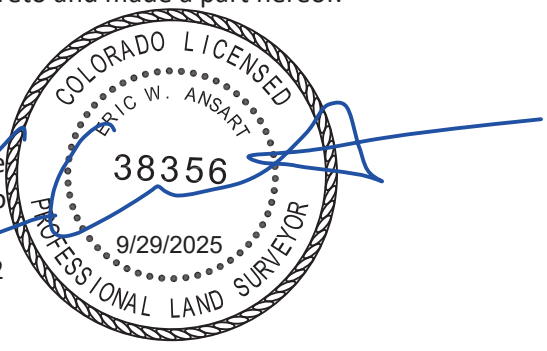
Thence S00°17'41"E, coincident with said easterly line, a distance of 32.33 feet to the **Point of Beginning**.

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.

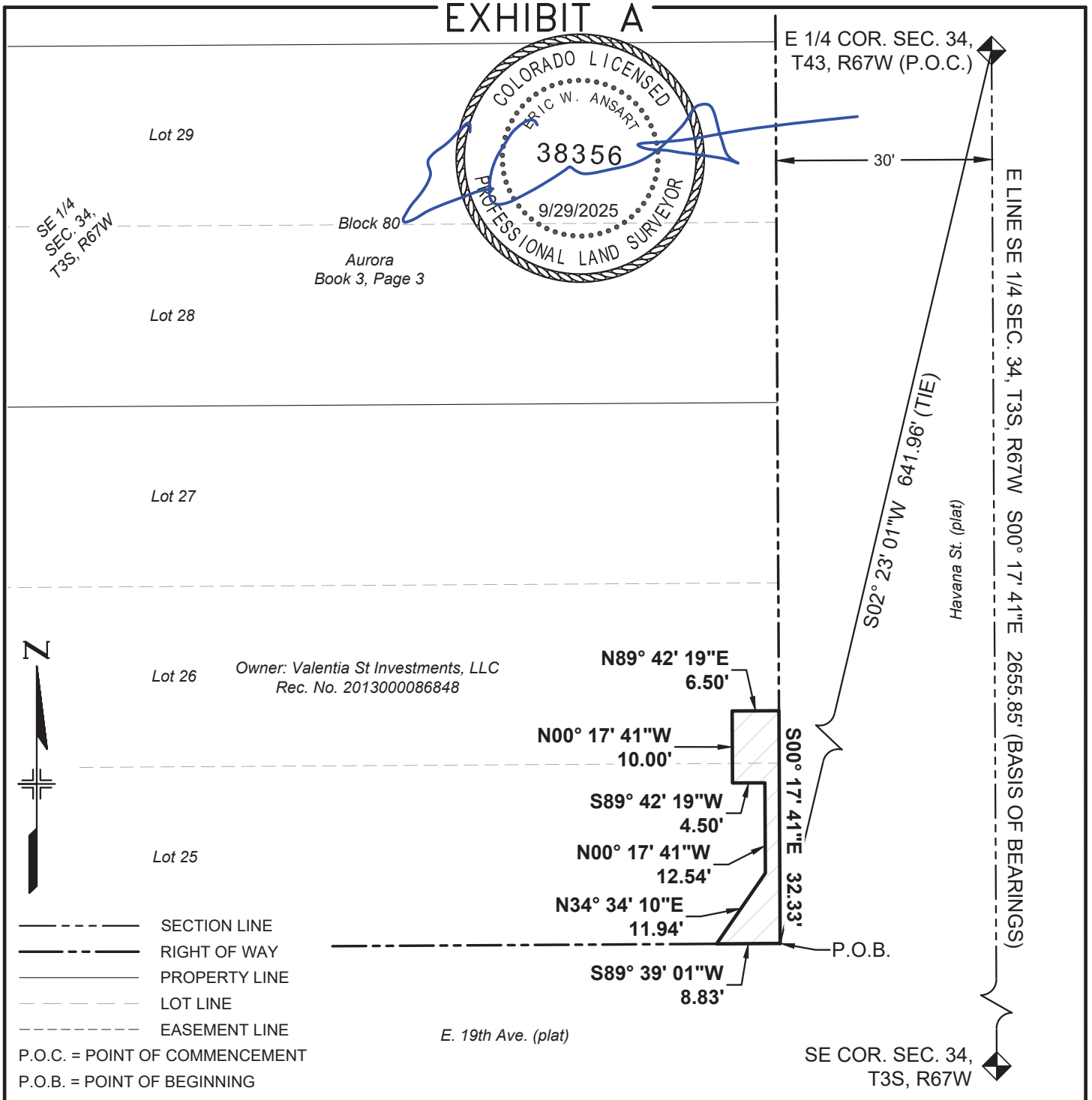


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

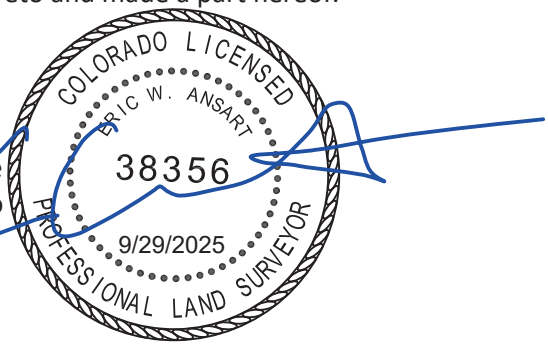
Thence N89°42'19"E, a distance of 5.00 feet to the **Point of Beginning**.

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.

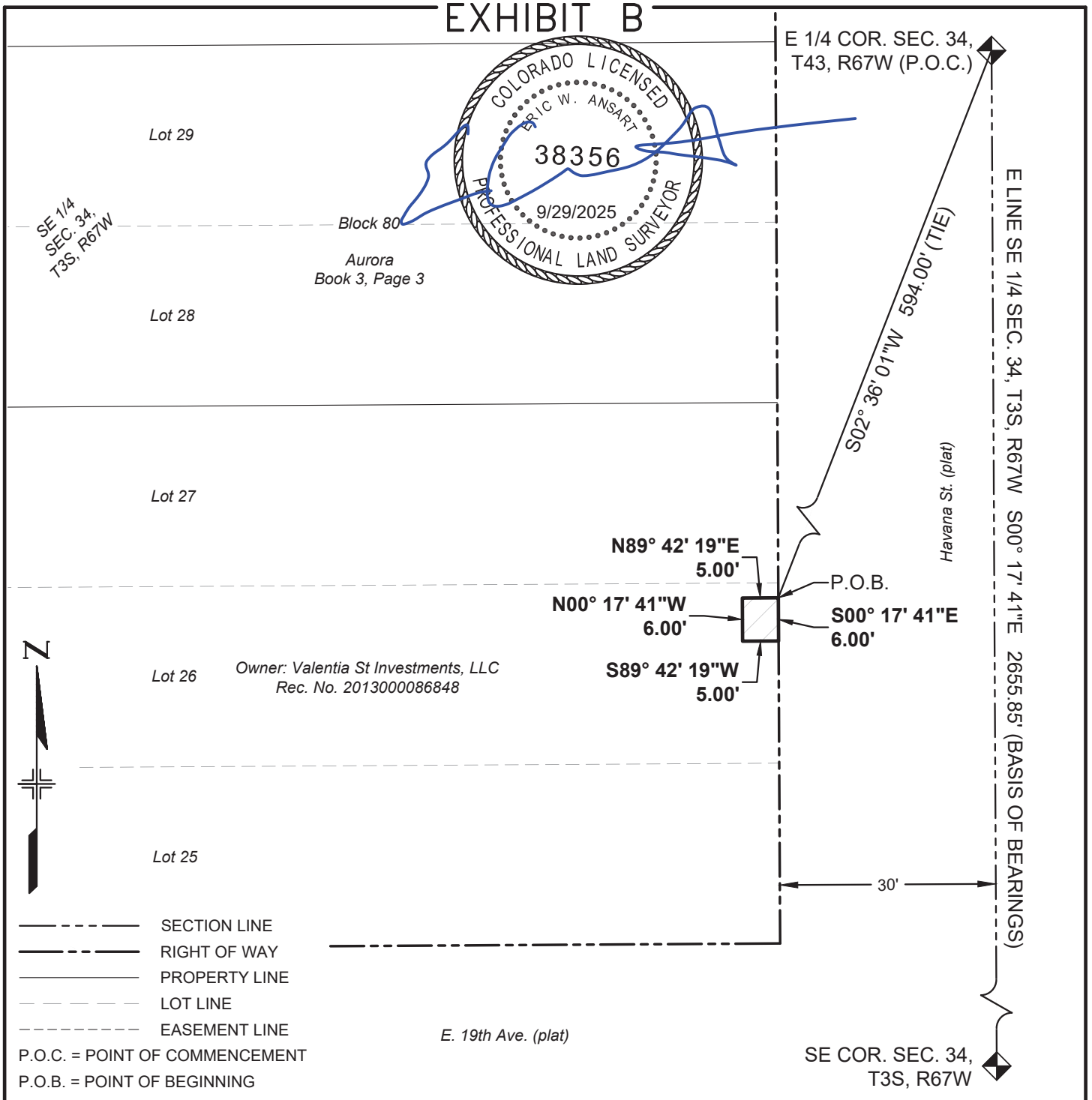


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

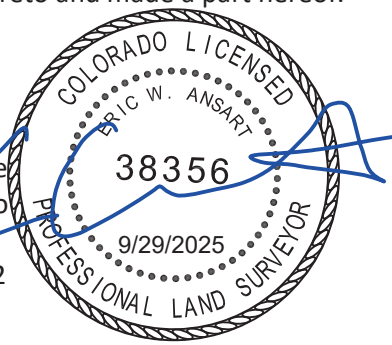
Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

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.

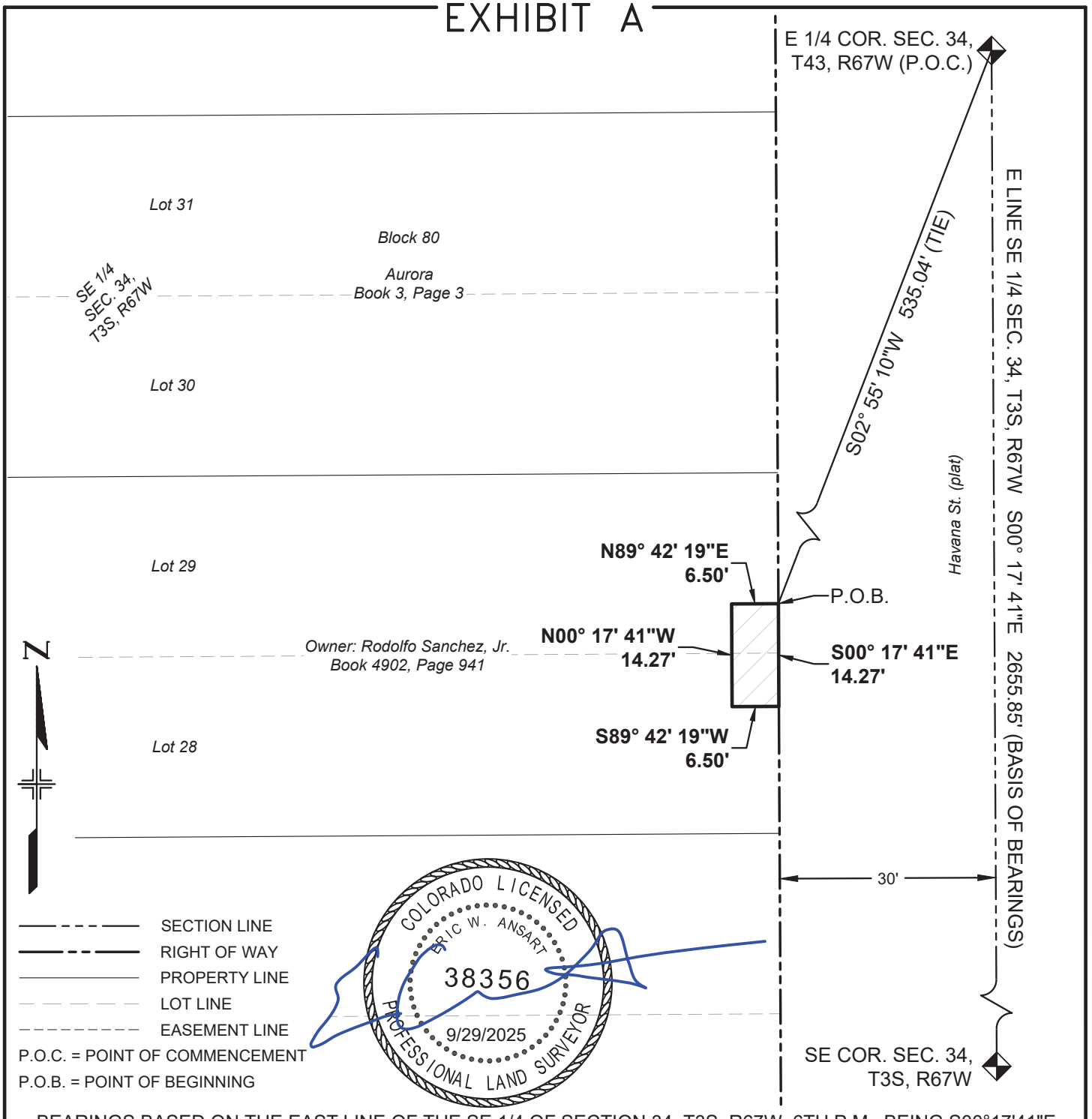


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

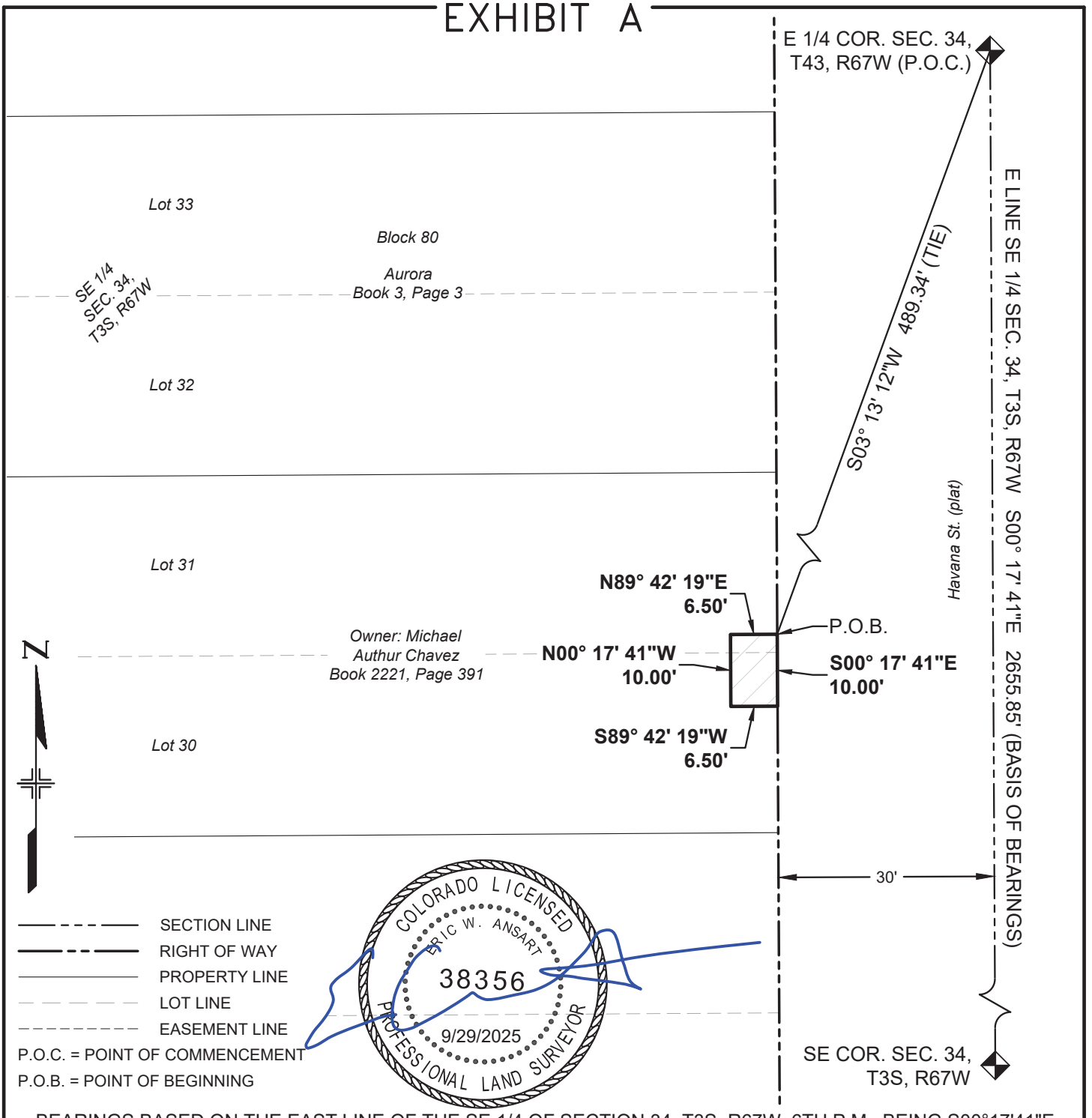


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

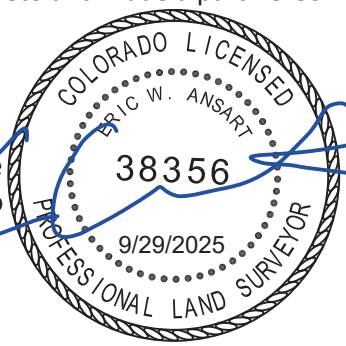
Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

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.

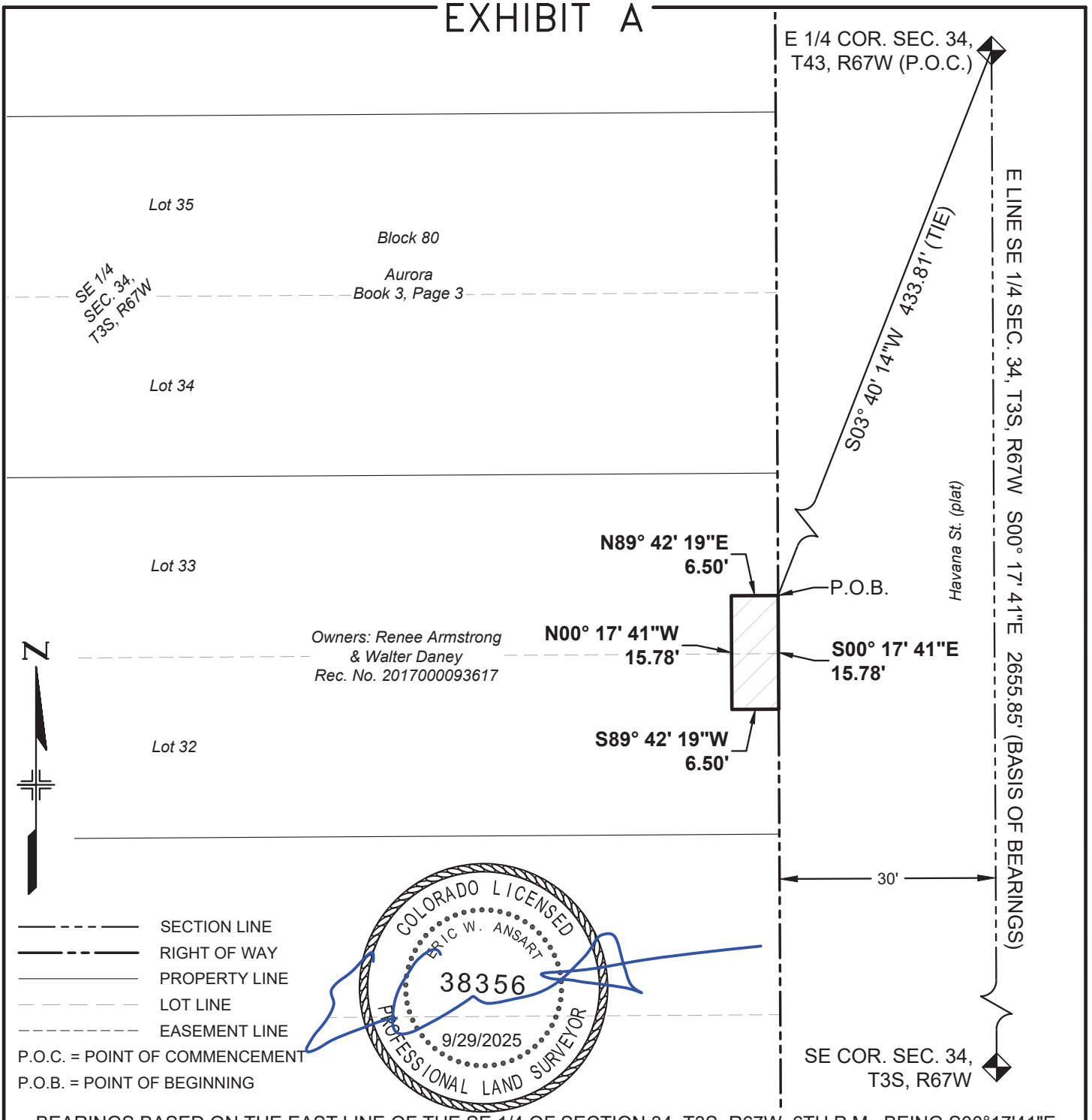


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

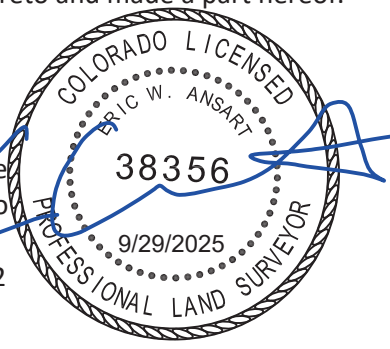
Thence N89°39'01"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

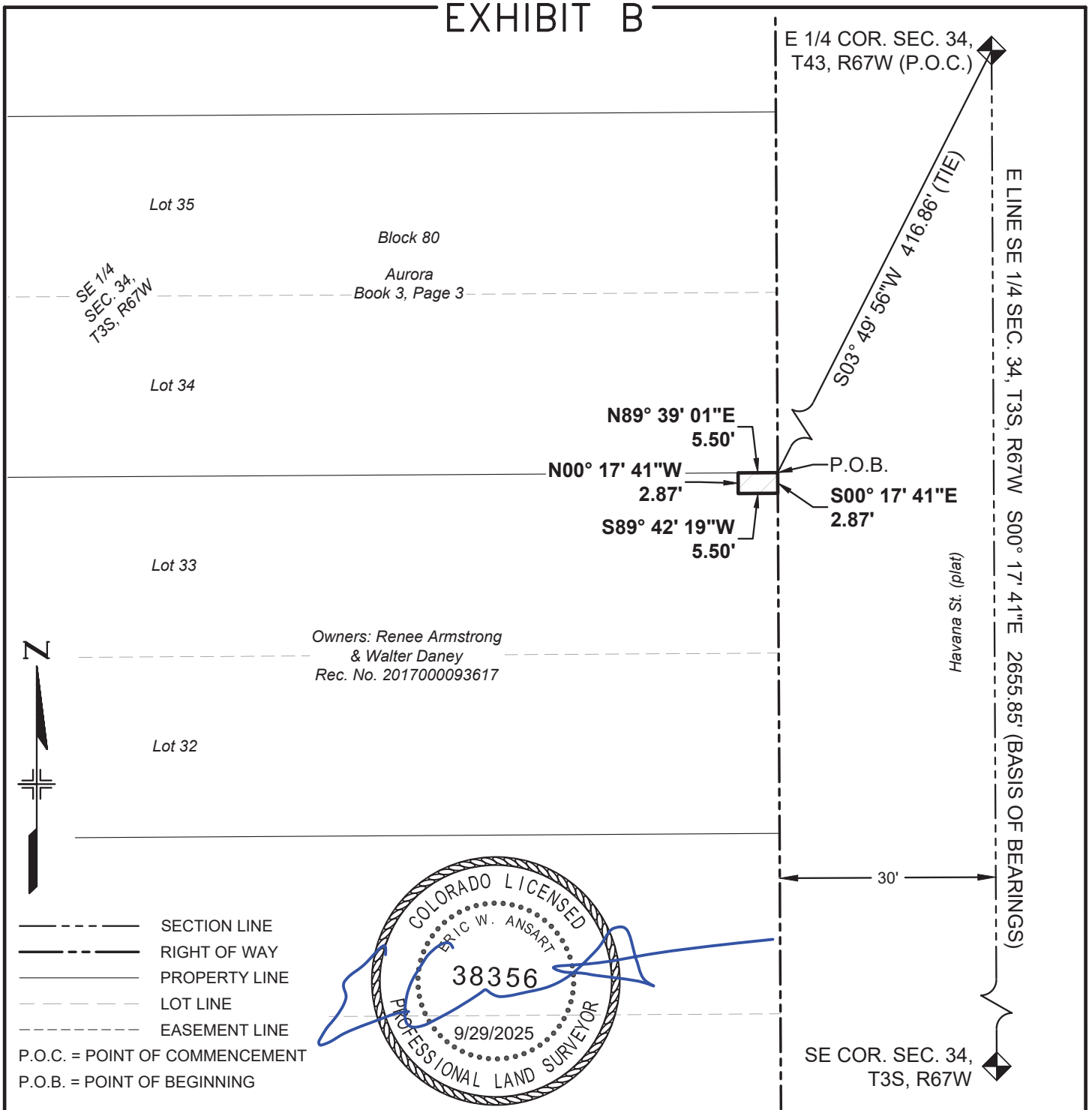


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

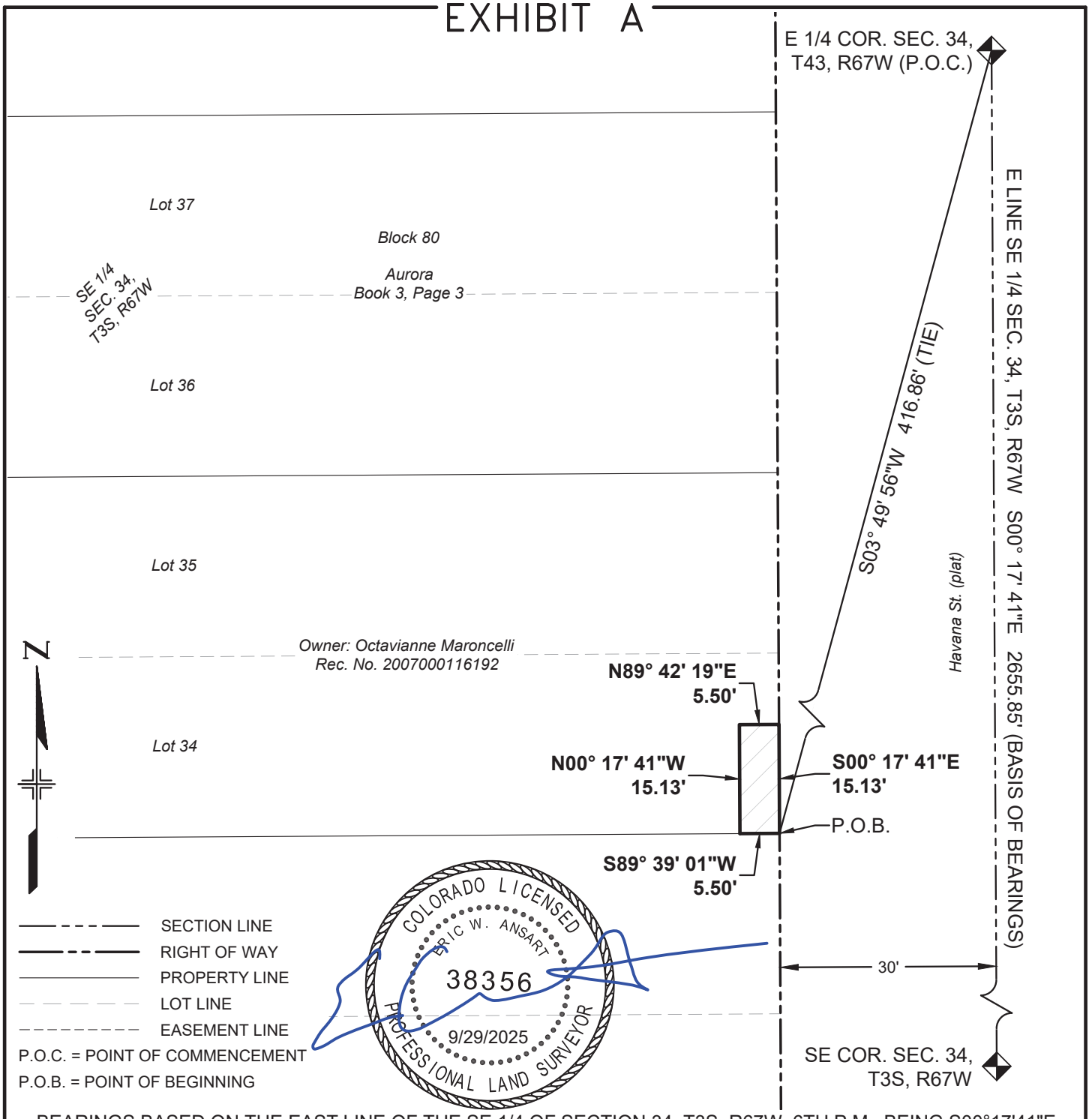


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

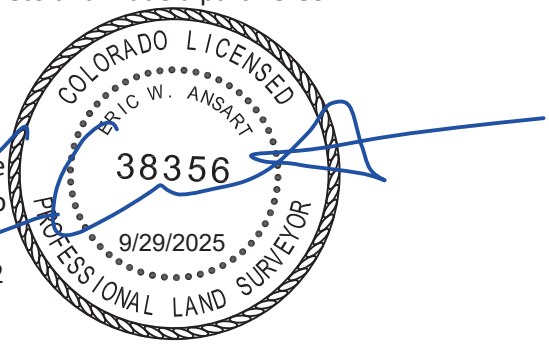
Thence N89°39'01"E, coincident with said northerly line, a distance of 6.50 feet to the **Point of Beginning**.

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.

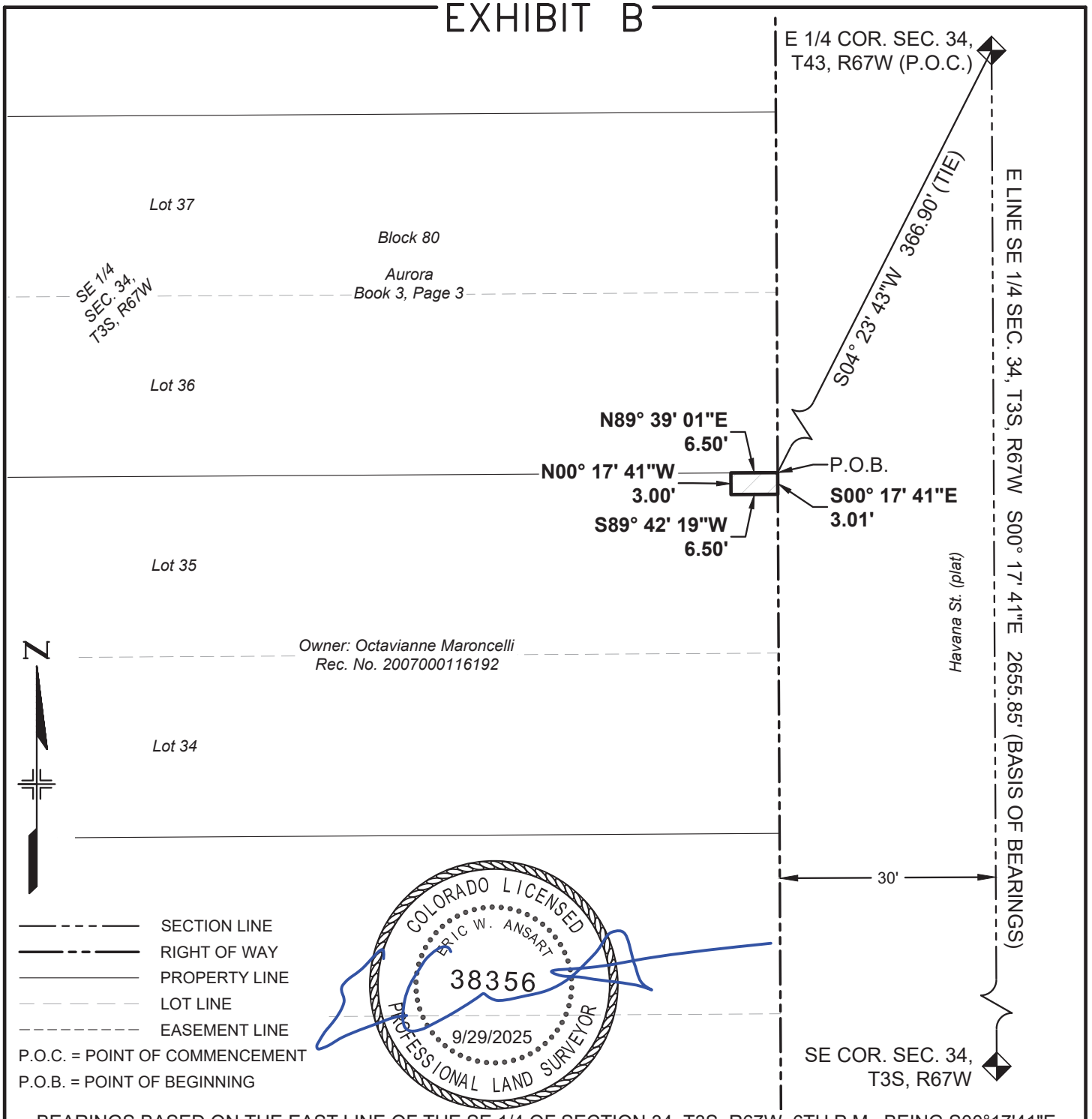


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

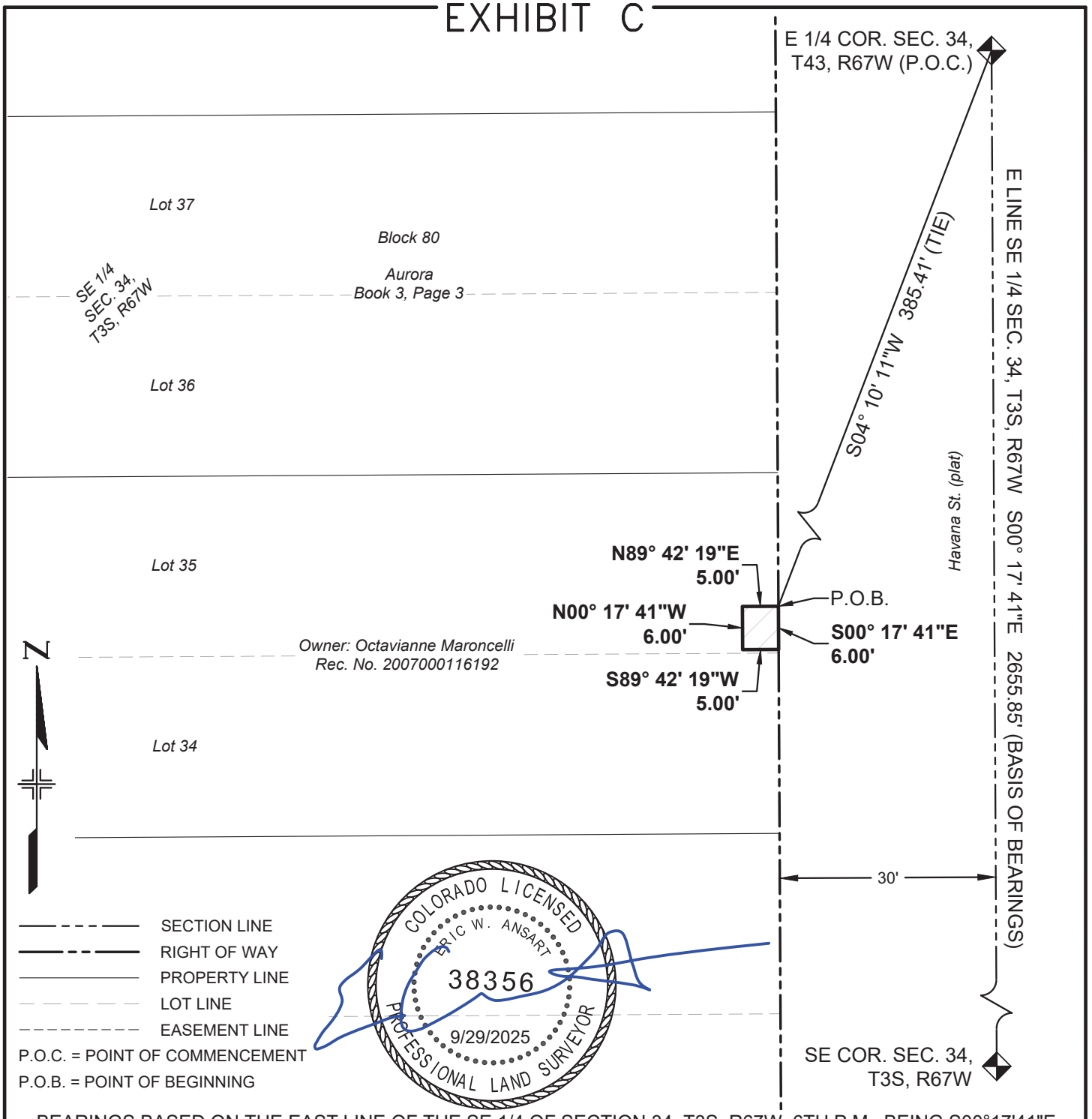


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

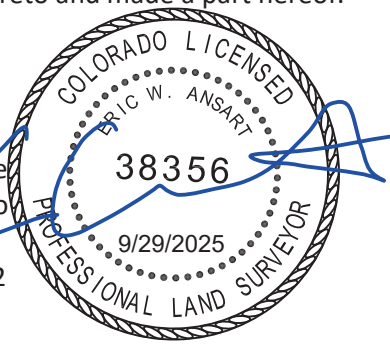
Thence S00°17'41"E, coincident with said easterly line, a distance of 33.43 feet to the **Point of Beginning**.

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.

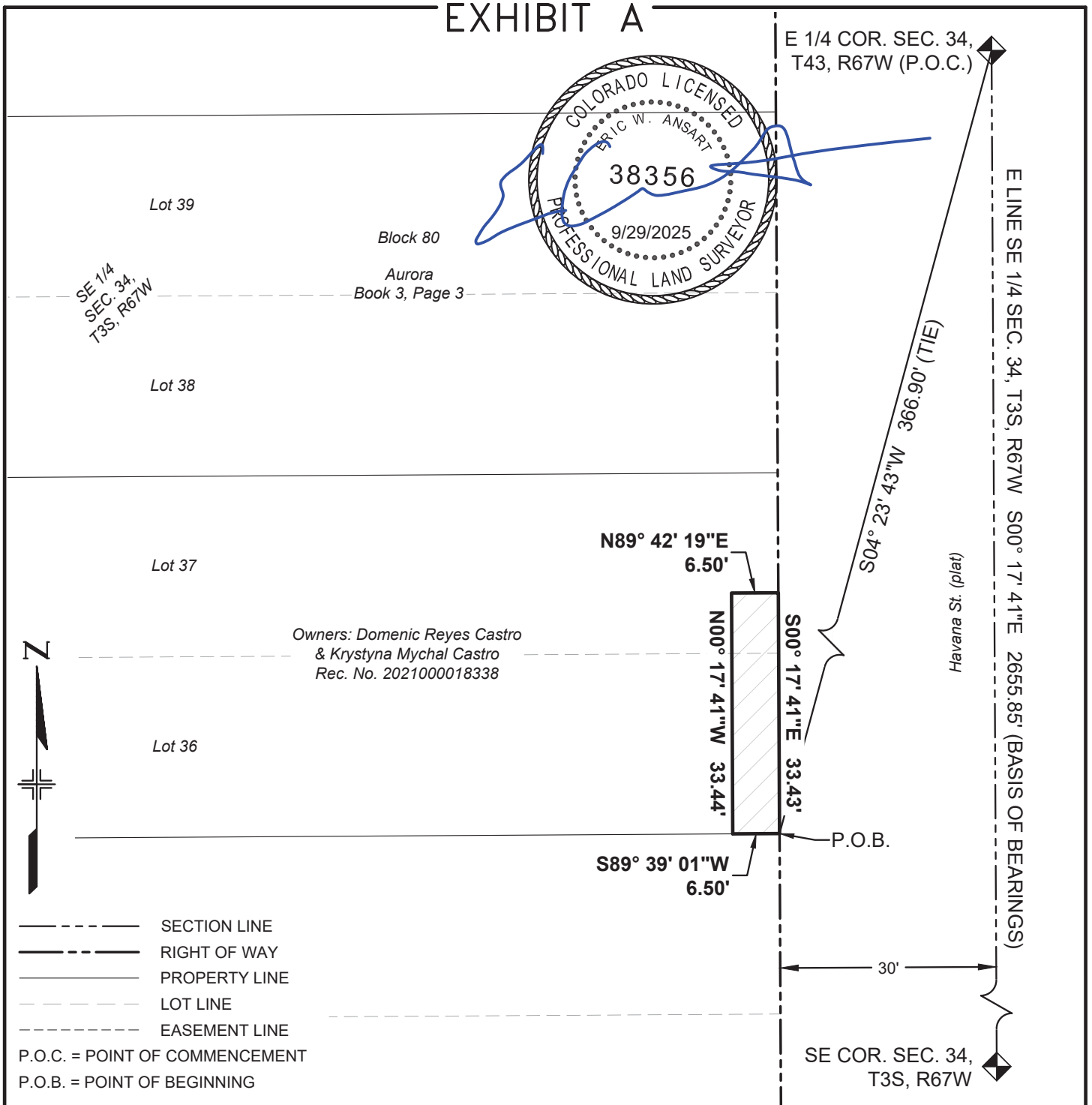


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

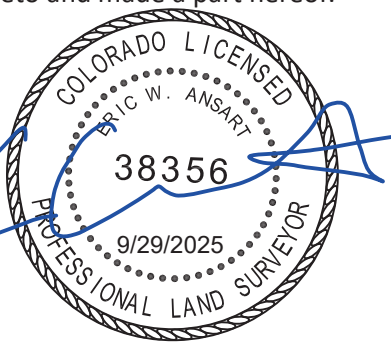
Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

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.

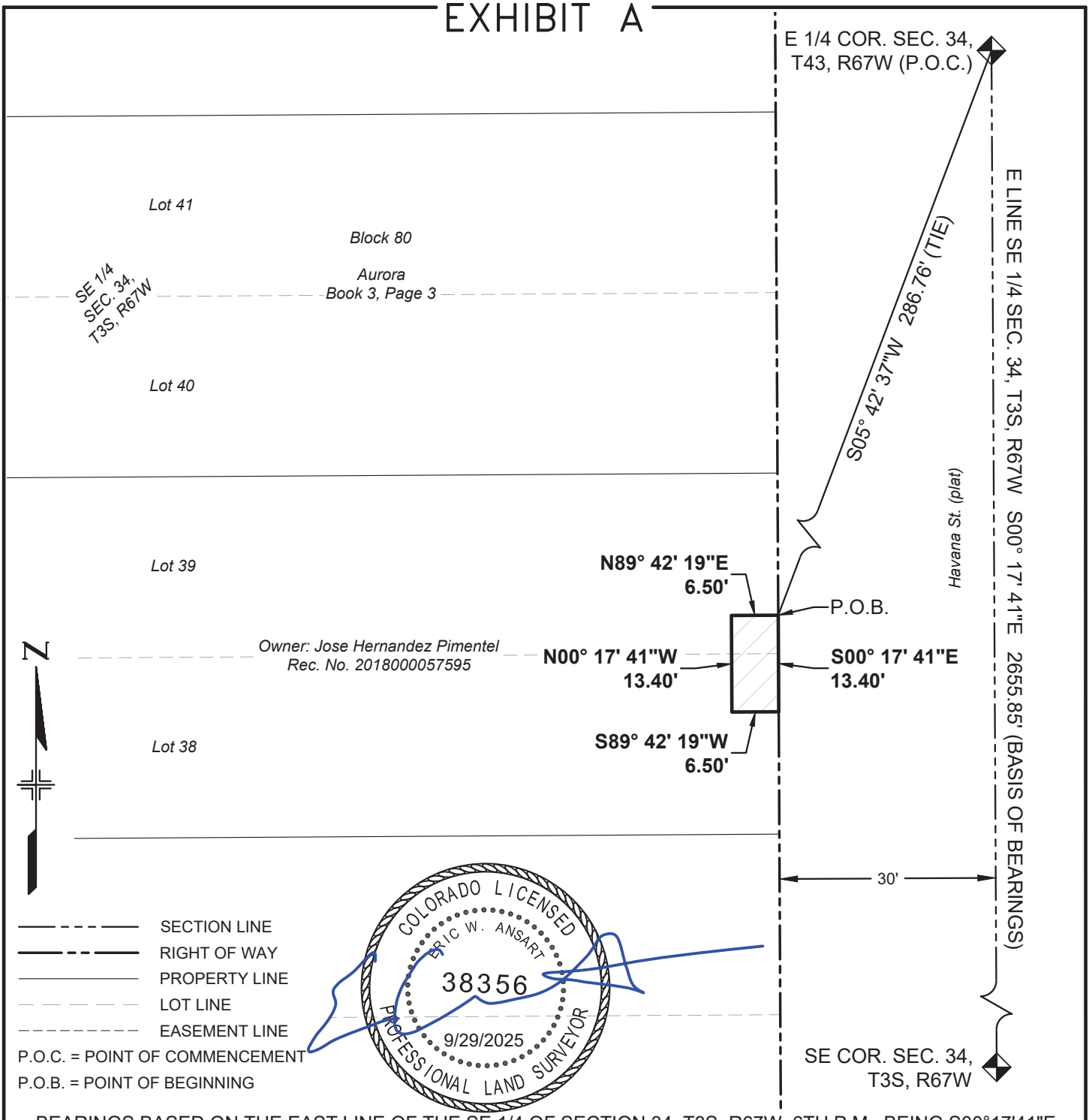


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

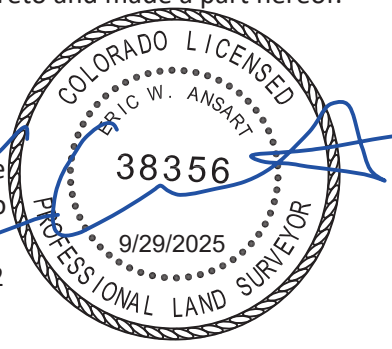
Thence N89°39'01"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

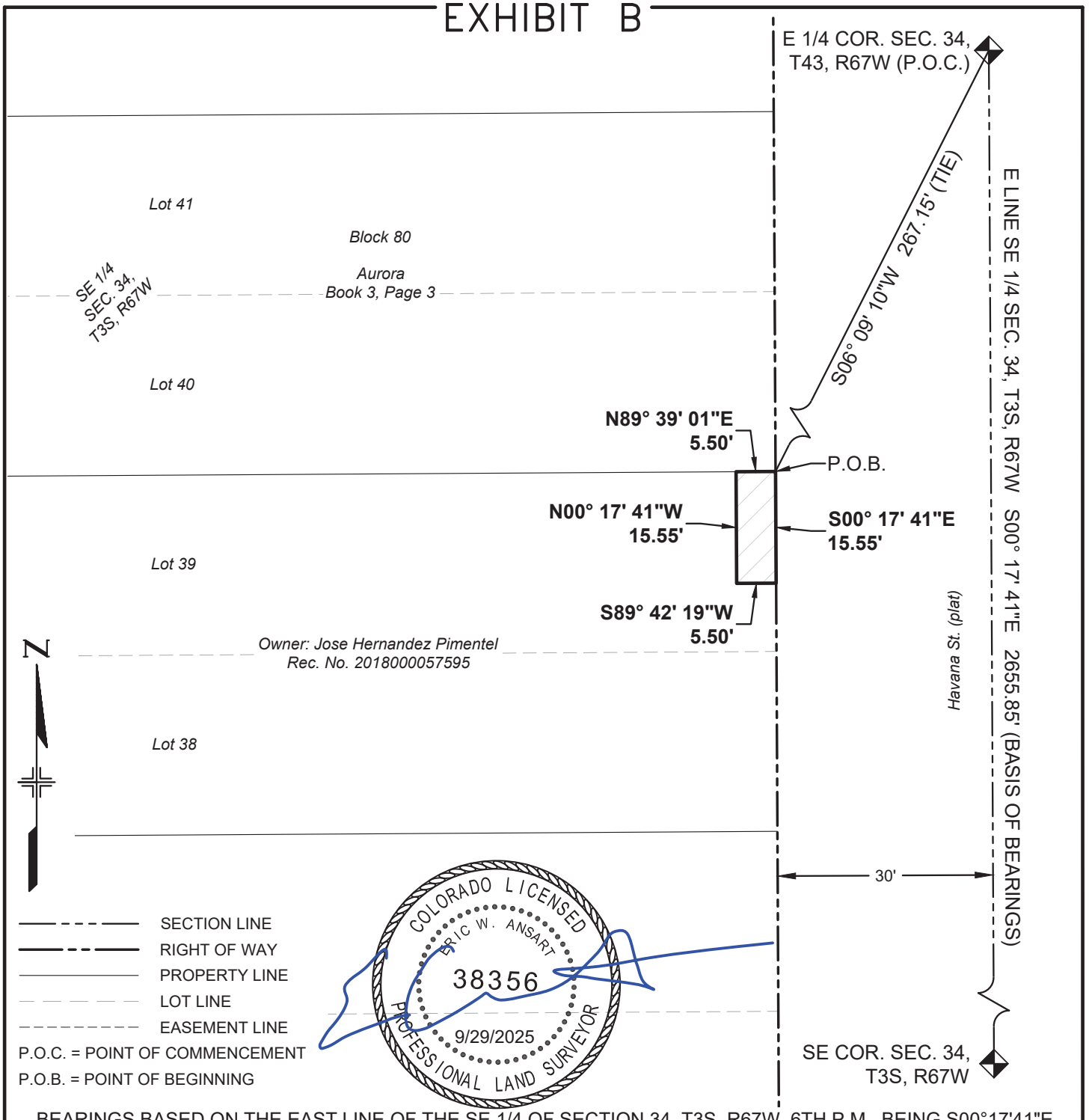


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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**.

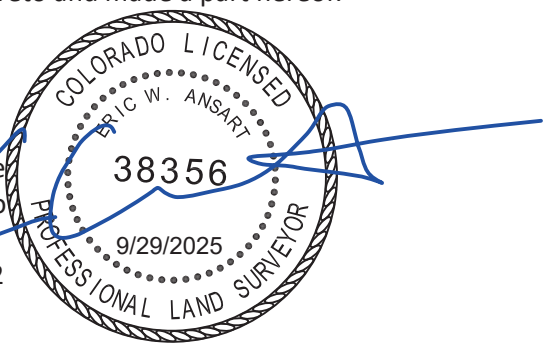
The above-described parcel containing 198 square feet (0.005 acres) more or less.

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.

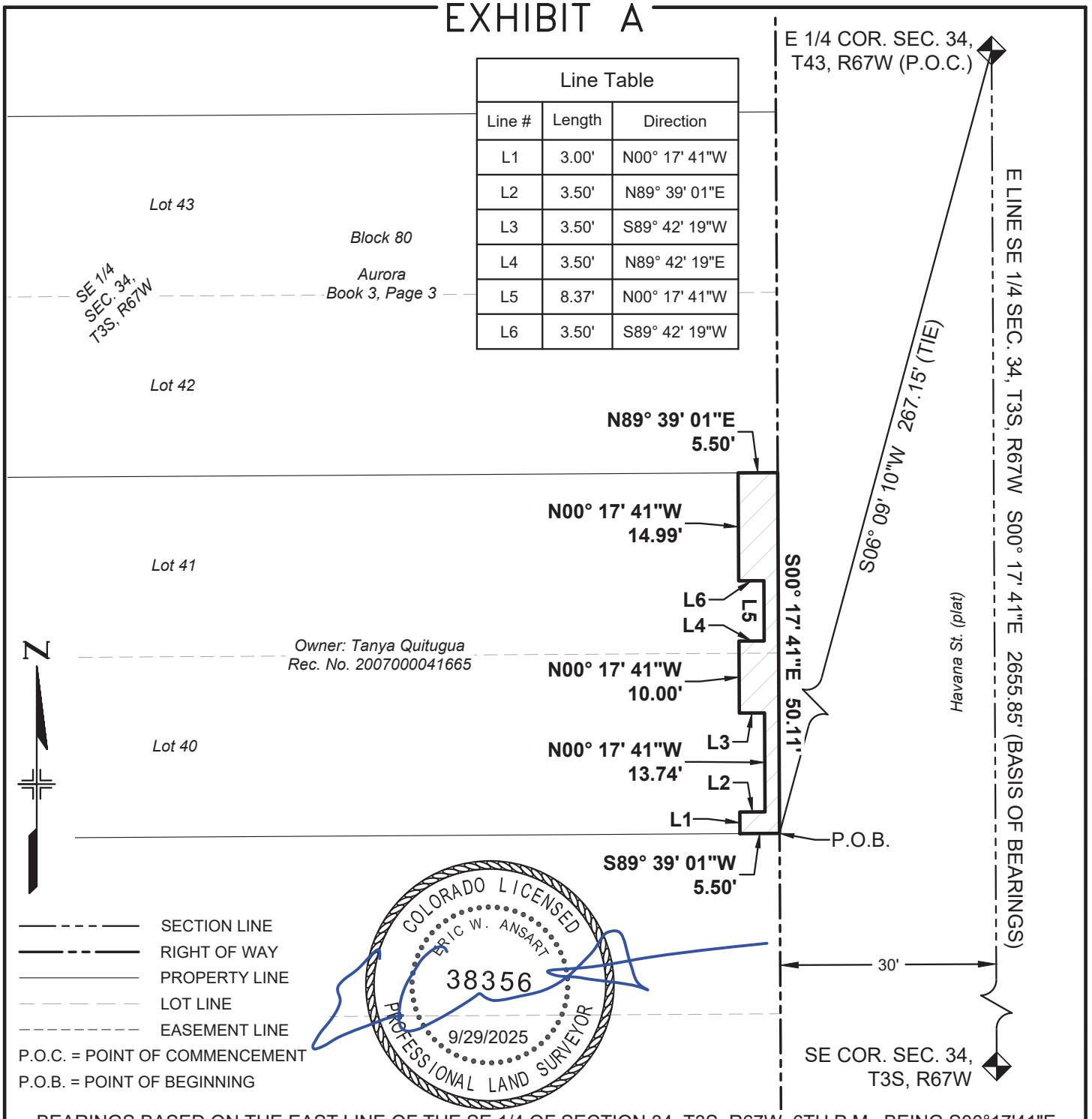
Illustration attached hereto and made a part hereof.



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;

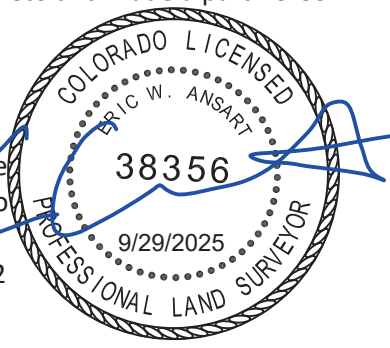
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

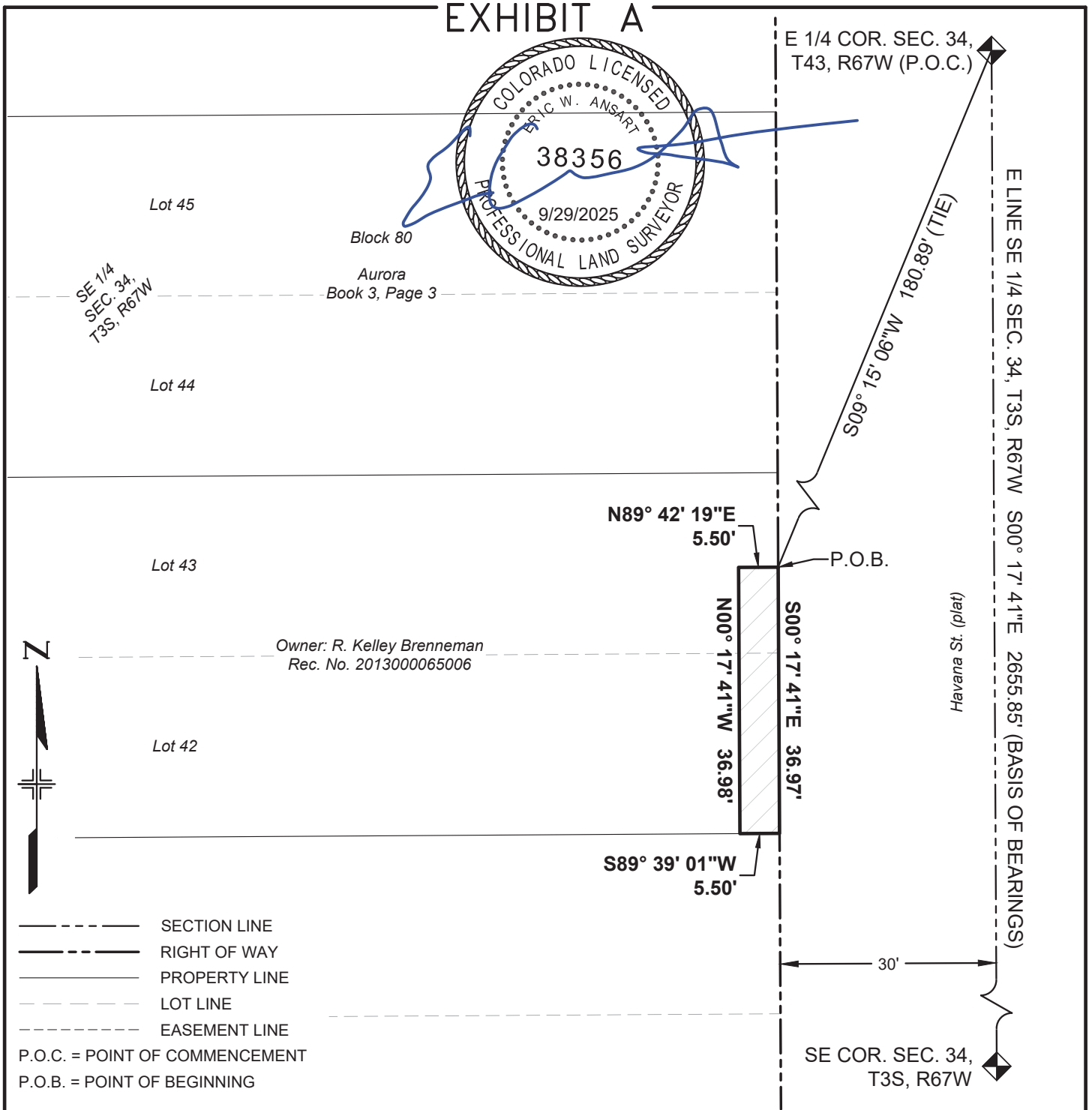


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

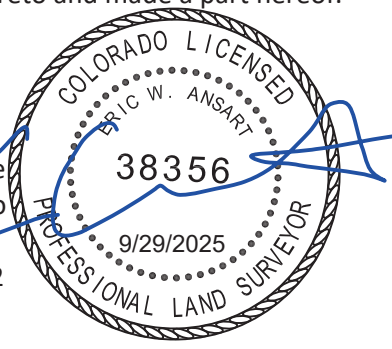
Thence N89°39'01"E, coincident with said northerly line, a distance of 6.50 feet to the **Point of Beginning**.

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.

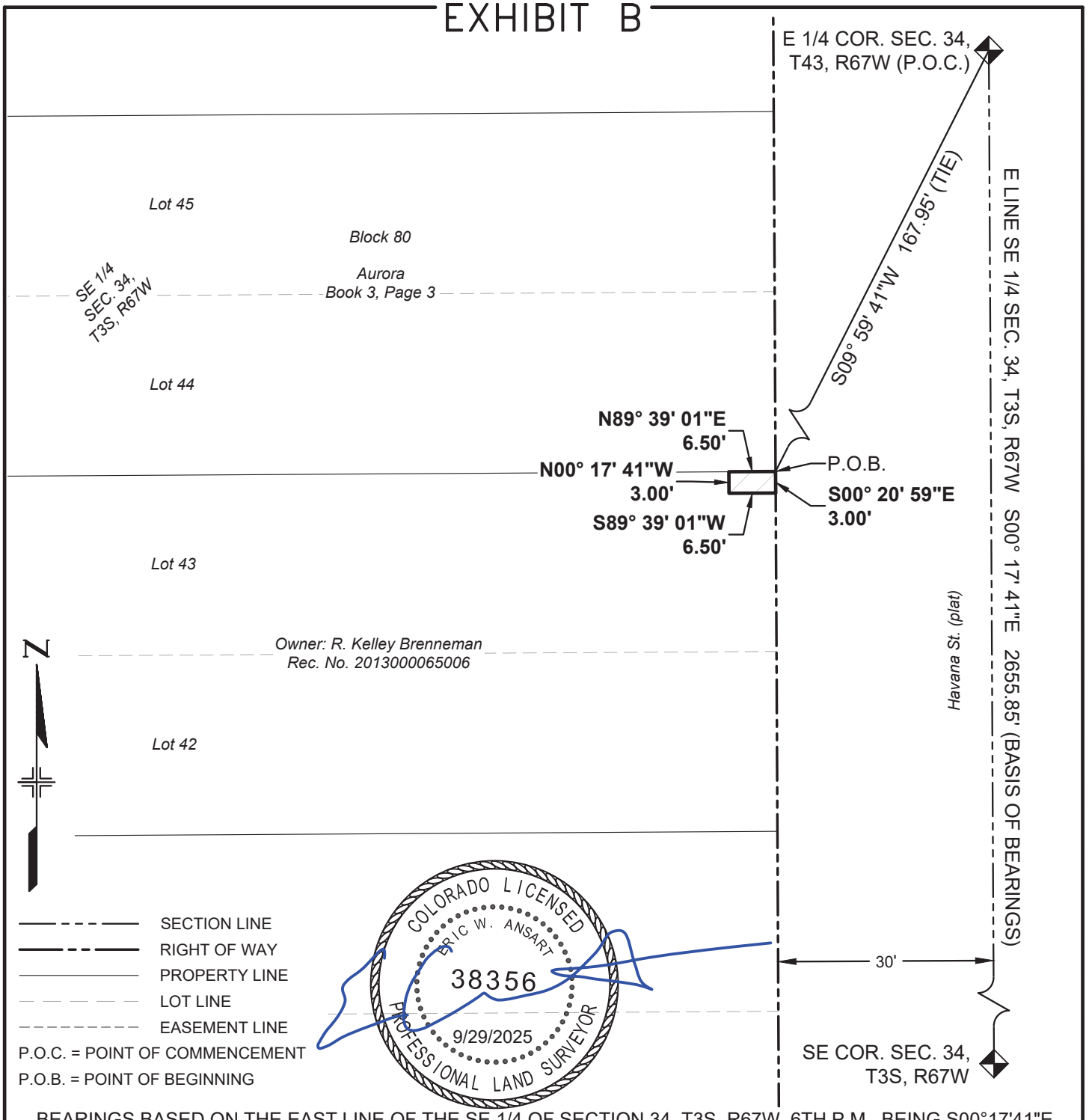


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

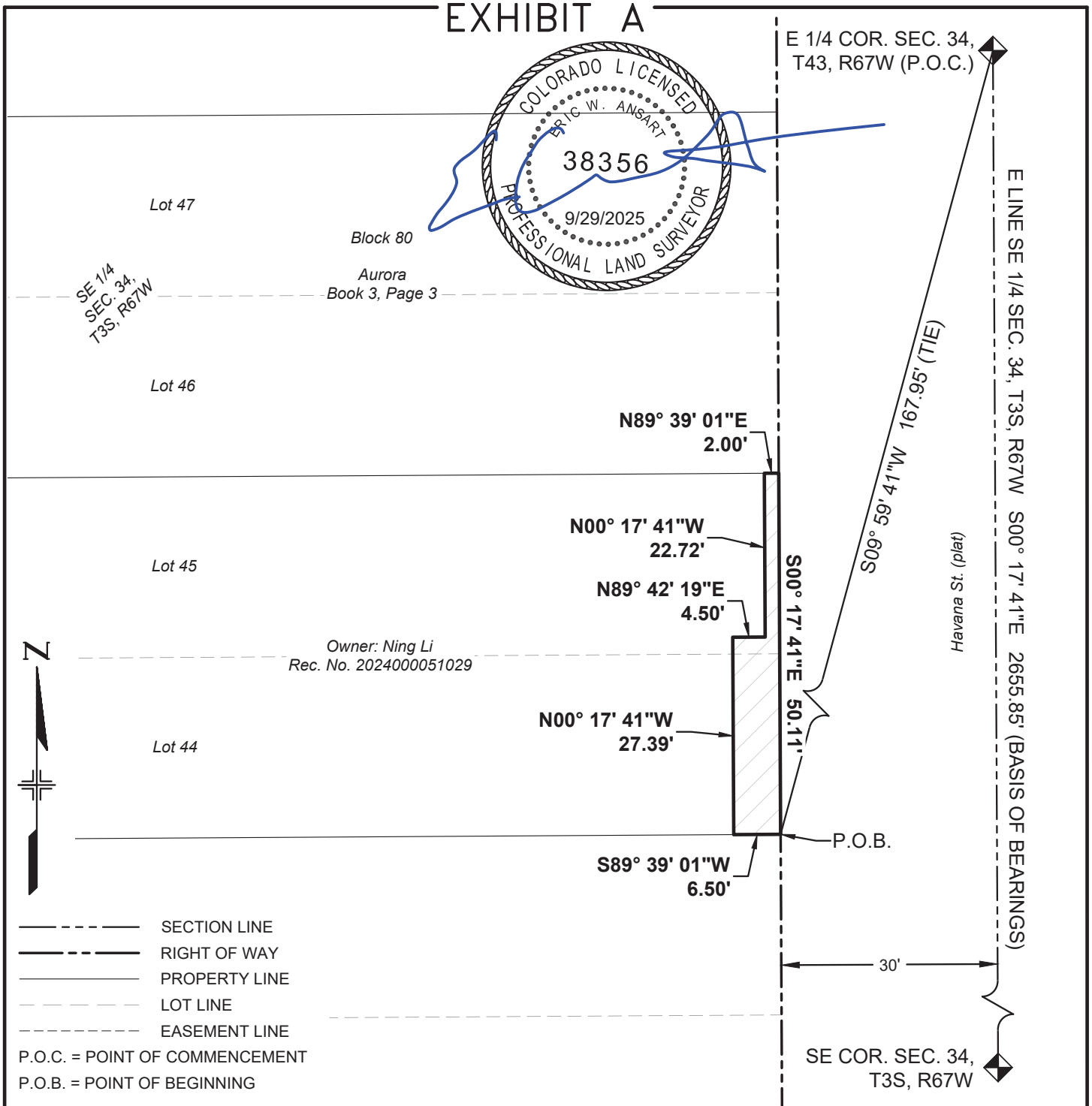


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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:

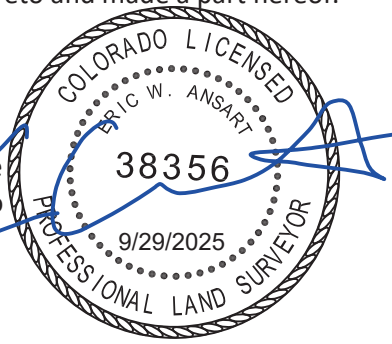
1. Thence N89°39'01"E, a distance of 5.10 feet;
2. Thence S00°17'41"E, a distance of 7.43 feet to the **Point of Beginning**.

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.

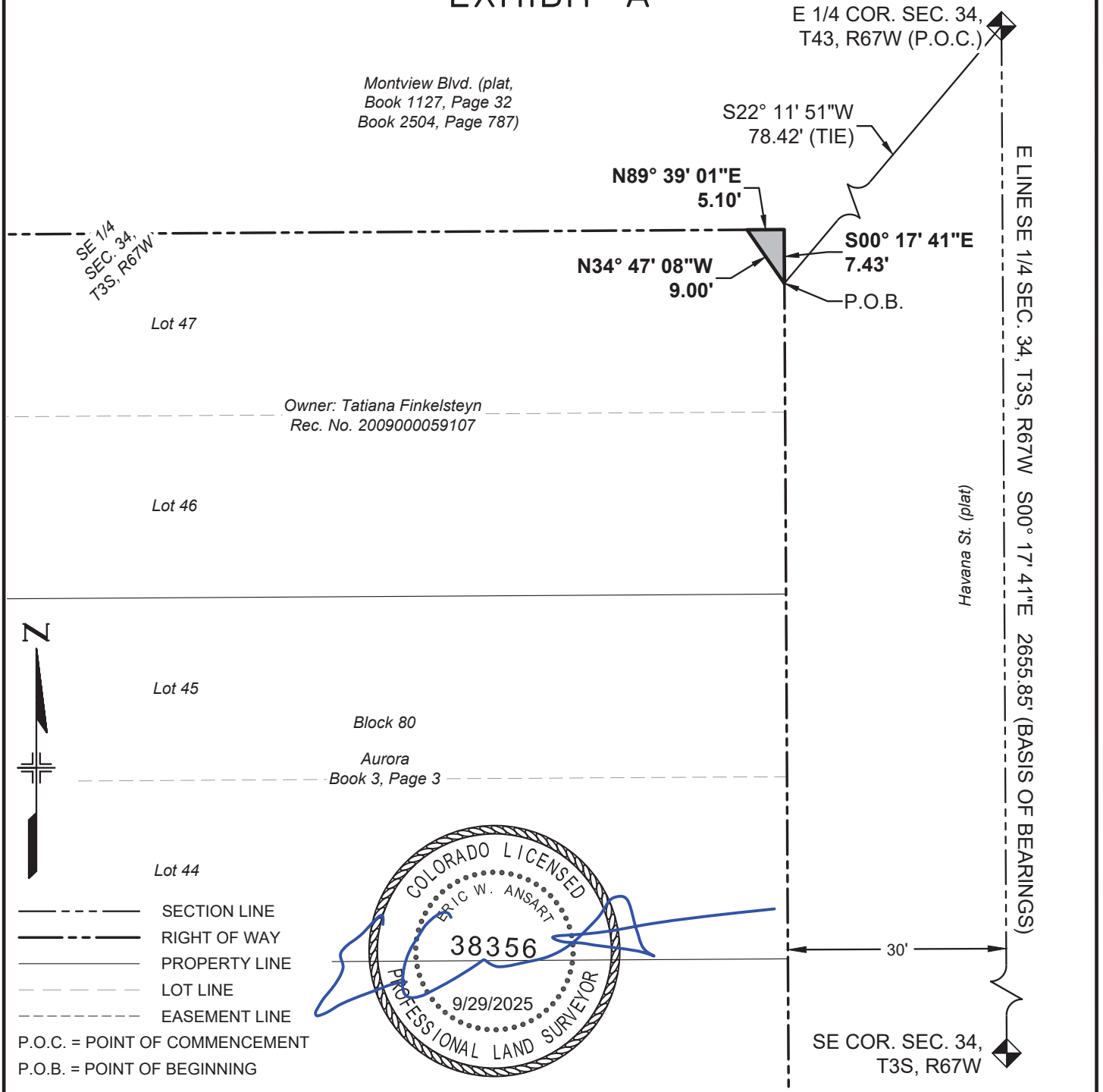


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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 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;

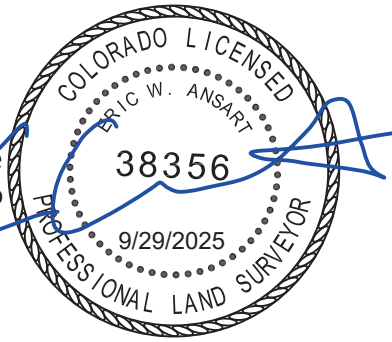
Thence S34°47'08"E, a distance of 3.53 feet to the **Point of Beginning**.

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.

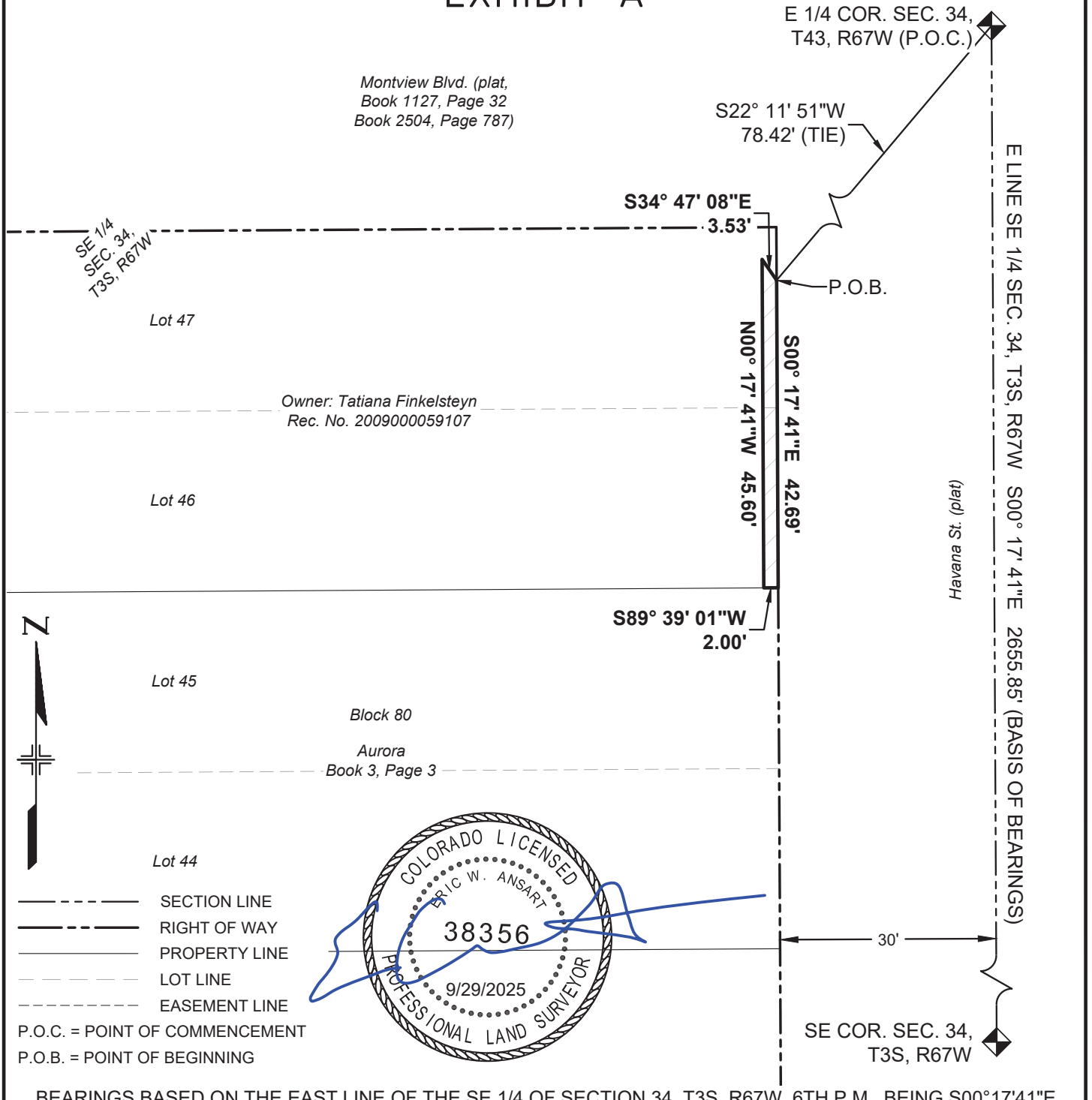


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

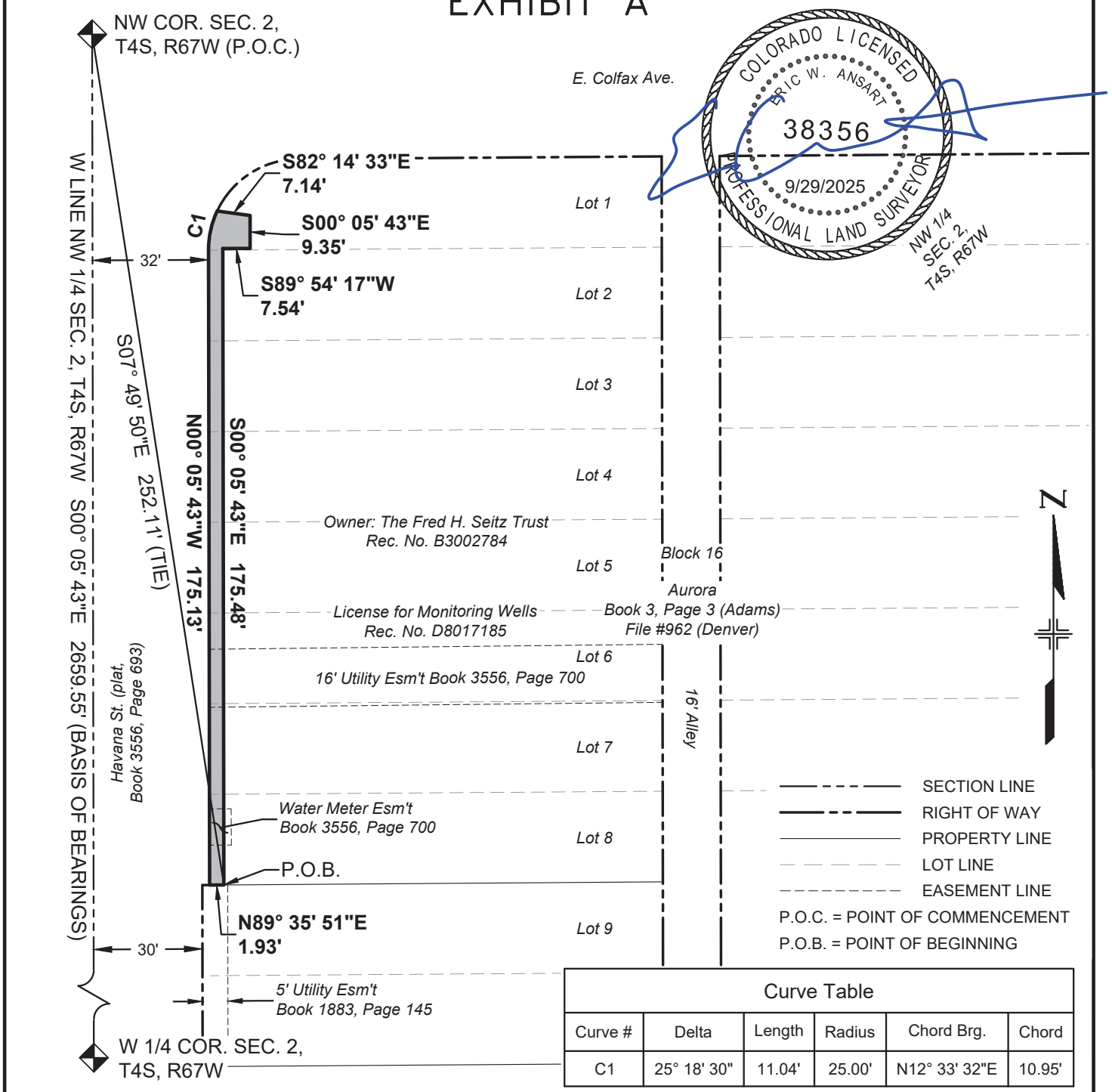
Illustration attached hereto and made a part hereof.



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.



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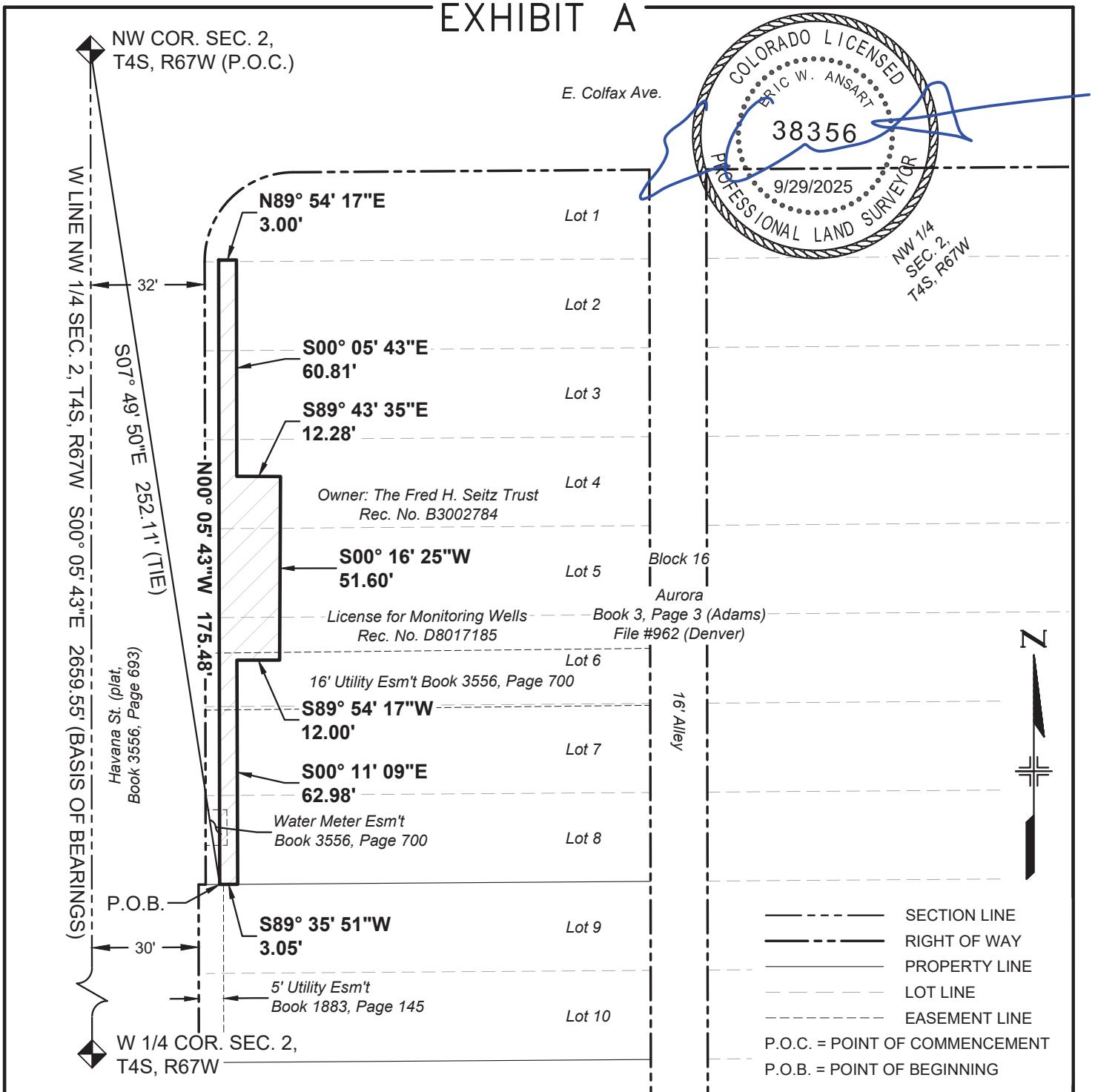
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

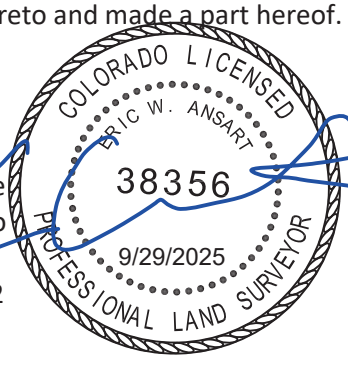
Thence N89°35'51"E, coincident with the northerly line of said Lot 9, a distance of 3.93 feet to the **Point of Beginning**.

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.

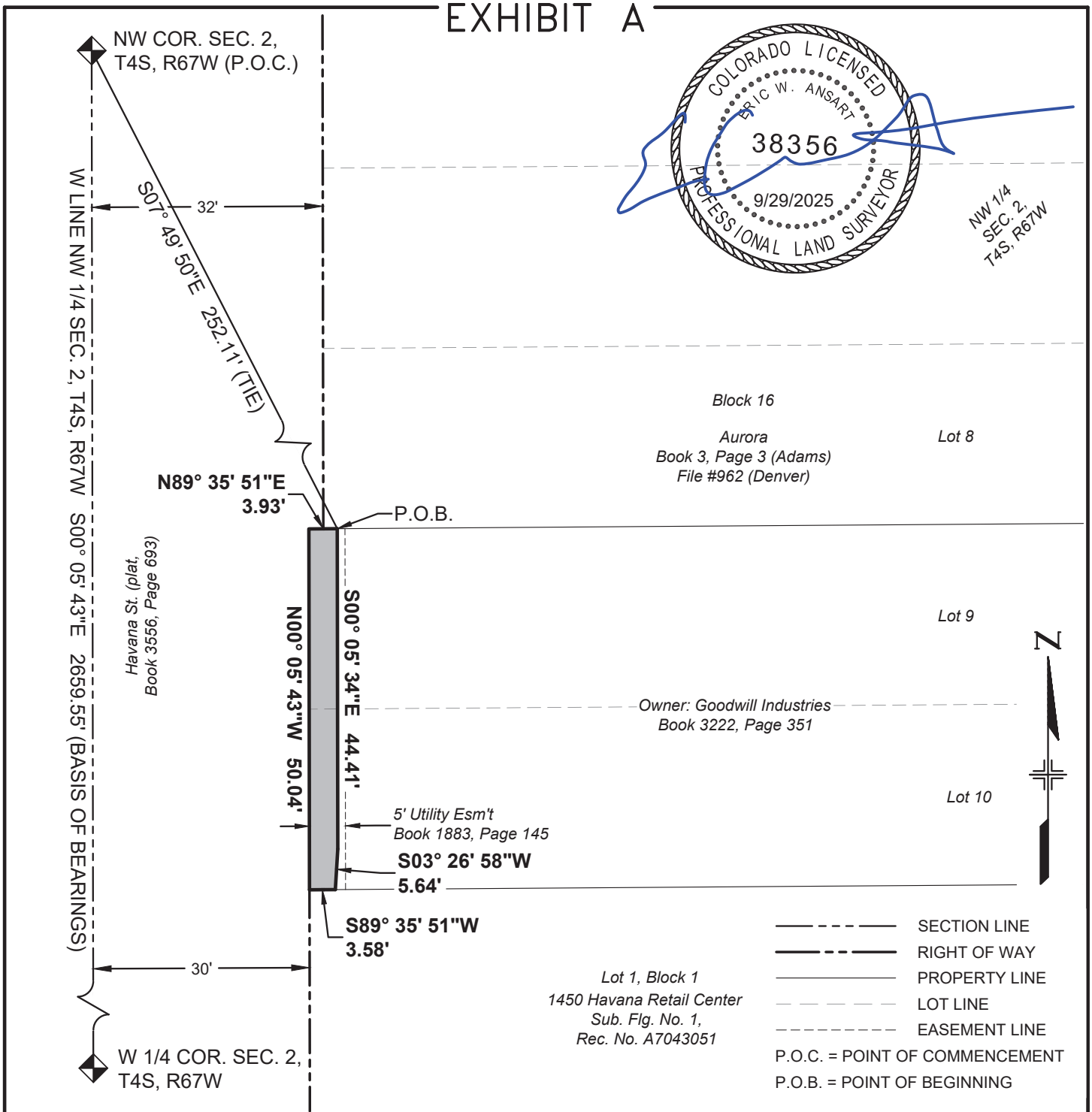


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

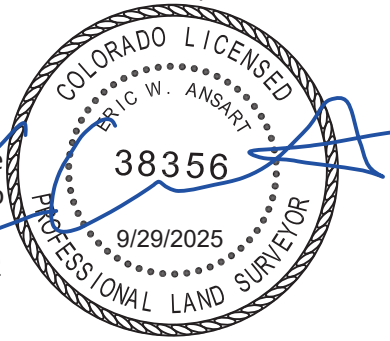
Thence N00°05'34"W, a distance of 44.41 feet to the **Point of Beginning**.

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.

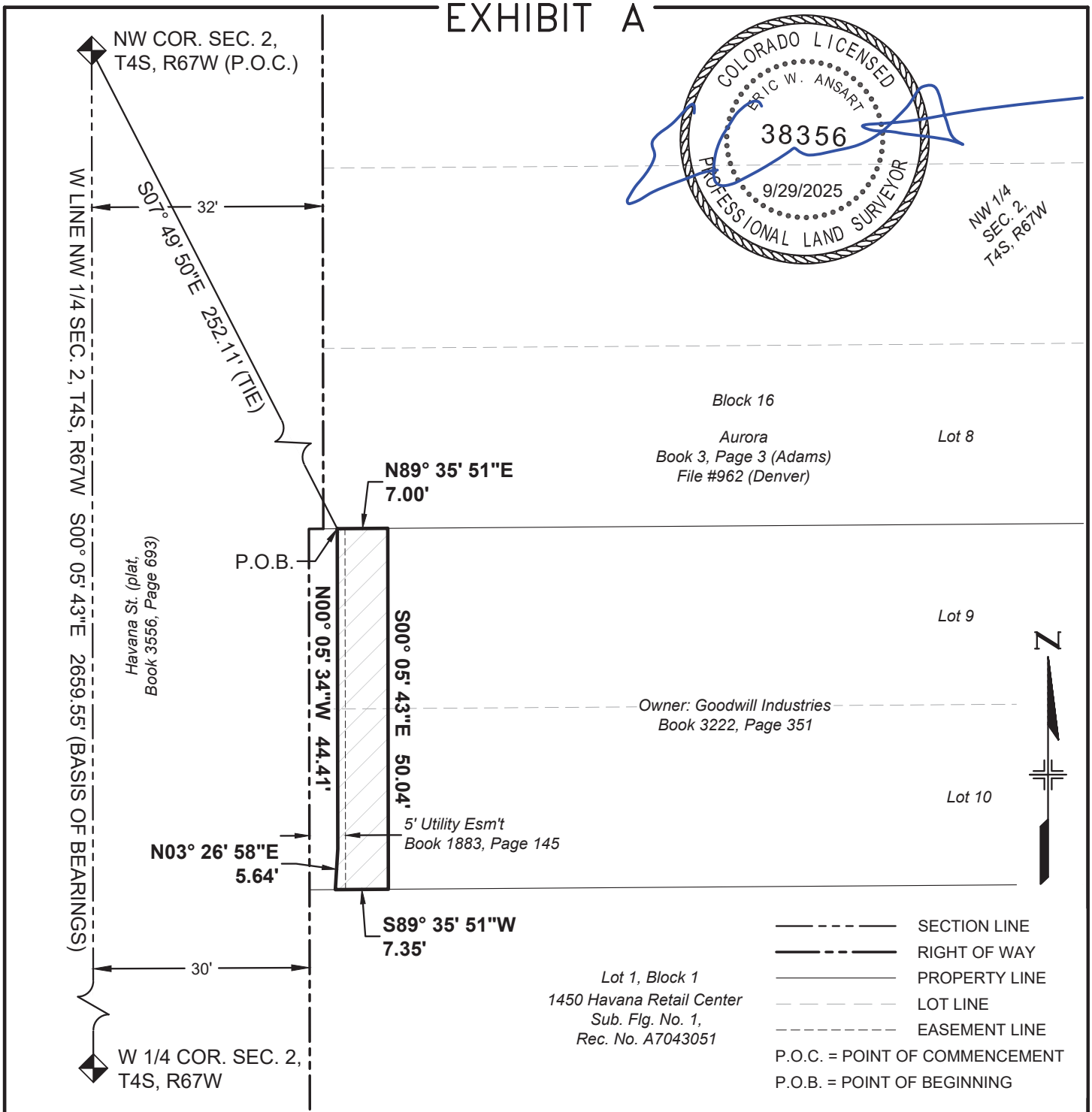


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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.

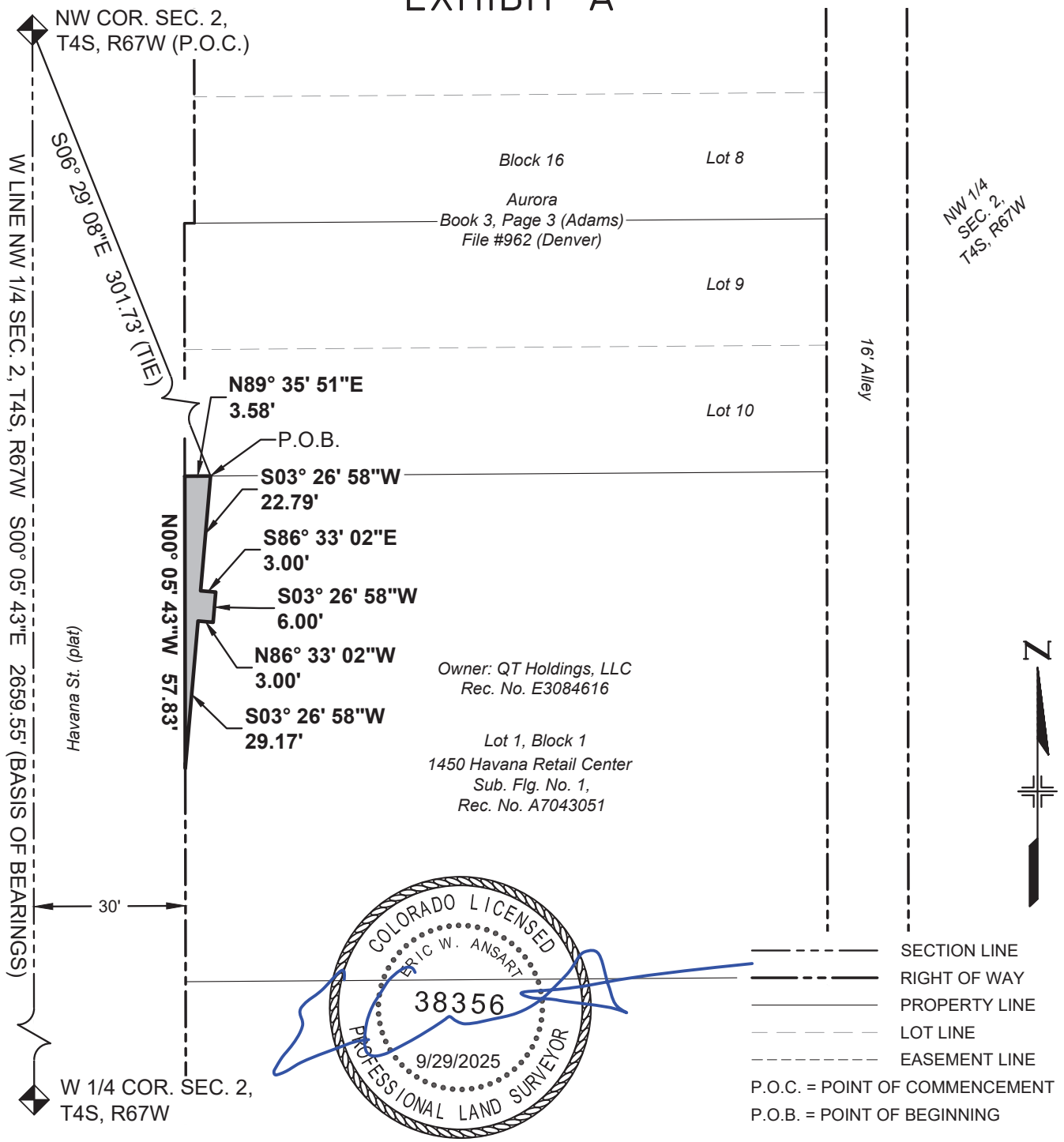


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

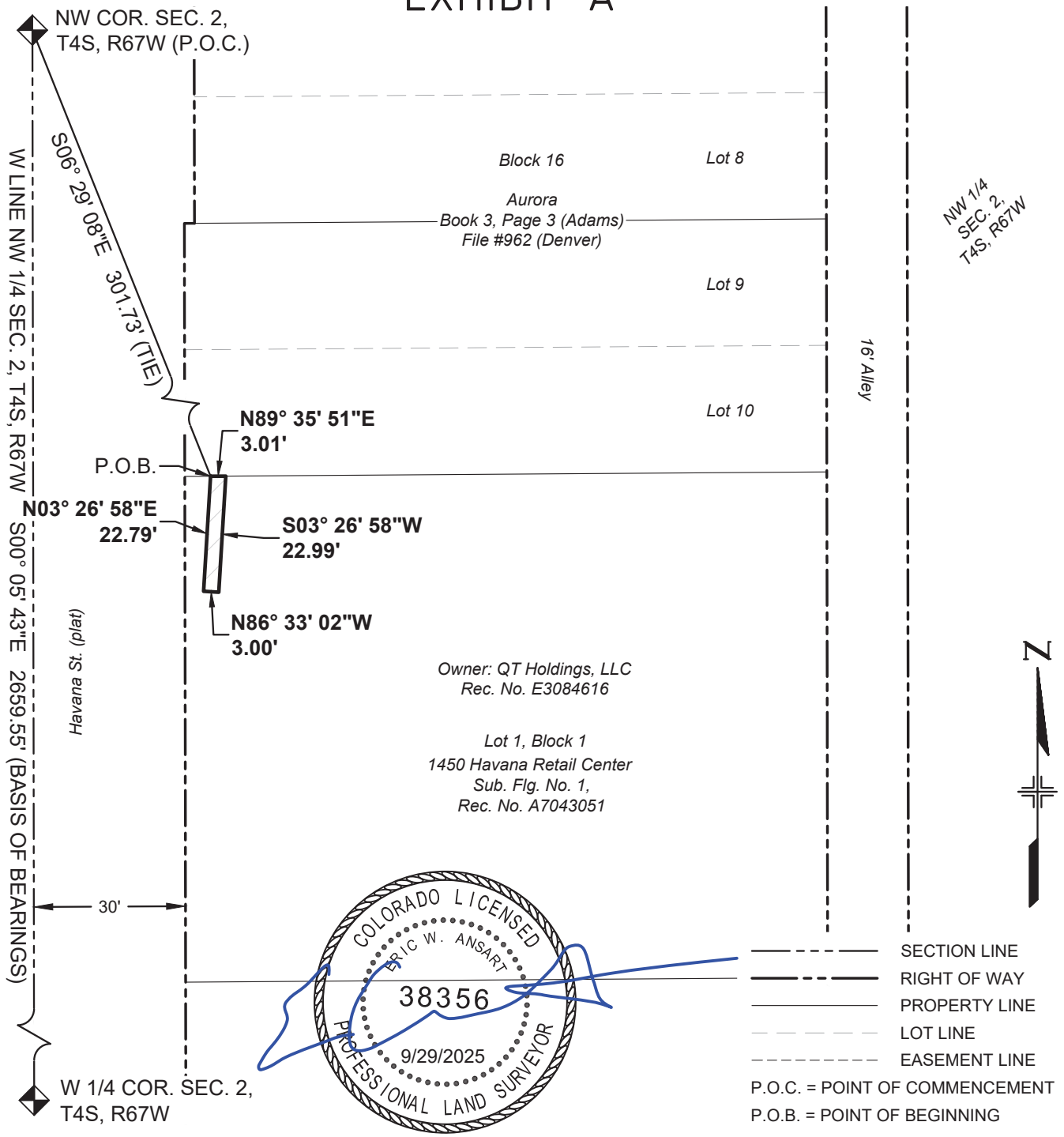


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

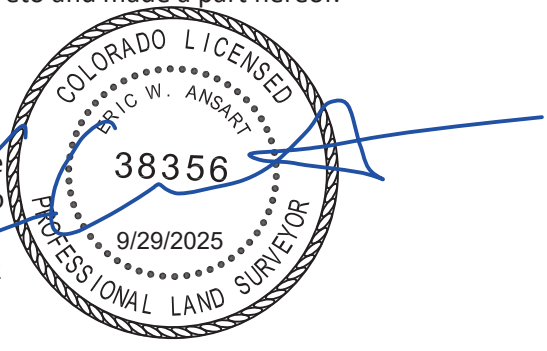
Thence S89°35'51"W, coincident with said southerly line a distance of 4.40 feet to the **Point of Beginning**.

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.

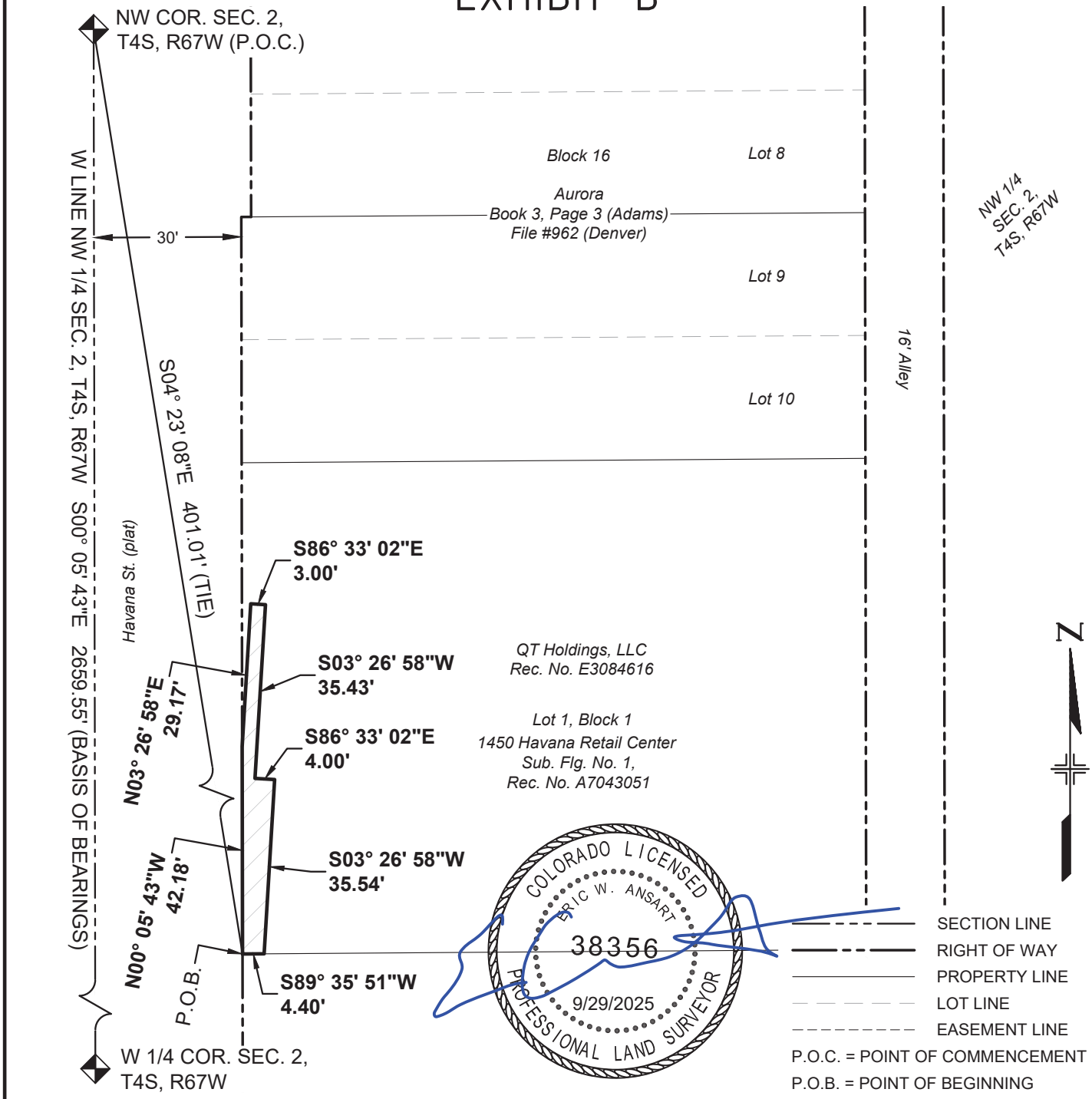


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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:

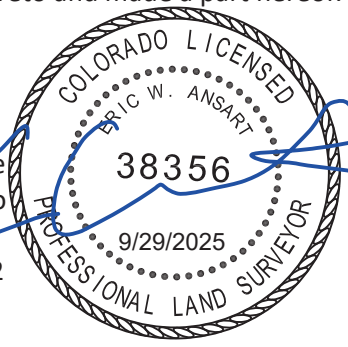
1. Thence S89°36'03"W, a distance of 2.50 feet;
2. Thence N00°05'43"W, a distance of 42.88 feet to the **Point of Beginning**.

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.

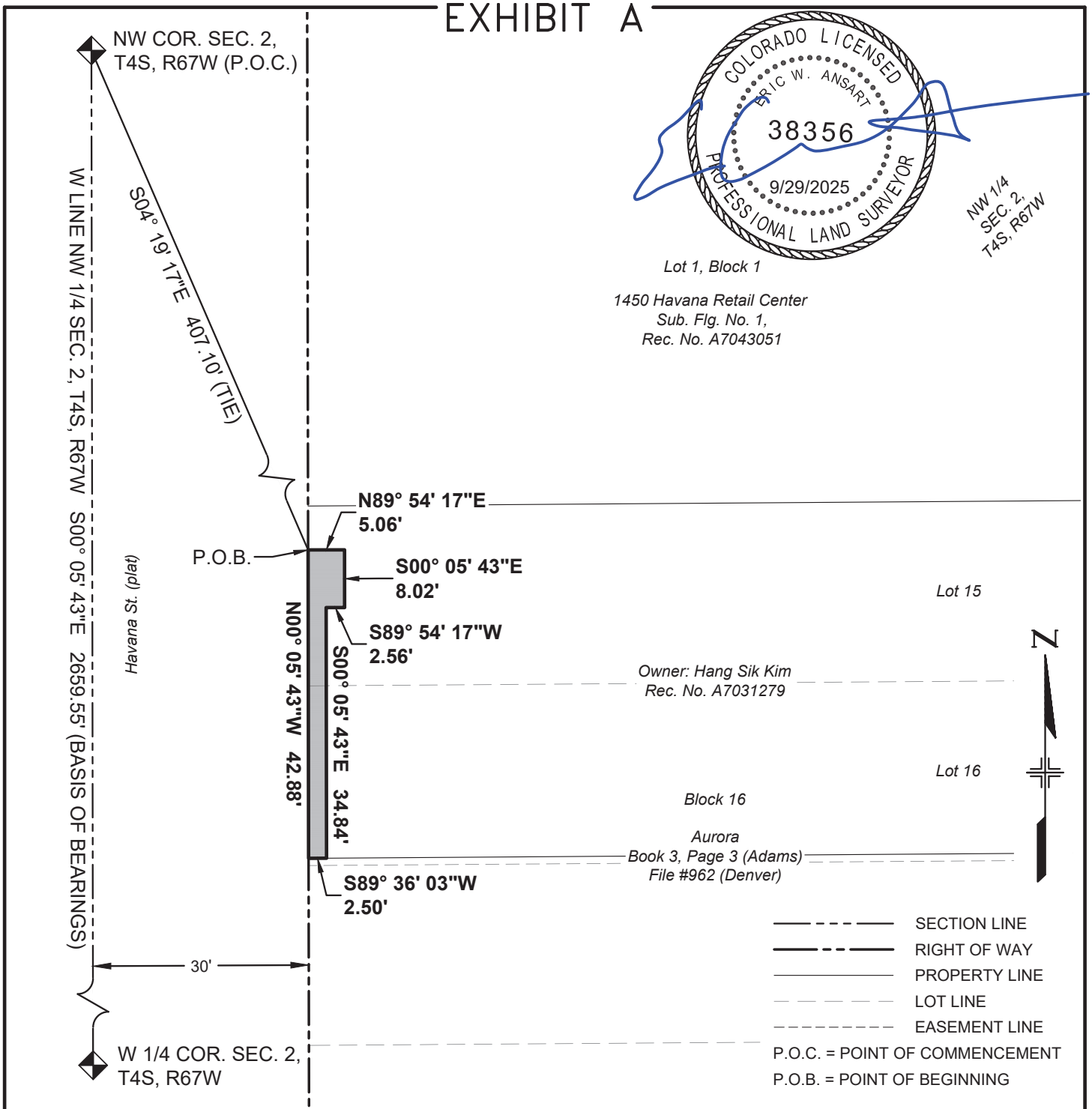


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.



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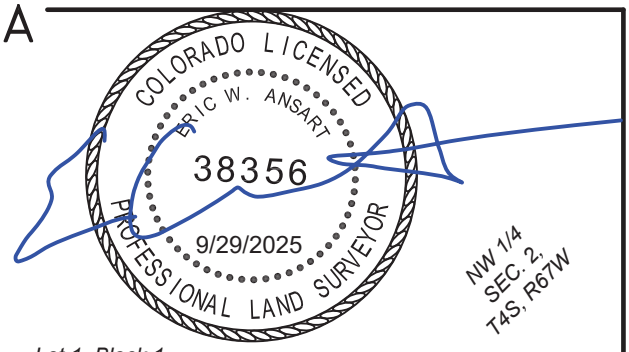
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



NW COR. SEC. 2, T4S, R67W (P.O.C.)

W LINE NW 1/4 SEC. 2, T4S, R67W S00° 05' 43"E 2659.55' (BASIS OF BEARINGS)

S04° 23' 08"E 401.01' (TIE)

N89° 35' 51"E 9.68'

P.O.B.

L4

L3

L2

L1

N00° 05' 43"W 34.84'

S00° 23' 57"E 48.98'

S89° 36' 03"W 7.44'

30'

W 1/4 COR. SEC. 2, T4S, R67W

Havana St. (plat)

NW 1/4 SEC. 2, T4S, R67W

Lot 1, Block 1

1450 Havana Retail Center Sub. Flg. No. 1, Rec. No. A7043051

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

Lot 15

Owner: Hang Sik Kim
Rec. No. A7031279

Lot 16

Block 16

Aurora
Book 3, Page 3 (Adams)
File #962 (Denver)

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 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.

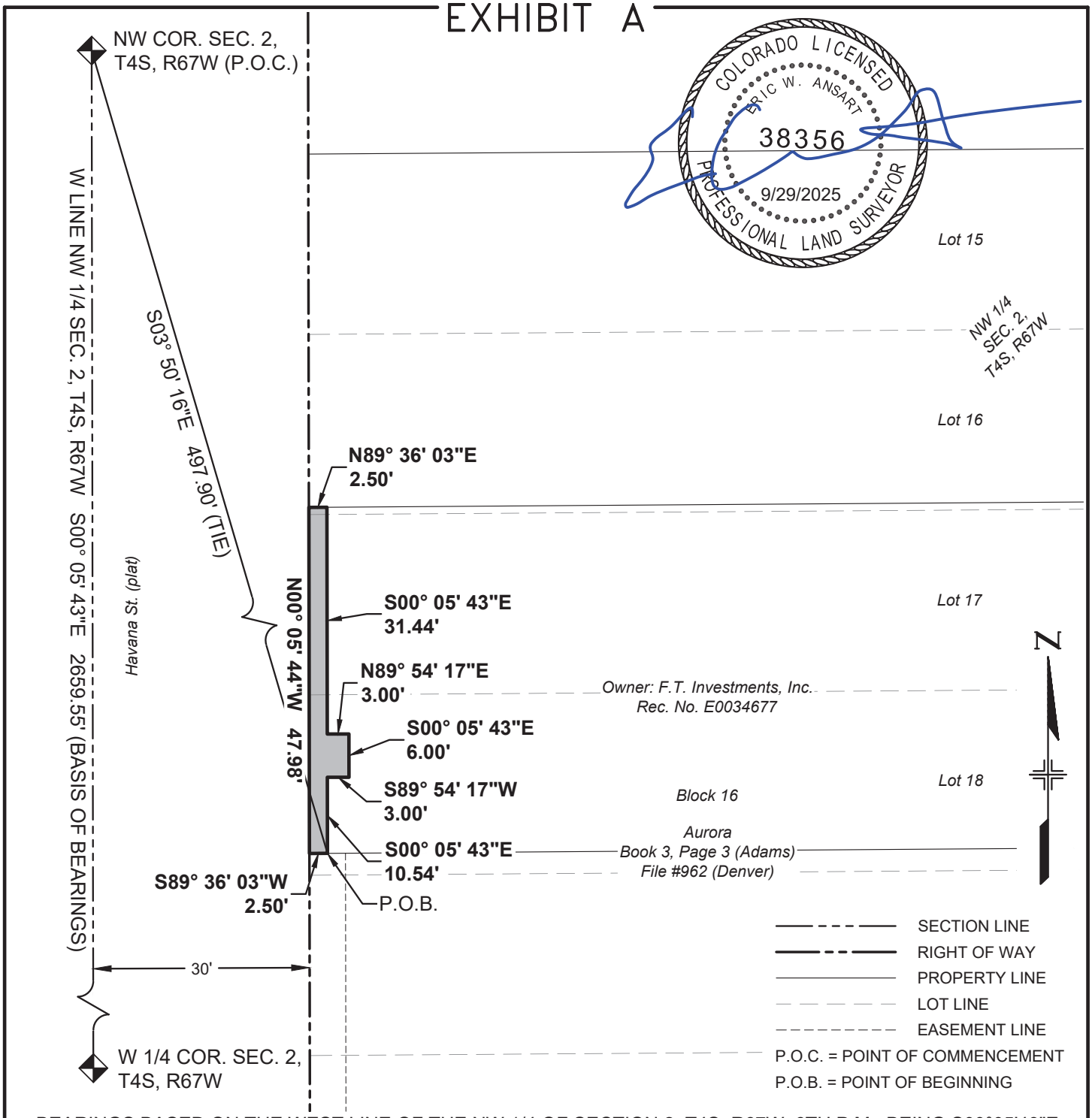
Illustration attached hereto and made a part hereof.



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.



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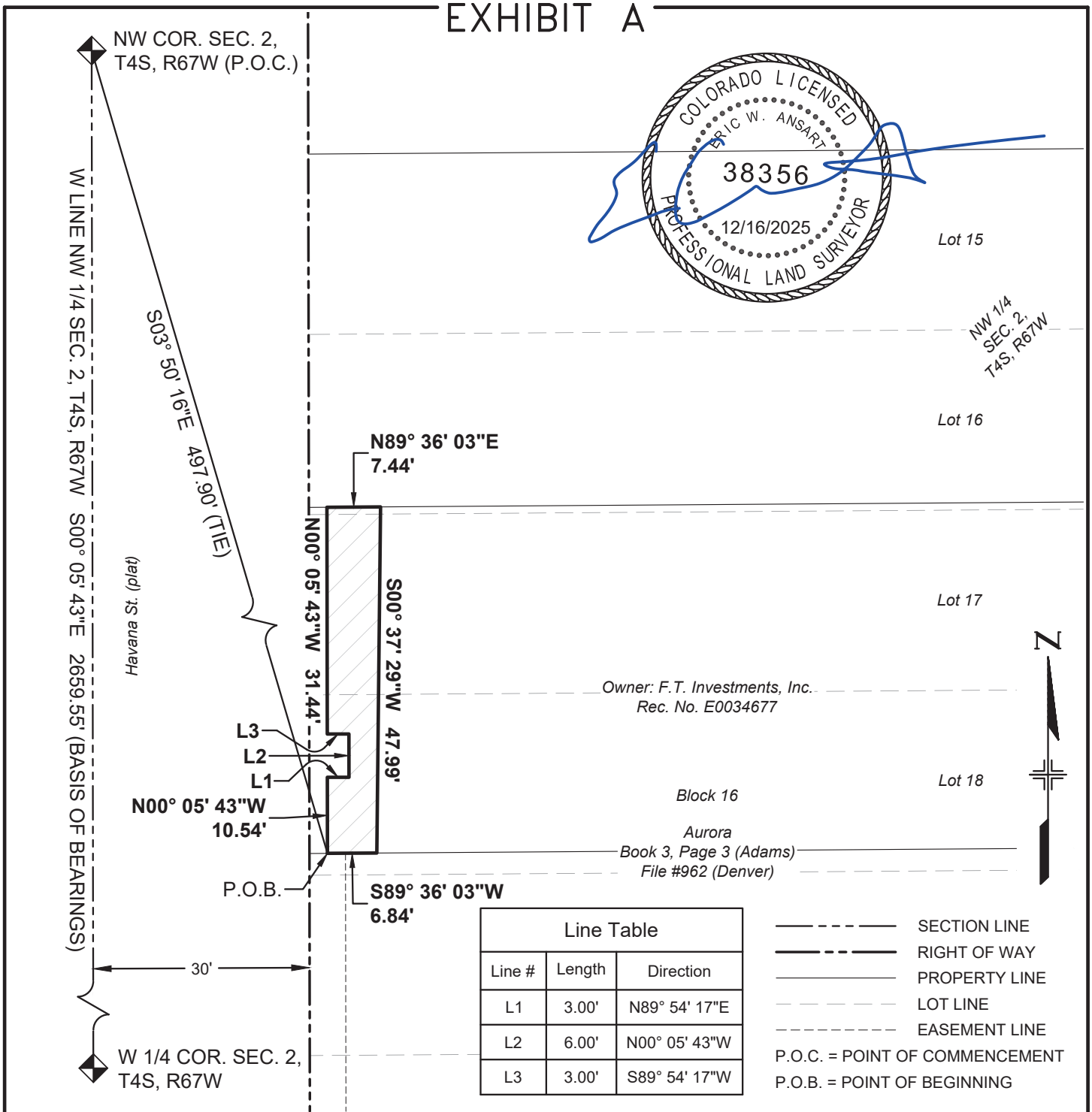
ILLUSTRATION FOR
EXHIBIT A



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
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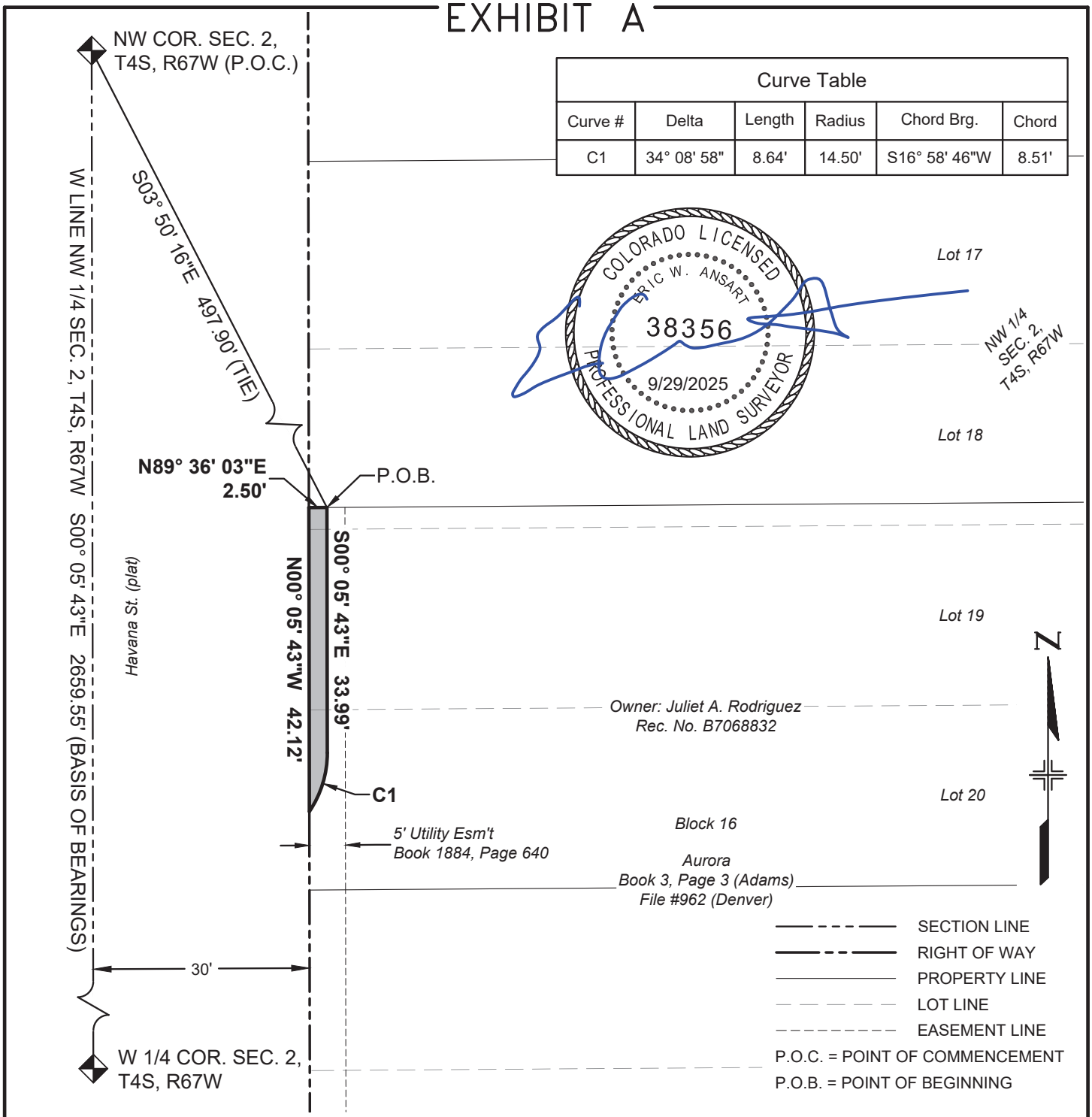
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

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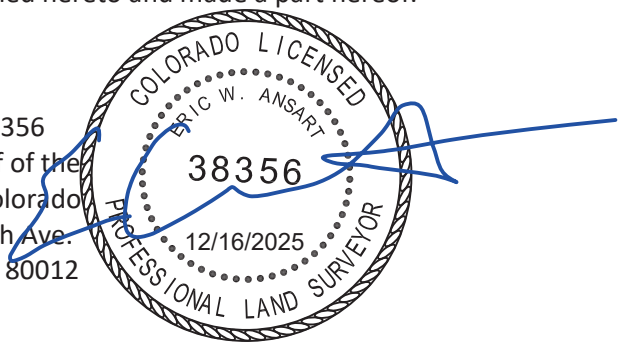
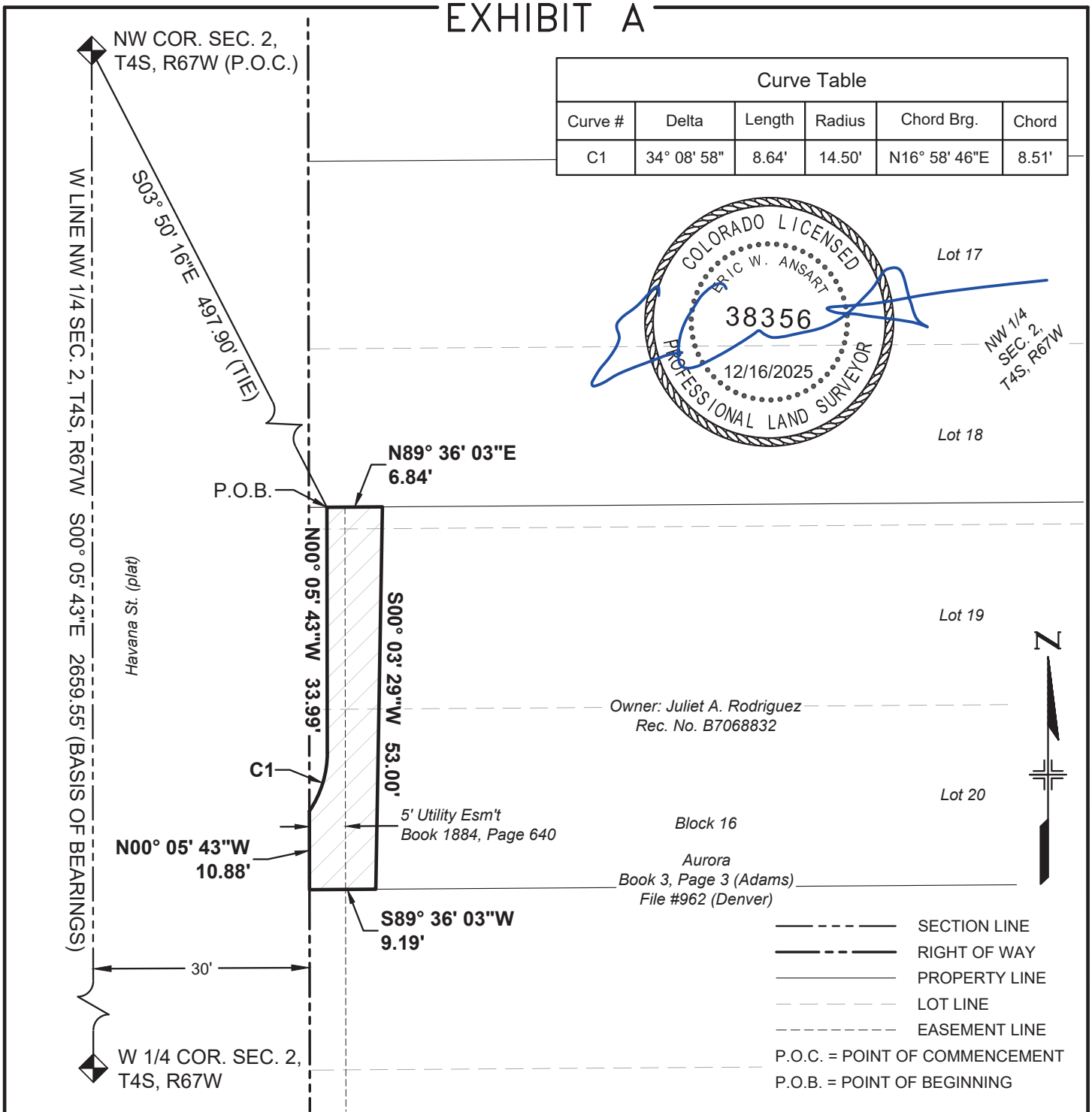


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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:

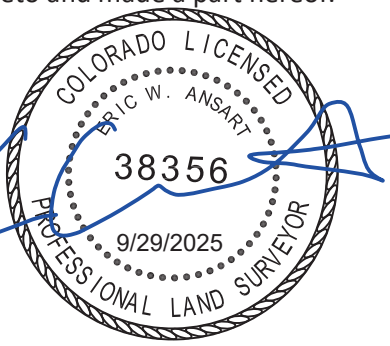
1. Thence S89°36'03"W, a distance of 8.10 feet;
2. Thence N00°05'43"W, a distance of 8.15 feet to the **Point of Beginning**.

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.

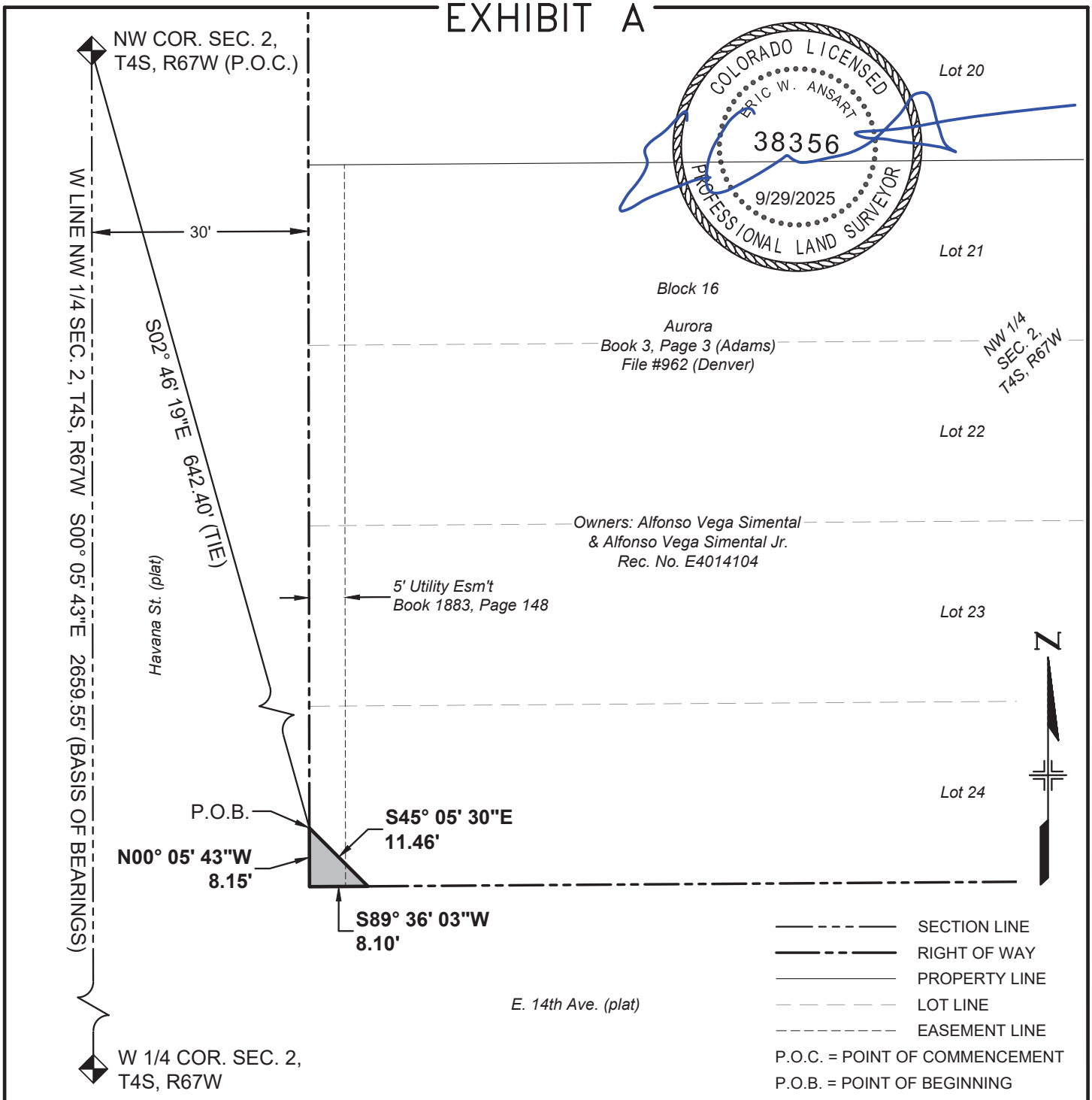
Illustration attached hereto and made a part hereof.



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.

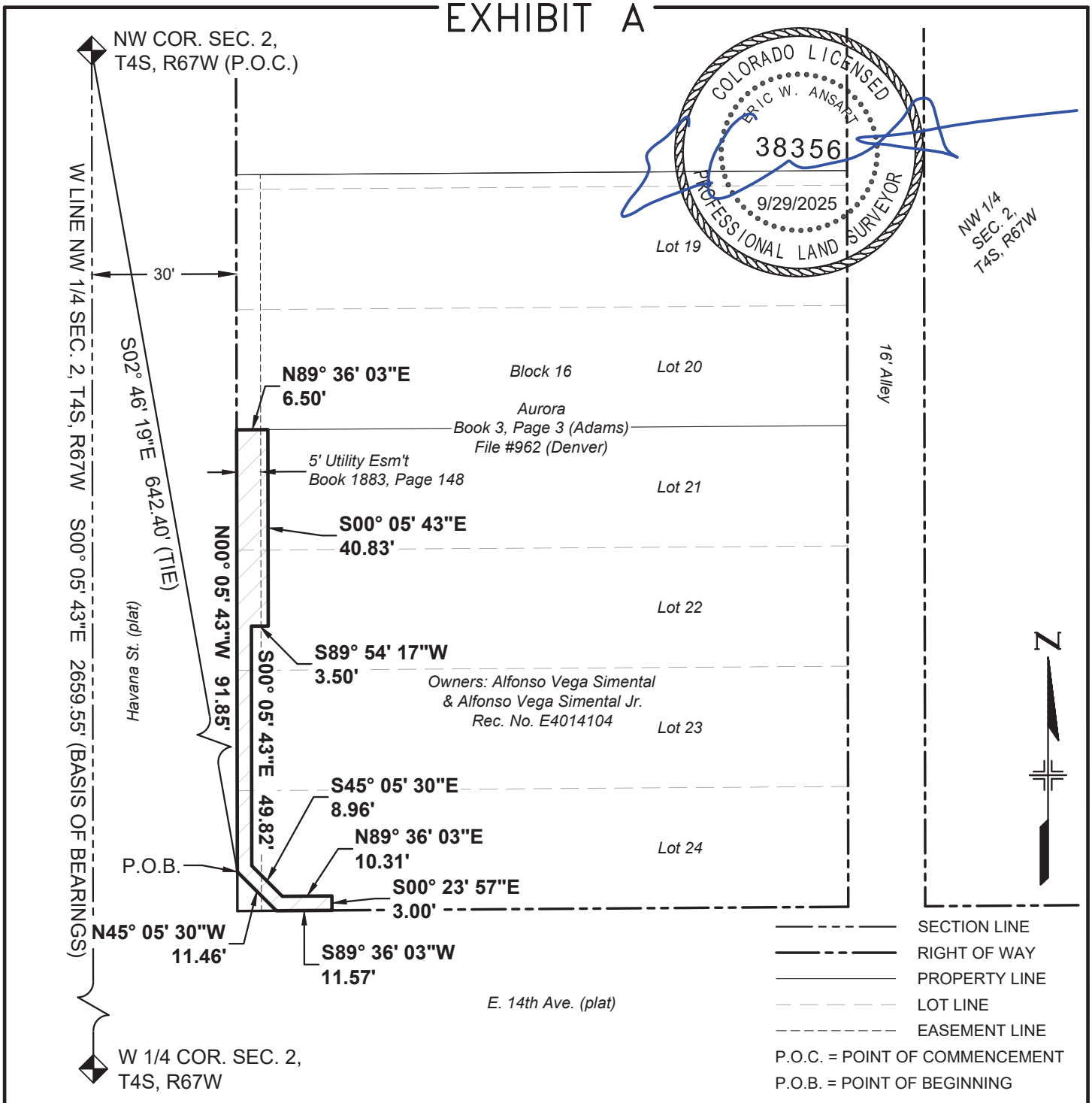
Illustration attached hereto and made a part hereof.



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;

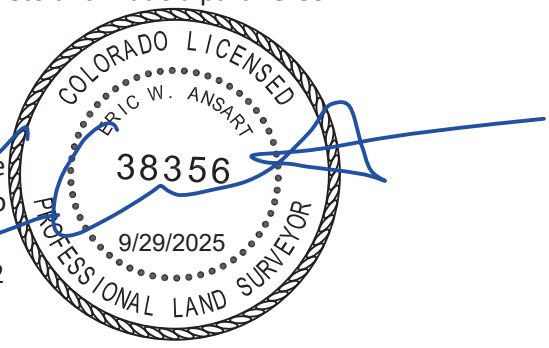
Thence S00°05'43"E, coincident with said easterly line, a distance of 24.47 feet to the **Point of Beginning**.

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.

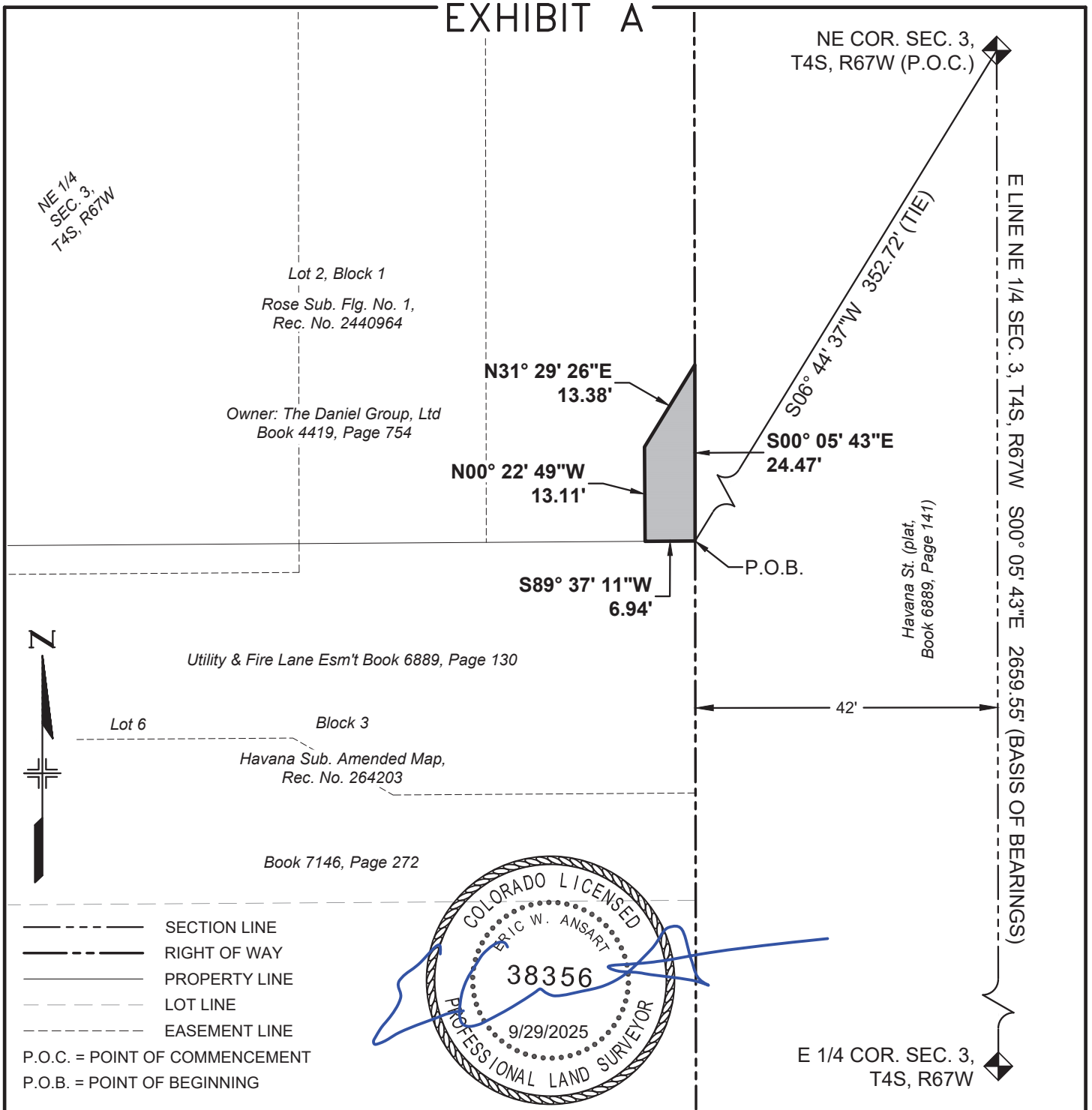


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

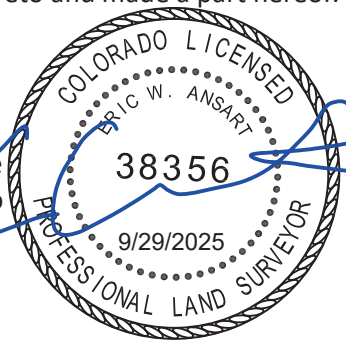
Thence N89°37'11"E, coincident with said southerly line, a distance of 17.56 feet to the **Point of Beginning**.

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.

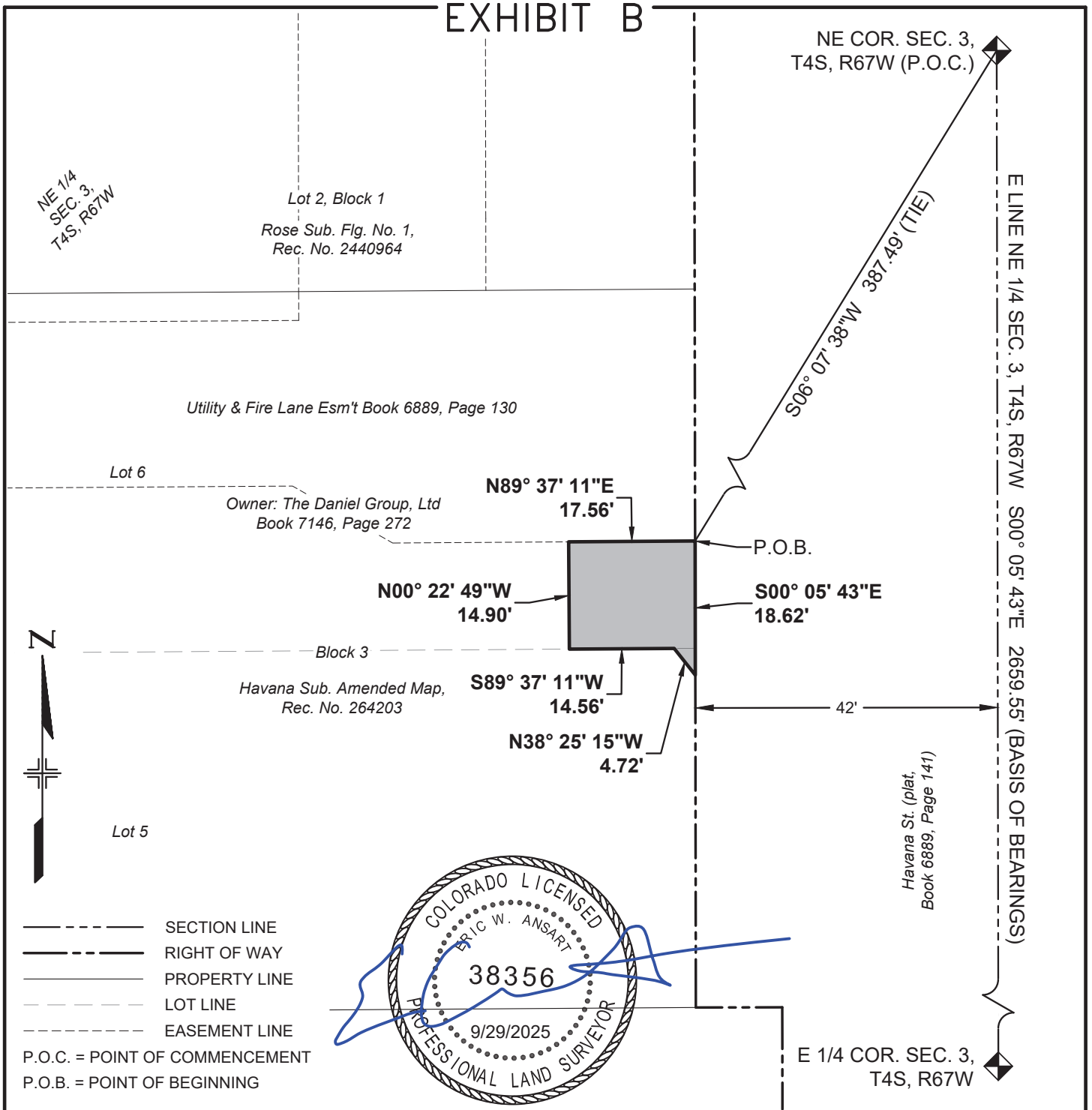


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

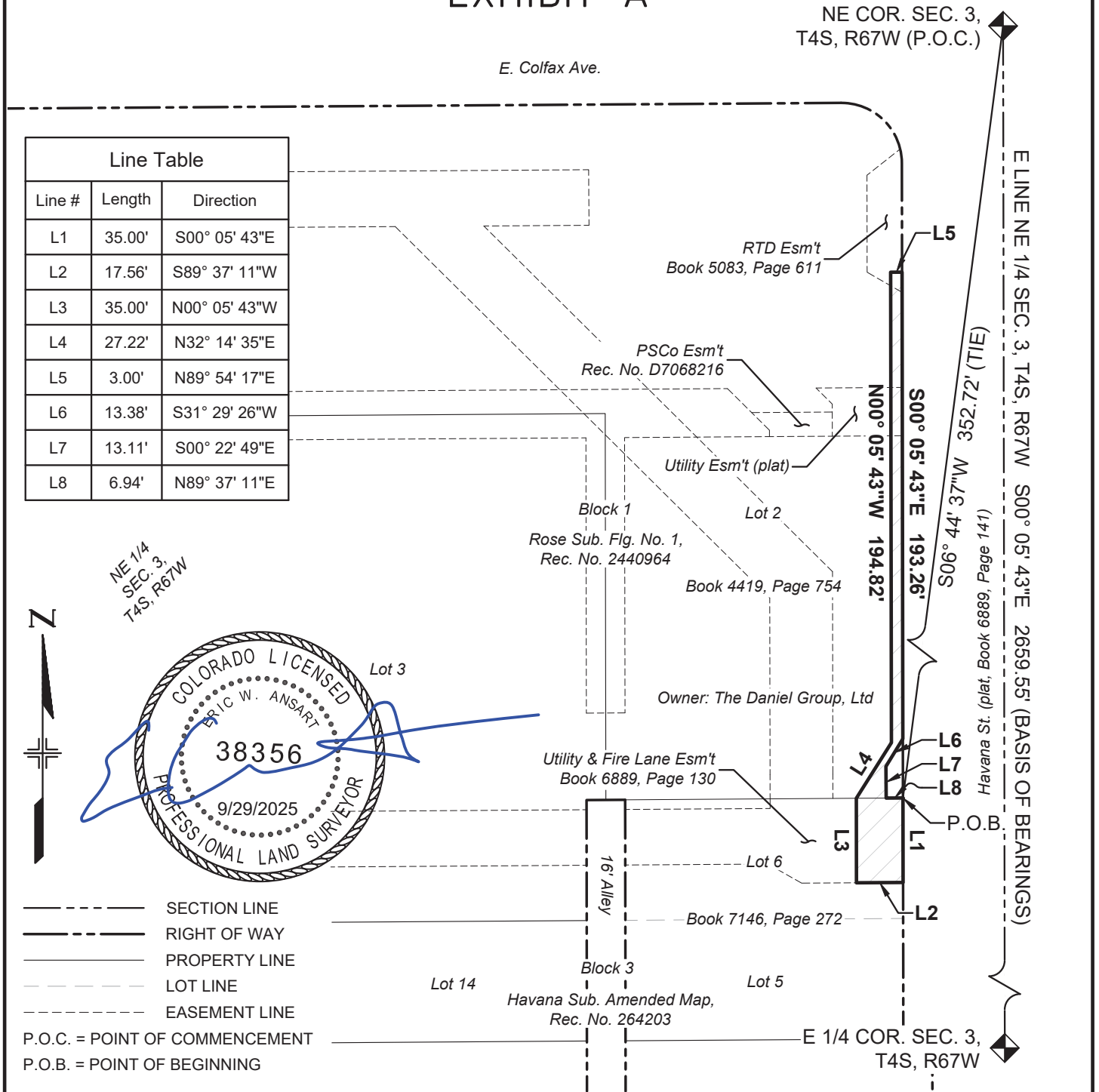
Illustration attached hereto and made a part hereof.



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

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 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;

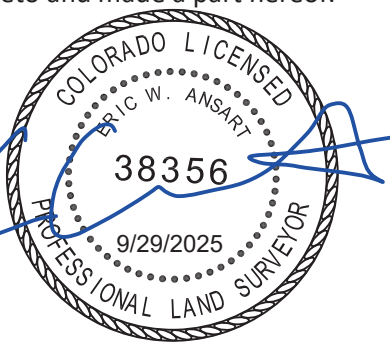
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

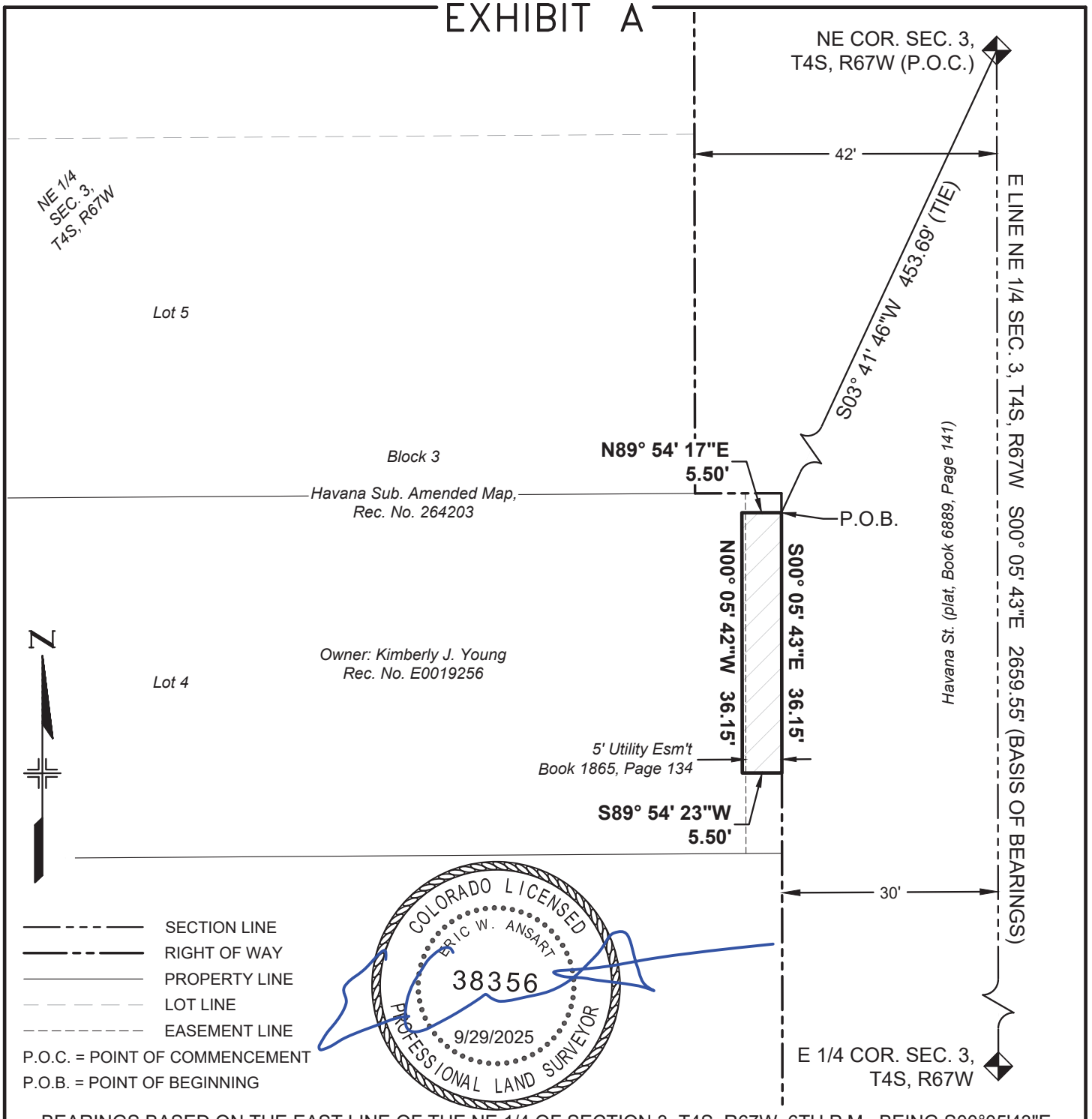


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

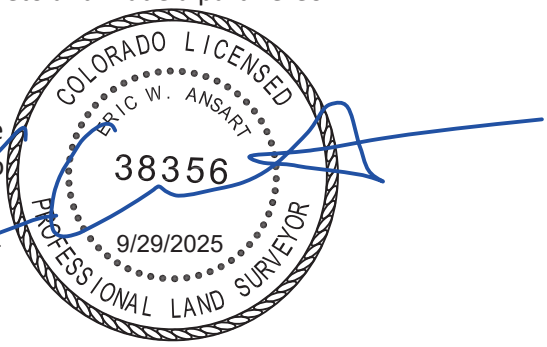
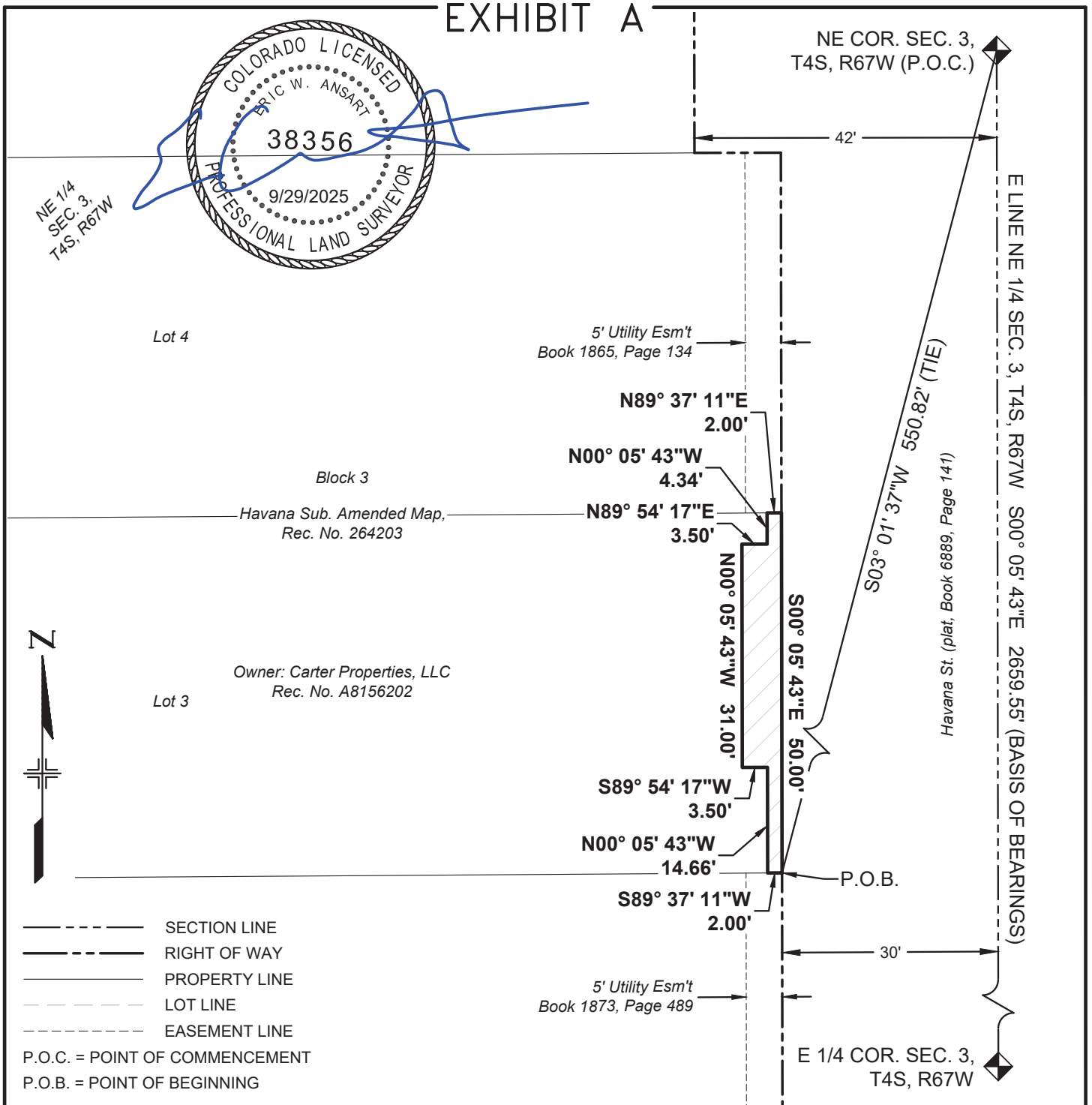


ILLUSTRATION FOR
EXHIBIT A



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;

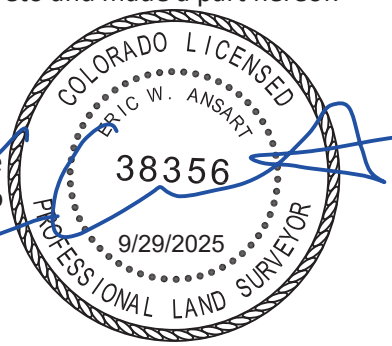
Thence N89°37'11"E, coincident with said northerly line, a distance of 2.00 feet to the **Point of Beginning**.

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.

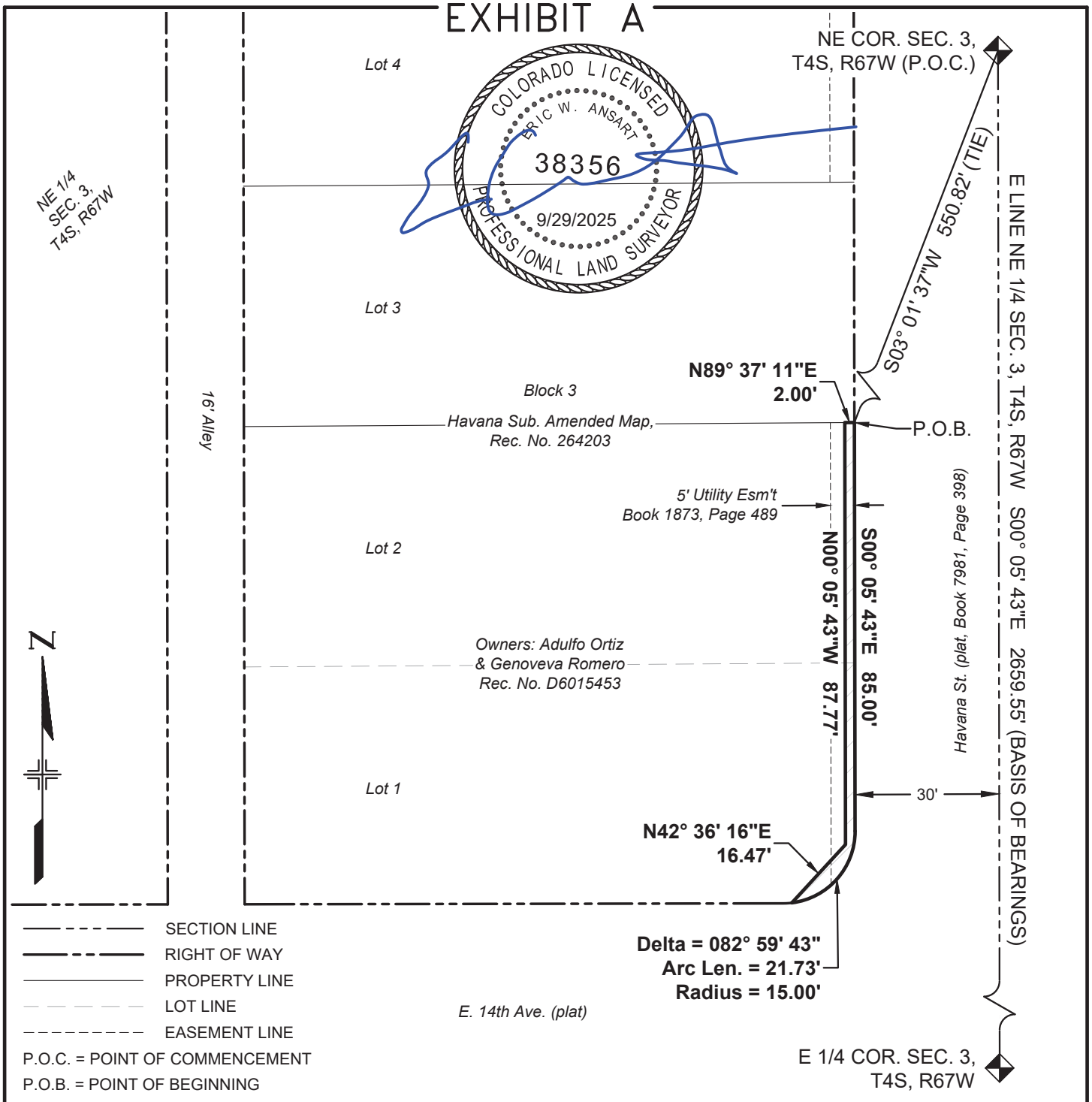


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

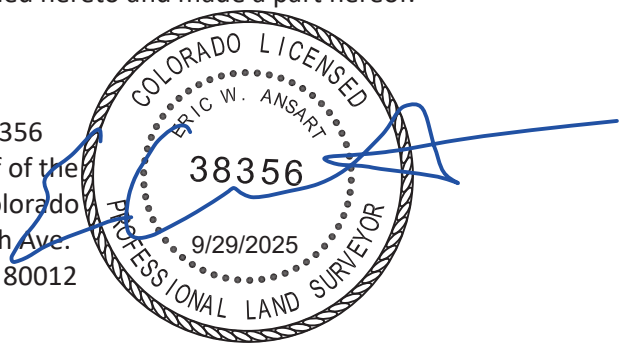
Thence S44°54'17"W, a distance of 11.44 feet to the **Point of Beginning**.

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.

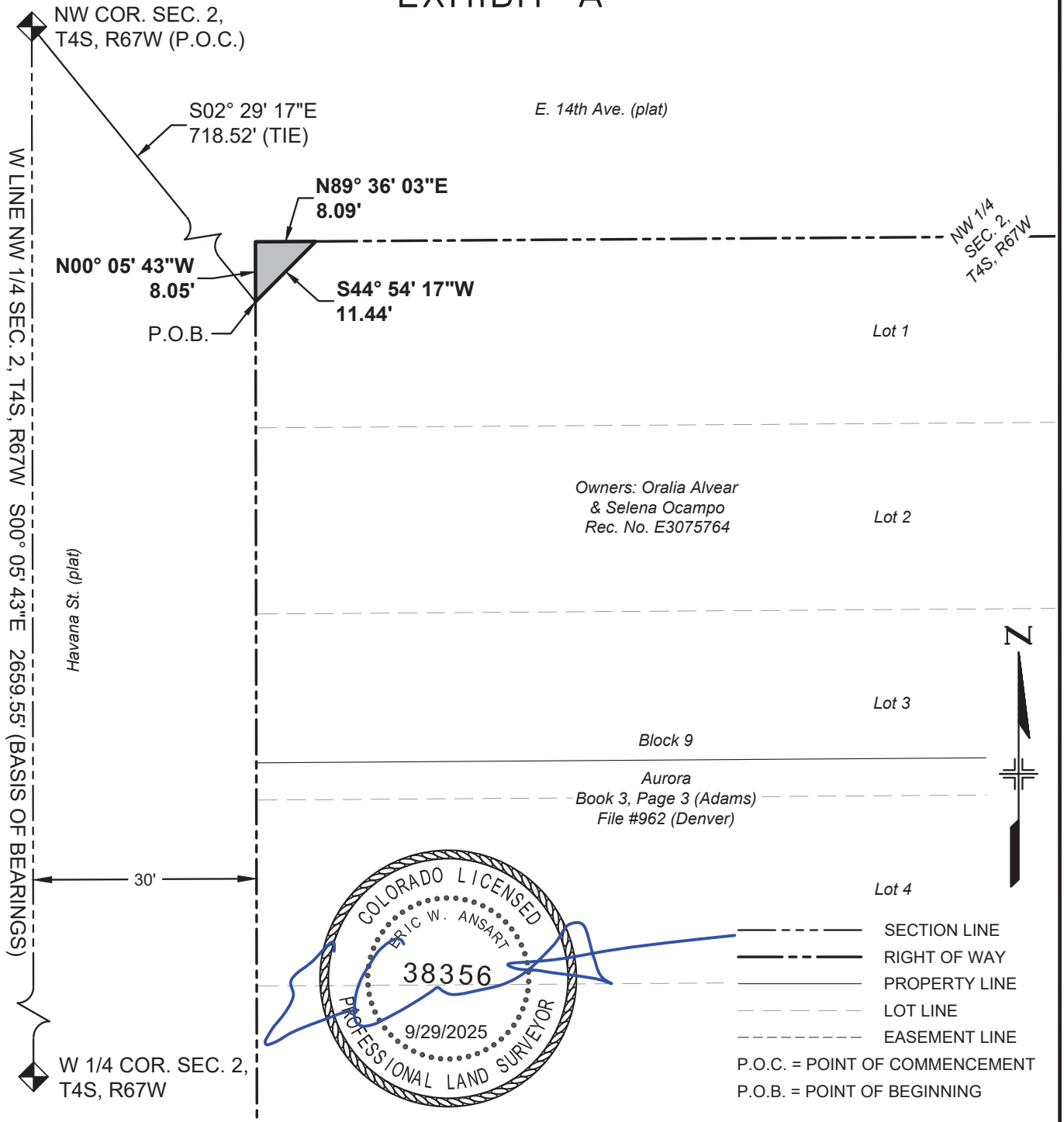
Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said 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

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

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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;

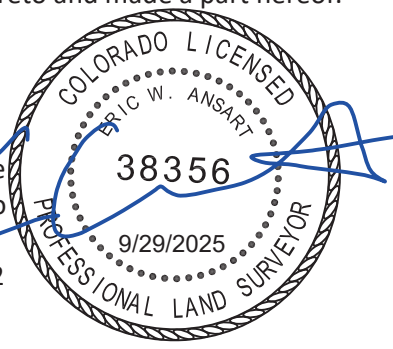
Thence N00°05'43"W, coincident with said westerly line, a distance of 2.83 feet to the **Point of Beginning**.

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.

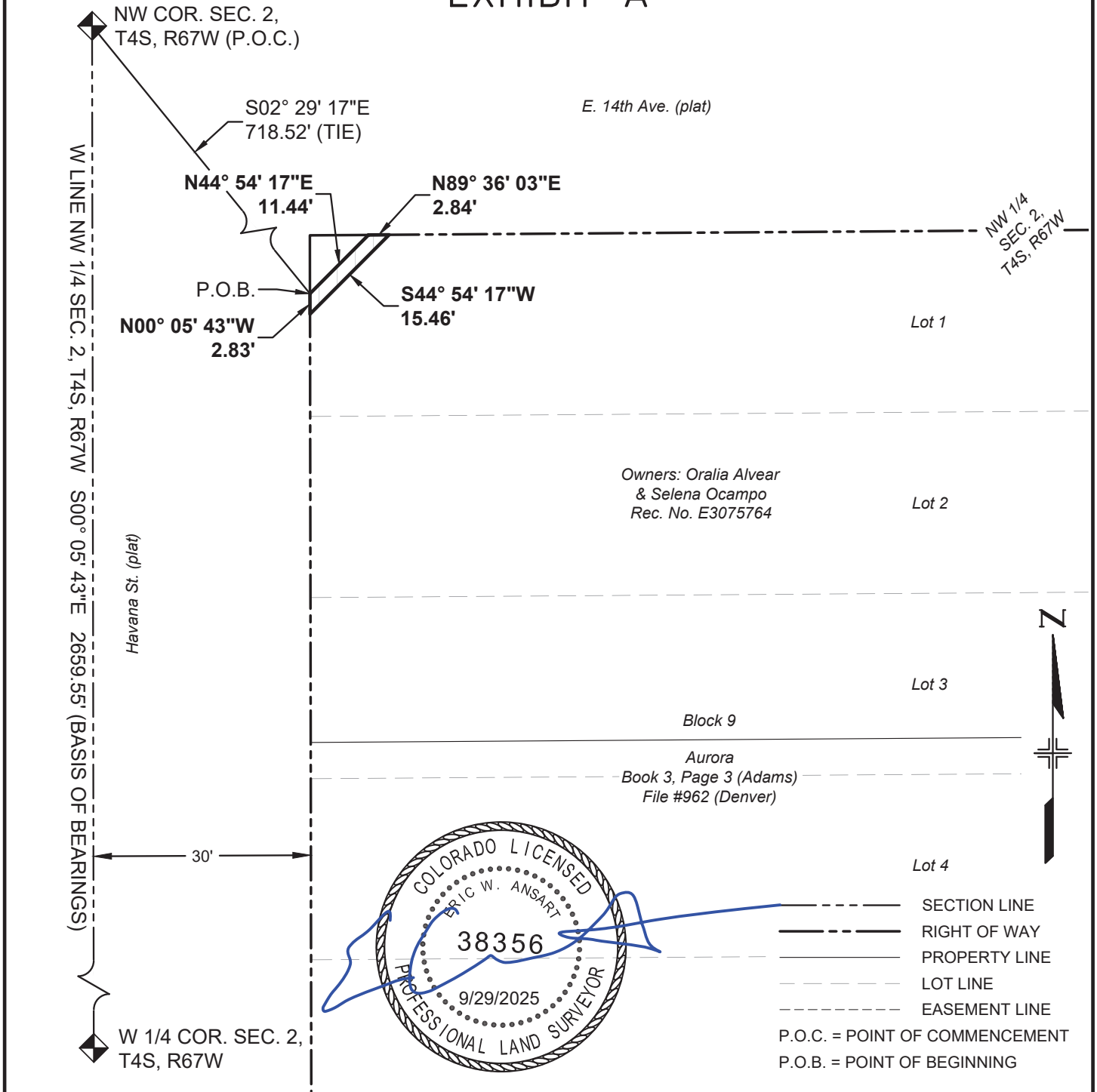


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

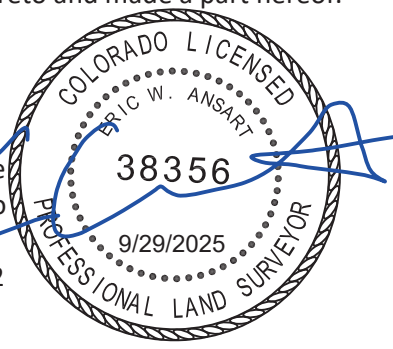
Thence N00°05'43"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

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.

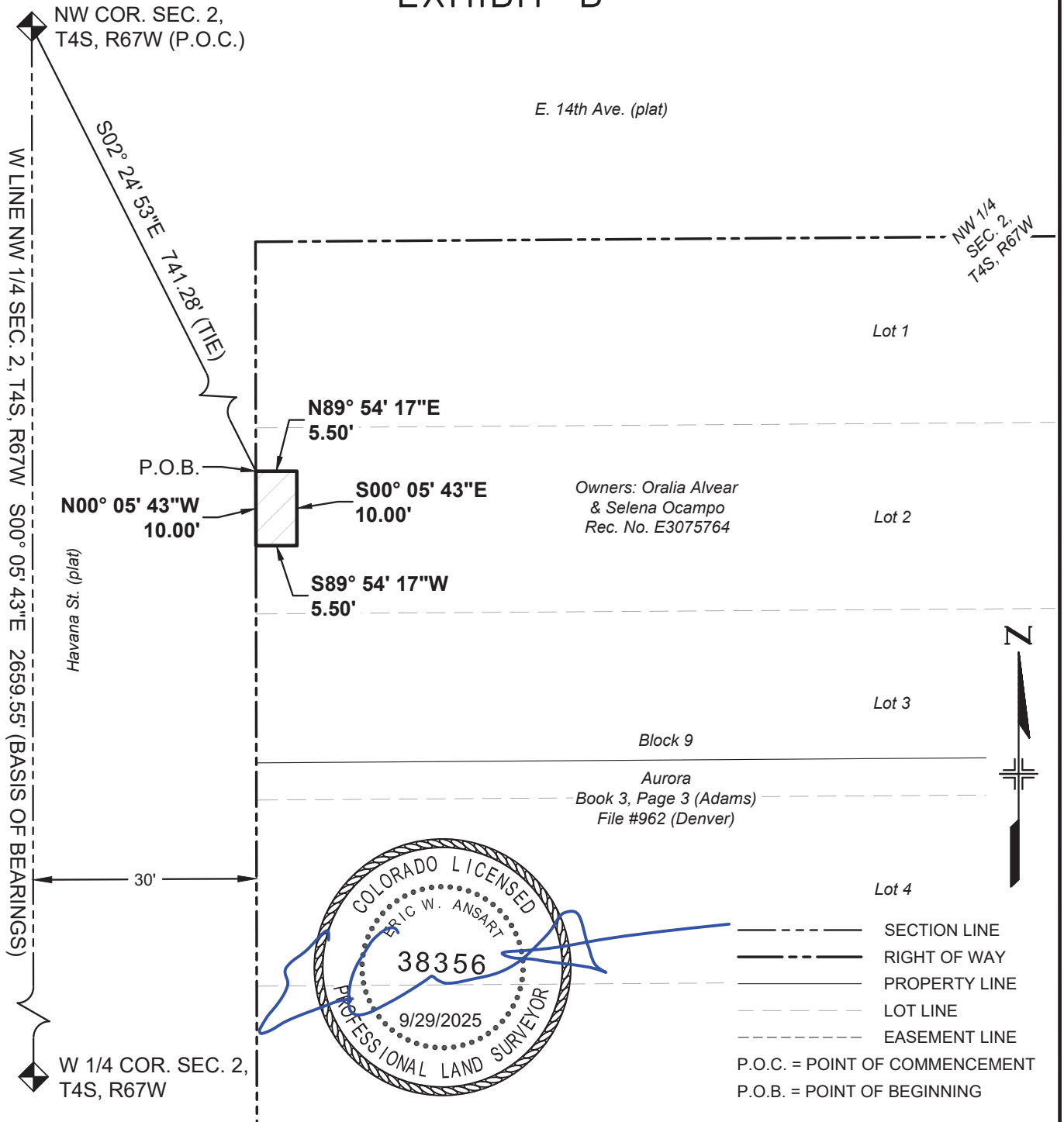


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

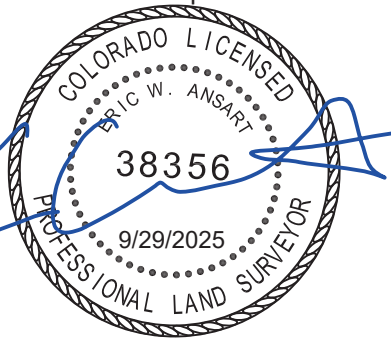
Thence S89°36'03"W, coincident with said southerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

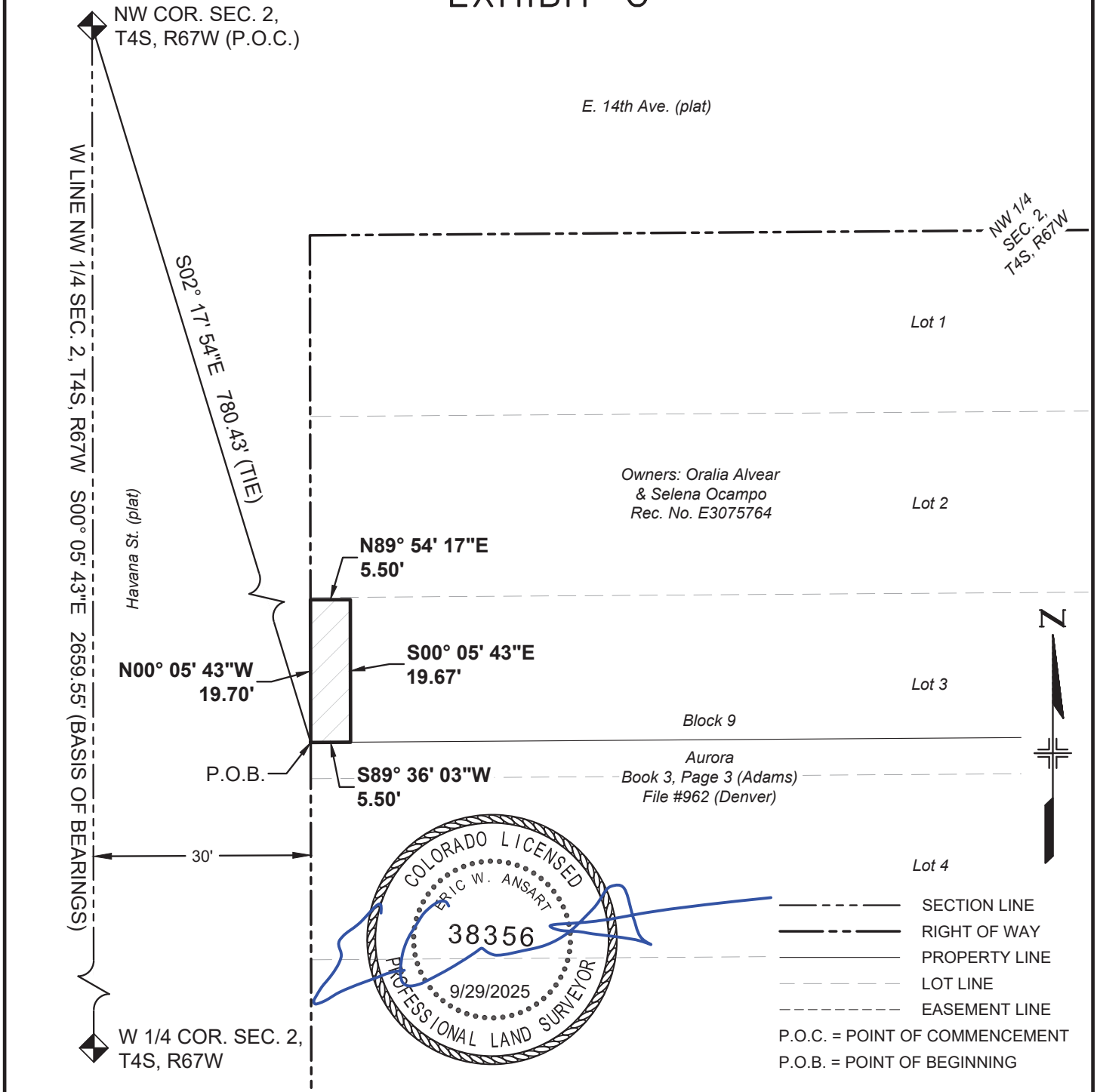


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

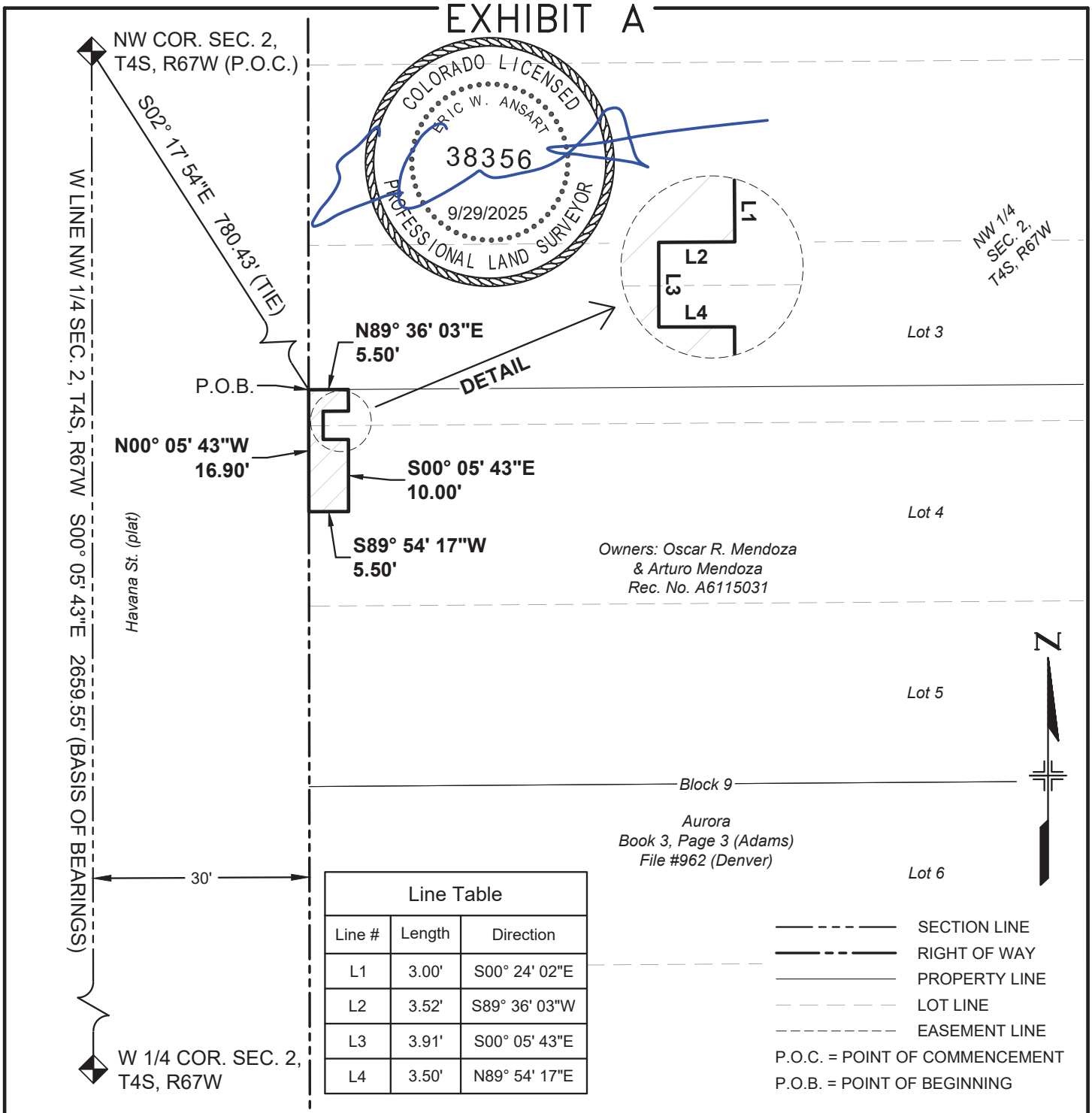
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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 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;

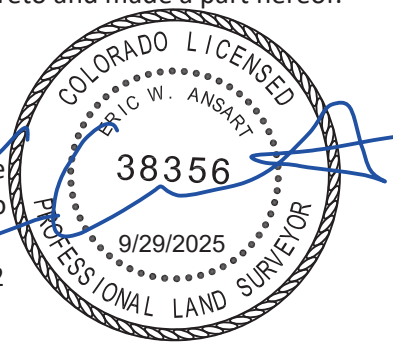
Thence N00°05'43"W, coincident with said westerly line, a distance of 18.00 feet to the **Point of Beginning**.

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.

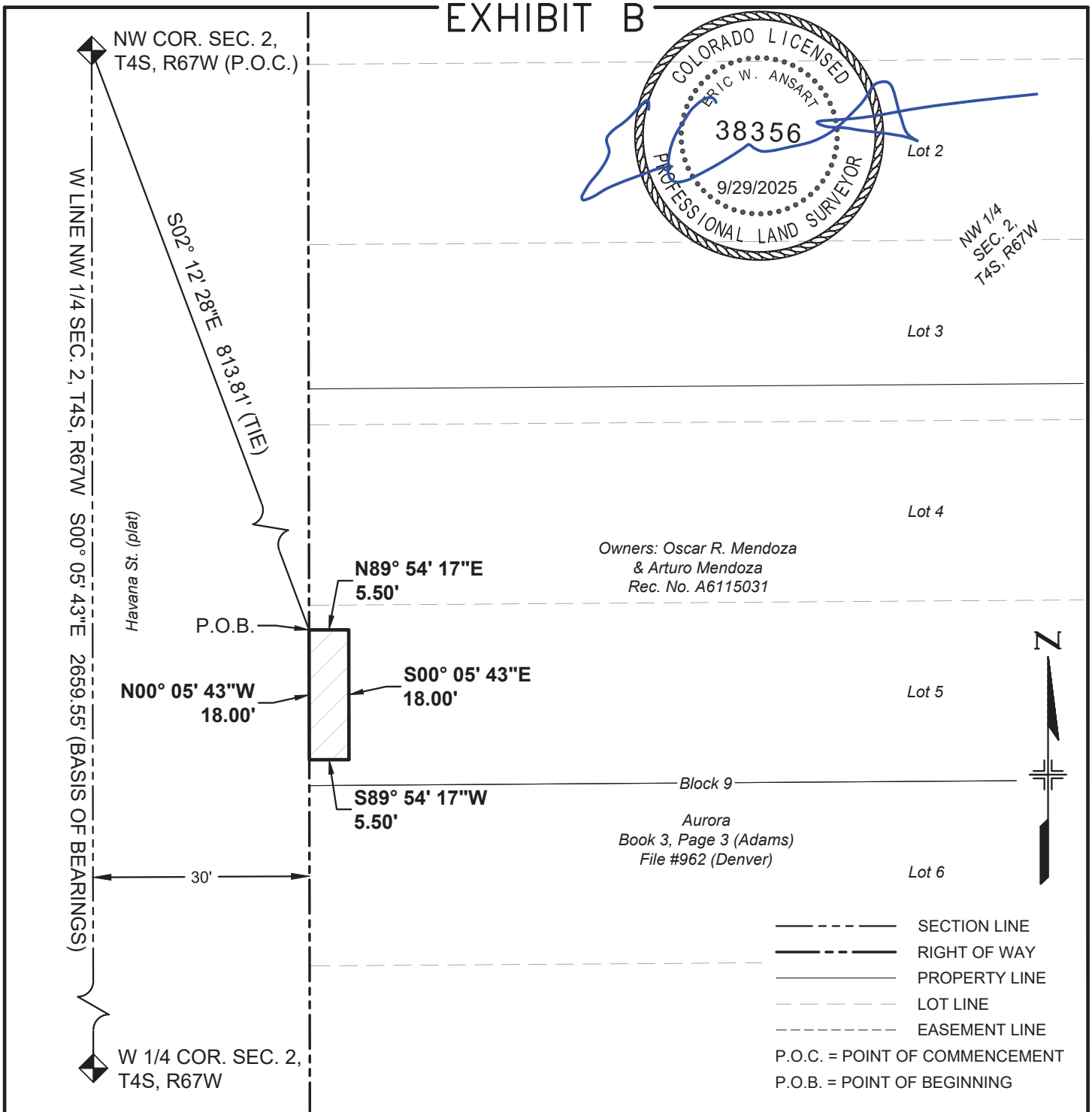


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

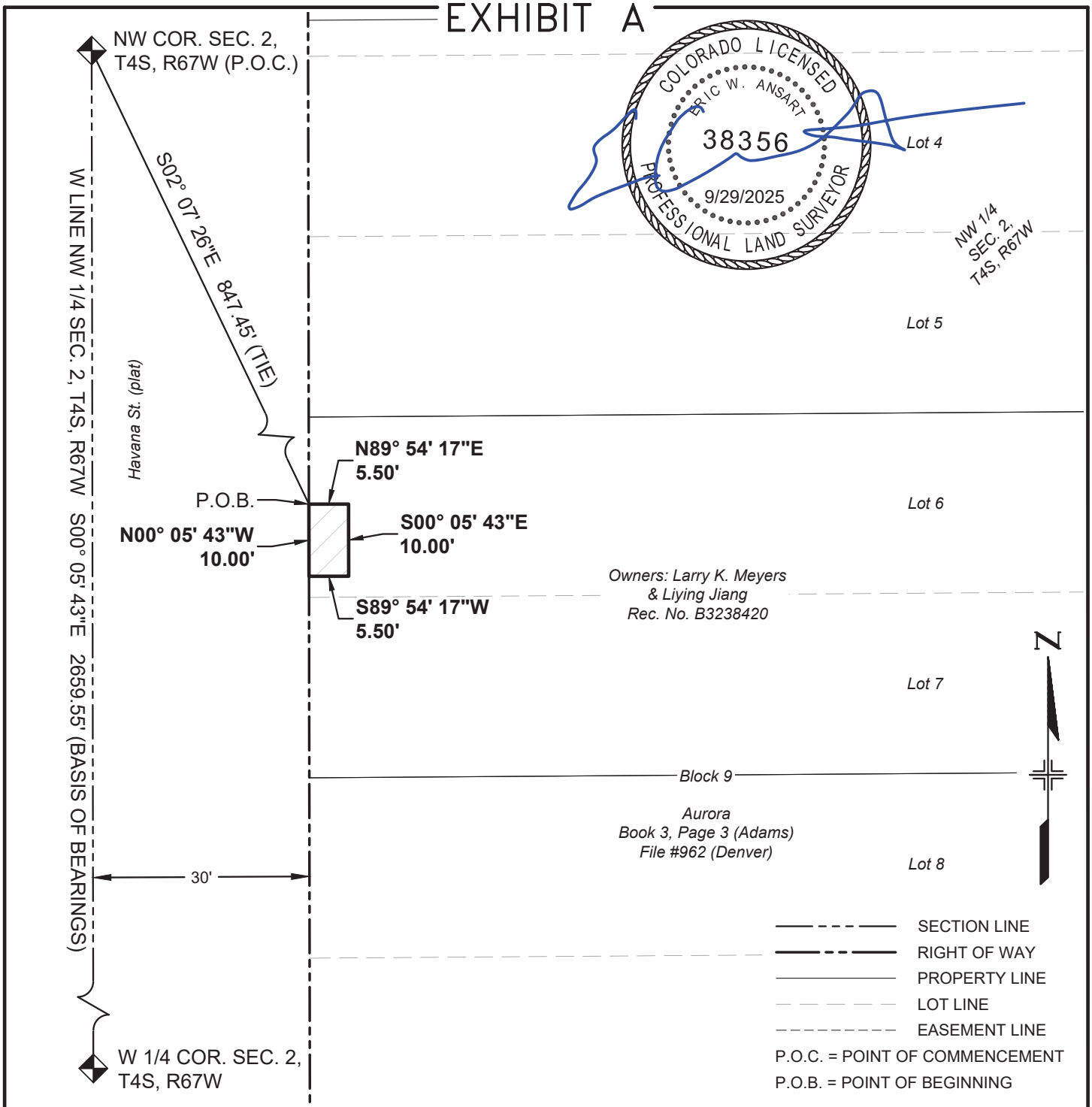


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

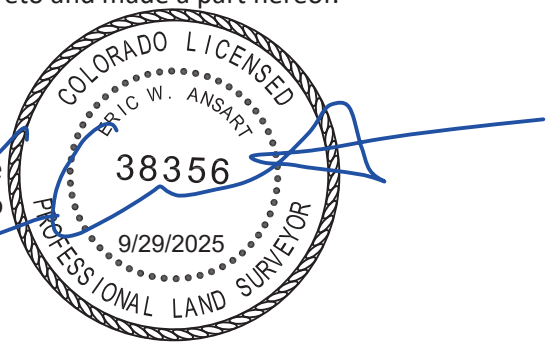
Thence S89°36'03"W, coincident with said southerly line, a distance of 7.50 feet to the **Point of Beginning**.

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.

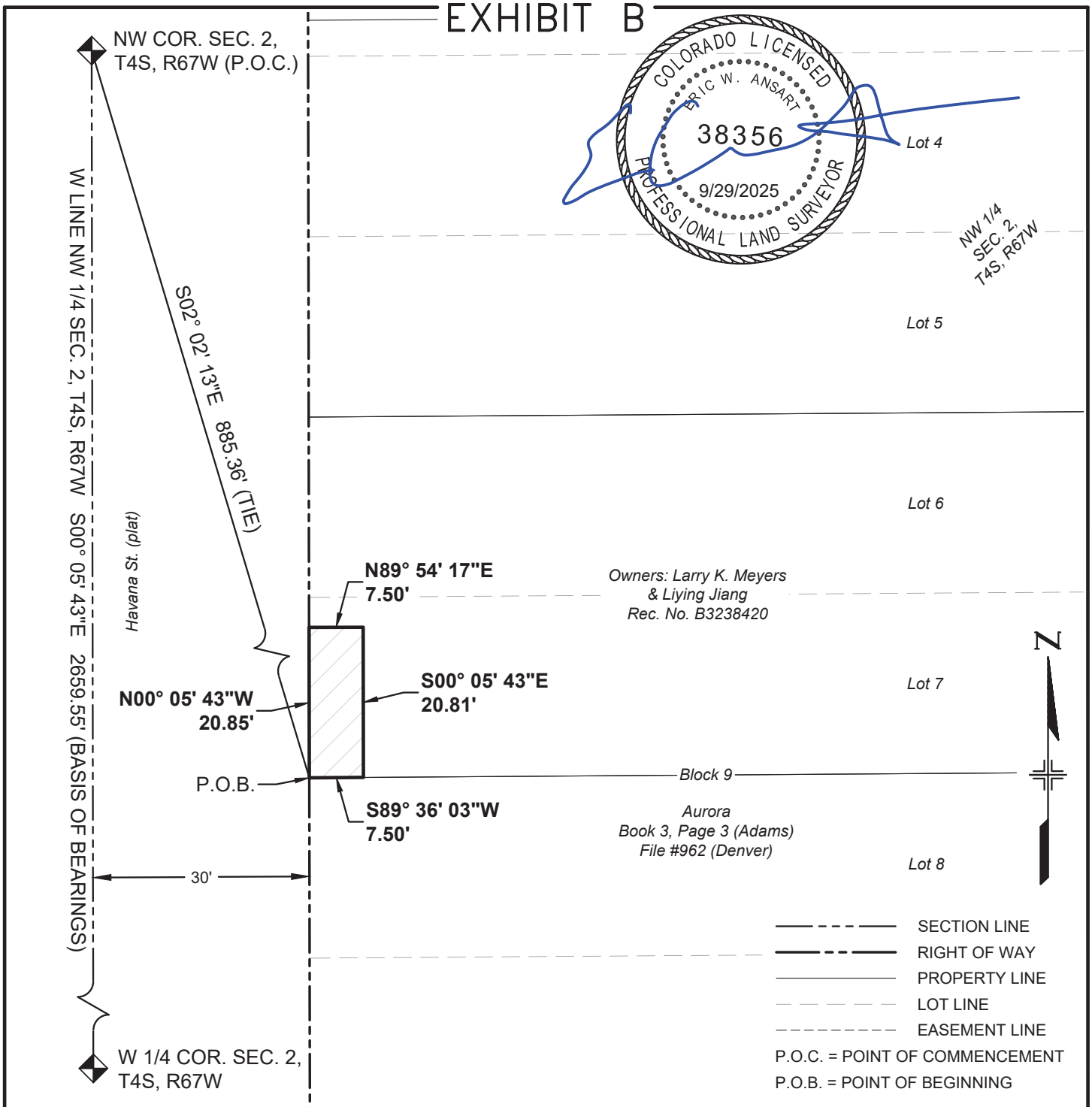


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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.

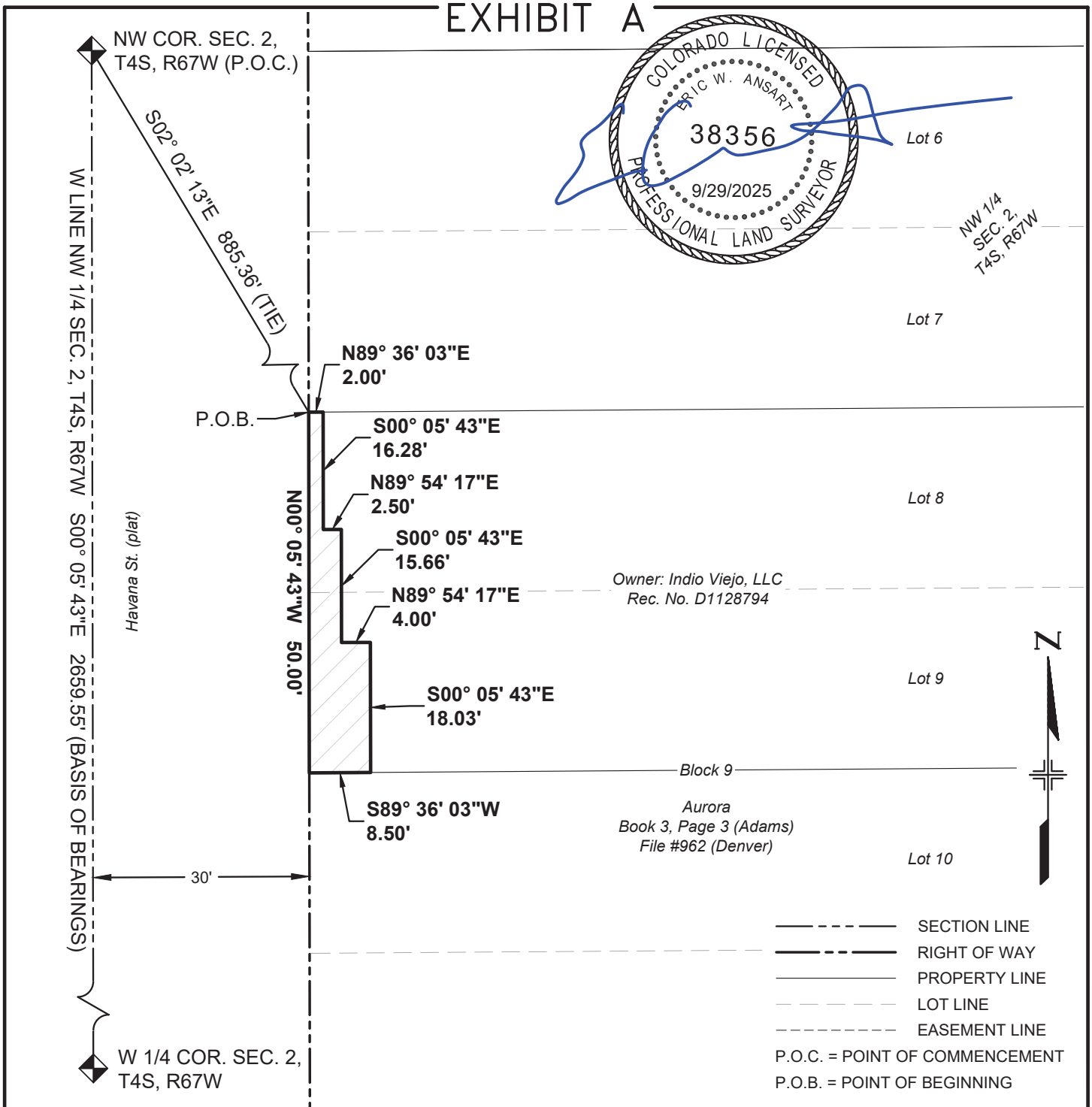
Illustration attached hereto and made a part hereof.



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**.

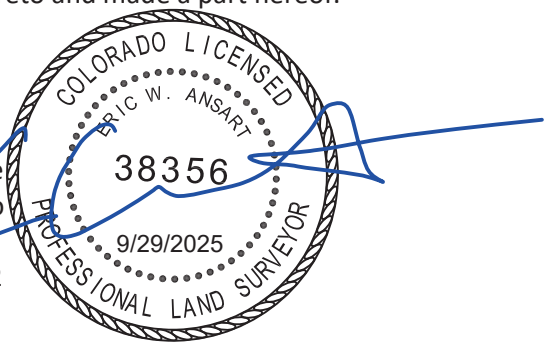
The above-described parcel containing 346 square feet (0.008 acres) more or less.

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.

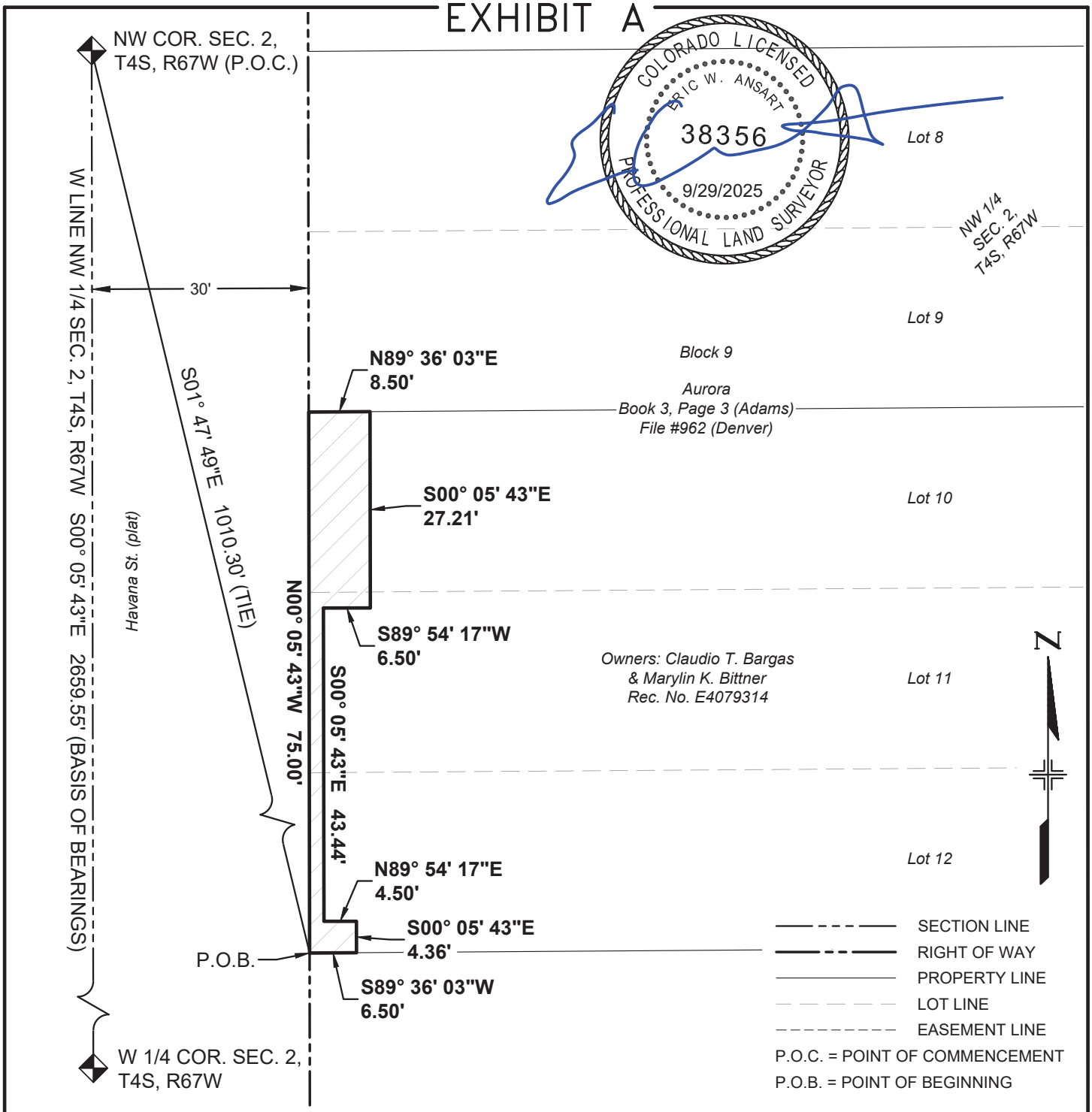
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

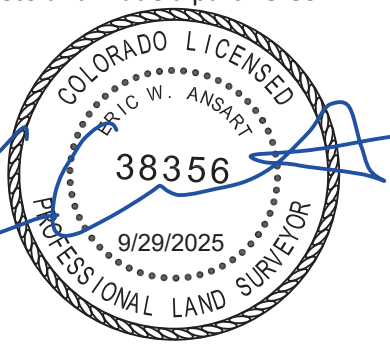
Thence N00°05'43"W, coincident with said westerly line, a distance of 15.92 feet to the **Point of Beginning**.

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.

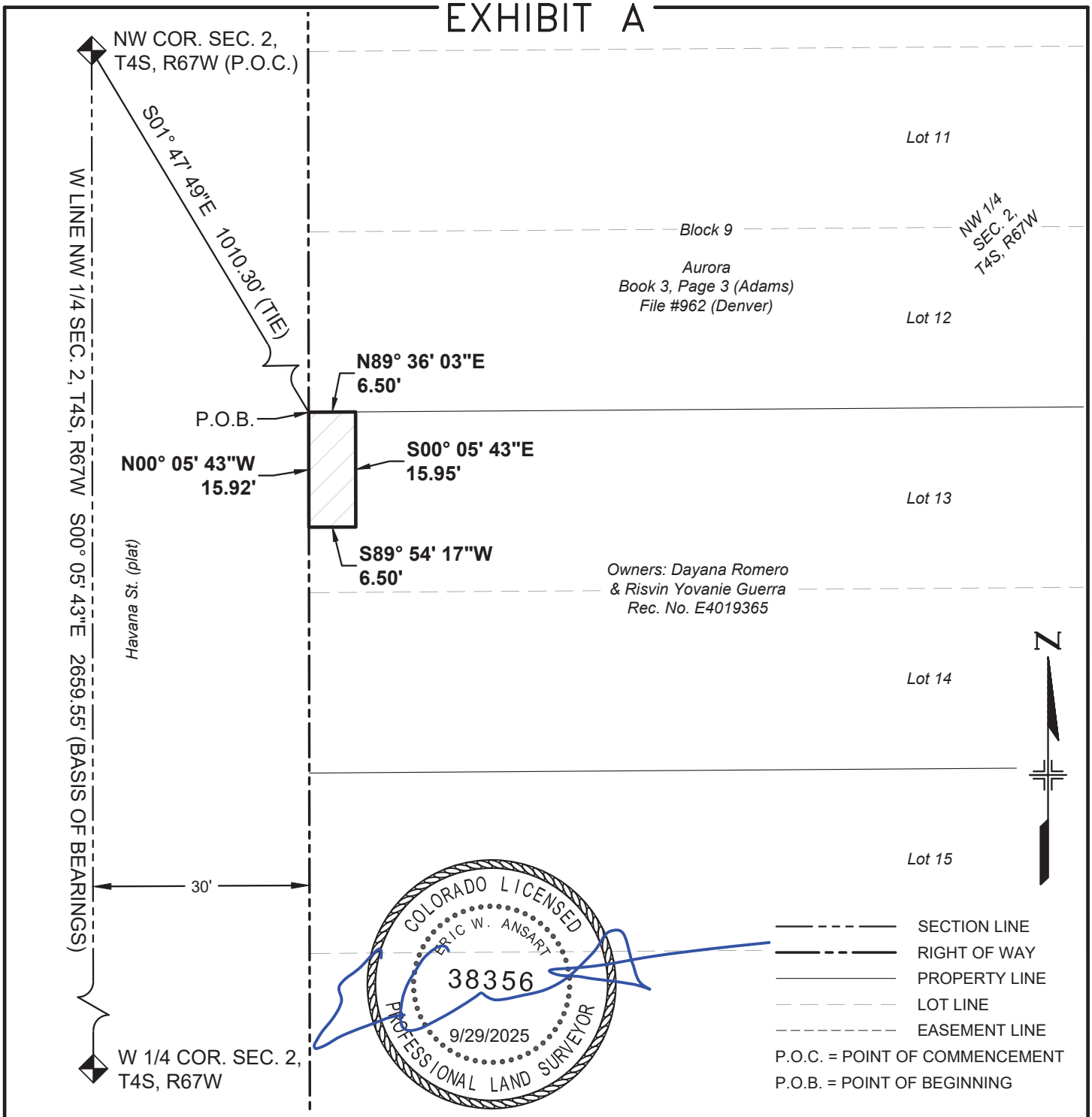


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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
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13636 E. Ellsworth Ave.
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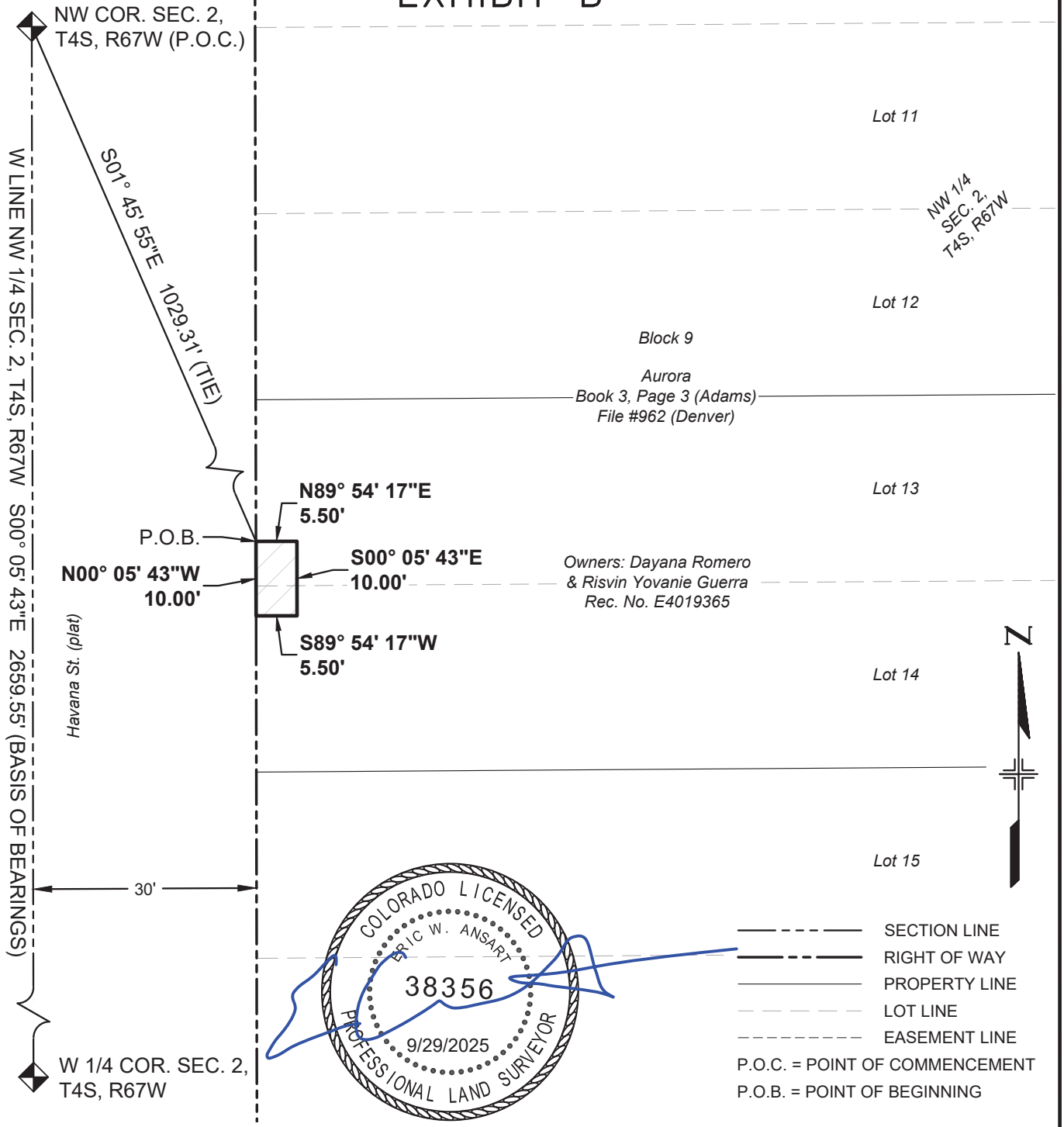
COA Project# 23011

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.

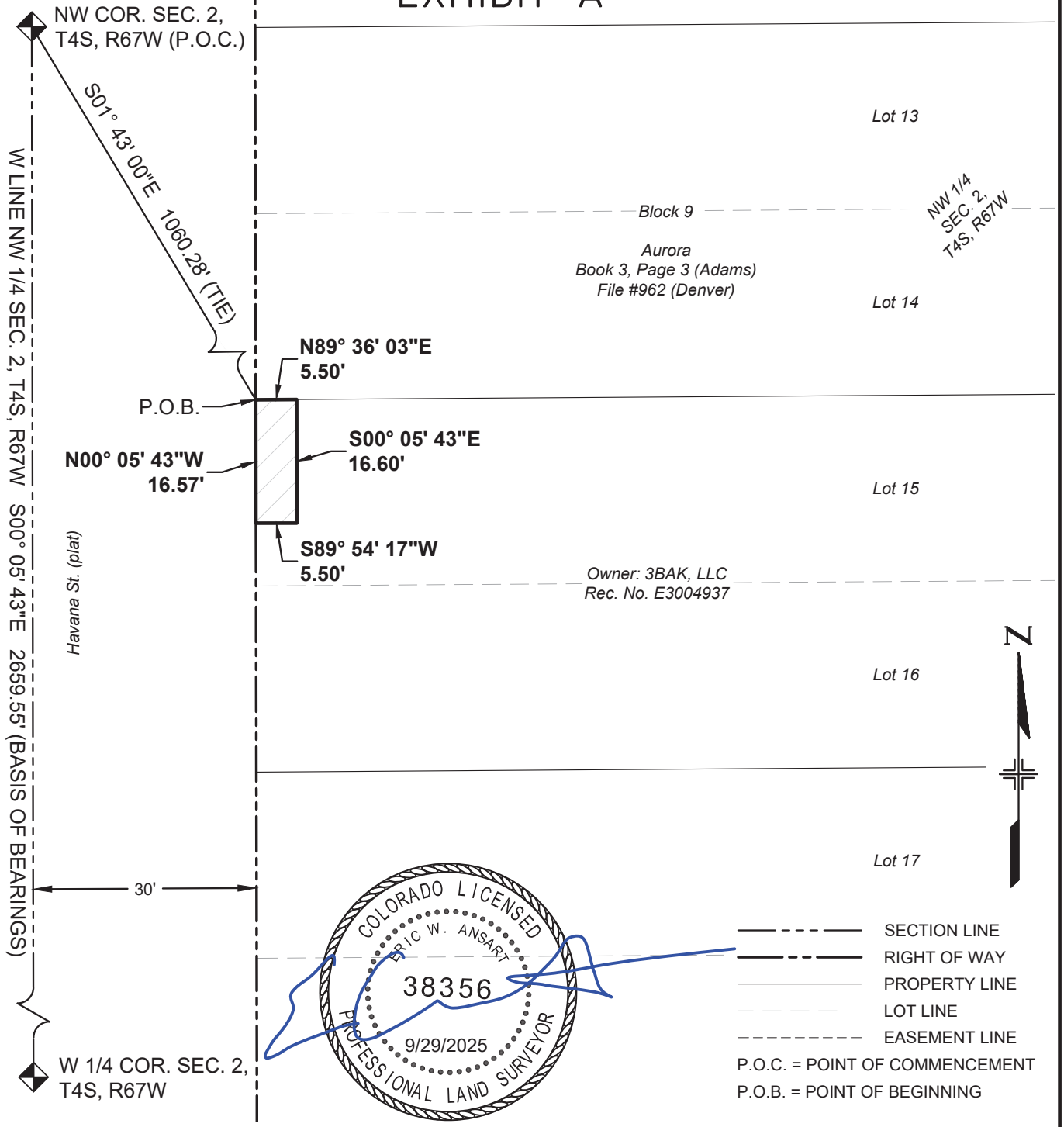


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

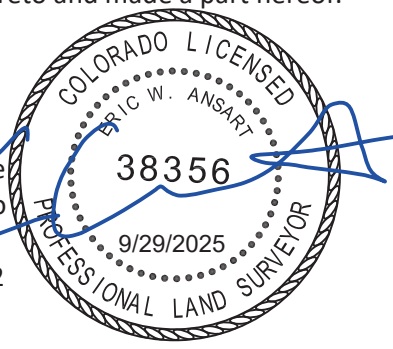
Thence N00°05'43"W, coincident with said westerly line, a distance of 6.00 feet to the **Point of Beginning**.

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.

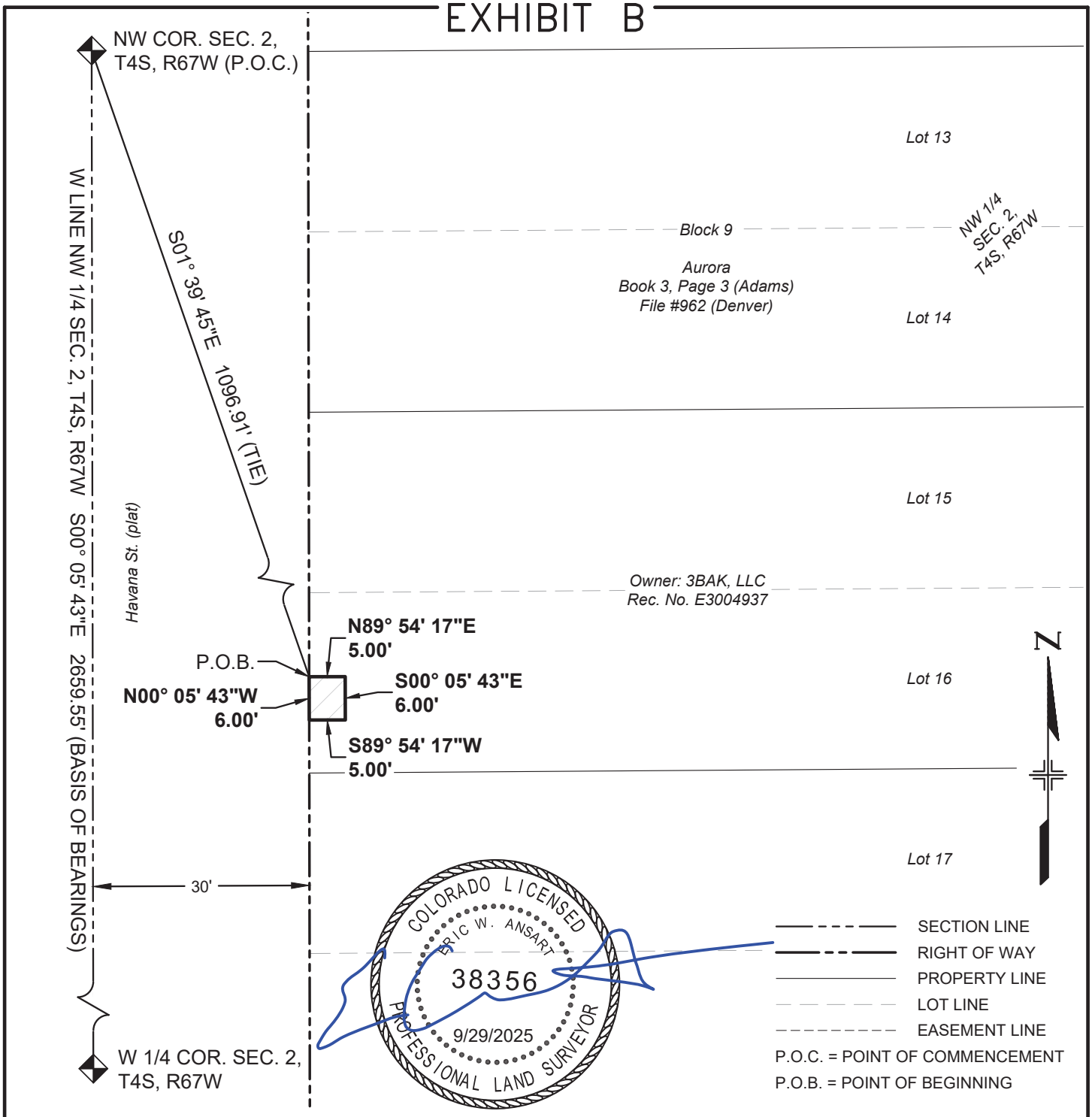


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

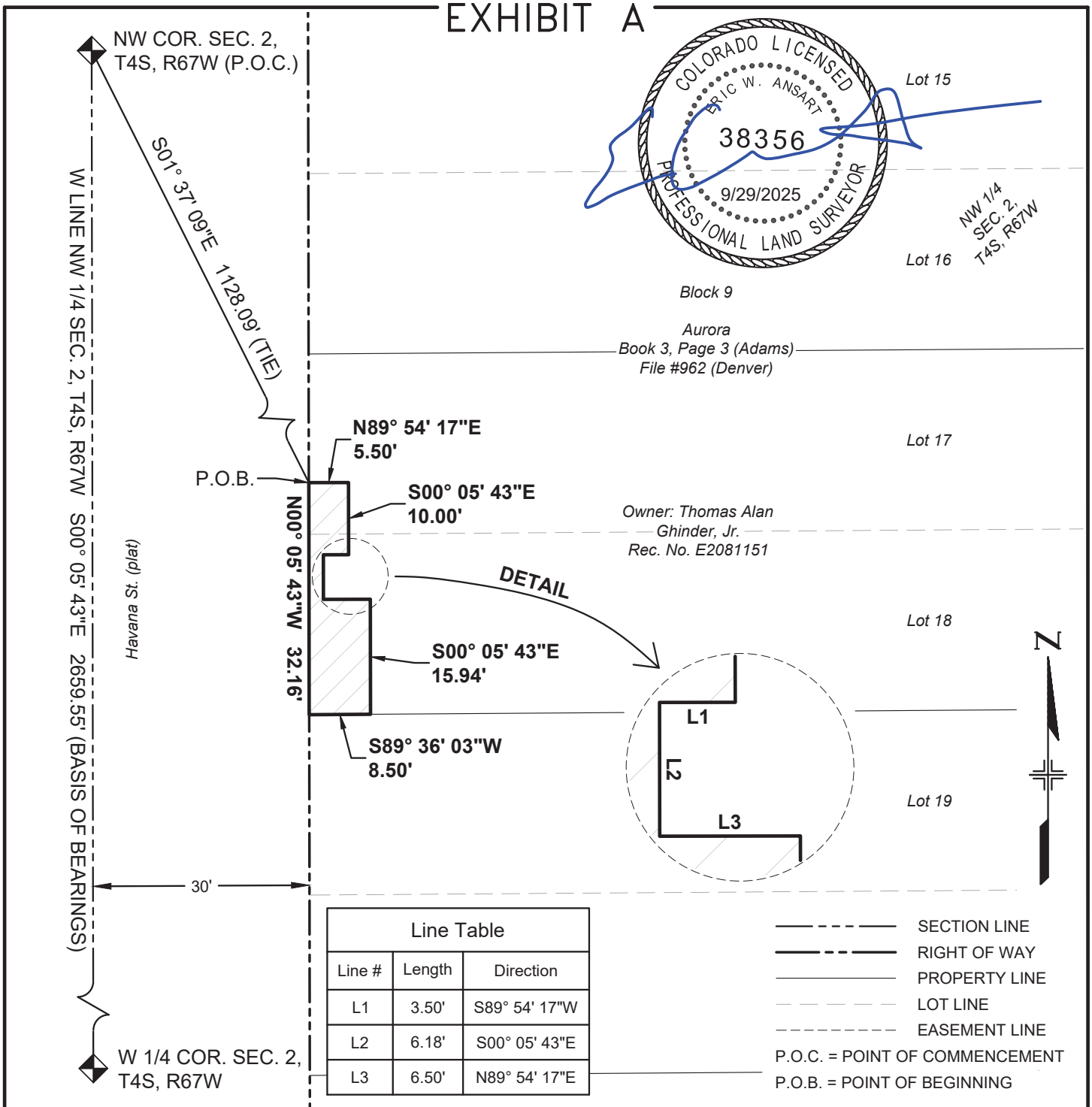
Illustration attached hereto and made a part hereof.



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

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 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:

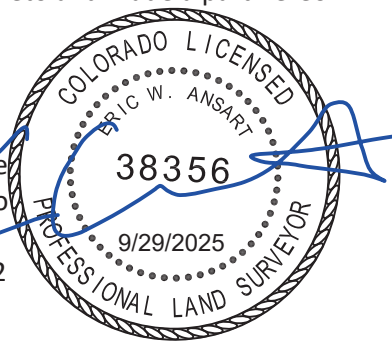
1. Thence S89°36'03"W, a distance of 6.50 feet;
2. Thence N00°05'43"W, a distance of 20.12 feet to the **Point of Beginning**.

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.

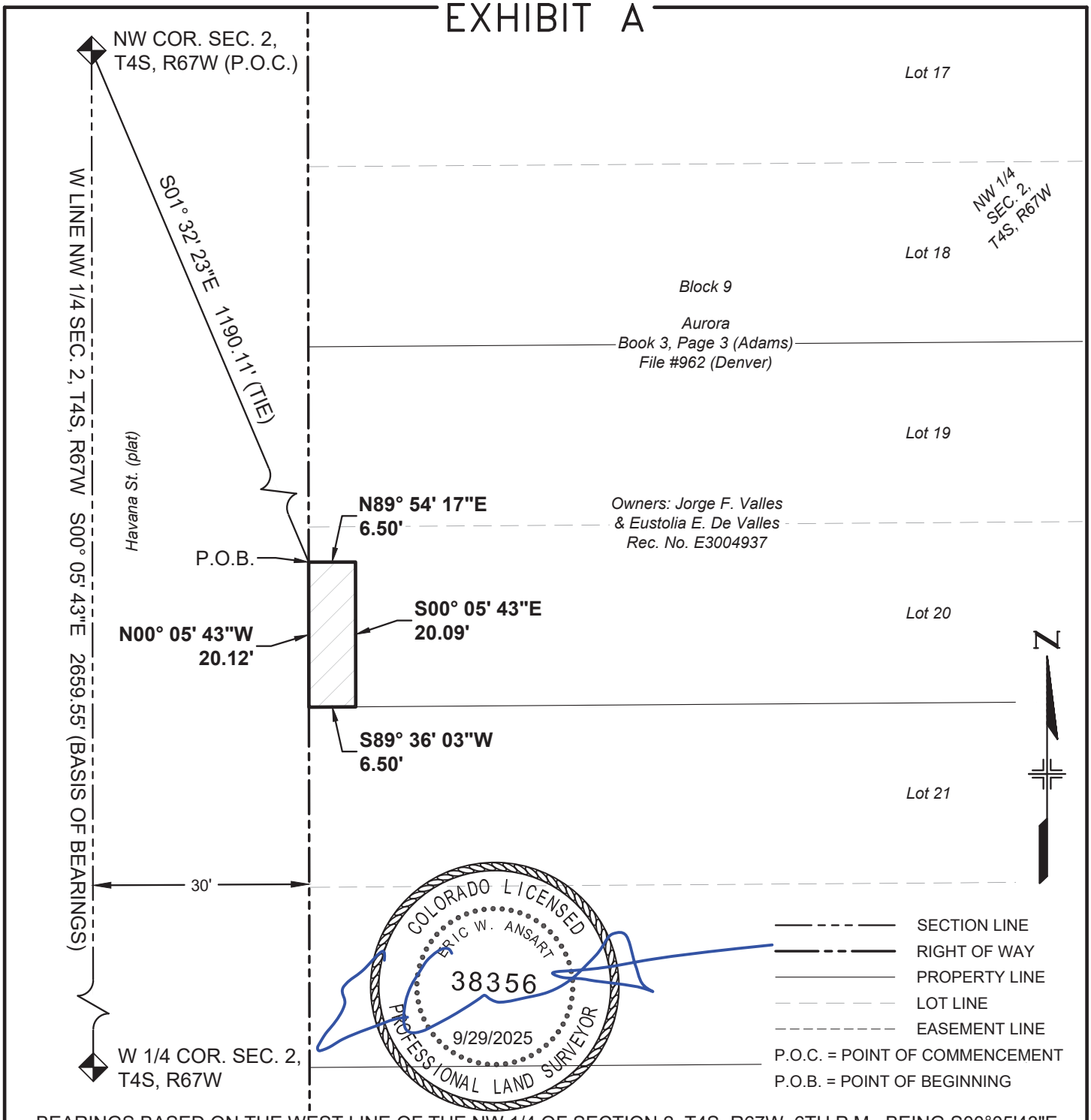


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

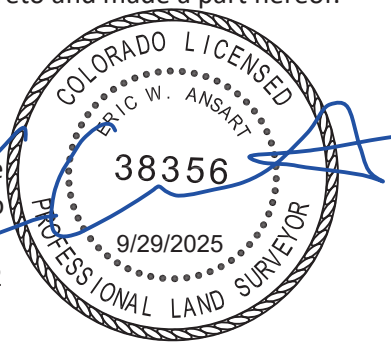
Thence S89°36'03"W, coincident with said southerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

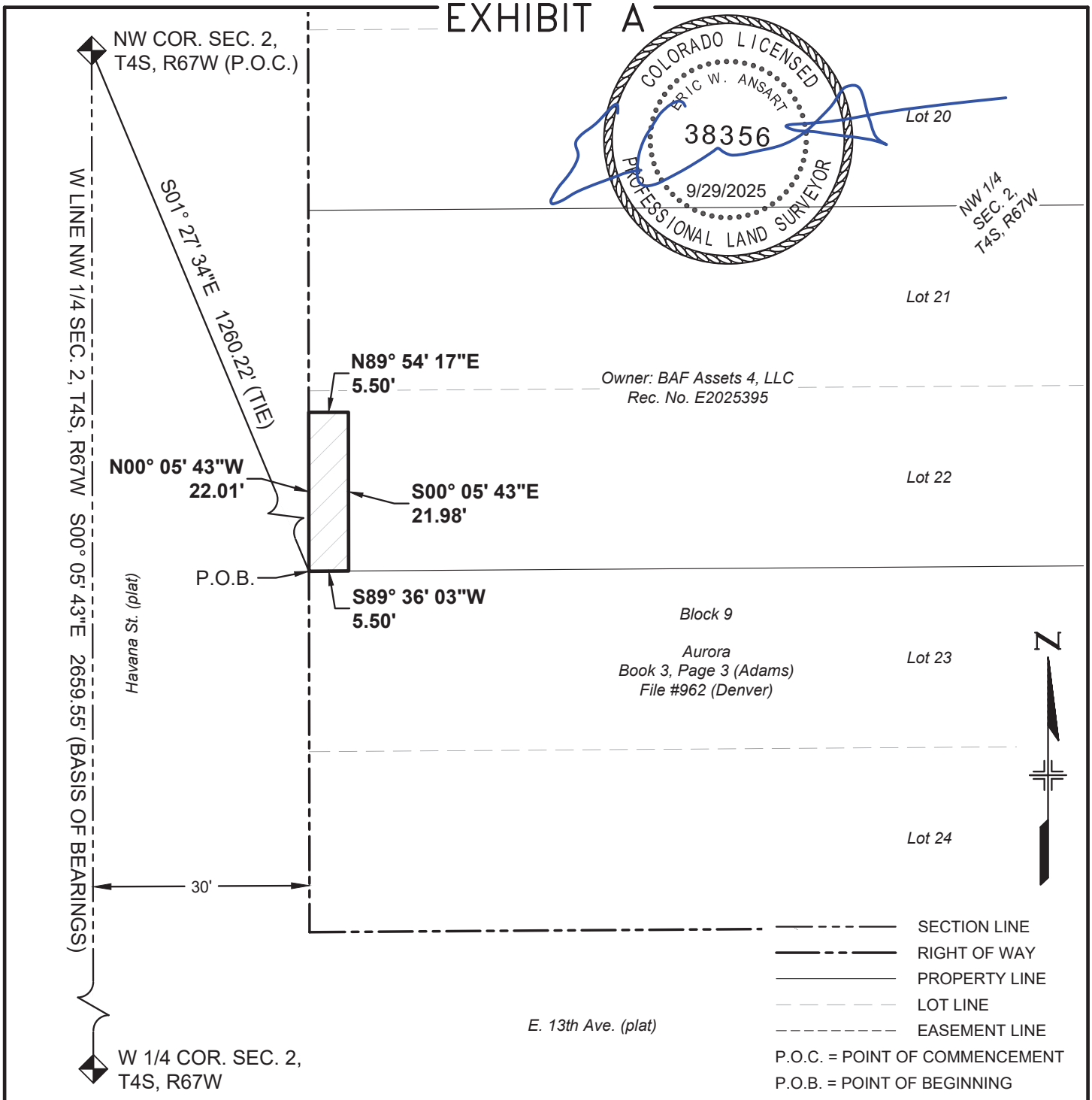


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.



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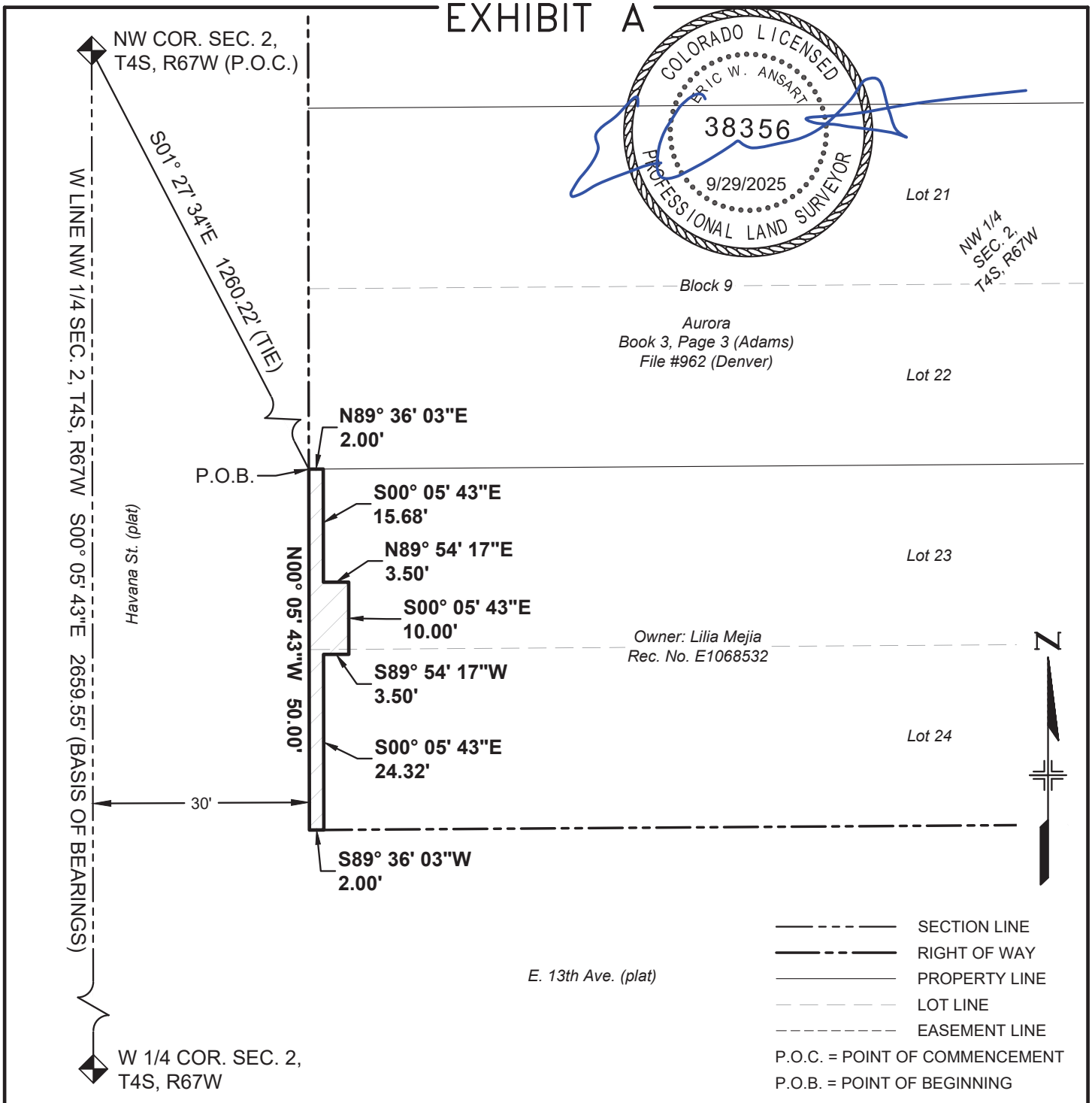
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

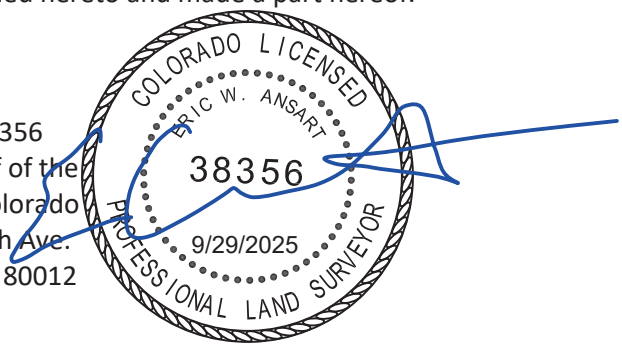
Thence N89°54'23"E, coincident with said northerly line, a distance of 7.53 feet to the **Point of Beginning**.

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
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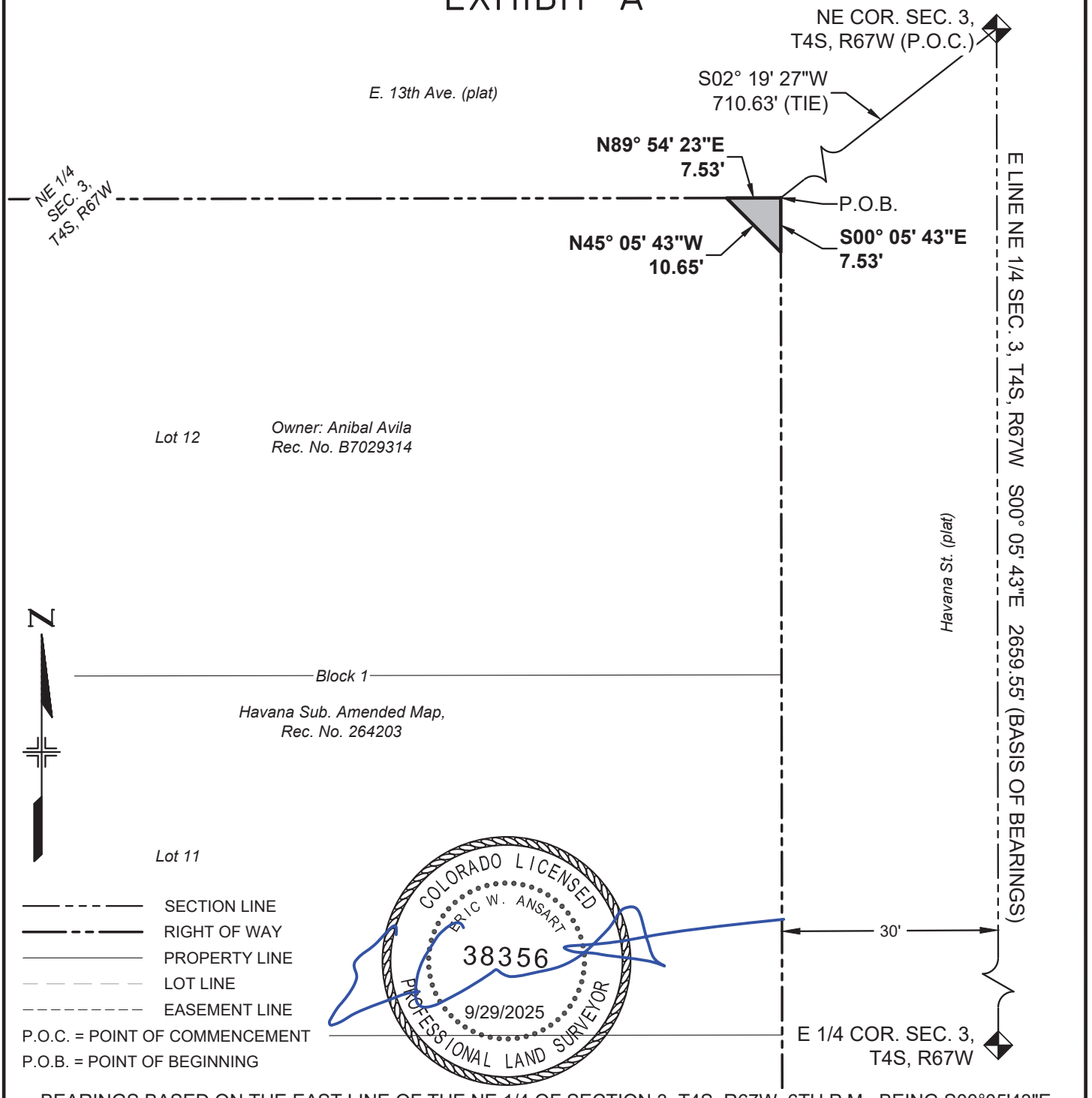
Aurora, Colorado 80012

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 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.

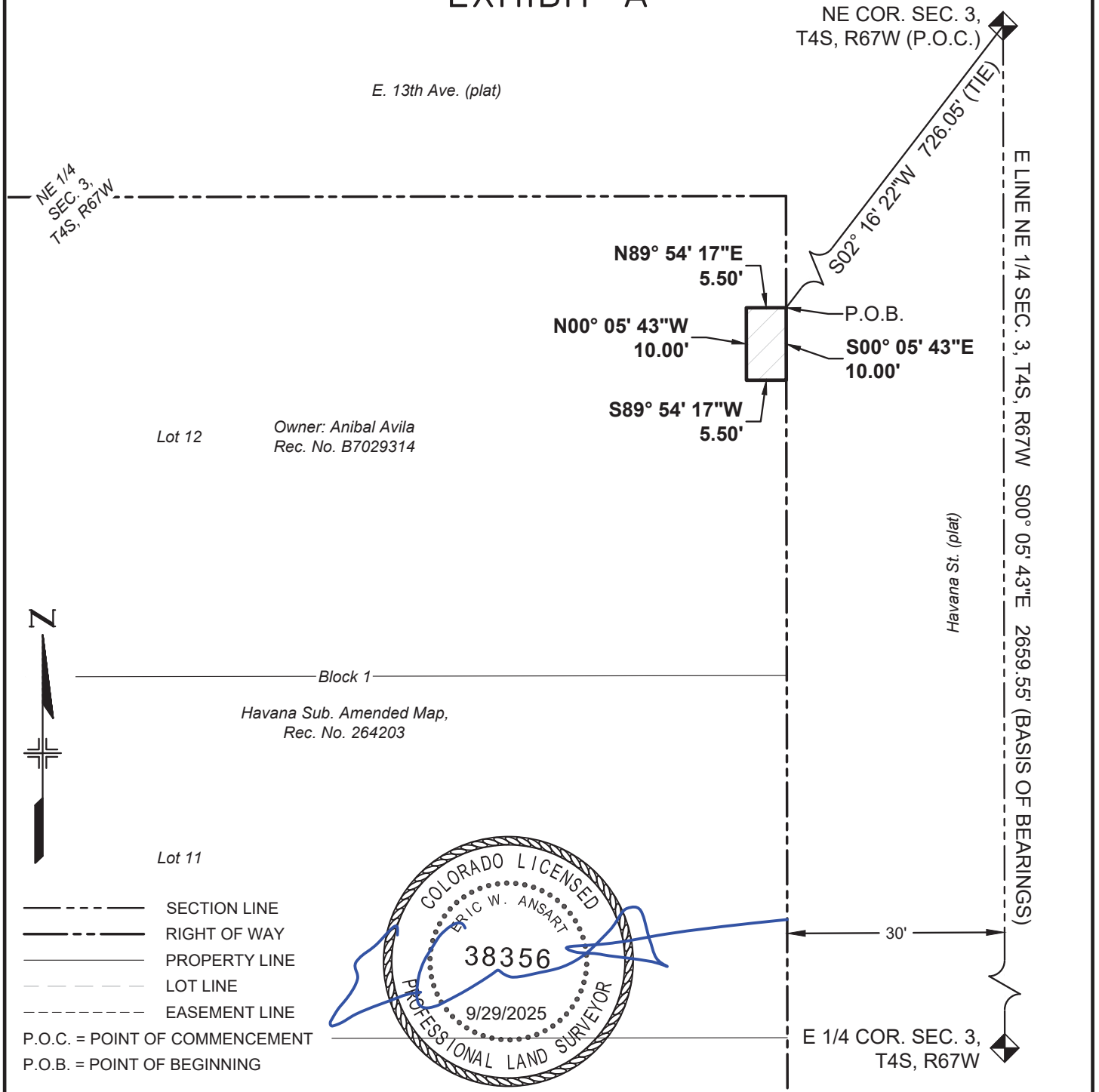


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

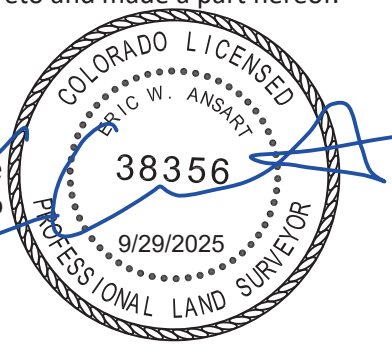
Thence N89°54'15"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

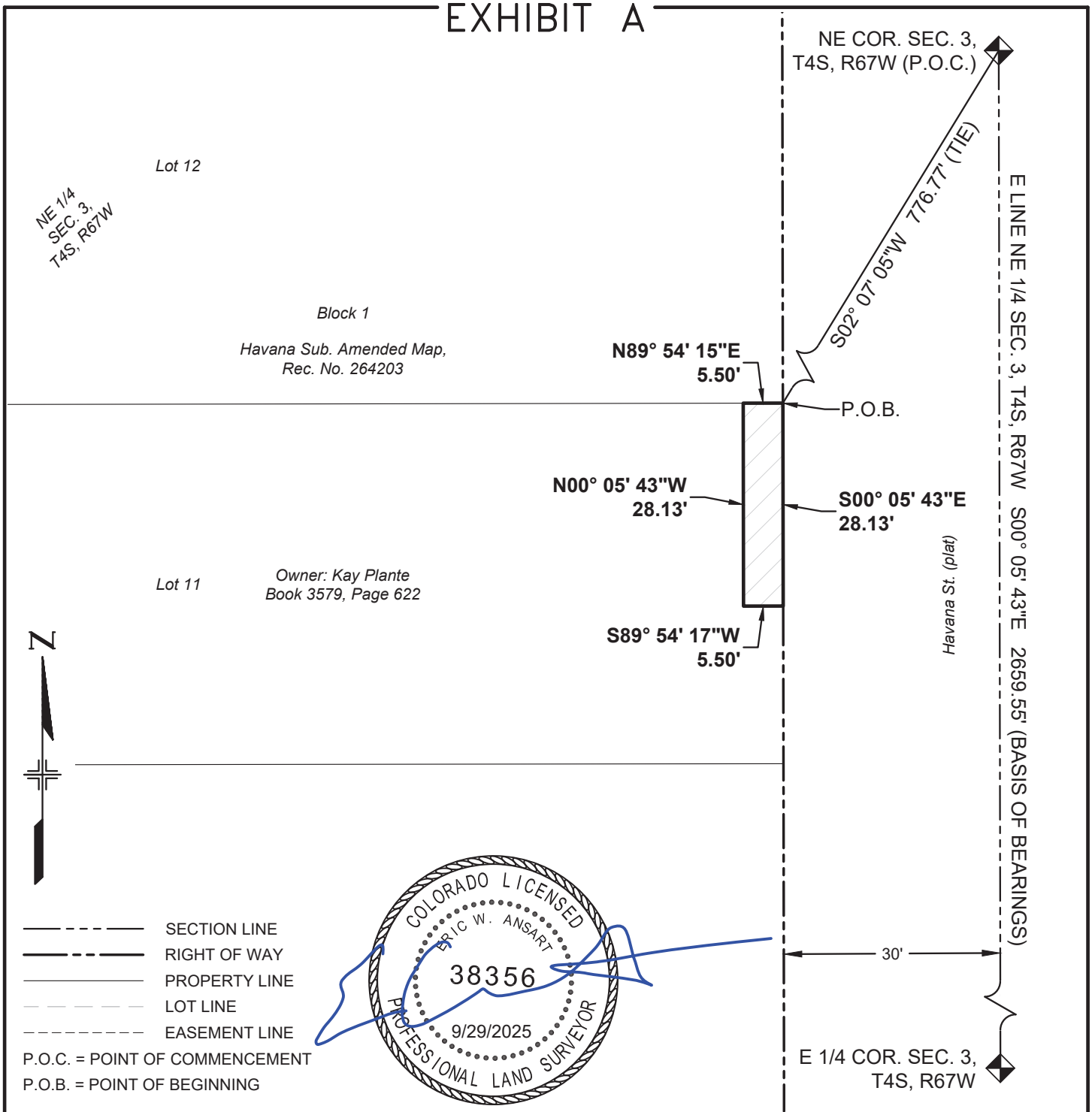


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

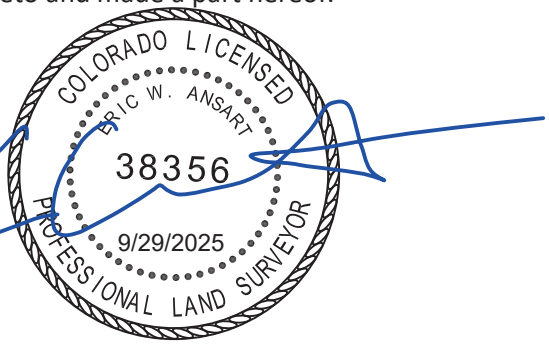
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

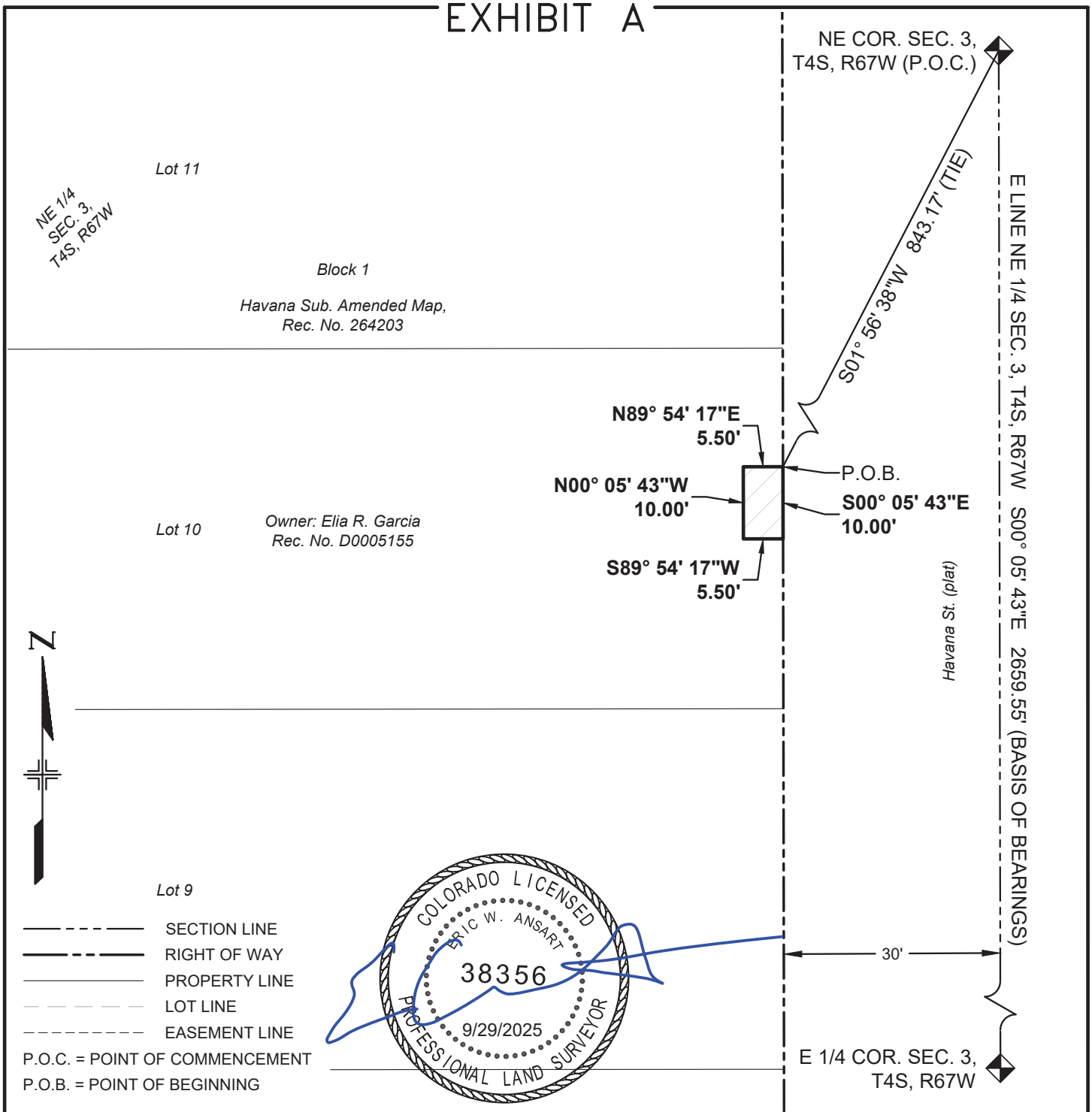


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

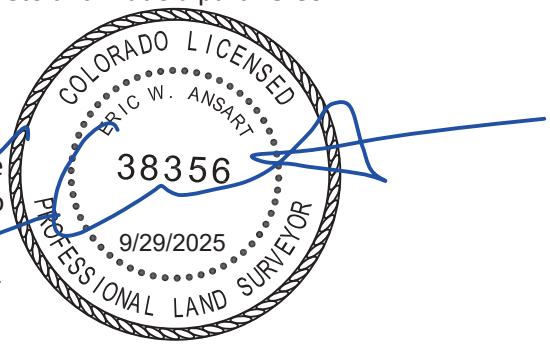
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

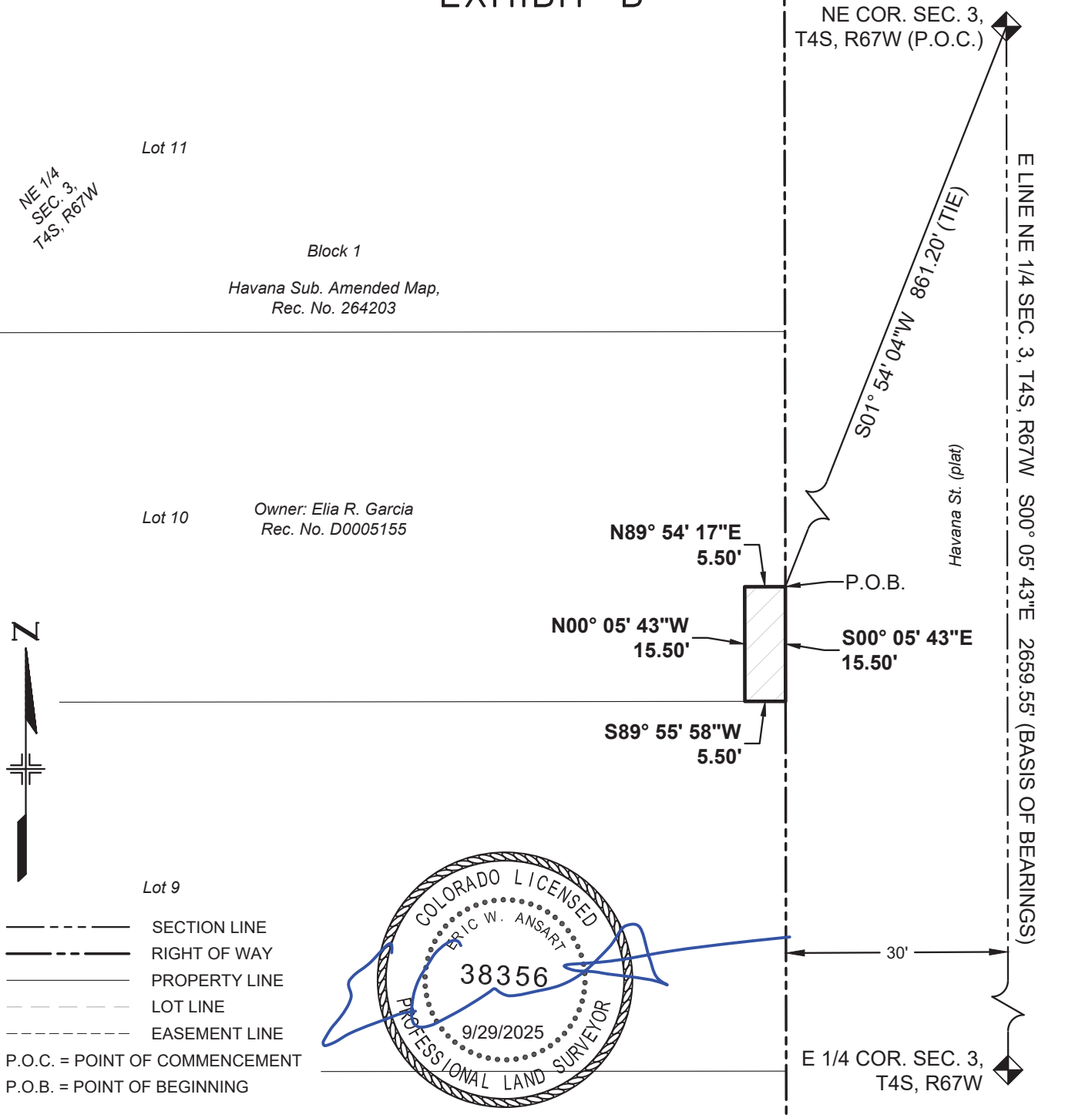


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

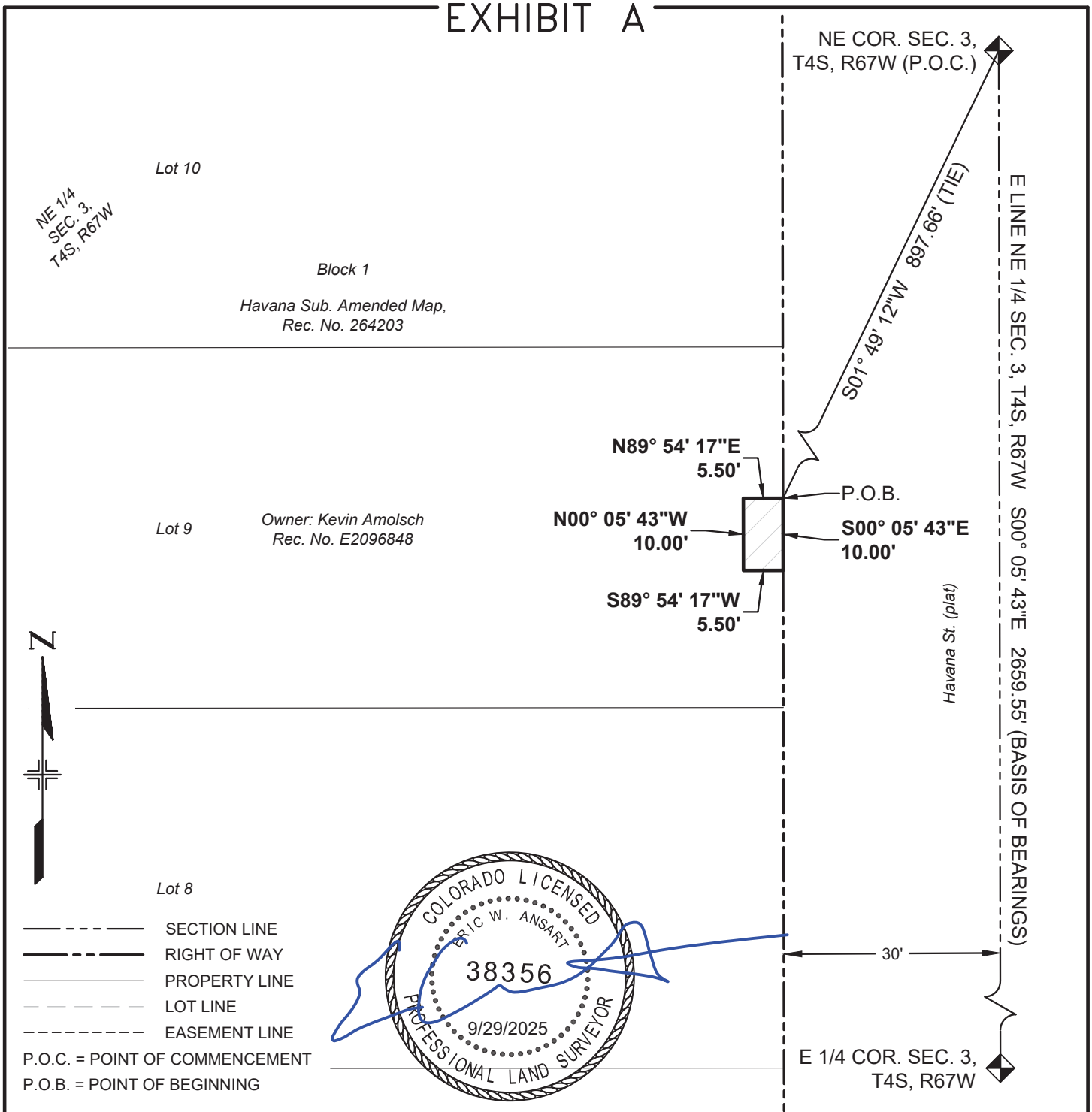


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

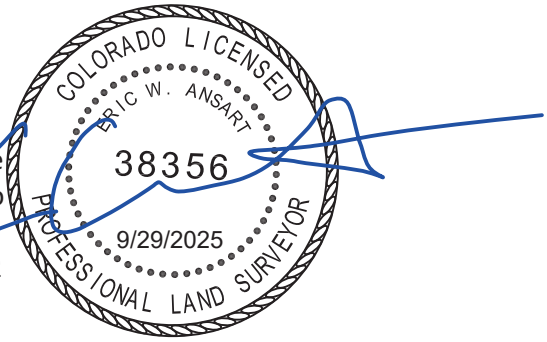
Thence S00°05'43"E, coincident with said easterly line, a distance of 15.01 feet to the **Point of Beginning**.

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.

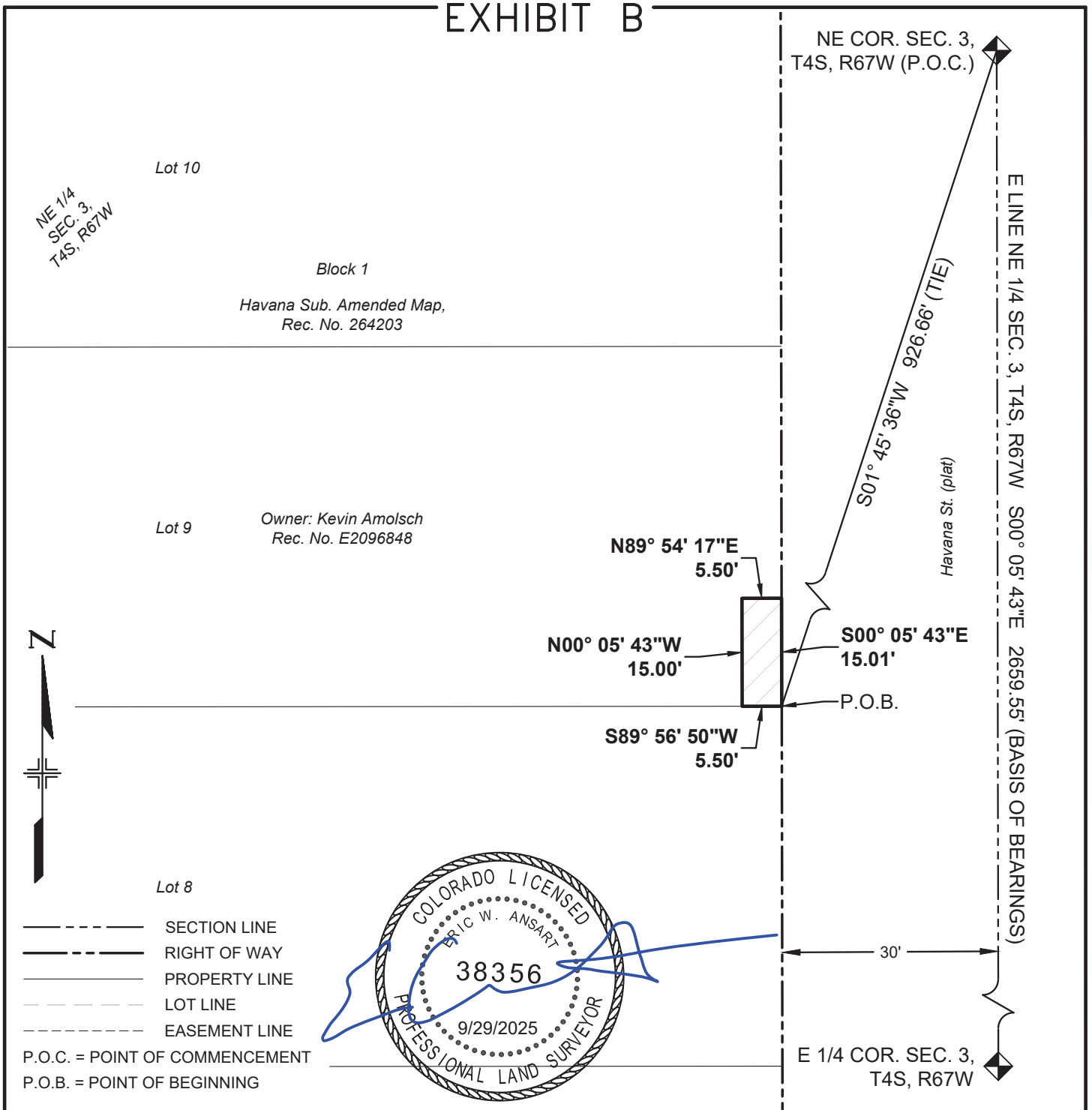


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

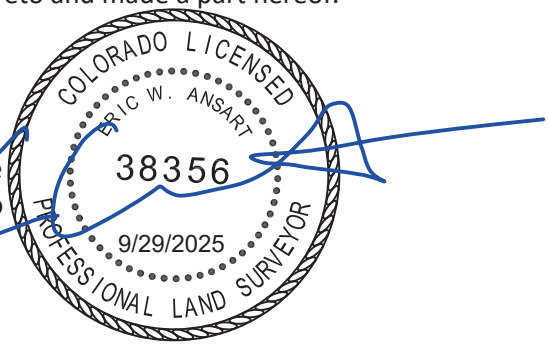
Thence N89°56'50"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

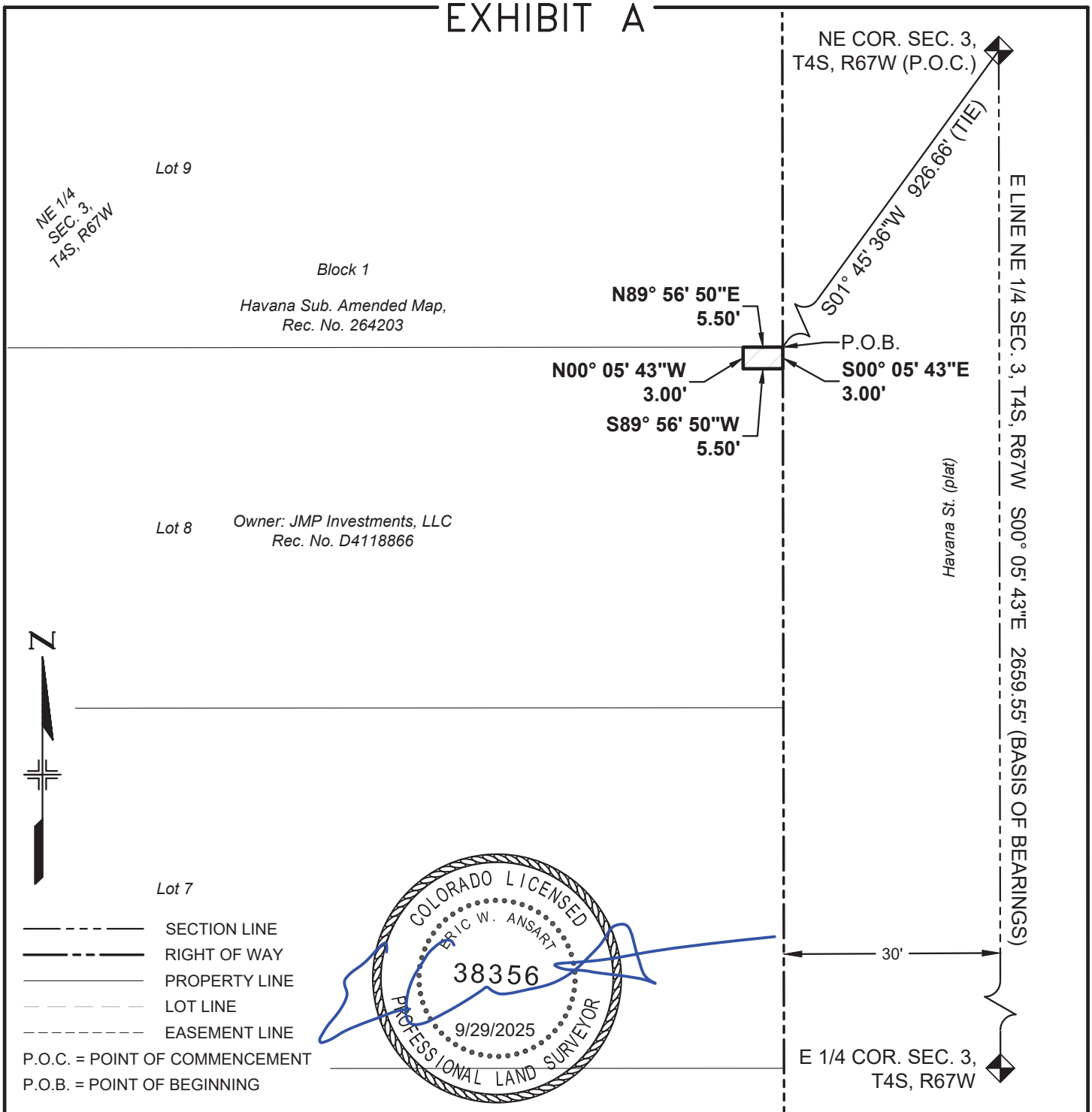


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

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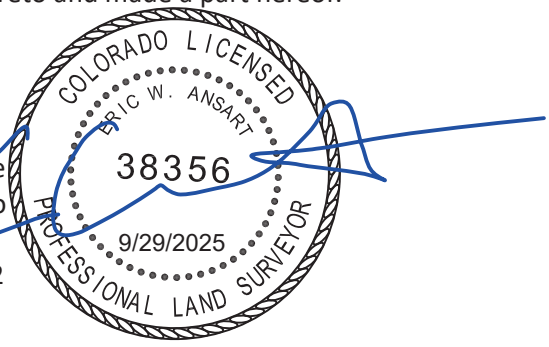
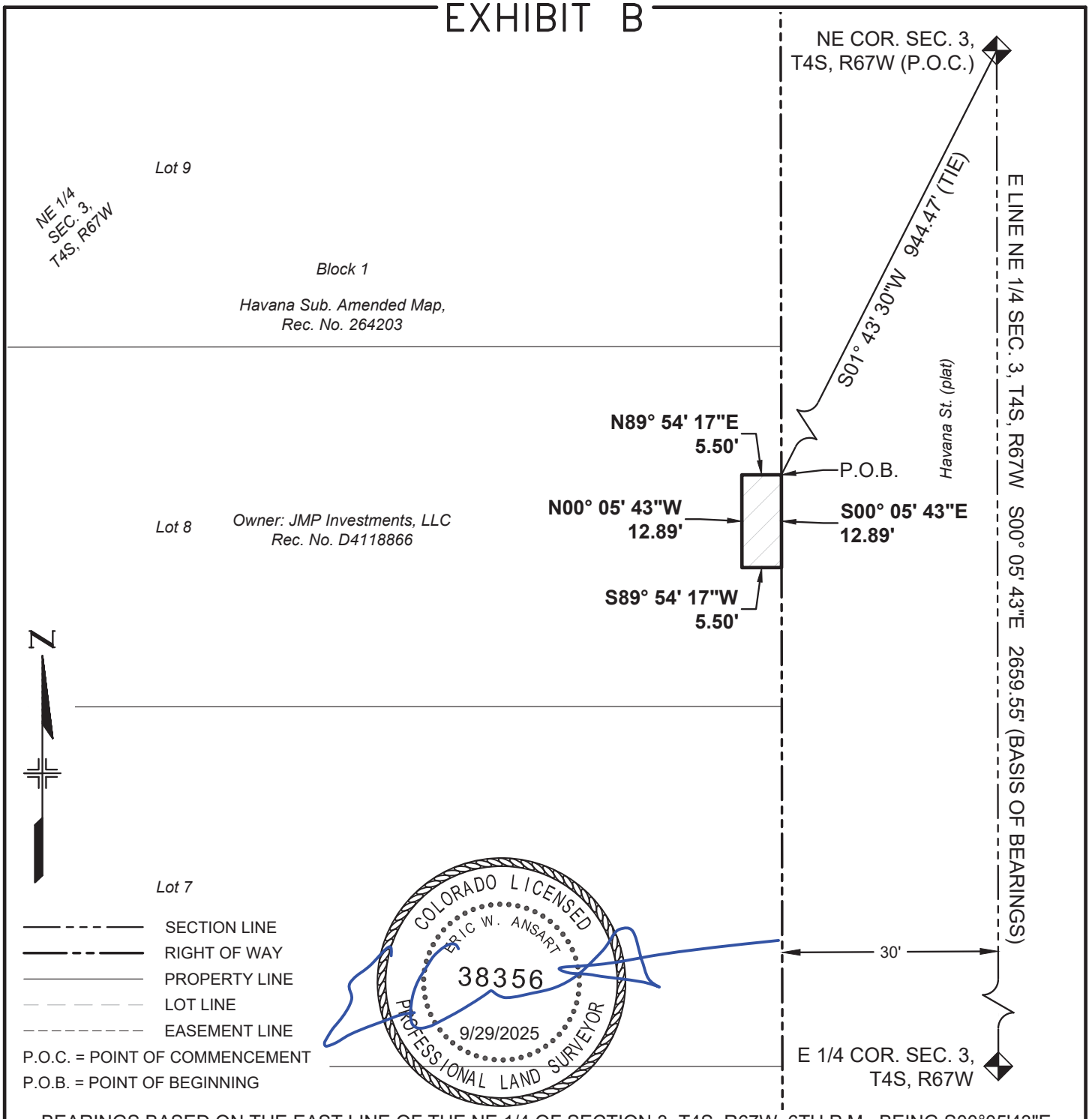


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

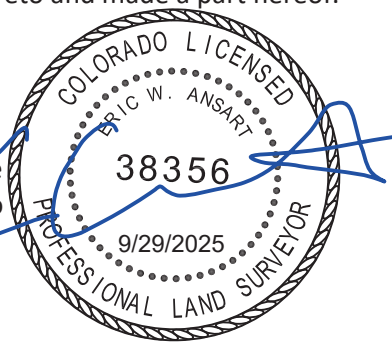
Thence S00°05'43"E, coincident with said easterly line, a distance of 15.00 feet to the **Point of Beginning**.

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.

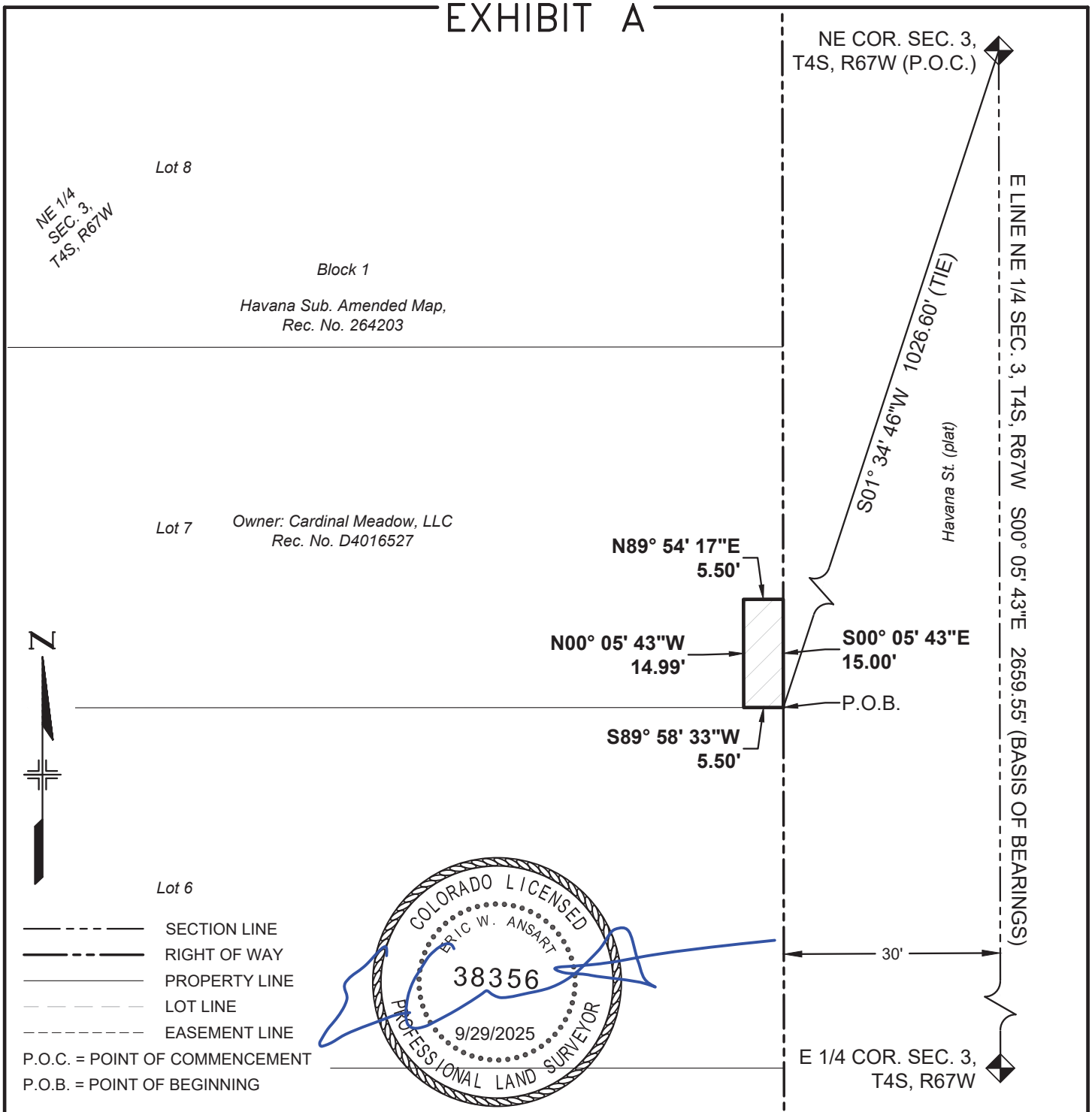


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

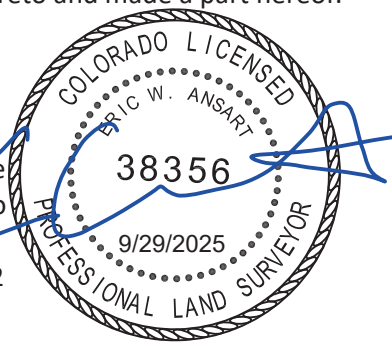
Thence N89°58'33"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

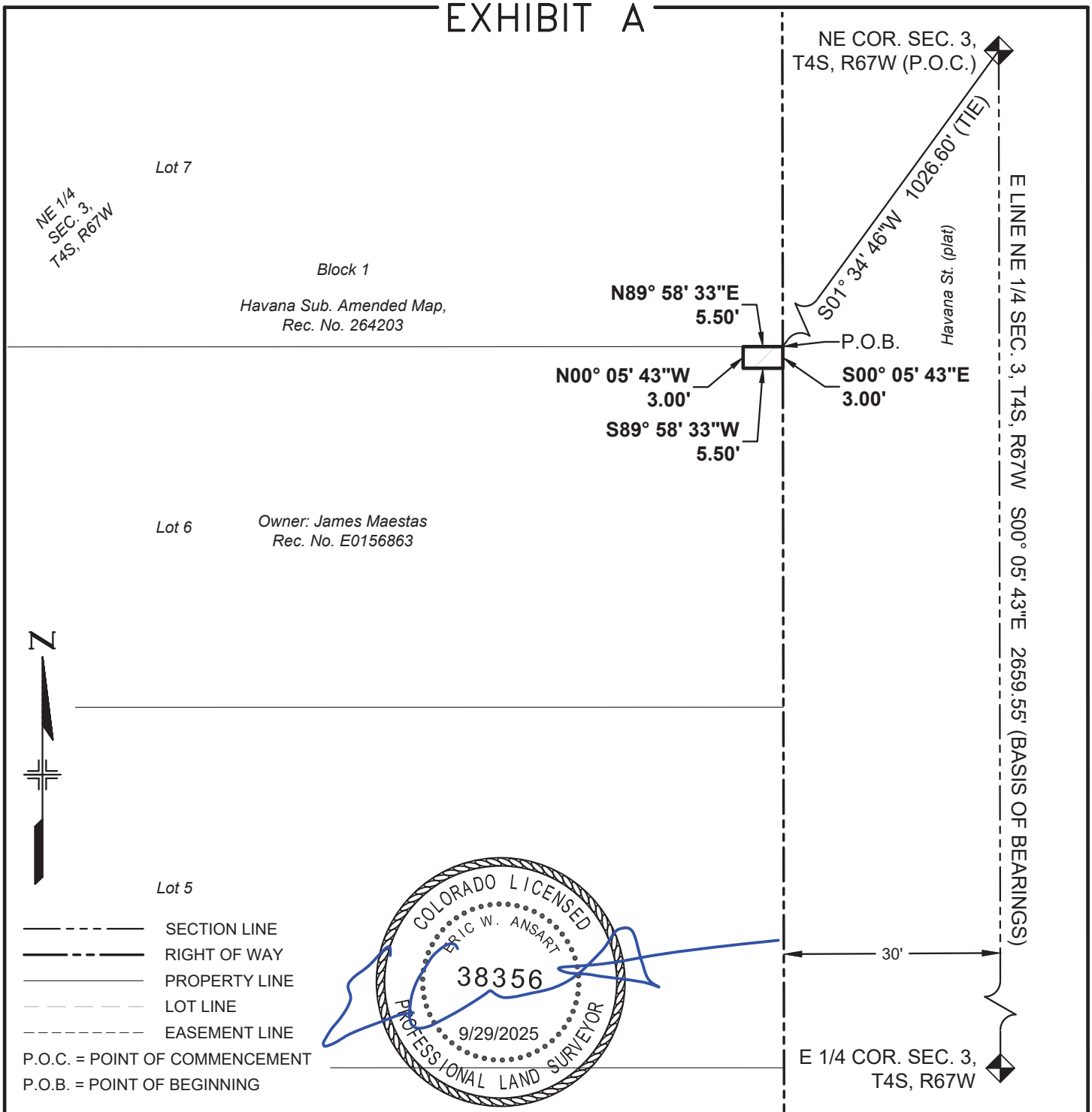
Illustration attached hereto and made a part hereof.



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;

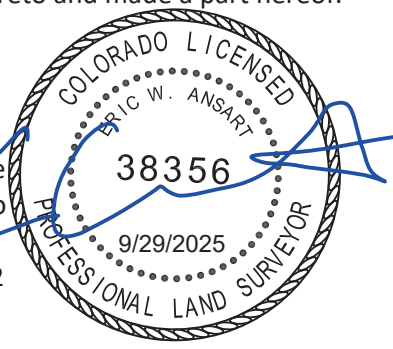
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

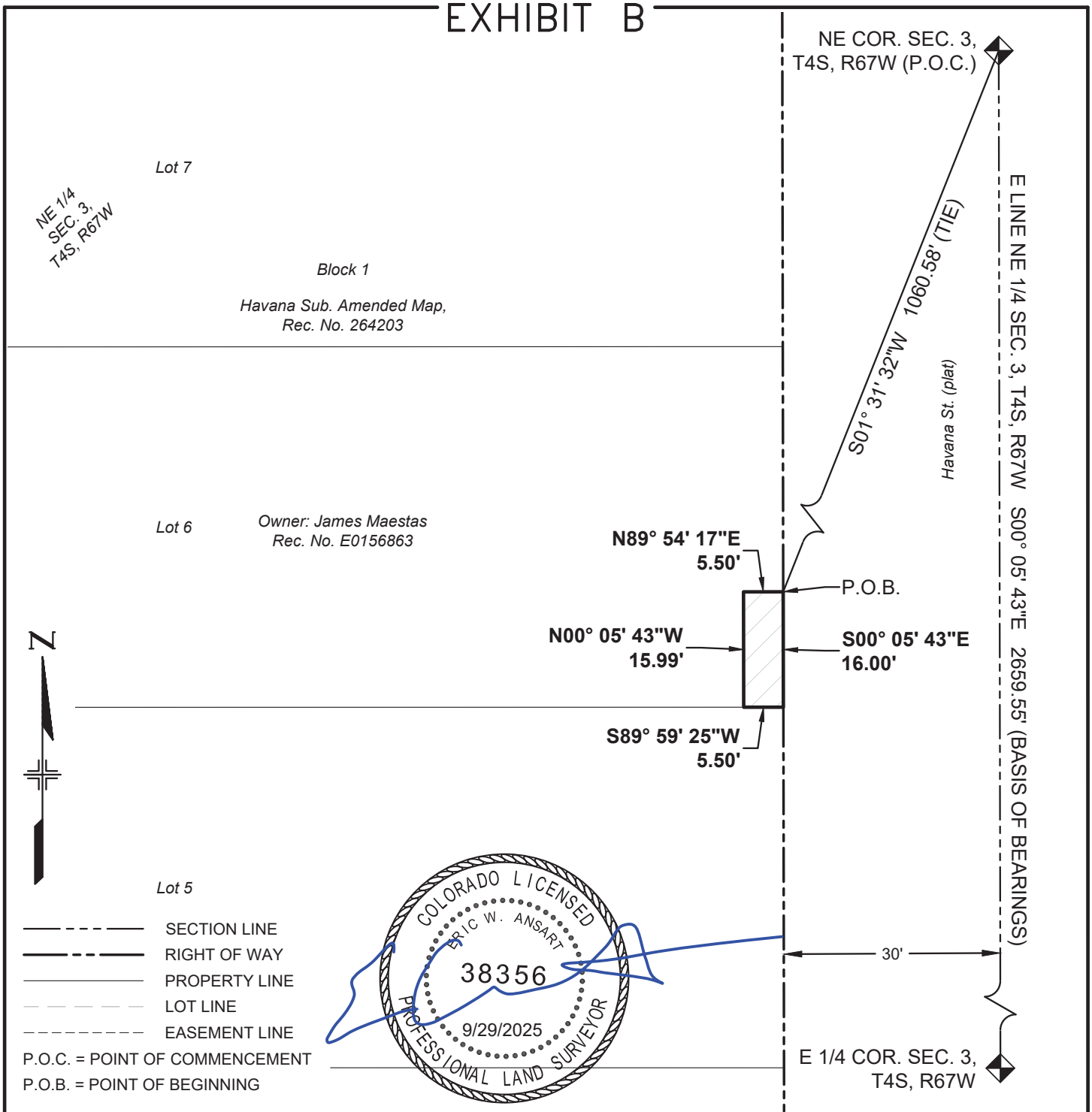


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

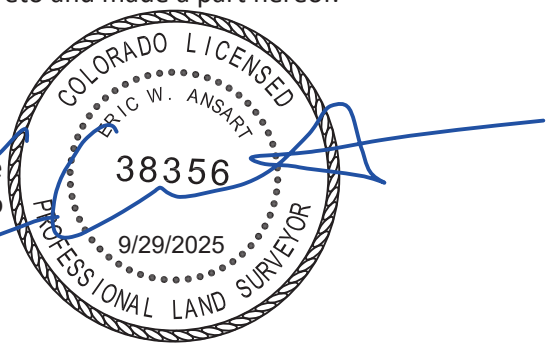
Thence N89°54'17"E, a distance of 5.00 feet to the **Point of Beginning**.

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.

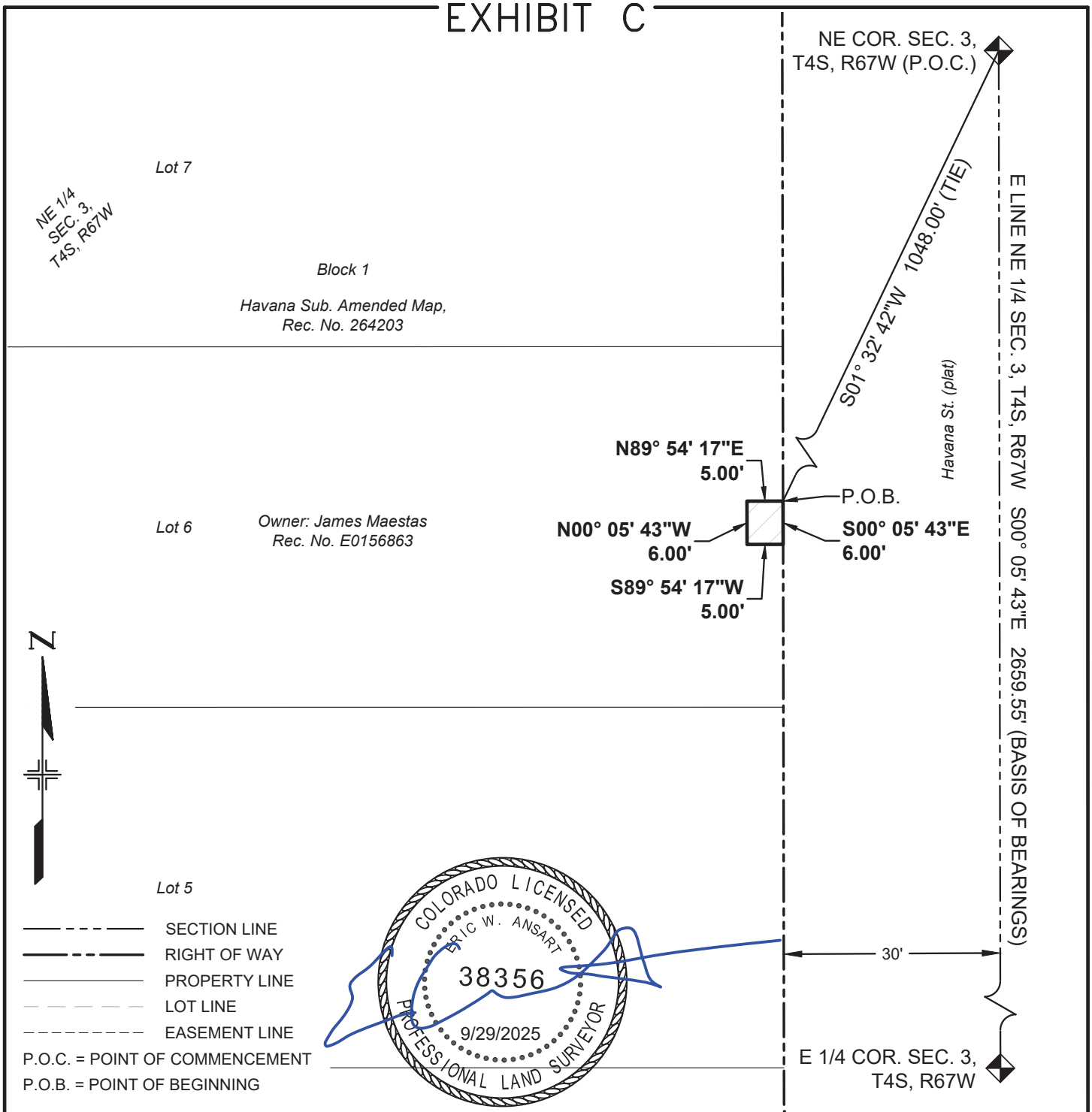
Illustration attached hereto and made a part hereof.



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.

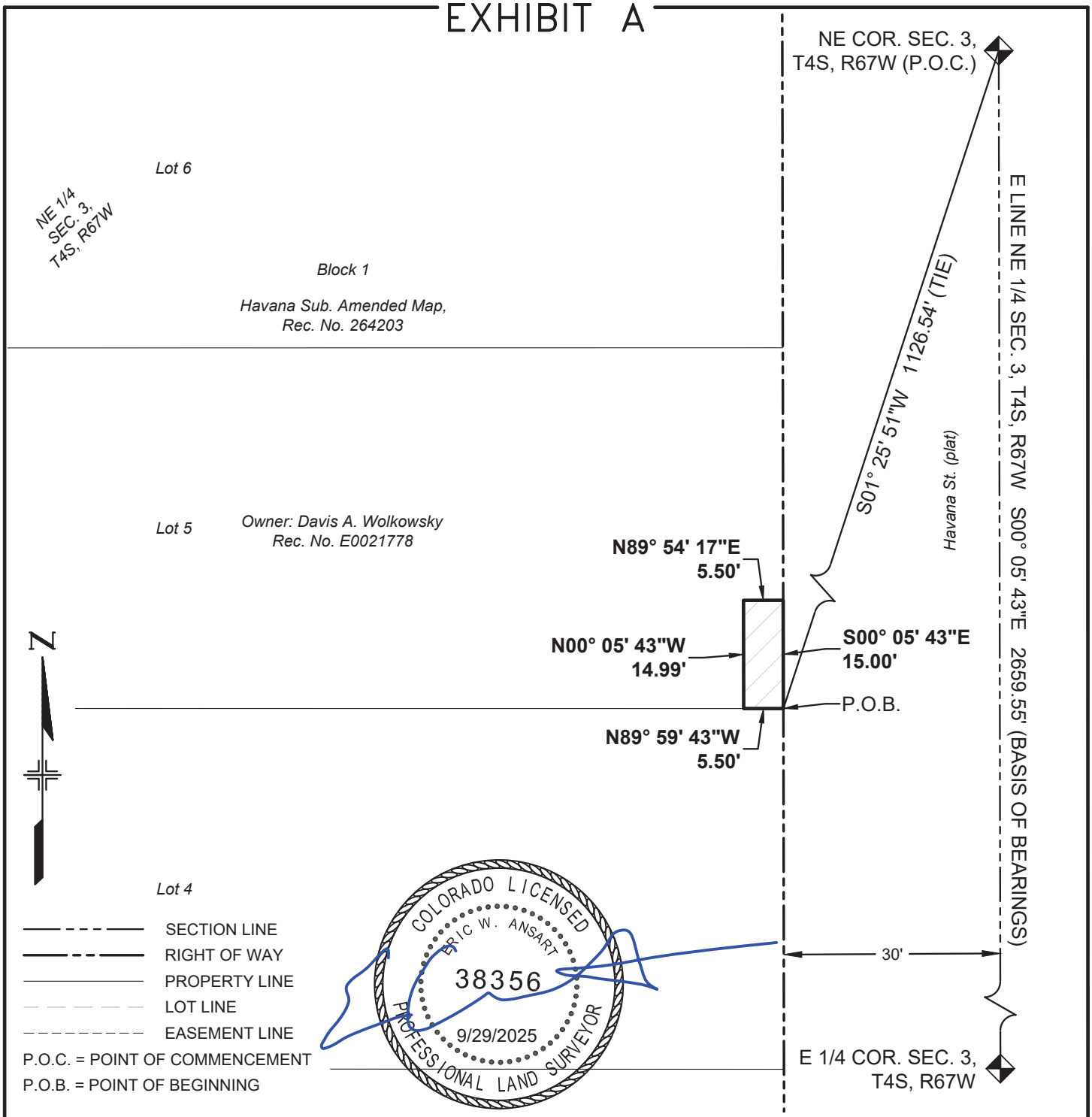
Illustration attached hereto and made a part hereof.



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.

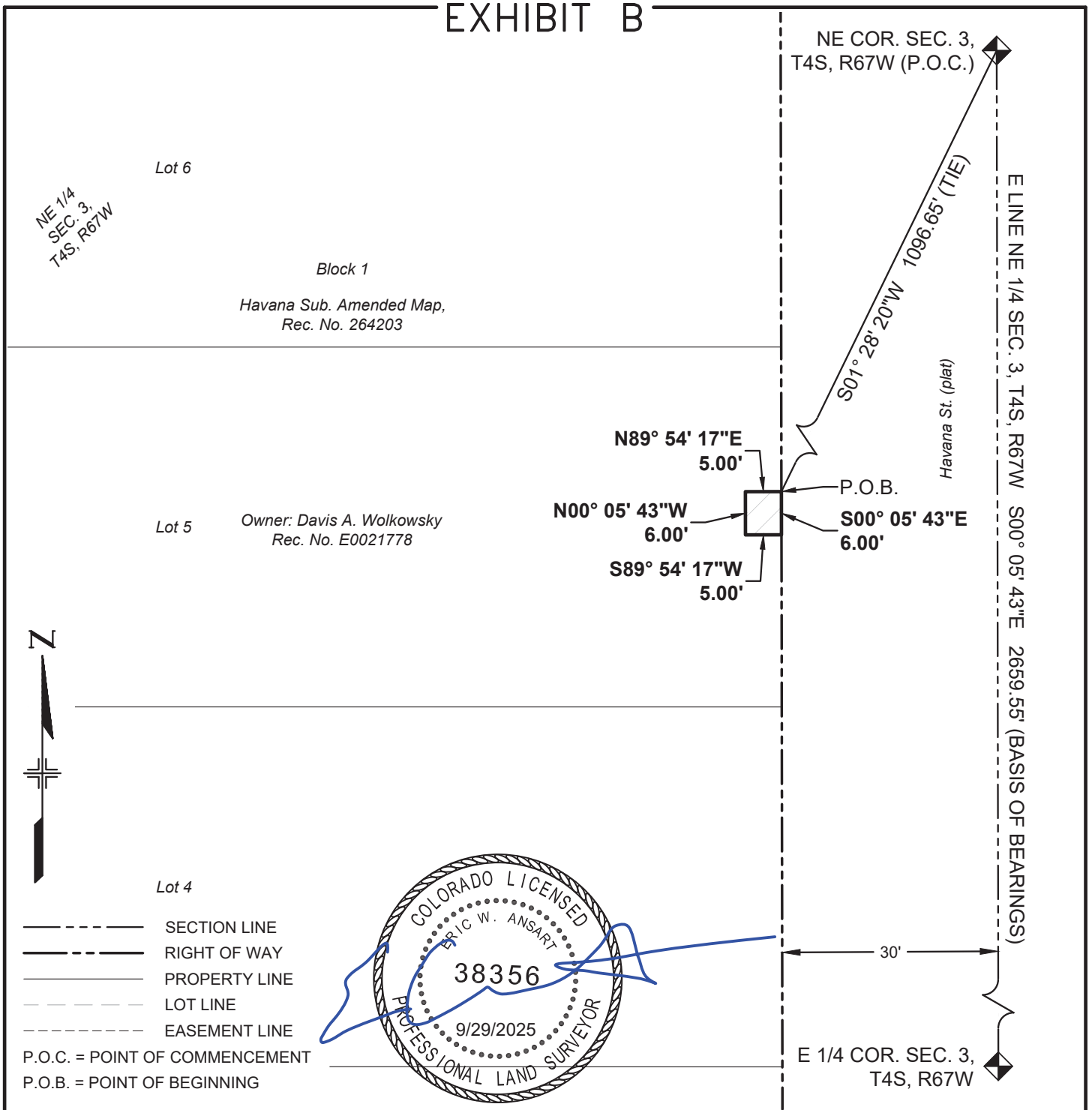


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

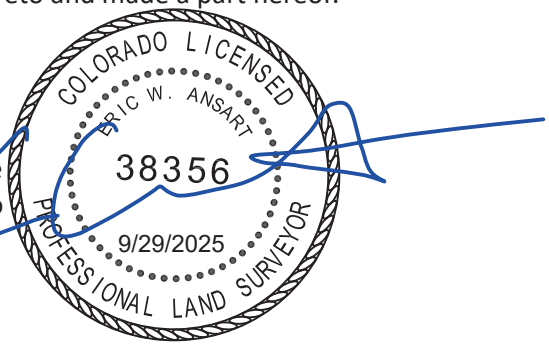
Thence S89°59'43"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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.

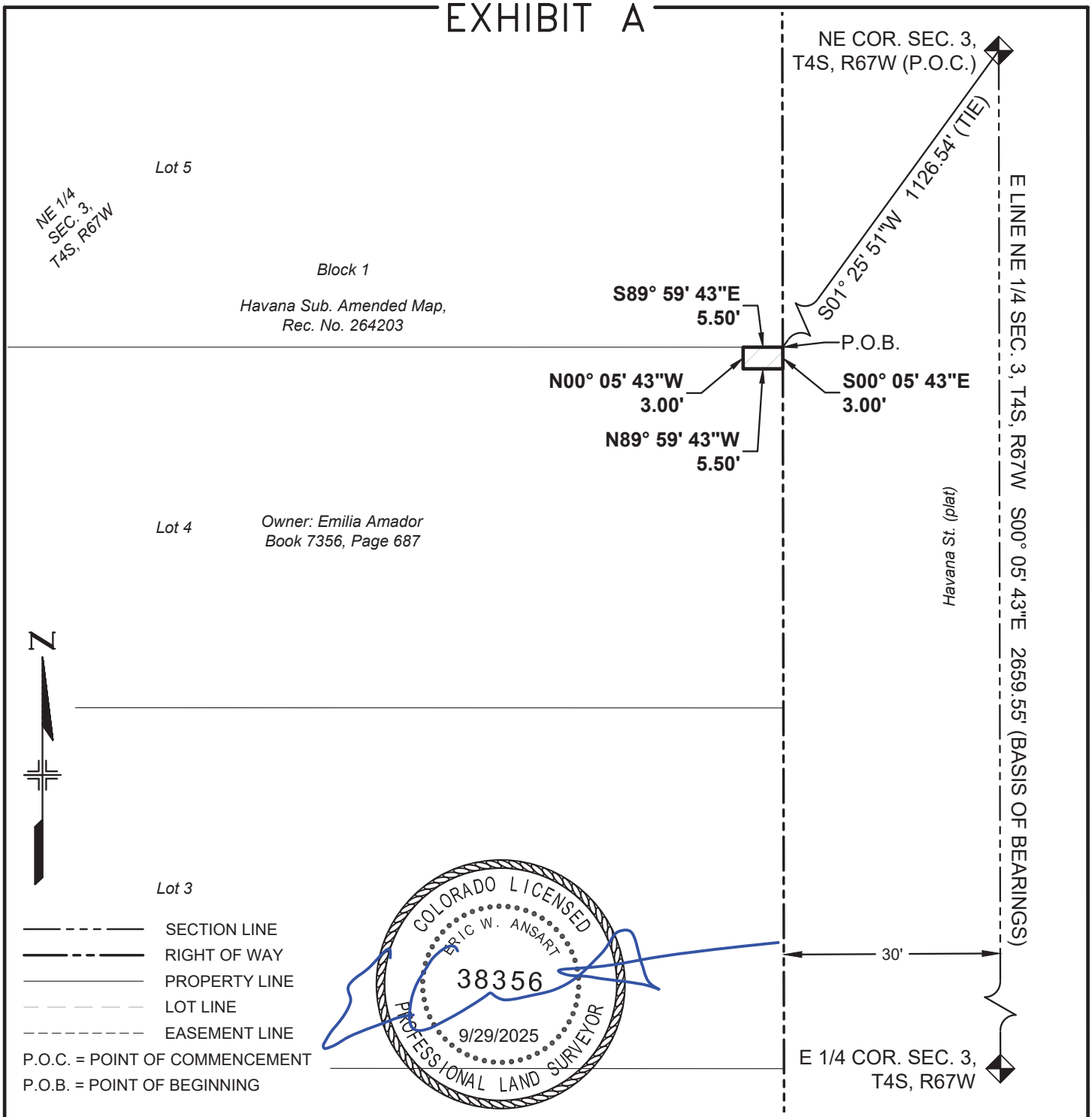


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

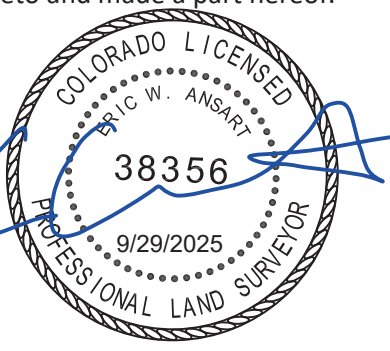
Thence S00°05'43"E, coincident with said easterly line, a distance of 24.63 feet to the **Point of Beginning**.

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.

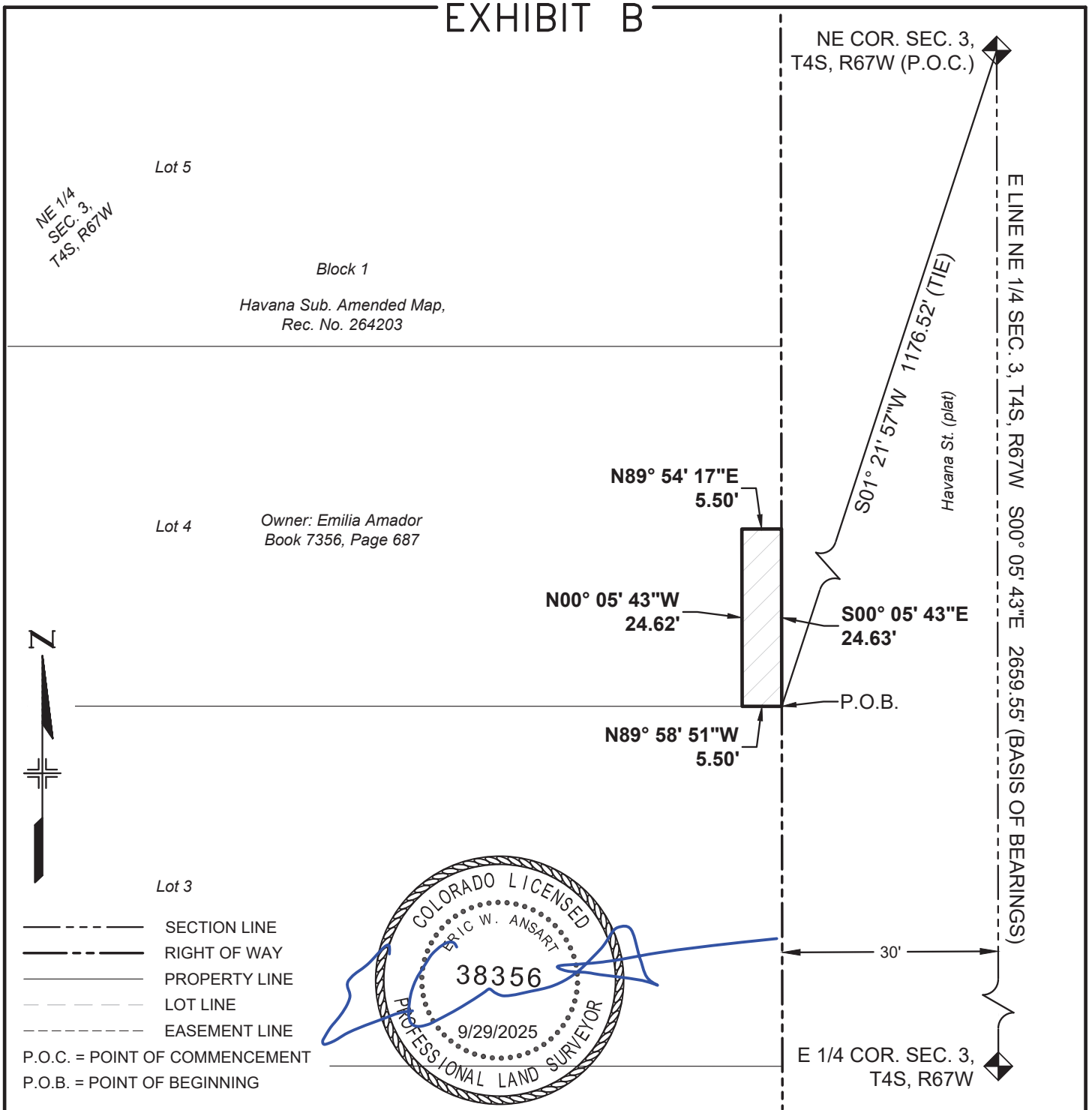


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

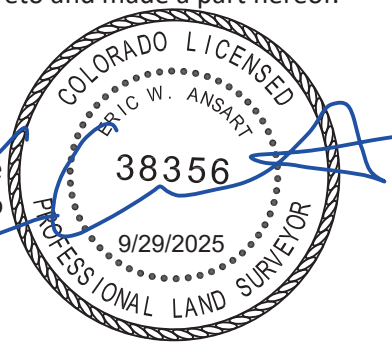
Thence S89°58'51"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

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
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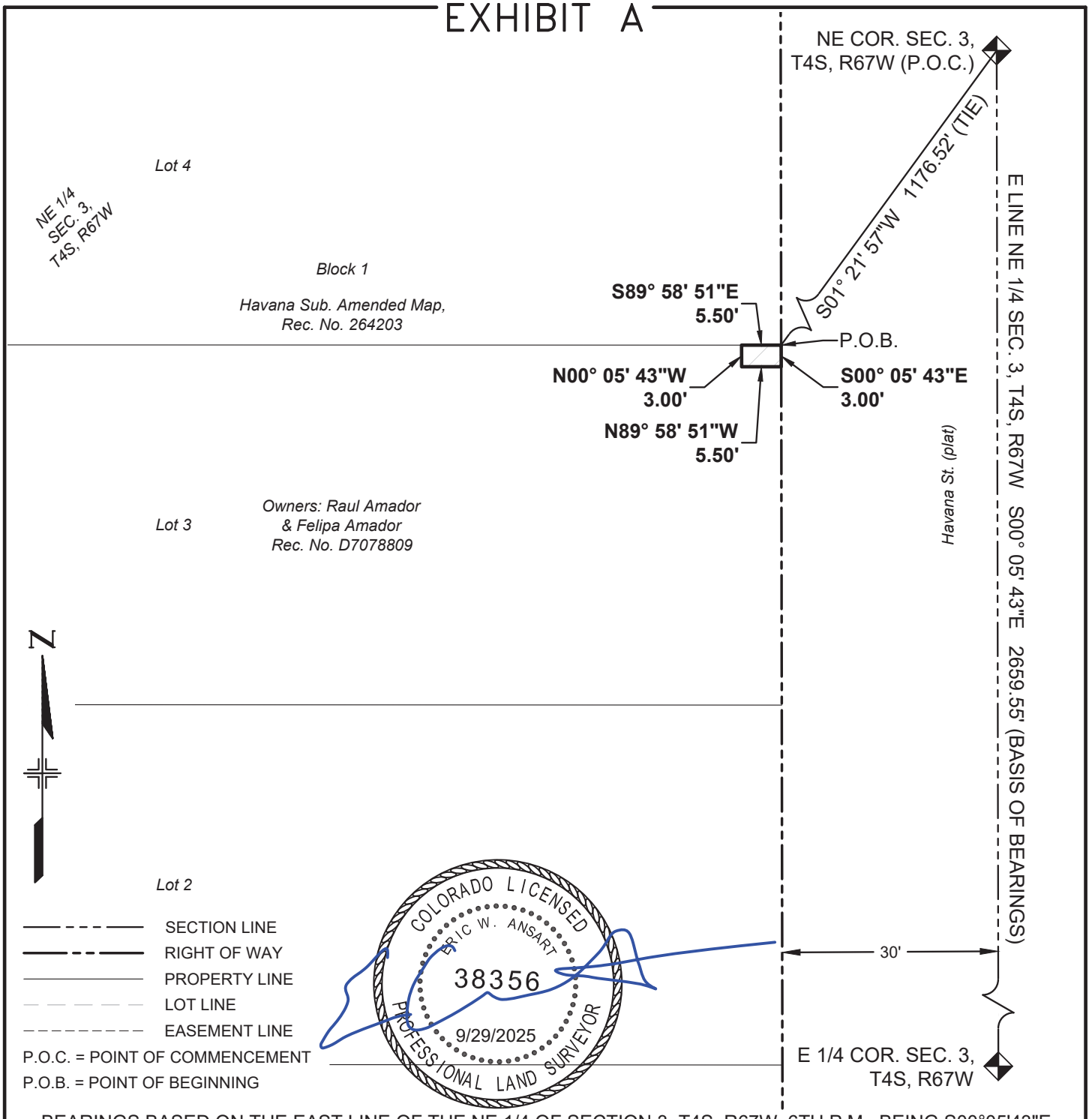
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

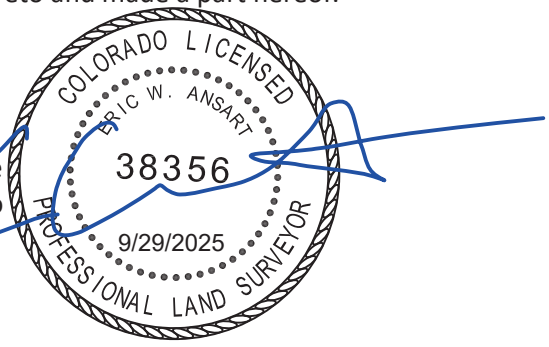
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

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.

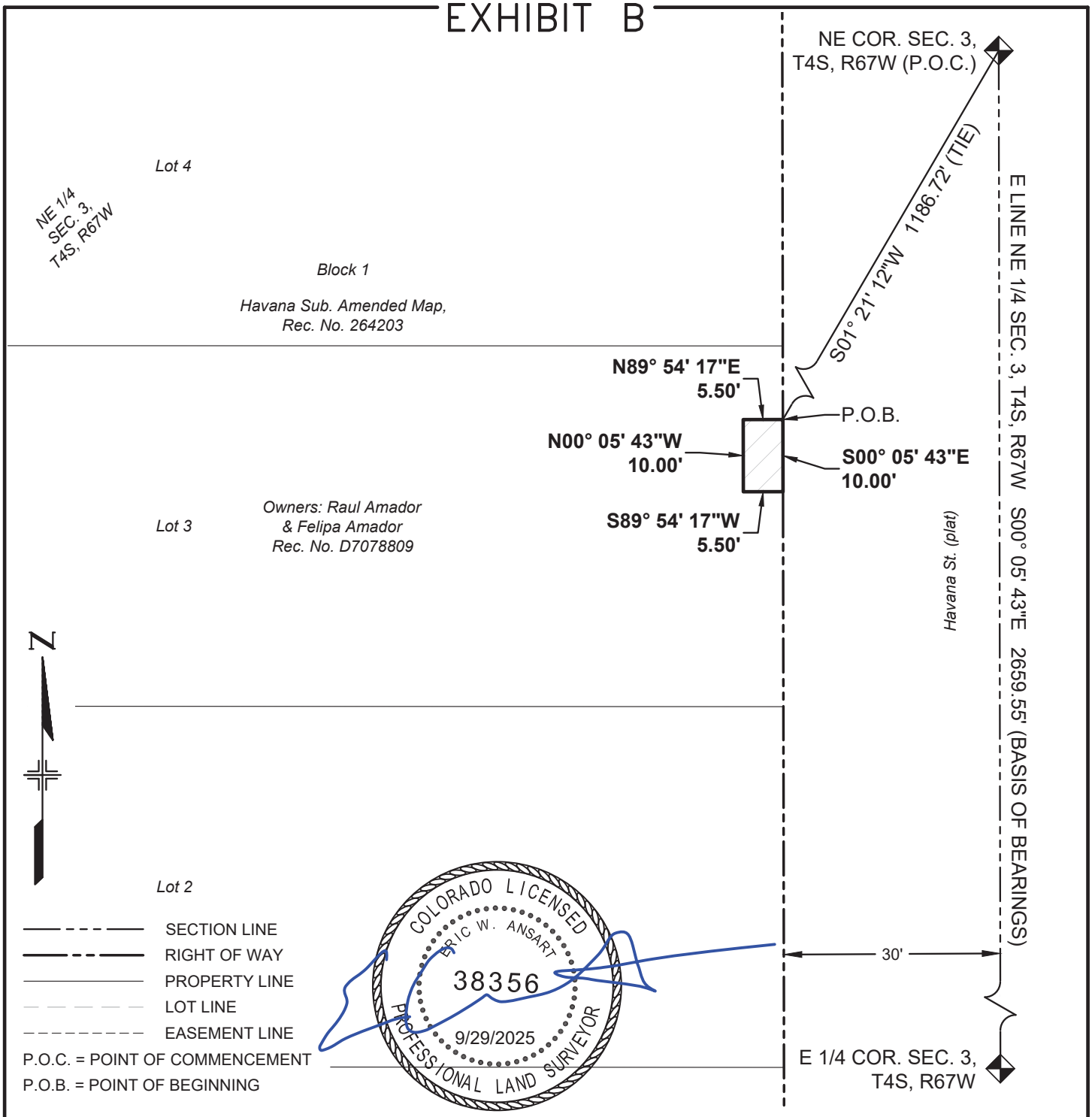


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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.

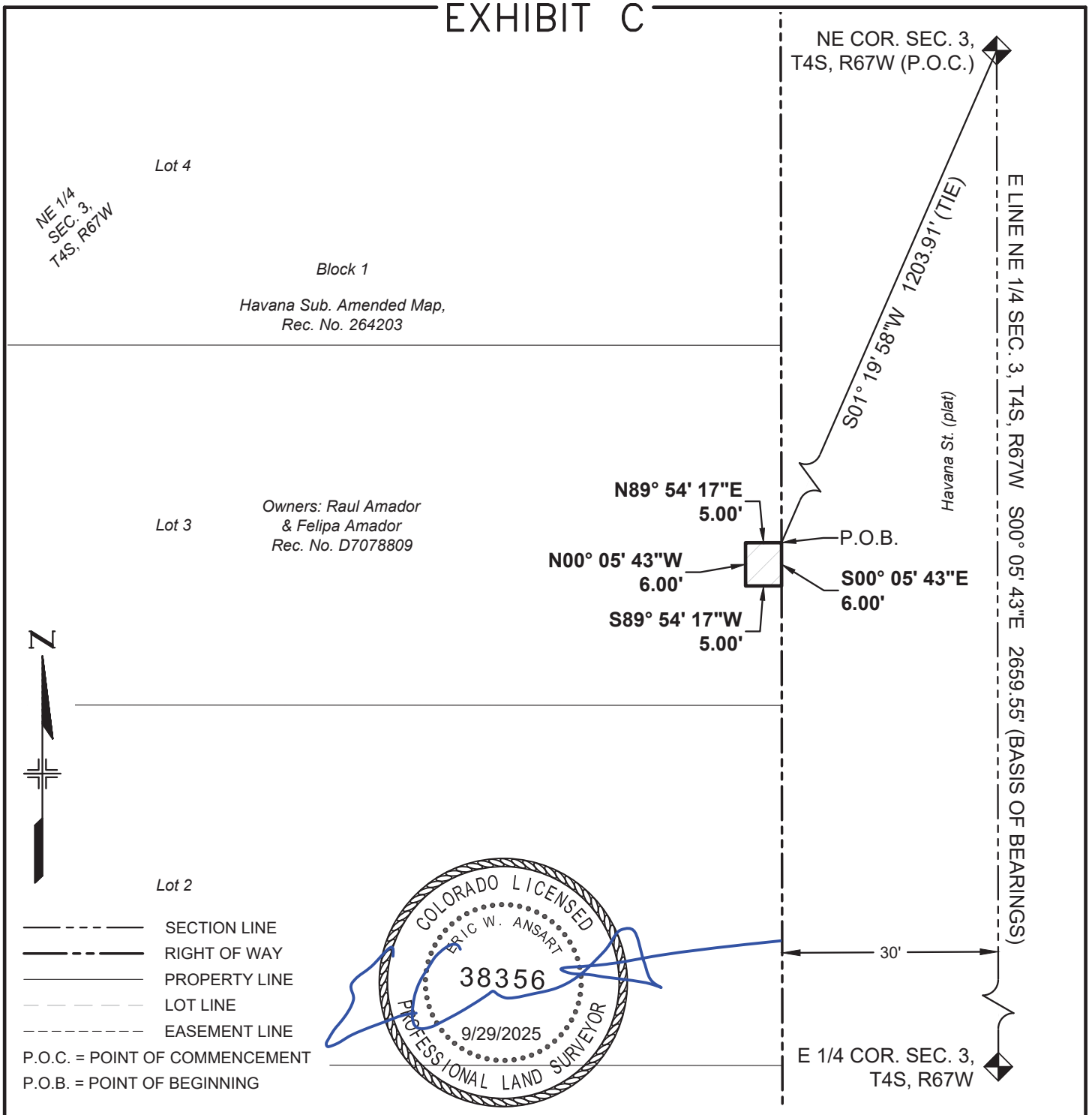


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

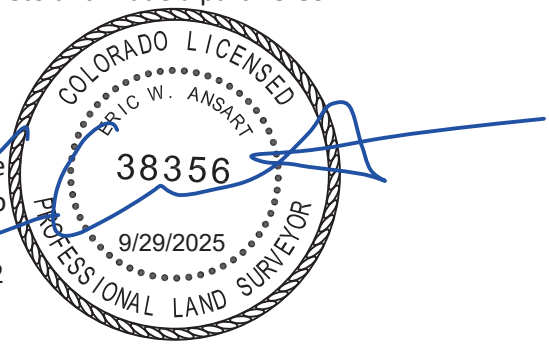
Thence S00°05'43"E, coincident with said easterly line, a distance of 25.37 feet to the **Point of Beginning**.

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.

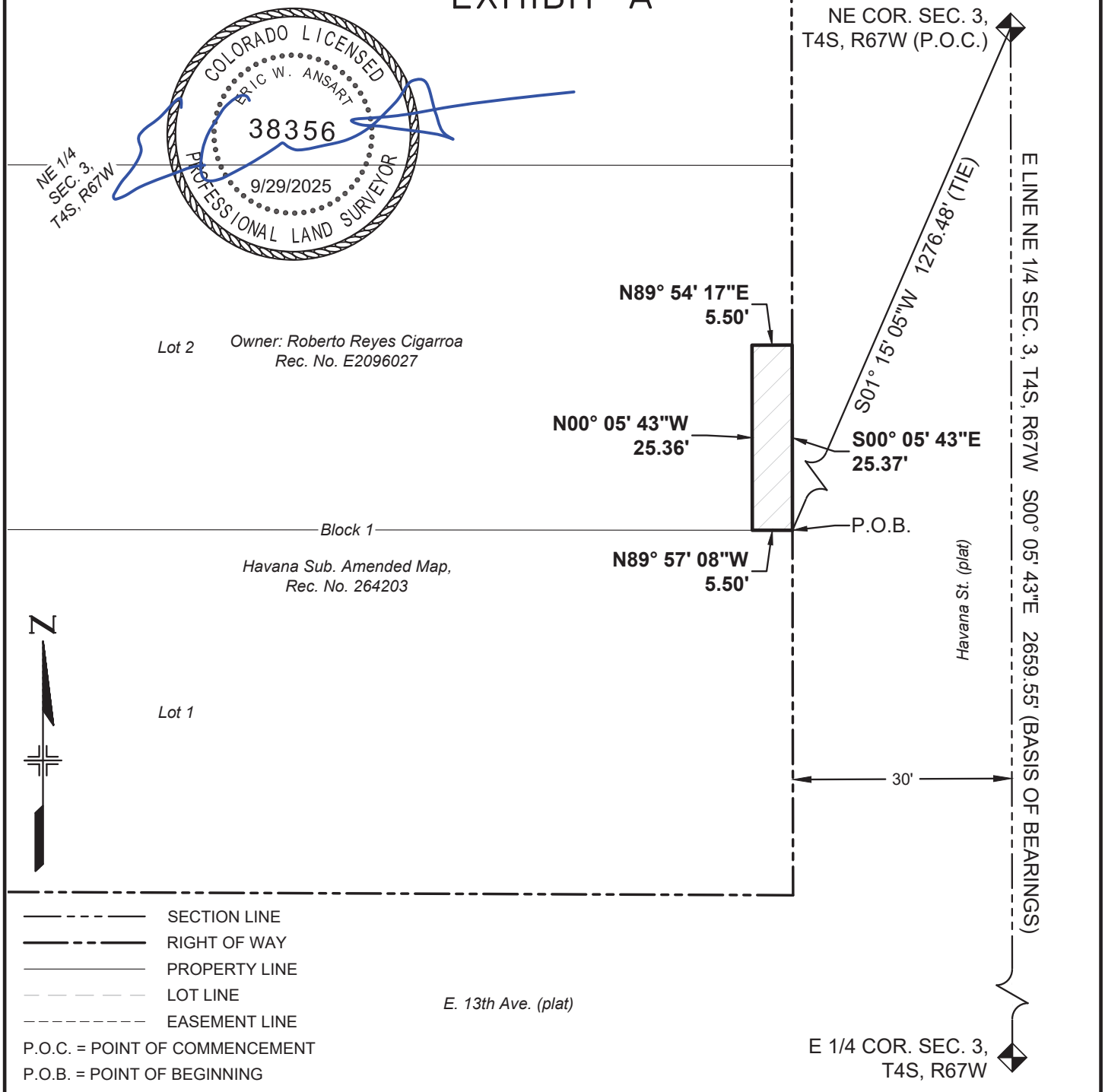


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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.

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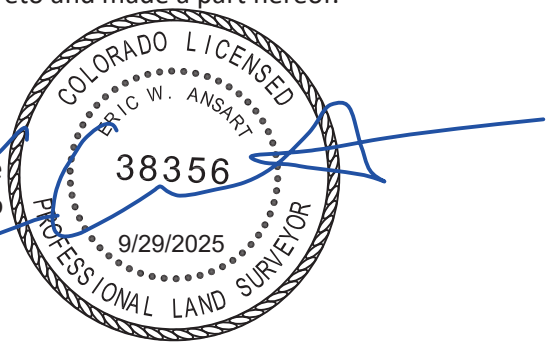

Eric W. Ansart
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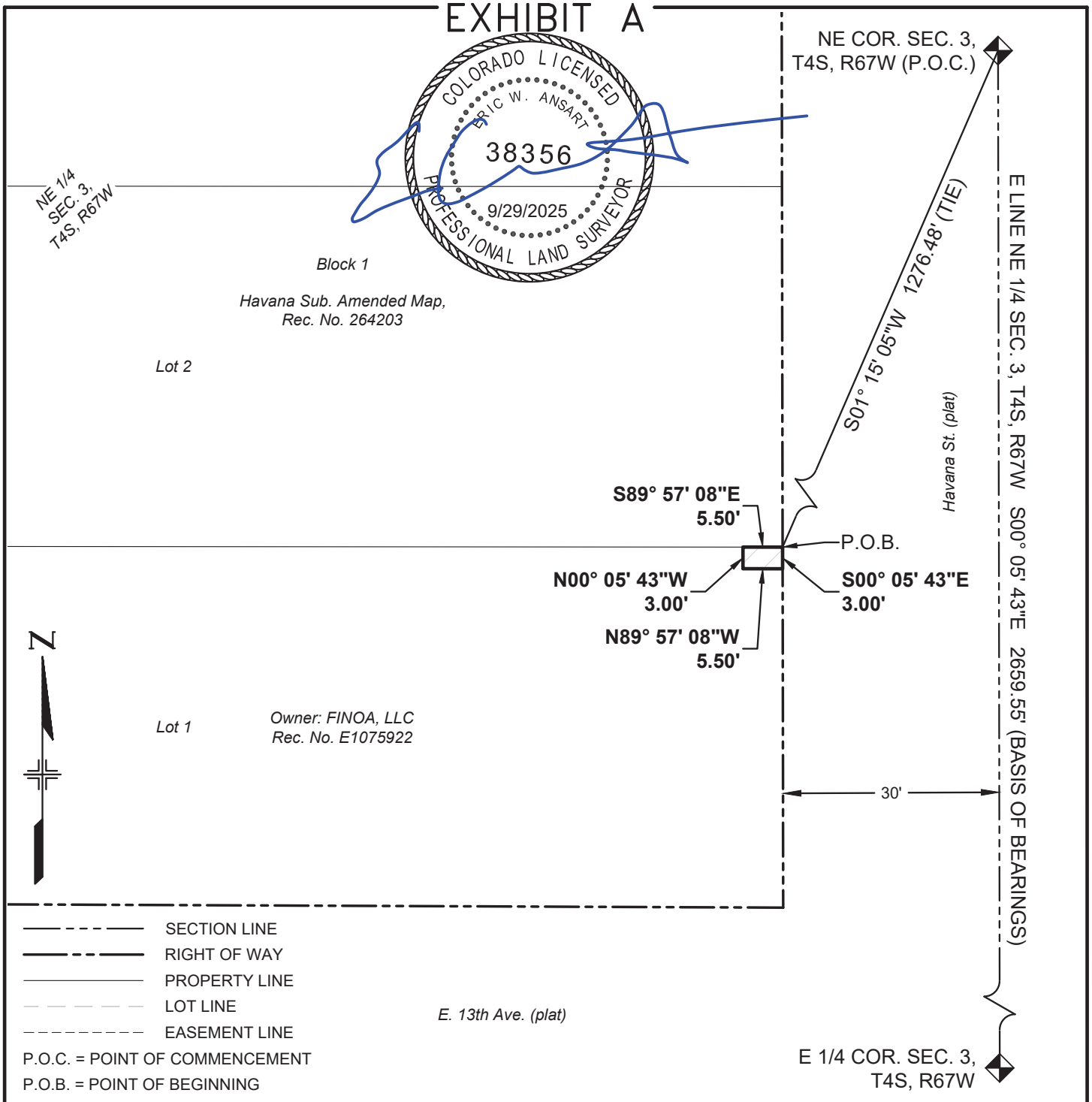
COA Project# 23011

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

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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;

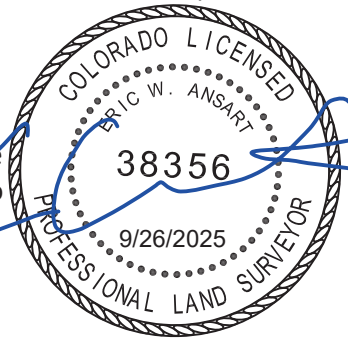
Thence S00°12'05"E, parallel with and 3.50 feet east of said westerly line, a distance of 82.05 feet to the **Point of Beginning**.

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
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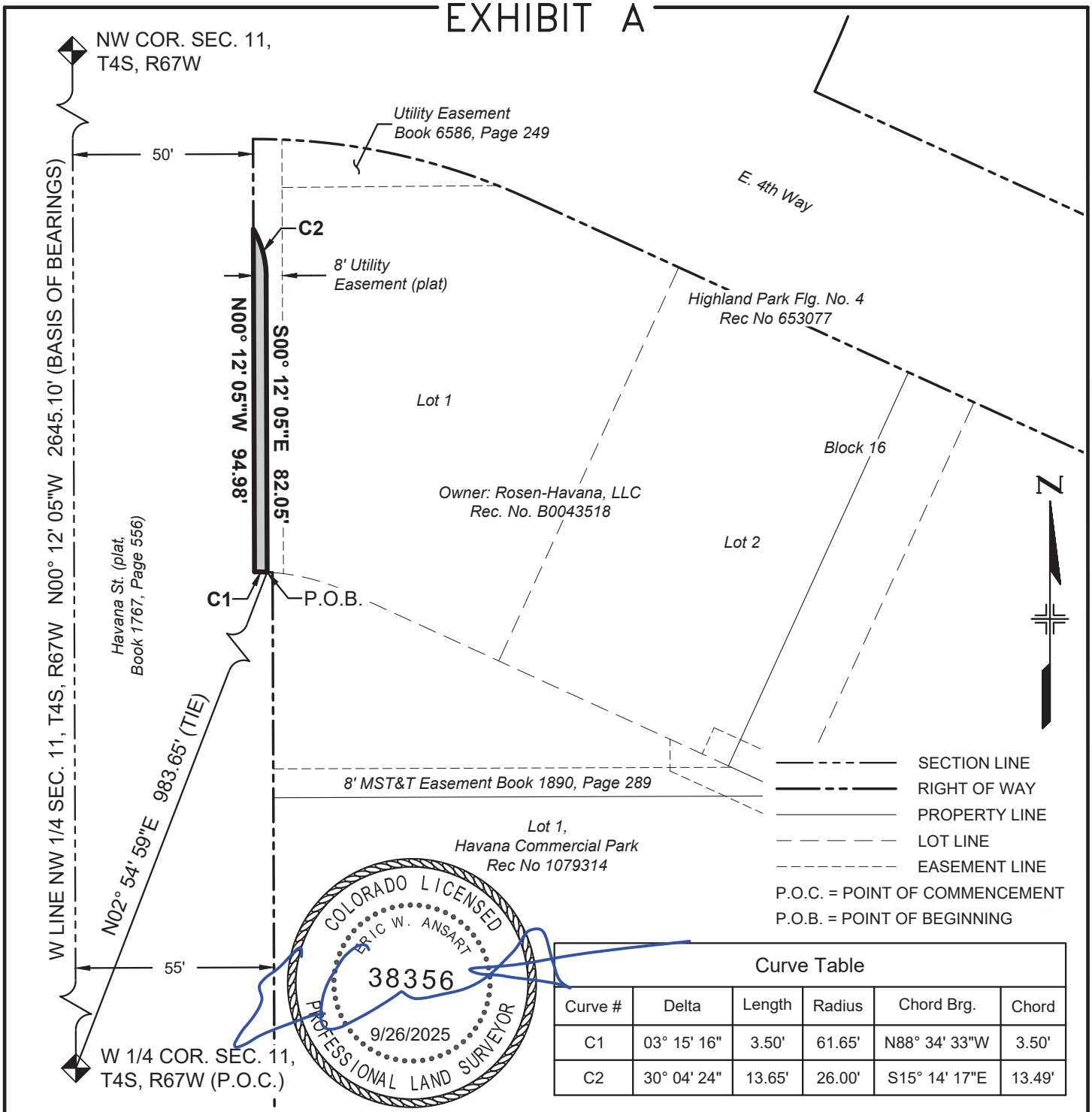
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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)

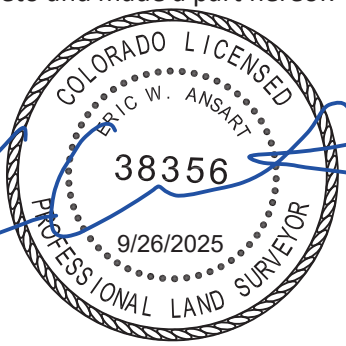
Thence coincident with said southerly line and along said curve to the left (whose chord bears N86°15'00"W, a distance of 1.50 feet) having a radius of 61.65 feet, and a central angle of 01°23'51", an arc distance of 1.50 feet to the **Point of Beginning**.

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.

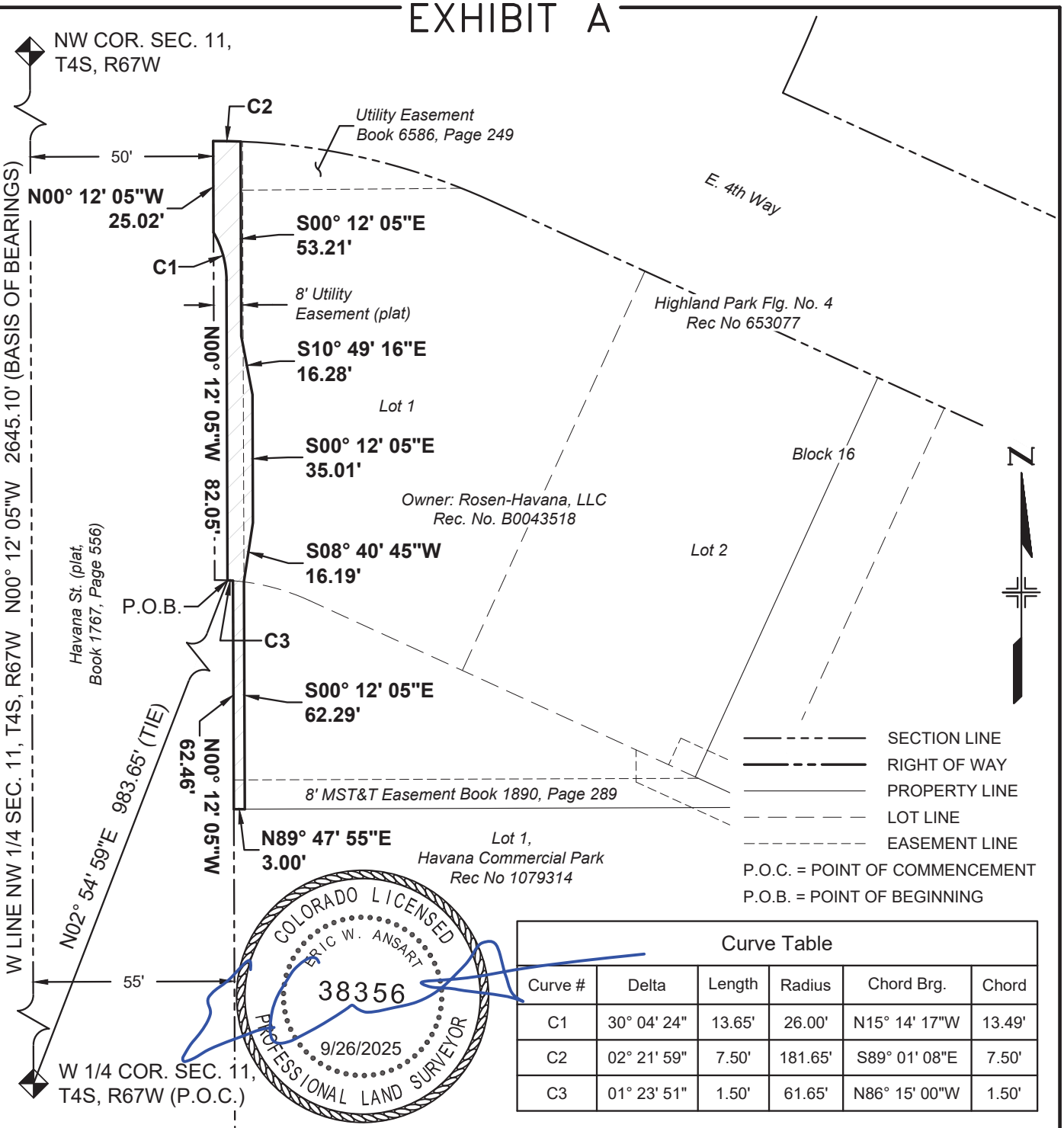
Illustration attached hereto and made a part hereof.



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;

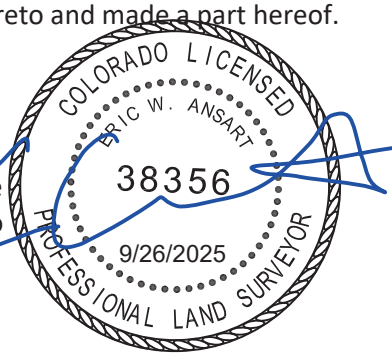
Thence S89°54'17"W, a distance of 5.50 feet to the **Point of Beginning**.

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.

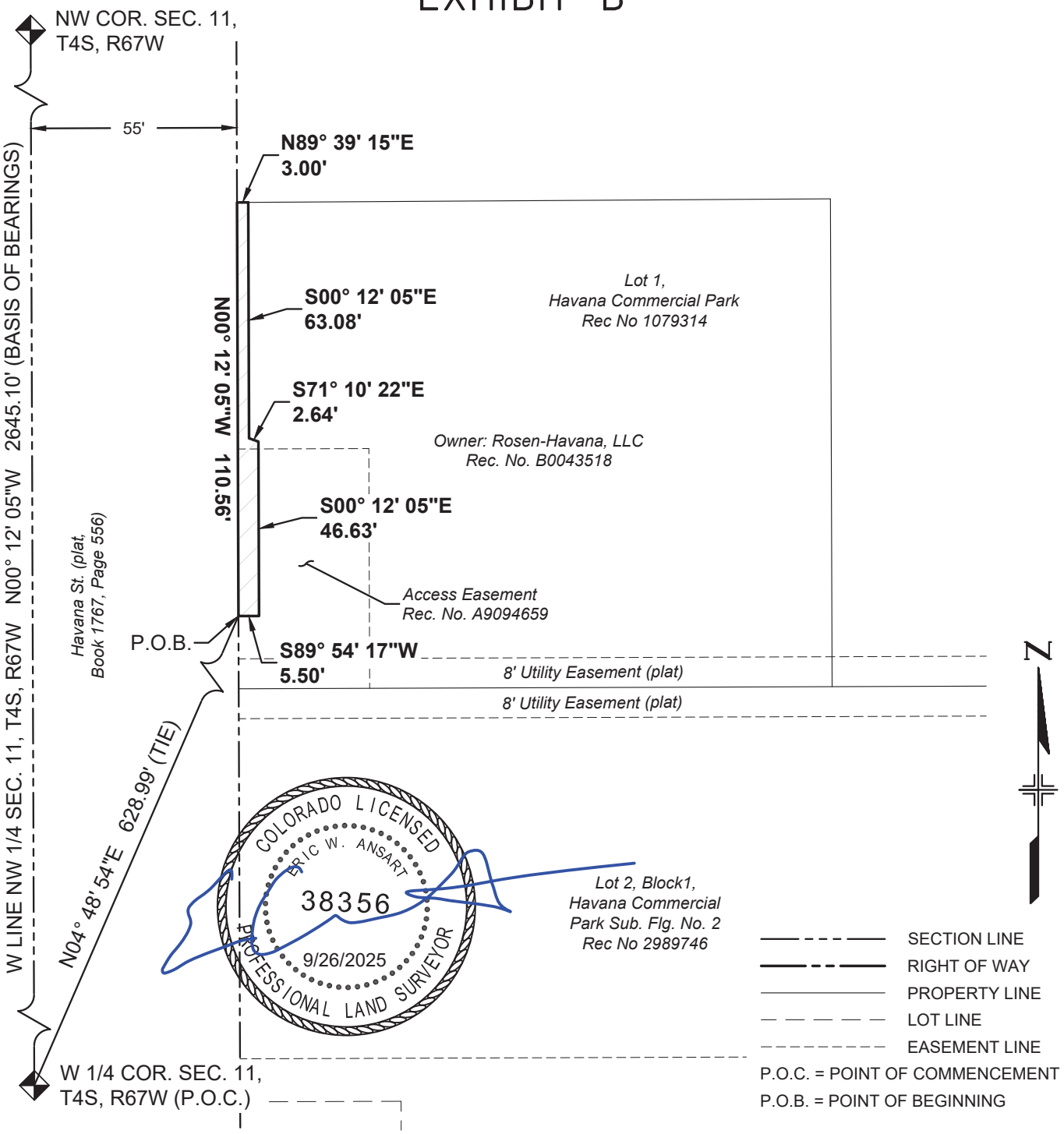


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

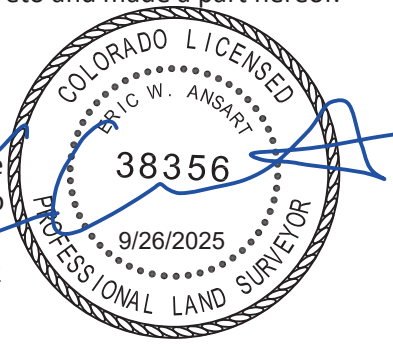
Thence S89°47'55"W, a distance of 3.00 feet to the **Point of Beginning**.

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.

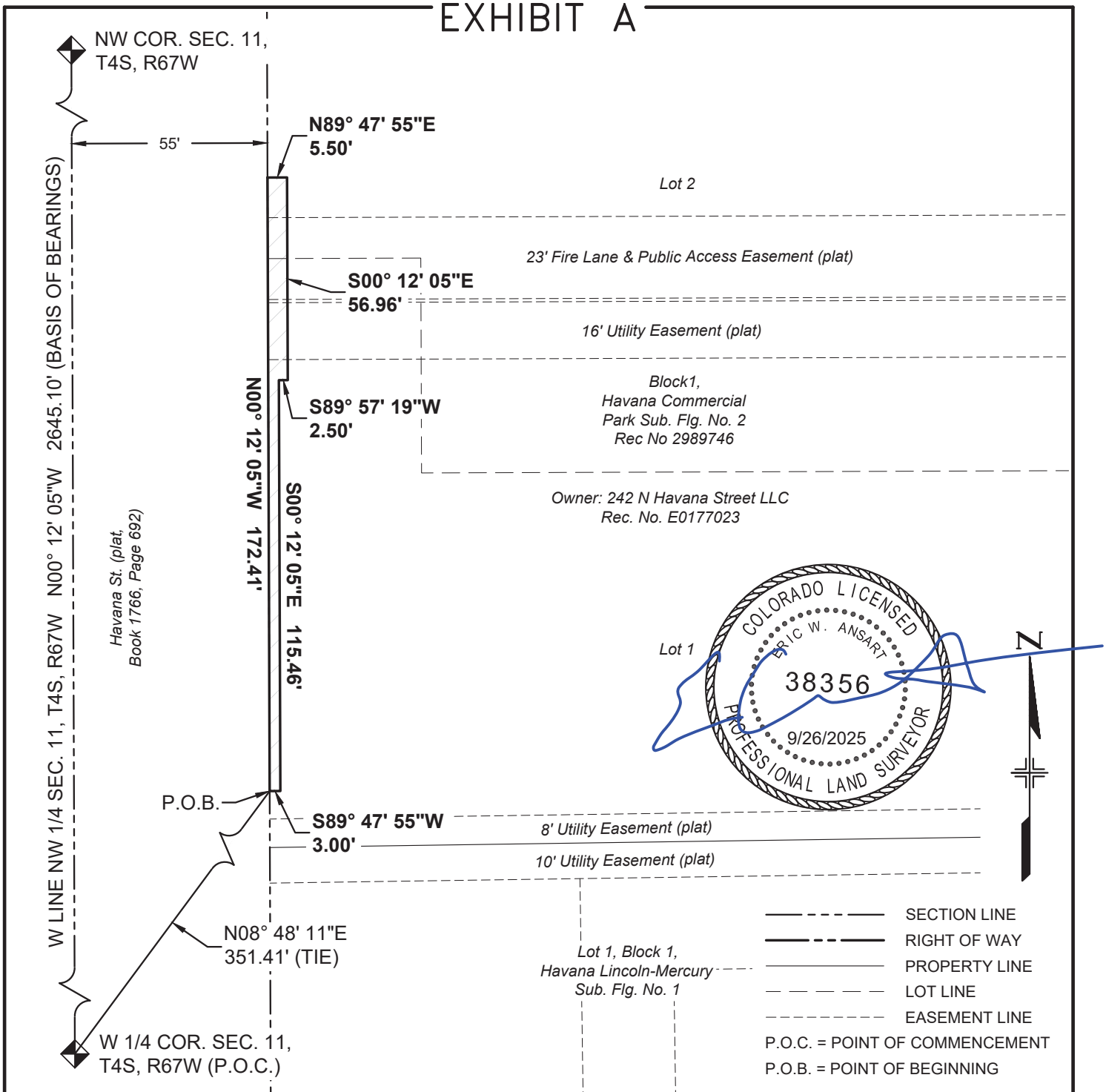


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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;

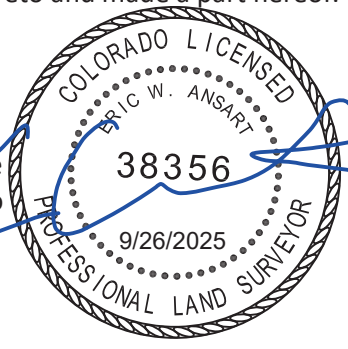
Thence S89°47'55"W, a distance of 5.50 feet to the **Point of Beginning**.

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.

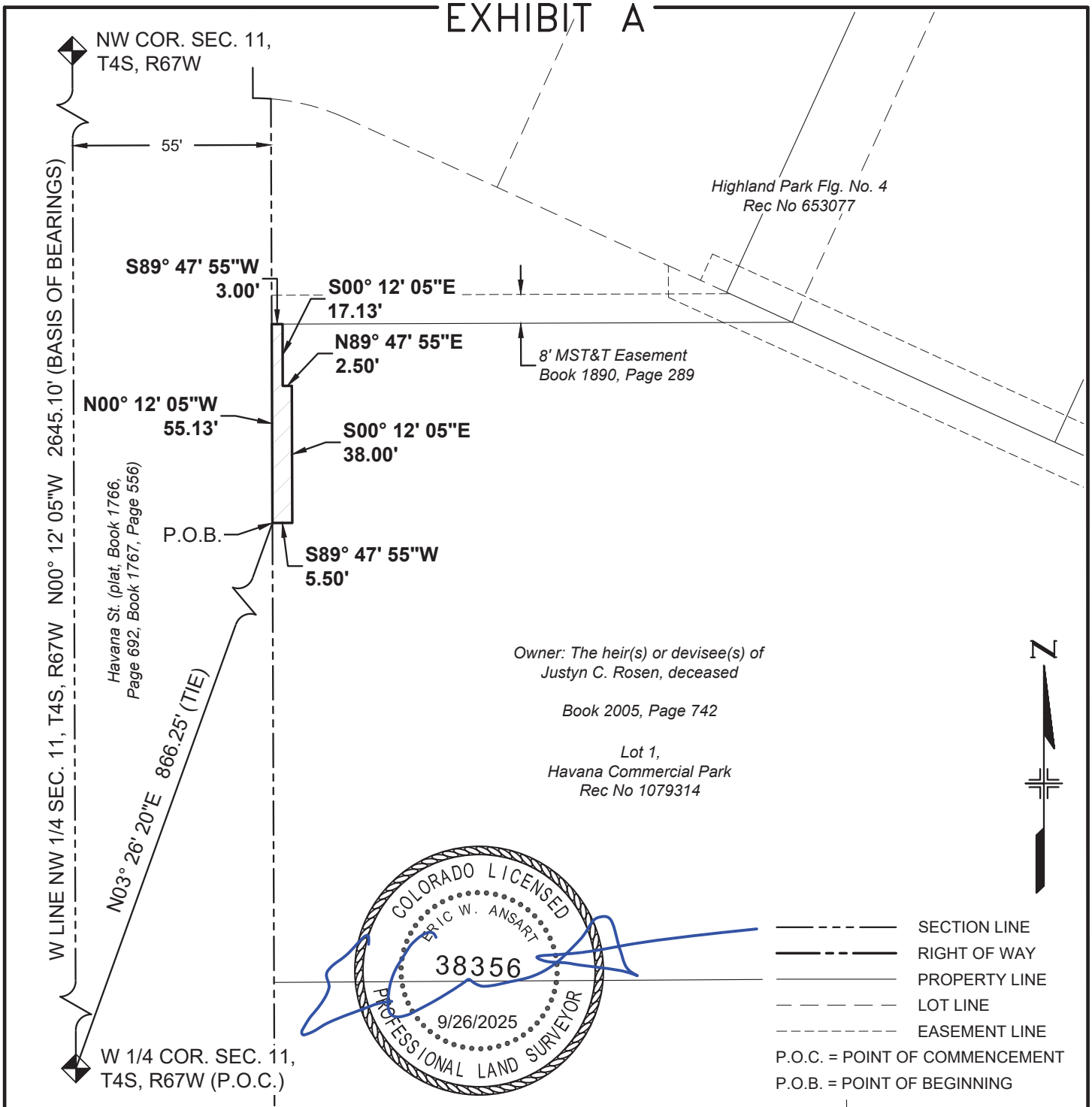


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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

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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;

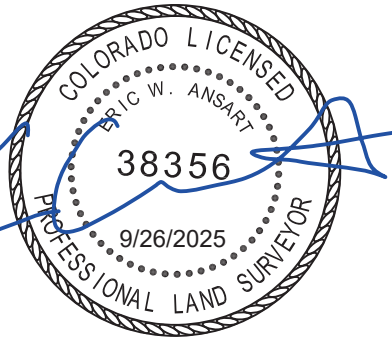
Thence S89°47'55"W, a distance of 5.50 feet to the **Point of Beginning**.

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.

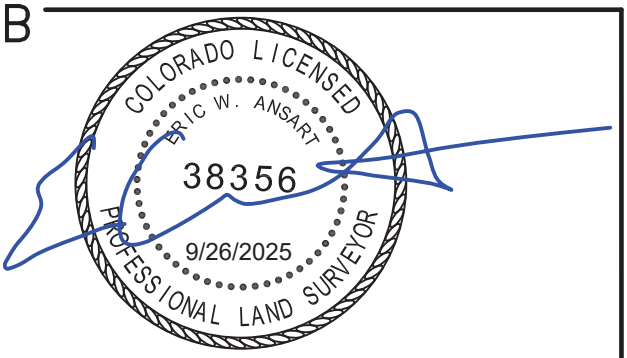


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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:

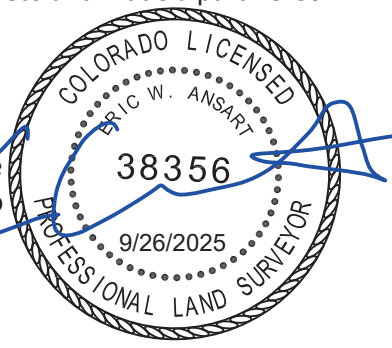
1. Thence S89°39'15"W, a distance of 5.50 feet;
2. Thence N00°12'05"W, a distance of 34.84 feet to the **Point of Beginning**.

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.

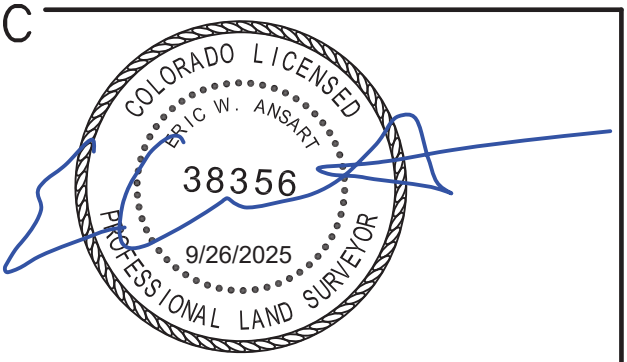


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

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)

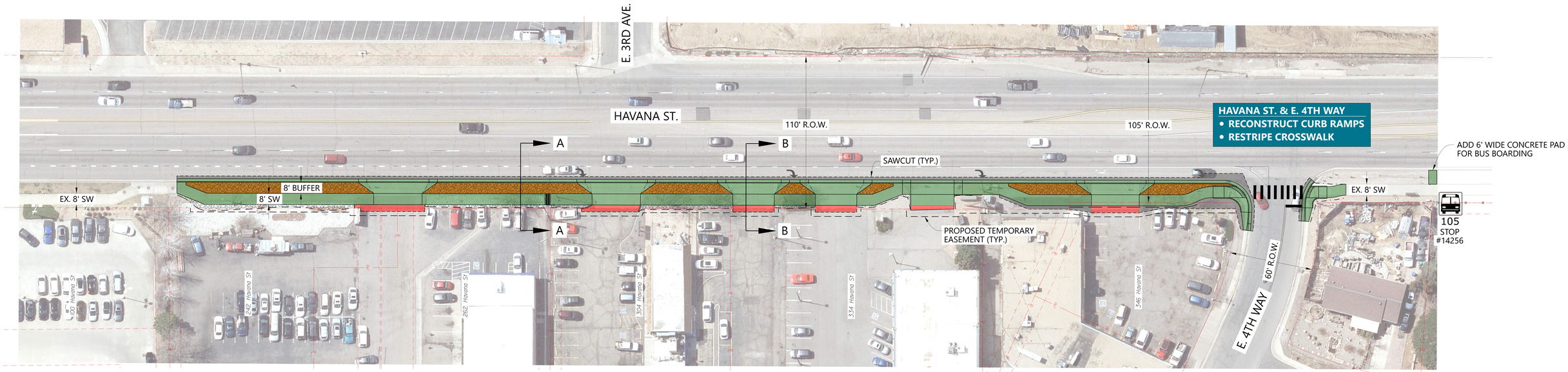
B. Trial to Determine the Value of the Property Interests Condemned
-- the date of valuation is usually the date when the condemnor is first authorized to take possession of the property; interest added therefrom
-- the burden of proving fair market value is on the landowner

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

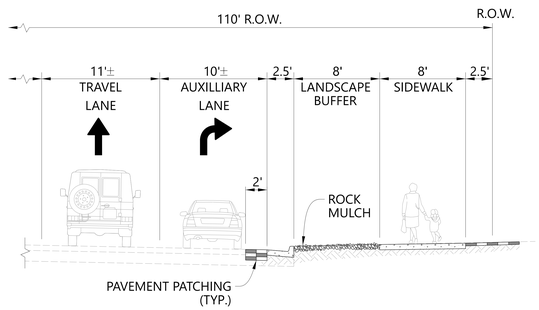
E. Hearing on Apportionment of Award among Condemned Landowners
-- a tenant, for example, is not entitled to a separate award from the condemnor for the value (if any) of the tenant's leasehold interest; rather, the tenant must seek recovery out of the landowner's award
-- the condemnor is not involved

HAVANA ST. (E. 4TH WAY TO NORTH OF E. 1ST AVE.)

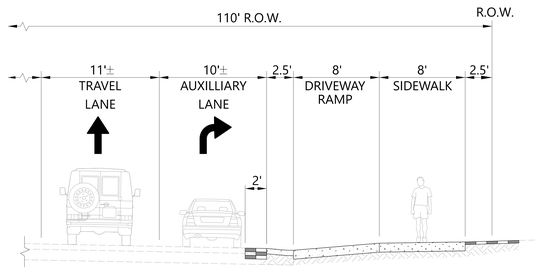


LEGEND

- 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)



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

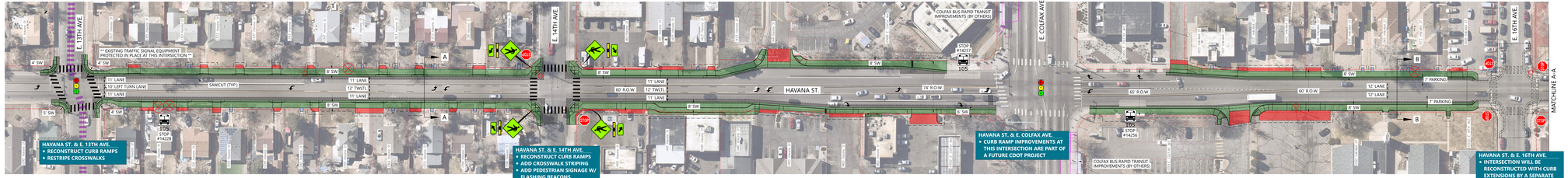
AURORA PROJECT NO. 23011
CDOT PROJECT NO. CRP M055-063 (25503)

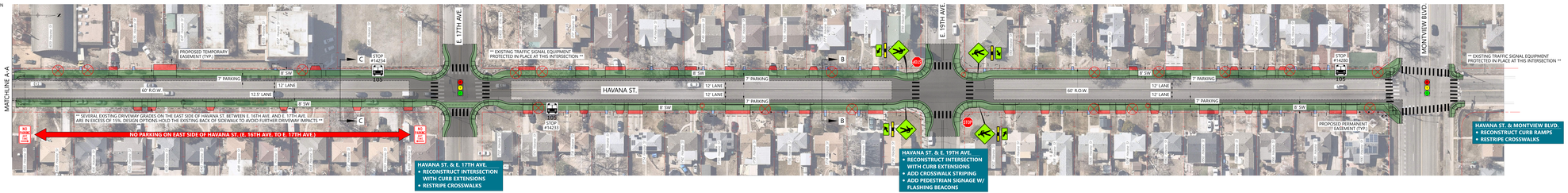
HAVANA ST. (E. 13TH AVE. TO MONTVIEW BLVD.)

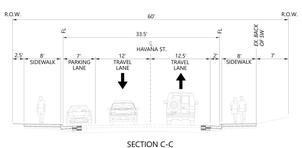
LEGEND

- PROPOSED IMPROVEMENTS
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- 13TH AVENUE MULTIMODAL MOBILITY STUDY - PLANNING-LEVEL IMPROVEMENTS HAVE BEEN RECOMMENDED ALONG THIS CORRIDOR
- DRIVEWAY TIE-IN (APPROXIMATE) (TEMPORARY EASEMENT NEEDED)
- PRIVATE WALKWAY TIE-IN (APPROXIMATE) (TEMPORARY EASEMENT NEEDED)
- PROPOSED CURB, GUTTER & SIDEWALK
- PROPOSED ASPHALT PAVEMENT RESURFACING
- EXISTING TRAFFIC SIGNAL
- EXISTING STOP SIGN
- PROPOSED PEDESTRIAN SIGNAGE
- PROPOSED PEDESTRIAN SIGNAGE WITH RECTANGULAR RAPID FLASHING BEACON (RRFB)
- RELOCATED STREETLIGHT
- EXISTING STREETLIGHT TO REMAIN
- RTD BUS STOP (ROUTE 105)
- REMOVAL OF TREE

0 20 40







HAVANA STREET MULTIMODAL ACCESS IMPROVEMENTS

AURORA PROJECT NO. 23011
CDOT PROJECT NO. CRP M055-063 (25503)

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: 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: 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 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 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): 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: 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 Item Continuation Page

Item Title: CONTINUATION PAGE: 2026 Spring Supplemental
Item Initiator: Jackie Ehmann, Budget Program Manager
Staff Source: Jackie Ehmann, Budget Program Manager
Legal Source: Hanosky Hernandez, Senior Assistant City Attorney
Outside Speaker: N/A
Date of Change: 6/22/2026

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

ITEM SUMMARY ***(Brief description of changes or updates with documents included.)***

At the June 8, 2026 Regular Council Meeting, Council Member Bergan requested that a decision regarding the item titled 2026: Transfer 3.0 FTE Public Defenders from Non-Departmental to Public Defender be made in context of the 2027 Budget deliberations at the Budget Workshop on October 3, 2026. Council Member Bergan's motion was seconded and passed.

As background, the Public Defender had requested that 3.0 FTE Deputy Public Defender Attorneys be added to the 2023 budget including 1.0 FTE to support the newly state mandated weekend court and 2.0 FTE in response to an external workload study prepared in August of 2022. At the 2023 Budget Workshop, City Council added the FTE and appropriations to Non-Departmental for further discussion once the 2024 court system workload study was reviewed and a determination was made on any actions based on the study.

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 which are costs in the spirit of the original request to add the FTE. In the 2026 Spring Supplemental request for 2026, the Public Defender requested the FTE be transferred to the Public Defender's Office. It was decided by Council that a decision regarding this amendment will be tabled until the Budget Workshop.

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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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: Consideration to Appoint Nine (9) Members to the Aurora Downtown Development Authority Board
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: 6/8/2026

Regular Meeting: 6/22/2026

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: Mike Coffman, Mayor / Alison Coombs, Mayor Pro Tem
Laura Perry, Deputy City Manager / Rachel Allen, Deputy 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.)*

The Aurora Downtown Development Authority (DDA) was approved by voters in November 2025 and is a special district focused on infrastructure and economic vitality along the Colfax corridor. The DDA is funded primarily through Tax Increment Financing (TIF), which reinvests future tax revenue increases within the district. Per State Statute and city ordinance, the DDA is governed by a board of 5–11 members appointed by the Mayor and confirmed by City Council. DDA board members are required to reside, own a business or own property within the defined DDA boundary.

Applications for the inaugural Aurora DDA Board were open from January 20 to February 28, 2026, during which the city received 33 eligible applications that were posted online along with an opportunity for community feedback. Twelve candidates were selected for interviews held on April 29 and May 5, and recordings of those interviews were made publicly available. Community members were invited to provide input on the finalists through an online form or by emailing DDA@auroragov.org between May 6 and May 26.

No DDA actions can begin until the inaugural board is appointed and City Council approves the Plan of Development (Colfax Vision and Action Plan) which guides future priorities and work plans.

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

The Authority received thirty-three (33) eligible applications and interviews with twelve (12) candidates were conducted on April 29, 2026 and May 5, 2026. The full list of applicants may be found online.

Aurora DDA board candidates were evaluated on their commitment to core board duties, involvement and relationships within the Colfax community, unique skills and experience, ability to work collaboratively, and alignment with the Colfax Community Vision and Action Plan.

Upon conducting interviews, the interview panel respectfully recommends the appointment of the following candidates:

- Amanda Blaurock: Parital term beginning June 22, 2026 and ending June 30, 2027
- Priscilla Montoya: Partial term beginning June 22, 2026 and ending June 30, 2027
- Alemayehu Eshete: Term beginning June 22, 2026 and ending June 30, 2028
- Katie Goldman: Term beginning June 22, 2026 and ending June 30, 2028
- Matthew Horne: Term beginning June 22, 2026 and ending June 30, 2029
- Cynthia Moreno-Romero: Term beginning June 22, 2026 and ending June 30, 2029
- Thoa Nguyen: Term beginning June 22, 2026 and ending June 30, 2029
- Natasha Sztevanovity: Partial term beginning June 22, 2026 and ending June 30, 2026 and to a full term beginning July 1, 2026 and ending June 30, 2030
- Johnny Watson: Partial term beginning June 22, 2026 and ending June 30, 2026 and to a full term beginning July 1, 2026 and ending June 30, 2030

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 support the appointment of Amanda Blaurock, Priscilla Montoya, Alemayehu Eshete, Katie Goldman, Matthew Horne, Cynthia Moreno-Romero, Thoa Nguyen, Natasha Sztevanovity, and Johnny Watson to the Aurora Downtown Development Authority Board?

LEGAL COMMENTS

The affairs of the Downtown Development Authority shall be under the direct supervision and control of a board consisting of not less than five nor more than eleven members appointed by the governing body. A majority of the members appointed shall reside or own property in the authority district. (C.R.S. Section 31-25-805). Each appointed member of the board, except any member from the governing body, shall reside, be a business lessee, or own real property in the downtown development district within the municipality in which the authority is located. A manager, an agent, or an employee of an entity having its place of business in the downtown development district shall be eligible for appointment to the board. No officer or employee of the municipality where the authority is located, other than any appointee from the governing body, shall be eligible for appointment to the board. (C.R.S. 31-25-806). (Allen)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPOINTING MEMBERS TO THE AURORA DOWNTOWN DEVELOPMENT AUTHORITY (DDA)

WHEREAS, the Aurora Downtown Development Authority ("DDA") was approved by voters in November 2025 and is a special district focused on infrastructure and economic vitality along the Colfax corridor; and

WHEREAS, the DDA is funded primarily through Tax Increment Financing (TIF), which reinvests future tax revenue increases within the district; and

WHEREAS, per State Statute and city ordinance, the DDA is governed by a board of 5–11 members appointed by the City Council; and

WHEREAS, Aurora DDA board candidates were evaluated on their commitment to core board duties, involvement and relationships within the Colfax community, unique skills and experience, ability to work collaboratively, and alignment with the Colfax Community Vision and Action Plan; and

WHEREAS, upon conducting interviews, the interview panel respectfully recommends the appointment of Amanda Blaurock, Alemayehu Eshete, Katie Goldman, Matthew Horne, Cynthia Moreno-Romero, Thoa Nguyen, Natasha Sztevanovity, and Johnny Watson to fill the existing vacancies; and

WHEREAS, no DDA actions can begin until the inaugural board is appointed and City Council approves the Plan of Development (Colfax Vision and Action Plan) which guides future priorities and work plans; and

WHEREAS, the City Council finds the appointment of the proposed members is in the best interest of the City and for the public health, safety, convenience, and welfare of the residents.

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

Section 1. In accordance with §§ 31-25-805 & 31-25-806, C.R.S., the following individuals are appointed to serve on the Downtown Development Authority for the terms specified:

Amanda Blaurock	Partial term beginning June 22, 2026 until June 30, 2027
Priscilla Montoya	Partial term beginning June 22, 2026 until June 30, 2027
Alemayehu Eshete	Term beginning June 22, 2026 until June 30, 2028
Katie Goldman	Term beginning June 22, 2026 until June 30, 2028
Matthew Horne	Term beginning June 22, 2026 until June 30, 2029
Cynthia Moreno-Romero	Term beginning June 22, 2026 until June 30, 2029

Thoa Nguyen	Term beginning June 22, 2026 until June 30, 2029
Natasha Sztevanovity	Partial term beginning June 22, 2026 until June 30, 2026 and to a term beginning July 1, 2026 until June 30, 2030
Johnny Watson	Partial term beginning June 22, 2026 until June 30, 2026 and to a term beginning July 1, 2026 until June 30, 2030

Section 2. The Mayor, City Clerk, and City Manager are hereby authorized to execute documents to carry out the necessary approvals, 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

By: _____
RACHEL ALLEN, Deputy City Attorney

Aurora Downtown Development Authority
Interview & Appointment Schedule

TO: Mayor and Council Members
FROM: Laura Perry, Deputy City Manager
DATE: June 8, 2026

12/15/2025	Proposed schedule presented to Council (Study Session)
1/20/2026	Application opened online
2/28/2026	Deadline to submit application
4/23/2026	Deadline for interview panel to submit rankings
4/24/2026	Interview panel determines candidates to be interviewed
4/29/2026 and 5/5/2026	Interviews conducted
6/8/2026	Selected candidates presented to Council (Study Session)
6/22/2026	Council votes to support appointment of members to Downtown Development Authority (Council Meeting)

Aurora Downtown Development Authority

Board Applicant Qualification Descriptions

Instructions

To help guide your evaluation of DDA board candidates, below are detailed descriptions of DDA Board member qualifications:

Qualification Descriptions

#	Criterion	What to Look For
1	**Commitment to Core Duties**	Applicants demonstrate a clear understanding of what board service requires as outlined in the "DDA Board Member Responsibilities and Expectations" summary and affirmatively commit to meeting those expectations. DDA Board members' responsibilities include attending and preparing for board meetings, actively participating in decisions on budgets and programs, serving as an informed ambassador in the Colfax community, and complying with all relevant laws and ethical requirements.
2	**Familiarity and Community Ties**	Applicants describe meaningful, ongoing involvement within the Colfax corridor. Involvement can include community volunteerism, local events, or civic groups; and having relationships with a cross-section of stakeholders including residents, business owners, and property owners.
3	**Unique Skills and Experiences**	Relevant skills and experience for DDA board members include but are not limited to financial oversight, strategic planning, real estate, economic development, community improvements, marketing, and governance, along with experience in leadership or board service. They should be strong communicators who can build relationships, represent community interests, and collaborate with local diverse stakeholders.
4	**Dedication to Collaborative Work**	Applicants demonstrate a track record of working constructively across differing viewpoints which includes the incorporation of diverse perspectives and demonstration of the ability to govern inclusively fostering social cohesion and trust.
5	**Vision Alignment with Colfax Plan**	Applicants show familiarity with the Colfax Community Vision and Action Plan and associated goals which include community stability, economic vitality, small business support, public realm improvements, connectivity, and safety. Applicants should describe how they would contribute to advancing those outcomes through DDA programs and investments.

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Adams, Heather

Received: 2/17/2026
Non Resident and Registered Voter
The DDA Address Provided Falls Within Boundaries
Vetted: 2/18/2026
Marcus Bond

Name: Adams, Heather

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

April 2024

How are you involved in your community?:
I was a volunteer on the DDA election committee. I also attend the CADA monthly meetings.

List your interests and activities.:
My other activities include traveling with my family.

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

n/a

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

Creating a safe business community by building relationships with other businesses on East Colfax. We can all grow if we build it together.

Describe your vision for the future of East Colfax.:

I see safe, fun and culturally diverse community with a mix of food, drink, music and art.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I was an architect in my past career. I am a creative who loves planning, and I am a "big picture" person. I am a people person, who loves to be involved in my community. Now, as an owner of a bar on East Colfax, I like to be a space for the community as well as be a source of information for the patrons of East Colfax and my surrounding neighbors.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

As an architect, working with clients, engineers, designers and contractors was an everyday task. I had to please the client, coordinate information with the engineers and contractors and make sure projects came within budget. Good organizational skills was a must. I had to be someone who could listen and take action.

Reference 1: Full Name, Phone Number and Address:
Jodie Leschuk, [redacted]

Reference 2: Full Name, Phone Number and Address:
Aarika Ortiz, [redacted]

Reference 3: Full Name, Phone Number and Address:
Ziyad Jara, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Heather Russell Adams

Time of Submission: 02/17/26 2:00:29 PM

HEATHER R ADAMS

Education:
Arizona State University, BS in Architectural Design [1993-1997]
California State University, Long Beach, Interior Architecture Studies [1990-1993]
Art Center College of Design, Special Studies program in Interior and Environmental Design [1988]

Experience:
Vanishing West Ciders, Aurora, Colorado [April 2024 -present]
Owner of a cider bar on East Colfax that celebrates bold flavors, rich history and the untamed spirit of the Old West. Inspired by centuries of cider-making tradition, we craft unique blends that honor the past while pushing the boundaries of what cider can be.

Magnet A&D, Denver, Colorado [May 2019-April 2023]
Freelance Consultant providing contract work for clientele.

- Kuhn/Alvarez Residence - Basement Bar & Outdoor Kitchen
- Chocolate Lab - Restaurant Patio & 2nd Location Space Plan
- Alton Street - 3rd Bedroom & Basement Remodel
- Trail Creek - New Home Build

Kephart Architects, Denver, Colorado [August 2018-May 2019]
Architectural Designer for firm whose work includes tenant improvement, multi-family and senior living. Tasks include: Revit drafting for design development, construction documents.

- Lamar Station - Lakewood, CO - 287,000sf, 5-story apartments/293 units
- 333 Hennepin - Minneapolis, MN - 249,900sf, 26-story high rise residential/283 units
- Sunset Time - West Hollywood, CA - 143,015sf, 10-story luxury condominiums/45 units

Contact: John Binder, Associate Principal [redacted]

Cuningham Group Architects, Biloxi, Mississippi [May 2015-Jun 2018]
Architectural Designer for firm whose work includes tenant improvement, multi-family and senior living. Tasks include: Revit drafting for design development, construction documents.

- Lamar Station - Lakewood, CO - 287,000sf, 5-story apartments/293 units
- 333 Hennepin - Minneapolis, MN - 249,900sf, 26-story high rise residential/283 units
- Sunset Time - West Hollywood, CA - 143,015sf, 10-story luxury condominiums/45 units

Contact: Tom Kyllo, Associate Principal [redacted]

HRA Design Consulting, San Diego, California [Aug 2008-May 2015]
Freelance Consultant providing contract work for clientele, architects, designers, construction managers.

- Cox Communications - 31,000 sf Corporate Tenant Improvement
- Mission Center Court - 2,300 sf Office Tenant Improvement
- Lynn Lane Apartments - 8-unit Exterior and Interior Remodel
- Sharp Scripps Park GI - 8,500 sf Healthcare Tenant Improvement

AVRP Studios, San Diego, California [Jan 2012-October 2013]
Architectural Designer for firm whose work includes healthcare, tenant improvement and multi-family. Tasks include: AutoCAD drafting for design development, construction documents and project management during construction administration phases. Coordinate documents with design consultants. Prepare city submittals.

- Sharp Rees-Stealy
  - Downtown MOB - 53,643 sf New Construction: Equipment, Millwork
  - Sorrento Mesa MOB - 102,802 sf New Construction: Equipment, Millwork
  - Del Mar MOB - 87,426 sf Tenant Improvement: Equipment, Millwork, Signage
- Red Door Interactive - 10,000 sf Tenant Improvement
- Emerald Connect - 20,000 sf Tenant Improvement

Contact: Sherry Warren, Director of Corporate Studio [redacted]

H2A Architects, San Diego, California [Oct 2003-Aug 2008]
Architectural Designer for firm whose work includes healthcare, tenant improvement, multi-family. Tasks include: AutoCAD drafting for design development, construction documents and project management during construction administration phases. Coordinate documents with design consultants. Prepare city submittals, provide permitting services. Organize/update office library with design reps and organize continuing education seminars for office staff.

- Cox Communications - 41,100 sf Corporate Tenant Improvement
- Family Health Centers of San Diego - 54,250 sf Healthcare (MOB) addition + remodel
- Hunter Industries - 123,000 sf Office Tenant Improvement + addition

Contact: Steve Hawkins, Principal [redacted]

Special skills:
Microsoft Outlook, Word, Excel; Revit 2018 and C4R, AutoCAD 2013; Adobe Photoshop CS4, SketchUp

Refernces:

1. Jodie Leschuk, NinJo Group: Web Designer, Social Media Marketing, Operations Management. 720-988-4239. Known since 11/2024
2. Aarika Ortiz, Chef Aarika's Kitchen: Chef/Caterer. [redacted]. Known since 07/2024
3. Ziyad Jara, Owner Colfax Smoke and Vape Shop [redacted]. Known since 04/2024

February 17, 2026

Heather Adams
[redacted]

Dear Members of the Selection Committee,

I am writing to express my strong interest in serving on the Aurora Downtown Development Authority Board. I am deeply committed to the long-term vitality of our new downtown district, and I believe my experience, perspective and enthusiasm for community-centered development would make me a valuable contributor to the board's work.

Our downtown is more than a commercial center—it is a reflection of our community's identity, creativity and economic resilience. I am particularly drawn to the DDA's mission to foster thoughtful growth, support local businesses and create a welcoming environment for residents, visitors and future investors. I see tremendous opportunity in strengthening the district's economic base, enhancing public spaces and encouraging development that balances innovation with respect for our community's character.

Professionally, I bring experience in small business ownership, design and project management. Through this work, I have developed skills in strategic planning, collaboration and navigating complex stakeholder interests—skills that align well with the responsibilities of a DDA board member. I am comfortable reviewing development proposals, analyzing financial tools and engaging constructively with community members and business owners.

Equally important, I bring a genuine passion for civic involvement. I value transparent decision-making, inclusive dialogue and long-term thinking. I believe strong downtowns are built through partnerships, and I am eager to contribute my time and energy to initiatives that strengthen our economic and cultural core.

Thank you for considering my application. I would welcome the opportunity to support the DDA's ongoing efforts and help shape a vibrant, sustainable future for our downtown. I look forward to the possibility of contributing to this important work.

Sincerely,

Heather Adams, Owner
Vanishing West Ciders

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Adelman, Ellie

Received: 2/28/2026
Ward I Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Arapahoe County
Vetted: 3/2/2026

Marcus Bond

Name: Adelman, Ellie

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

I have lived and owned a home in NW Aurora for over 3 years, having worked and built community in the neighborhood over the past decade. I started my business and organization here in 2020, after years of co-design with community members to identify the type of work, location, and priorities that were important. I very intentionally chose this neighborhood to live and work. It is a vibrant community of hard-working people who care deeply for each other, and display tremendous creativity and entrepreneurship. I am excited for the opportunity to uplift the brilliance of this community as a DDA board member.

How are you involved in your community?:

I founded The Village Institute in 2019 and have since led its growth as a neighborhood-based organization serving newcomer youth and families in Northwest Aurora. Our office is located within the DDA boundaries, and I live nearby, which keeps me closely connected to the day-to-day realities of this community. I rarely walk into an event or community gathering space in East Colfax without recognizing several friends and colleagues. This is my home and community, and I love our people! Over the past decade, I have developed long-standing relationships with residents, small business owners, housing partners, educators, and service providers along the East Colfax corridor. My involvement includes convening cross-sector partners, supporting immigrant and refugee families as they navigate housing and employment systems, and participating in broader conversations about neighborhood investment and revitalization. My work is grounded in proximity and partnership — not just program delivery.

List your interests and activities.:
My background in social work and international development continues to shape my interest in culturally responsive leadership and sustainable institution-building. I am deeply passionate about community empowerment, intergenerational healing, and meaningful cross-cultural exchange. I am particularly interested in how we can leverage the wisdom of many different traditions to strengthen the cultural, economic, and social vitality of a community. I also value connection, culture, and community outside of my professional life. I am active in Jewish and interfaith spaces (as a descendant of Ashkenazi Jewish refugees who originally settled in Colorado!), and enjoy participating in gatherings and song circles that bring people together across traditions. I also enjoy staying active. Rock climbing, cycling, swimming, and dancing are some of my favorite ways to recharge and connect with others — often right nearby in Northwest Aurora and Central Park. Travel — both within the United States and internationally — has also shaped who I am. Experiencing different cultures, languages, and communities has deepened my appreciation for diversity and strengthened my commitment to inclusive, community-centered leadership.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Orbis Institute, Board Chair, 2024-present University of Denver Graduate School of Social Work, Graduate Student Association President, 2018-2019 Peace Corps Gambia, Gender and Development Committee Co-Chair, 2006-2007

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I am seeking to serve on the Aurora DDA board because I love this community and care deeply about what development will mean for the hard-working families who live and work here. There is SO MUCH potential in this community — between the tight knit web of organizations, businesses, and families; the cultural and creative vibrance of our neighbors and local businesses; the historical and continued presence of arts institutions; and the location as a bridge between Denver and Aurora. This DDA is launching at a pivotal moment for our dynamic neighborhood. The decisions made now will shape the economic and cultural landscape of this area for decades. As both a resident and nonprofit leader operating within the DDA boundaries, I see firsthand how development influences housing access, academic and professional opportunity, business sustainability, and neighborhood cohesion. I want to contribute to a board that approaches growth strategically — strengthening the tax base and business environment while ensuring long-term residents and entrepreneurs are not sidelined in the process — especially those with the greatest barriers to participation. Serving on the DDA board would allow me to bring grounded, community-informed insight to conversations about investment and revitalization.

Describe your vision for the future of East Colfax.:

I see East Colfax evolving into a dynamic commercial corridor that reflects the diversity and entrepreneurial energy already present here, and benefits the people who have worked hard to build and improve this community for many years. I see tremendous opportunity to uplift the brilliance that already exists within this community, while learning from the experiences of similarly culturally diverse communities across the country. I envision a place where small businesses can thrive alongside thoughtful new development, where housing options meet a range of income levels and family structures, and where public spaces are safe, welcoming, and active. The corridor's cultural richness is one of its greatest assets. Future growth should build upon that strength rather than dilute it. We have a number of unique destinations in this neighborhood that people already seek out and celebrate - The Fox and Vintage Theaters, Mango House, Ollin Cafetzin, sister restaurants Dan Da and Bahn & Butter, Downtown Aurora Visual Arts center, and others. With thoughtful planning and coordinated investment, East Colfax can become a destination that supports economic expansion while maintaining neighborhood identity and stability.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring more than 15 years of experience in nonprofit leadership, cross-cultural program design, and systems-level strategy. I have overseen complex budgets, built multidisciplinary and multicultural teams, and guided organizations through growth while maintaining strong operational and financial stewardship. My background in clinical social work provides insight into how policies and development decisions affect individuals and families, while my international development experience has strengthened my ability to work across cultures and navigate complex stakeholder environments. I also have experience designing initiatives that connect workforce development, women's and youth empowerment, and economic opportunity. In addition to technical skills, I offer the perspective of someone embedded in this district — leading an organization located within the DDA boundaries and engaging daily with residents, entrepreneurs, and community partners. This proximity allows me to bring grounded, practical insight to policy and investment conversations.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

My career has consistently required collaboration across cultures, disciplines, and perspectives - currently overseeing a multi-generational team of professionals from over a dozen countries and communities. I have facilitated planning processes that included developers, service providers, educators, public agencies, employers, and community members — groups that often approach issues from very different starting points. In these settings, I focus on establishing shared objectives, clarifying decision-making frameworks, and creating space for meaningful participation by everyone. I rely on structured facilitation, reflective listening, and clear communication to prevent misunderstandings and keep discussions productive. As a trained mediator and clinician, I have developed strong conflict resolution and de-escalation strategies throughout my career, which I apply in professional environments to help navigate tension constructively. I am comfortable engaging in complex conversations, asking clarifying questions, and working toward solutions that balance competing interests while maintaining forward momentum.

Reference 1: Full Name, Phone Number and Address:
Alex Wise, [redacted]

Reference 2: Full Name, Phone Number and Address:
Caitlin Matthews, [redacted]

Reference 3: Full Name, Phone Number and Address:
Sarah Craft, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Ellie Adelman

Time of Submission: 02/28/26 7:07:59 PM

Attachments

- Resume - Ellie Adelman - Village Institute.pdf
- Agency Representative Letter.pdf
- DDA Letter of Intent.pdf
- Ellie Adelman_DDA Board Letter of Support.pdf
- FY26_CEDS Finance Letter or Recommendation.pdf

ELLIE ADELMAN, LCSW

EDUCATION AND TRAINING

MASTERS IN SOCIAL WORK *University of Denver*, June 2019

MA, INTERNATIONAL PEACE STUDIES *University of Notre Dame,* May 2012

BA, SPANISH; BA CONFLICT RESOLUTION *Salisbury University,* May 2006

PROFESSIONAL FELLOWSHIPS

- Exchange Fellow, Cambodia, workforce & mental health consulting – US State Department – 2023
- Founder Fellow; Executive Leadership Resident – Moonshot edVentures – 2020-2023
- Founder Fellow – 4.0 Schools Tiny Fellowship, 2019-2020
- Social Enterprise Fellow – Barton Institute for Philanthropy & Social Enterprise, 2018-2019
- Integrated Behavioral Health Fellow – DU Graduate School of Social Work, 2018-2019

LANGUAGE SKILLS

- English – Native speaker
- Spanish – Fluent: speaking/listening, reading, writing
- Fula/Pulaar – Intermediate: speaking/listening
- Gujarati – Intermediate: speaking/listening; Basic: reading and writing

PROFESSIONAL EXPERIENCE

FOUNDING EXECUTIVE DIRECTOR *The Village Institute,* Oct 2018-Present *Denver/Aurora, CO*

- Collaborated with leaders in refugee community, refugee services, and affordable housing to design and launch holistic family and community development center for refugee and immigrant families
- Recruited, trained and led talented team of staff representing 10+ countries, and 15+ languages
- Oversaw design, fundraising, and launch for multiple community-driven programs focused on family and youth development, employment readiness, and early childhood education
- Provided clinical training and supervision to graduate-level interns and social work license candidates

THERAPIST: TRAUMA SPECIALIZATION, EMDR-TRAINED

Private Practice, Aug 2019-Jan 2024 *Denver, CO*

UCHealth Outpatient Psychiatry, Sep 2018-May 2019 *Aurora, CO*

- Provided individual, group and family therapy for diverse clients, including refugees, childhood abuse and domestic violence survivors, trans clients, and other trauma survivors
- Developed and co-facilitated support group for Arabic-speaking refugee women

CONSULTANT: AFFORDABLE HOUSING *GRID Impact*, Oct 2019-July 2020 Roaring Fork Valley, CO

- Led human-centered design research and workshops to engage diverse community members in collaborative solutions for affordable housing, especially for immigrants, in the Roaring Fork Valley

CO-INSTRUCTOR, DESIGN THINKING *University of Denver,* Oct 2017-Oct 2019 *Denver, CO*

- Co-led design, instruction and evaluation of new interdisciplinary Design Thinking course focused on innovations in services for youth experiencing homelessness, in partnership with Urban Peak

CASE MANAGEMENT INTERN *African Community Center,* Sep 2017-Aug 2018 *Denver/Aurora, CO*

- Assisted refugees – primarily single mother families – in accessing public services and securing jobs
- Coordinated and facilitated mental health and arts-based healing workshops for refugee women

INTERNATIONAL ENGAGEMENT MGR *Women & Girls Lead*, Nov 2012–Aug 2017 *San Francisco, CA*

- Brought organizational blueprint to scale, including hiring staff and designing program content
- Managed innovative social impact-driven multimedia initiative in *India, Bangladesh, Kenya, Jordan, and Peru* - resulting in improved reproductive health access, decreased child marriage, and decreased gender-based violence

COUNSELING DEPT INTERN *The AIDS Support Organization*, Jul-Dec2011 *Uganda*

- Provided HIV education and counseling in outreach centers, schools, homes, and public spaces
- Conducted research on treating conflict- and trauma-affected patients in a regional HIV clinic

COMMUNITY DEV. SPECIALIST & LEAD TRAINER *Peace Corps*, Feb 2007-May 2010 *The Gambia*

- Conducted intensive community needs assessment of a village of 450 people, and designed and implemented multiple community and youth development projects in response
- Worked with training and support team to redesign curriculum and train incoming volunteers for service in remote areas, resulting in a 30% increase in volunteers completing two-year service
- Co-founded and directed Peace Corps Gambia's first Gender and Development Program

OUTREACH WORKER Manav Sadhna, Dec 2004-May 2005 *India*

- Assessed program and curriculum issues, identified community challenges, and monitored school feeding program for pre-school nutrition and education programs in Ahmedabad's largest slum
- Spearheaded week-long youth leadership camp for teens from local slum communities

PUBLICATIONS AND CONFERENCE PRESENTATIONS

ACADEMIC

- "A Human-Centered Design Approach to Interdisciplinary Training on Homelessnessness – Coauthored with Kimberly Bender, Matthew Rutherford, Jennifer Wilson, and Jonah Dechants, Nov 2018; Journal of Social Work and Education
- "A Window to Care: HIV Counseling and Conflict-Related Mental Health Issues in Northern Uganda" - Abstract accepted to World AIDS Conference 2012
- "The Processes of Music and Peacebuilding" – Published in Beyond Intractability, The Conflict Information Consortium, University of Colorado, March 2011
- "Waking up the Past: Intergenerational Narratives in Music and Poetry" – Presented at Notre Dame Student Peace Conference 2011

PROFESSIONAL

- Multimedia Campaigns for Social Change – Presented at International Labor Organization youth leader summit, Phnom Penh, Cambodia, 2023
- "Girl Connected Engagement Toolkit" – Created for Women and Girls Lead, March 2017 http://bit.ly/GirlConnectedToolkit
- "Hero Academy Program Curriculum: Engaging Men and Boys in GBV Prevention" – Created for Women and Girls Lead, June 2016 (available upon request)
- "Kenya Facilitator Toolkit: Sparking Women's Leadership and Civic Engagement through Film" – Created for Women and Girls Lead, June 2016 (available upon request)
- "Change the Story Contest Toolkit: Engaging Communities in Improving Safety for Women and Girls" – Created for Women and Girls Lead, August 2015 (available upon request)
- Lessons Learned in Launching a Gender and Development Program for Peace Corps Gambia – Presented at West Africa Peace Corps Gender and Development Conference 2010

THE VILLAGE INSTITUTE

Building wealth, worth, and wellbeing

[redacted]

February 26, 2026

Dear Members of the Selection Committee,

This letter confirms that Ellie Adelman is an approved agency representative of The Village Institute for purposes of her application to serve on the Board of the Aurora Downtown Development Authority.

Ellie is authorized to represent our organization in matters related to this application and any related communications or processes.

Please feel free to contact me directly if additional information is needed.

Sincerely,

Adrielle Knight

Board Chair
The Village Institute
[redacted]

February 26, 2026

To: Aurora City Council DDA Selection Committee

Letter of Intent – Aurora DDA Board Appointment

Dear Members of the Selection Committee,

I am writing to express my interest in serving on the Board of the Aurora Downtown Development Authority.

As a resident of Northwest Aurora and founder of The Village Institute, located within the DDA boundaries, I am deeply invested in the long-term vitality of this community. Even before launching the organization in 2019, I have been working alongside immigrant and refugee families, small business owners, and local partners to strengthen opportunity, stability, and neighborhood connection. Living and working in this district gives me daily insight into both its potential and its challenges.

My professional background spans more than fifteen years in nonprofit leadership, social work, and international development. I hold graduate degrees in Social Work and International Peace Studies and am a licensed clinical social worker. I have managed complex budgets, led multicultural teams, and developed initiatives that connect workforce development, economic mobility, and community wellbeing.

I am seeking this role because I believe Downtown Aurora is at a pivotal moment. Investment and redevelopment bring important opportunities, but they also require careful stewardship. I would bring to the board a perspective grounded in lived proximity, cross-sector collaboration, and long-term community commitment. My approach to leadership emphasizes thoughtful listening, practical problem-solving, fiscal responsibility, and ensuring that growth expands opportunity for residents and local businesses.

I would be honored to contribute to the Aurora DDA's work and to support a future for East Colfax that reflects both economic strength and community character. Thank you for your consideration.

Sincerely,



Ellie Adelman

FOOD JUSTICE
NW AURORA

February 26, 2026

To: Aurora City Council DDA Selections Committee
Mike Coffman, Mayor, City of Aurora
Alison Coombs, Mayor Pro-Tem
Laura Perry, Deputy City Manager

Re: Letter of Support for Ellie Adelman – Aurora DDA Board Appointment

Dear Mayor Coffman, Mayor Pro-Tem Coombs, and Deputy City Manager Perry,

On behalf of Food Justice NW Aurora, we are pleased to submit this letter of support for the appointment of Ellie Adelman to the Aurora Downtown Development Authority (DDA) Board.

Food Justice NW Aurora (FJNWA) was established in 2022 with a mission to build a multicultural, intergenerational, and intersectional movement for food justice and food sovereignty to transform our local food system in northwest Aurora. Our organization is located in Aurora's Ward 1 and mainly serves the community of northwest Aurora (80010). Through collaboration with residents, small businesses, and partner organizations, we strive to increase local food production, improve access to nutritious food where people live, and build the movement for food justice.

Since 2024, FJNWA has been deeply engaged in the development of the Colfax Community Vision and Action plan, serving on the working group with P.U.M.A. and mobilizing resident and business leaders to shape recommendations for the Colfax plan. We believe it is integral that DDA board members lead with honesty, integrity, transparency, and values that are aligned with the community and the organizations already doing the work on the ground. Board members must not only understand community priorities, but actively advocate for them in decision-making processes that impact residents, small businesses, and neighborhoods.

We care deeply about who is on the DDA because it directly influences the economic vitality and long-term stability of the east Colfax corridor and its existing, long-time residents and business owners. Ellie Adelman brings over 15 years of experience in social work, international development, organizational leadership, and community-centered program design. Her professional background includes managing multi-million dollar budgets, designing culturally responsive curricula, leading multicultural teams, and implementing large scale initiatives across the United States and internationally. She holds master's degrees in Social Work and International Peace Studies and is fluent in English, Spanish, Pulaar, and Gujarati, strengthening her ability to engage diverse stakeholders across Aurora.

She is the founding Executive Director of The Village Institute, which she co-designed and launched in 2019 with deep involvement from refugee and immigrant community members. The Village Institute is based in Ward 1 along the East Colfax corridor, directly within the footprint of the DDA. Leading an organization rooted in this geography has given Ellie firsthand understanding of the opportunities, challenges, and responsibilities that come with stewarding development in this district. She understands the realities facing small businesses, community based organizations, and families who live and work along Colfax, and she has demonstrated long-term commitment to strengthening this corridor through thoughtful leadership and collaboration.

We strongly support Ellie Adelman for the Board because:

- She is a resident of northwest Aurora and leads a community based organization located within the DDA footprint and brings direct, on-the-ground insight into the needs of Ward 1 and the East Colfax corridor.
- She has demonstrated executive leadership experience managing complex programs, budgets, and cross-sector partnerships with accountability and transparency.
- She co-founded and leads a community driven organization rooted in collaboration with refugee and immigrant families, reflecting the diversity of the corridor.
- She brings expertise in workforce development, gender equity initiatives, and systems level strategy that aligns with the DDA's role in supporting economic sustainability and inclusive development.
- She understands how to build sustainable institutions that respond to community needs while maintaining strong operational systems and fiscal responsibility.

We respectfully urge you to appoint Ellie Adelman to the Aurora DDA Board. The future of northwest Aurora requires leadership that reflects the lived experience, cultural diversity, and economic realities of our community. We are confident she will serve with integrity, strategic vision, and a steadfast commitment to strengthening residents, supporting small businesses, and advancing the long term sustainability and inclusive growth of northwest Aurora and the East Colfax corridor.

Thank you for your time and consideration.

Sincerely,

Jesús Calderón
Ward 1 Resident and Vice-Chair of the FJNWA Board of Directors

Caitlin Matthews
Executive Director, Food Justice NW Aurora
[redacted]

CEDSFINANCE
VIBRANT COMMUNITIES. EMPOWERING BUSINESS OWNERSHIP.

February 27, 2026

Aurora Downtown Development Authority,
City of Aurora

Re: Letter of Support for Ellie Adelman, Aurora DDA Board Applicant

To the Aurora DDA Selection Committee,

I am writing in strong support of Ellie Adelman's application to serve on the Aurora Downtown Development Authority board. I'm Alex Wise, Executive Director [redacted] and a board member of The Village Institute, where Ms. Adelman serves as Founding Executive Director. CEDS Finance is located within the DDA boundaries, and I have worked alongside Ellie for several years in this community. I write from firsthand experience that she is exactly the kind of person this board needs.

Ms. Adelman founded The Village Institute in 2019 at its location [redacted] which is squarely within the DDA boundaries; and she resides within blocks of it. But her connection to East Colfax runs deeper as spent the better part of a decade building relationships with the families, neighbors, and institutions that comprise this corridor—she is truly a part of it.

What sets Ms. Adelman apart is her track record in community-centered design—not as a concept, but as a practice she has applied at scale here in Northwest Aurora. Before opening The Village Institute, Ellie facilitated an extensive multi-month community design series that brought together refugee and immigrant families, affordable housing developers, real estate professionals, public health practitioners, educators, small business development experts, and potential employers of newcomers. That process shaped every aspect of The Village Institute and what it is. The result is an organization that has earned deep trust across one of Colorado's most linguistically and culturally complex communities—and serves as a genuine anchor for the East Colfax corridor.

Beyond her community roots, Ms. Adelman brings substantial professional depth. She holds master's degrees in Social Work and International Peace Studies, has managed multi-million-dollar budgets in her prior international development roles. She's spent years navigating the intersection of housing, workforce development, public health, and economic opportunity, as a licensed clinical social worker and trauma therapist. And critically for the DDA board, she understands how real estate and development decisions affect the people who live and work in a neighborhood—because she has sat across from her Aurora neighbors and co-designed solutions with them.

I've personally witnessed Ms. Adelman work in collaborative settings where priorities diverge and stakeholders hold fundamentally different worldviews. She listens carefully, holds the thread of shared purpose, and consistently finds ways to move groups toward action without leaving people behind. She will be a constructive, grounded voice on this board—someone who asks good questions, represents constituencies that are too often overlooked in economic development conversations, and brings the kind of community credibility that gives DDA decisions legitimacy.

The East Colfax corridor has enormous potential and realizing it will require decision-makers who understand the full picture—not just the development opportunity, but the people and culture that give this place its character. Ellie Adelman is one of those people. I recommend her without reservation.

Sincerely,
Alexandria E. Wise Alexandria E Wise
Executive Director, CEDS Finance &
Board Treasurer, The Village Institute

[redacted]

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Blaurock, Amanda

Received: 2/20/2026
Non Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Vetted: 3/3/2026
Marcus Bond

Name: Blaurock, Amanda

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

9 years

How are you involved in your community?:
Since 2017, I have served as the Co-Founder and CEO of the Village Exchange Center (VEC), where I led the conversion of a donated church into a 17,000-square-foot multi-faith worship space and community center. This center acts as a vital bridge for the religious and cultural diversity within the DDA zone, providing essential services like food pantries and health clinics. Through VEC, I have successfully brought over $30 million in funding from outside Aurora into the region. Most recently, I was appointed as a DIRC Commissioner, where I advise on the impacts of federal and local policies on our immigrant and refugee populations

List your interests and activities.:
• Community Integration: Developing "Cultural Brokerage" models to ensure immigrant and refugee communities are integrated into the local economy. • Strategic Philanthropy: Partnering with entities like the Mexican Consulate and the State of Colorado to create high-impact emergency relief funds. • Urban Development: Leveraging 25 years of international and domestic legal and development experience to build inclusive, celebratory community spaces. • Regional Collaboration: Strengthening ties between Aurora, Adams and Arapahoe Counties, and the State of Colorado through VEC’s programming.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Denver Immigrant & Refugee Commission (DIRC): Commissioner (Current).

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I have been involved with the DDA from its inception, and I am driven by a desire to serve as a trusted regional bridge. Having successfully managed a 17,000-square-foot community hub within this specific zone, I have a deep, firsthand understanding of the needs of our residents and business owners. My goal is to ensure that the DDA's growth is both economically vibrant and deeply inclusive. I want to apply my 25 years of legal and development expertise to ensure that the Aurora Downtown District remains a place where diversity is celebrated as a primary economic and cultural asset as bring inclusive abundance into the region.

Describe your vision for the future of East Colfax.:

My vision for East Colfax is a shift from reactive crisis management to a model of Direct Community Investment. I see East Colfax as a "Cultural Brokerage" corridor where small businesses and residents are stabilized through "Responsible Stewardship" and flexible impact funds. By investing in prevention and long-term stabilization rather than just emergency measures, we can create a sense of belonging rooted in economic security rather than fear. East Colfax should be a destination that reflects the global diversity of its residents while maintaining the infrastructure necessary to support the "last-mile" providers who keep the community safe.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

• Legal & Development Expertise: 25 years of experience navigating complex international and domestic real estate and legal landscapes. • Financial Stewardship: Proven track record of securing and managing significant capital, including bringing $30M+ in outside funding to the region. Resulting in perfect federal and financial audits. • Data-Driven Relief Models: Experience in designing high-impact relief models, such as our partnership with the Mexican Consulate for emergency relief, a Minority Business Fund, and multiple other cash assistance programming. • Cultural Competency: 9 year track record of a deep understanding of how to use "Cultural Brokers" to maintain public trust and safety in diverse urban environments.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

In my role as CEO of VEC and as a DIRC Commissioner, I constantly balance the interests of local government, international consulates, and grassroots community members. I believe that trust is the currency of public safety and development. When conflicts arise, such as during significant budget shifts, I focus on Direct Community Investment and transparent communication to bridge the gap between administrative decisions and human impact. I use my 25 years of legal background to find common ground in high-stakes environments, ensuring that all stakeholders feel heard and that our collective decisions prioritize the long-term stability and inclusion of the entire district.

Reference 1: Full Name, Phone Number and Address:
Omar Montgomery: [redacted]

Reference 2: Full Name, Phone Number and Address:
Michael Wamsganz: [redacted]

Reference 3: Full Name, Phone Number and Address:
Commissioner Steve O'Dorisio: [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Amanda Blaurock

Time of Submission: 02/20/26 11:58:10 PM

Attachments

- Entity Representative.docx.pdf
- Letter of Interest _Blaurock.pdf
- Amanda Blaurock Resume.pdf

Docusign Envelope ID: 256B079E-7693-4068-A105-FA7EF7E465CE

VILLAGE EXCHANGE CENTER

Entity Representative Letter

February 21, 2026

To the Aurora Downtown Development Authority (DDA) and the City of Aurora:

This letter serves as formal notification that Amanda Blaurock, CEO of the Village Exchange Center (VEC), is the designated representative for our organization regarding her application to serve on the Aurora Downtown Development Authority Board of Directors.

The Village Exchange Center operates as a non-profit community anchor within the DDA boundary. Since 2017, we have utilized our 17,000-square-foot facility to serve as a multi-faith worship space and community center that directly celebrates the religious and cultural diversity of the surrounding district.

As an organization that serves thousands of residents, including 25,000 individuals in the 2025 calendar year alone, we believe Amanda's leadership and expertise in local development and legal affairs make her an ideal representative for the interests of this community and the DDA.

We fully support Amanda Blaurock's appointment to the Aurora DDA Board and confirm that she has the authority to act as the agent and representative for the Village Exchange Center in all matters pertaining to the board's duties.

Sincerely,

Omar Montgomery

DocuSigned by:
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2/20/2026

Chair of the Board of Directors

Village Exchange Center

VILLAGE EXCHANGE CENTER

Letter of Interest: Aurora Downtown Development Authority Board

Amanda Blaurock CEO, Village Exchange Center

Commissioner, Denver Immigrant & Refugee Commission

To the Aurora Downtown Development Authority (DDA) Board of Directors,

Please accept this letter as a formal expression of my interest in serving on the Aurora Downtown Development Authority Board. Having been involved with the DDA from its inception and running a large non-profit in the DDA district for 9 years, I have watched the district grow and evolve. I am eager to apply my 25 years of experience as an international developer, lawyer, and non-profit leader, alongside my deep roots in the Aurora community, to help shape a vibrant, inclusive, and economically resilient downtown.

My commitment to this district is best demonstrated by my role with the Village Exchange Center (VEC). In 2017, I led the effort to convert a donated church into a 17,000-square-foot multi-faith worship space and community center. This facility now serves as a cornerstone of the DDA zone, celebrating the immense religious and cultural diversity of the surrounding neighborhoods. Through my leadership at VEC, I have successfully secured and brought over $30 million in funding from outside Aurora into the region, strengthening our local infrastructure and safety net.

In my professional capacity and through my recent appointment as a DIRC Commissioner, I have seen firsthand that a thriving district requires more than just physical development; it requires a "funded infrastructure" of inclusion. My vision for the Aurora DDA is rooted in the following principles:

- Cultural Brokerage as an Essential Service: I believe the city must formally recognize and support "Cultural Brokers"—the bicultural navigators who maintain trust and bridge the gap between local government and residents.
- Direct Community Investment: We must shift from reactive crisis management to proactive investment models. Our work with the Mexican Consulate has proven that small, targeted financial interventions can prevent homelessness and stabilize families for less than $900 each.
- Responsible Stewardship: I am committed to high-ROI models that ensure limited resources are used to create the highest possible impact for the community. In 2025 alone, VEC served 25,000 people, demonstrating our role as a regional anchor.

The recent $2.5 million loss in operating budget for immigrant-serving organizations underscores the urgency for stable, local leadership that understands the "human cost of administrative

VILLAGE EXCHANGE CENTER

decisions". I bring a unique perspective that balances high-level legal and development expertise with the "last-mile" grassroots knowledge of what Aurora families need to feel safe and included.

I am deeply partnered with Adams and Arapahoe Counties, as well as the State of Colorado, and I am ready to serve as a trusted regional bridge on the DDA Board. Thank you for your time and for the opportunity to contribute to the future of the Aurora Downtown District.

Sincerely,

Amanda Blaurock

Amanda L. Blaurock

[redacted] |

Executive Summary

Visionary and mission-driven executive with over 20 years of experience as an attorney and leader at the intersection of environmental stewardship, community engagement, public-private partnerships, and strategic growth. Recognized for building high-performing, inclusive teams and cross-sector coalitions, driving multi-million-dollar capital campaigns, and managing large-scale operations with fiscal integrity. A respected public ambassador with strong political acumen and a passion for civic impact and cultural inclusion.

Professional Experience

Village Exchange Center – Aurora, CO: Co-Founder & Executive Director (2017 – Present)

- Co-founded and lead a nationally recognized nonprofit serving over 60,000 annually, advancing cultural inclusion and environmental justice.
- Led strategic planning for expansion, including the development of an urban farm and outdoor education programming at Stanley Marketplace.
- Secured and administered over $30 million in diversified revenue, including major federal, state, foundation, and individual donor funding, demonstrating robust fundraising and resource development capabilities.
- Oversaw a $5M capital campaign for infrastructure and land improvement, managing city approvals, contractor procurement, and long-term site planning.
- Directed a $13.6M emergency response program during COVID-19, coordinating with public health and state partners.
- Built and manage a senior leadership team, fostering a culture of equity, belonging, and transparency through significant organizational growth.
- Serve as a primary spokesperson to media, government, and the philanthropic community, developing deep partnerships with elected officials and civic leaders.

Private Sector Leadership & International Counsel (2008 – 2019) Managing Partner, Rock Partners, PC; EVP & General Counsel, KIT Capital, LLC; Of Counsel, Finnegan, LLP

- Directed operations and governance for a multinational investment firm, overseeing capital deployment, risk management, and organizational strategy.
- Acted as strategic general counsel to CEOs and individuals with multi-jurisdictional assets, overseeing their complex legal landscape.
- Structured and launched an international investment vehicle for a landmark hospitality project, aligning diverse stakeholders around a shared development vision.
- Provided strategic and complex litigation counsel to major international corporate clients, building cross-cultural partnerships to achieve complex objectives.

Federal Government Leadership (2002 – 2008) Supervisory Attorney-Advisor, U.S. International Trade Commission; International Attorney, U.S. Department of Commerce

- Led high-stakes international trade and intellectual property litigation before federal agencies and international courts.
- Reorganized and led a 20-person federal legal department, transforming team performance and earning service awards.
- Advised political appointees and foreign governments on complex regulatory matters, modeling cross-sector diplomacy and public trust.
- Instituted data-driven systems improvements to enhance transparency and organizational learning.

Education

Temple University, Beasley School of Law – Philadelphia, PA: Juris Doctor

Rutgers University – New Brunswick, NJ: Bachelor of Arts in Psychology, Minor in Japanese

Bar Admissions

Active in Colorado, California, and District of Columbia

Key Community Leadership & Board Experience

- Chair of the Board, Denver Film
- Mayor Johnston's Transition Committee, Office of Emergency Management: Advised on city-wide strategic initiatives.
- Craigs Hospital: Board of Directors, Risk and Compliance Committee
- Colorado Forum Member: Engage with statewide leaders on public policy issues.
- Board of Directors, Anti-Defamation League (2019-2022)
- Real Estate and Construction Committee, Jewish Colorado
- UMB Bank Advisory Board (previously on Citywide Banks Advisory Board)
- Leadership Denver, 2021/2022 Cohort

Selected Recognitions

- Colorado Woman's Chamber Of Commerce, Top 25 Most Powerful Woman in Business (2025)
- 9 News Leader of the Year Finalist (2025)
- Denver Business Journal, Most Admired CEO (2024)
- Colorado Women's Chamber of Commerce, Top 25 Most Powerful Women in Business
- Colorado Titan 100 Recipient (2024)

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Cortes-Maceda, Razz

Received: 2/18/2026
Non Resident and Registered Voter
The DDA Address Provided Falls Within Boundaries
Vetted: 2/19/2026
Marcus Bond

Name: Cortes-Maceda, Razz

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own property within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

20+ years

How are you involved in your community?:
My involvement in the community is both long-term and hands-on. My husband, Tom Klein, and I have invested in Northwest Aurora for over 20 years. We've owned and managed properties including the Florence Square Apartments, several single-family homes, and most recently Carm & Gia Metropolitan restaurant. Through those investments, we've aimed to contribute to housing stability, neighborhood vitality, and local economic activity. In addition, I've served on the board of Aurora Community Connection, including as Board Chair from 2019 to 2024. That role allowed me to work closely with residents, nonprofits, and civic partners to strengthen programs that connect people to critical services and community resources. I'm also a member of the Denver Lions Club, where I've volunteered locally and participated in international missions providing eye exams and distributing donated glasses to underserved communities. For me, community involvement means long-term investment, leadership, and service — not just financially, but personally.

List your interests and activities.:

Recently semi-retired, I am enjoying the opportunity to be more intentional with my time — particularly with family in Denver, Chicago (my hometown), and Mexico. Staying connected across these communities is deeply meaningful to me and reflects my appreciation for diverse cultures and perspectives. My husband and I are actively involved in service-oriented organizations, including the Lions Clubs International and Rotary International. We value opportunities to contribute our time and resources to initiatives that strengthen local and global communities. Personally, I enjoy reading, cooking, and hosting gatherings with friends and family. I also stay active managing our properties and, on a lighter note, keeping up with our three energetic small dogs, who certainly keep us moving. Overall, my interests reflect a balance of family, service, lifelong learning, and community engagement — all of which continue to shape how I approach both personal and civic life.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Board Member and former chair of the Aurora Community Connection 501c since 2017: [redacted]

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

The authority granted to the DDA to reinvest in small businesses, housing, safety, and neighborhood improvements under its Plan of Development presents a significant opportunity. My expertise in service design and design thinking uniquely positions me to help ensure that investments along East Colfax are human-centered, data-informed, and aligned with the Colfax Community Vision & Action Plan. I believe revitalization efforts are most successful when they are inclusive, fiscally responsible, and responsive to the lived experiences of residents and business owners. I would bring to the Board a collaborative leadership style, strategic perspective, and commitment to transparency and community engagement. I am motivated by the opportunity to help create an East Colfax district that supports economic vitality while preserving its cultural identity and ensuring long-term sustainability.

Describe your vision for the future of East Colfax.:

East Colfax has the potential to become a high-performing urban corridor that balances economic vitality with inclusive growth. The Aurora Downtown Development Authority can serve as the catalyst by strategically deploying reinvestment tools aligned with its Plan of Development. My vision centers on four measurable outcomes: 1. Strengthened Small Business Ecosystem Targeted façade improvement grants, business retention programs, and strategic corridor marketing to reduce vacancy rates, increase sales tax revenue, and stabilize legacy businesses. 2. Mixed-Income, Transit-Oriented Development Partnership-driven housing initiatives that expand attainable housing supply while preserving affordability and encouraging walkability. 3. Enhanced Public Realm and Safety Infrastructure Capital improvements focused on lighting, pedestrian safety, cleanliness, and placemaking to increase foot traffic and support crime prevention through environmental design. 4. Data-Driven, Transparent Governance Clear performance metrics tied to business growth, property value stabilization, housing production, and community satisfaction — ensuring accountability to residents and stakeholders in Aurora. Success should be defined not only by property appreciation, but by business longevity, inclusive economic participation, and sustained neighborhood stability. East Colfax can become a model for equitable corridor revitalization in Aurora Colorado — demonstrating how strategic reinvestment, when guided by community priorities, generates long-term economic resilience. When I think about the future of East Colfax, I see a corridor that becomes one of the most vibrant and inclusive districts in Colorado — a place where revitalization strengthens the existing community rather than replacing it. Under the leadership of the Aurora Downtown Development Authority, East Colfax can become a true engine of small business growth. I envision a district where locally owned and immigrant-owned businesses thrive, storefront vacancies decrease, and entrepreneurs see Colfax as the place to launch and grow. That means intentional reinvestment — façade improvements, access to capital partnerships, corridor branding, and programs that make it easier to do business. I also see smart, mixed-income housing that supports workforce residents and families, ensuring the people who contribute to the corridor’s vitality can continue to live there. Development should be thoughtful, transit-oriented, and aligned with long-term affordability goals. Public safety and placemaking are equally critical. Safer streets, improved lighting, pedestrian-friendly design, and activated public spaces will create a corridor where people want to walk, dine, shop, and gather. Safety isn’t just enforcement — it’s activity, design, and economic stability. Most importantly, I see a governance model that is transparent, data-informed, and community-centered. The DDA has the opportunity to demonstrate that economic development can be both strategic and equitable. My vision is simple: East Colfax becomes a corridor of opportunity — where investment builds community wealth, development honors identity, and revitalization benefits everyone.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

My unique combination of academic training, executive leadership experience, entrepreneurial insight, and long-standing community service has prepared me to contribute meaningfully to the DDA’s mission and the successful implementation of its Plan of Development. Throughout my career, I have held executive and senior leadership roles within Fortune 100 companies, where I led complex initiatives, aligned strategy with execution, and delivered measurable results. As a former small business owner and a long-term Northwest Aurora property investor, I also understand firsthand the realities of operating a business, managing assets, and navigating local economic dynamics. Coupled with my sustained commitment to community service, this breadth of experience provides both strategic perspective and practical insight. I am prepared to help the DDA balance economic growth with community priorities, ensuring investments are thoughtful, sustainable, and aligned with the long-term vision for the district.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Stakeholder management is essential for successful project delivery. Competing ideas can at a times result in bruised interpersonal relationships, navigating these dynamics require skillful tactics and techniques to bring to bear the very best ideas and contributions of the stakeholders. My corporate work experience provided world class training on these matters and experiential execute. From time to time when at the team level a satisfactory resolution cannot be resolved swiftly and amply, it may be necessary to escalate, yet this would be a rare ocurrance.

Reference 1: Full Name, Phone Number and Address:
Tom Klein [redacted]

Reference 2: Full Name, Phone Number and Address:
Susy Osorio Kinsky[redacted]

Reference 3: Full Name, Phone Number and Address:
Chris Gattegno[redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Razz I. Cortes-Maceda

Time of Submission: 02/18/26 4:54:28 PM

Attachments

- DDA Letter of Intent DDA R Cortes Maceda.pdf

Razz I. Cortes-Maceda
[redacted]

February 18, 2026]

Mayor Coffman
City of Aurora
15151 E. Alameda Parkway
Aurora, CO 80012

Dear Mayor Coffman and Members of the City Council,

I am writing to express my strong interest in serving on the Board of the Aurora Downtown Development Authority. As a strategic executive leader with deep experience in service design, digital transformation, and real estate asset management, I am enthusiastic about contributing to the revitalization and long-term vitality of the East Colfax corridor.

Throughout my career, I have led enterprise-level initiatives that center on understanding community and customer needs, translating insights into actionable strategies, and delivering measurable outcomes. My work spans high-tech, financial services, aerospace, telecommunications, and customer care industries. In each environment, I have focused on designing systems and experiences that balance innovation, operational excellence, and stakeholder value—principles that closely align with the DDA's mission.

As Principal User Experience Strategist at Marimba!, LLC, I oversee real estate assets and have successfully launched and operated a restaurant business. This hands-on experience as both a property stakeholder and small business operator provides me with a practical understanding of the challenges and opportunities facing business owners within a development district. I understand firsthand the importance of accessible capital, safe and welcoming public spaces, thoughtful infrastructure, and strategic marketing to support sustainable growth.

Previously, as Vice President of Digital Strategy at Bellco Credit Union, I led digital banking and member experience transformation initiatives that strengthened engagement and improved service delivery. My background at organizations such as VMware, Accenture, DirecTV, and Sun Microsystems further refined my ability to manage complex programs, oversee cross-functional teams, and align strategic vision with execution.

The authority granted to the DDA to reinvest in small businesses, housing, safety, and neighborhood improvements under its Plan of Development presents a significant opportunity. My expertise in service design and design thinking uniquely positions me to help ensure that investments along East Colfax are human-centered, data-informed, and aligned with the Colfax Community Vision & Action Plan. I believe revitalization efforts are most successful when they are inclusive, fiscally responsible, and responsive to the lived experiences of residents and business owners.

I would bring to the Board a collaborative leadership style, strategic perspective, and commitment to transparency and community engagement. I am motivated by the opportunity to help create an East Colfax district that supports economic vitality while preserving its cultural identity and ensuring long-term sustainability.

Thank you for your consideration. I would be honored to serve and contribute to the continued progress of Aurora's downtown development efforts.

Respectfully,

Razz I. Cortes-Maceda

Aurora Downtown Development Authority

Applicant Package - Ward V

Aurora Downtown Development Authority - Ward V

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Eshete, Alemayehu

Received: 2/26/2026
Ward V Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Arapahoe County
Vetted: 2/26/2026
Marcus Bond

Name: Eshete, Alemayehu

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own property within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

I have lived and worked in the Aurora area for 36 years. I began operating a business along the Colfax corridor in the early 1990s and, since 1996, have owned and managed commercial property in Northwest Aurora through Miles Investment Corporation. For nearly three decades, I have been both a business owner and property owner in this community, giving me long-term, firsthand experience with the area's changes, challenges, and opportunities.

How are you involved in your community?:
I am actively involved in Aurora's Ethiopian community as a member of St. Mary Ethiopian Orthodox Church and the Colorado Ethiopian Community, including participation in our local Iddir, which provides social and financial support to families during times of loss. These connections have allowed me to stay closely engaged with and support members of our community. As a business and property owner, I am also involved through the relationships we build with our tenants and customers. Many of our tenants have operated their businesses in our properties for years, which reflects the trust and mutual respect we've cultivated. Through our motel business, we regularly serve individuals facing difficult circumstances and strive to offer flexibility and understanding while maintaining a sustainable operation. I see community involvement not only as participation in organizations, but also as how we treat people in our day-to-day business practices.

List your interests and activities.:

Much of my time is dedicated to managing operations of our two on-site businesses and overseeing our other Colfax properties alongside my business partner. Staying actively involved in day-to-day work has always been important to us. For many years, my free time centered on raising my two daughters. I made it a priority to be present in their lives – attending their sports games, school events, and academic activities while balancing the demands of running a business. Now that my daughters are adults living in other cities, I spend more of my free time on home improvement projects. I enjoy fixing and improving things, whether on our properties or at home. I also enjoy gardening, going to the gym, and traveling with my family. Last year, our daughters treated my wife and me to a trip to Portugal, which was a meaningful experience for all of us.

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

N/A

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the Aurora DDA Board because I bring a long-term, ground-level perspective as someone who has invested, operated, and stayed committed to East Colfax for more than three decades. I immigrated to the United States in 1980 after fleeing political unrest in Ethiopia and built my life and business from the ground up. In the early 1990s, my business partner and I operated a small establishment on Colfax, Peoria Restaurant and Lounge. When we had to relocate, we made the decision in 1996 to purchase a larger property that included a motel that had been vacant for over ten years. It was a significant risk, and many advised against it, but we believed the corridor still had opportunity. Through Miles Investment Corporation, we have continued to own and manage property in the area ever since. Over 36 years, I have experienced the full cycle of this corridor – economic highs, long periods of neglect, shifting demographics, the impact of COVID, and rebuilding after a fire. As both a landlord and operator, I understand the financial pressures small businesses face, the importance of stable tenancy, and how safety and perception directly affect success. I have seen encouraging investments, such as the development around Fitzsimons, and I believe similar momentum can be extended further along Colfax. At the same time, I see vacant buildings, inconsistent code enforcement, and ongoing safety concerns that discourage new investment. I want to serve on the DDA to bring practical experience, long-term commitment, and a balanced perspective – supporting redevelopment while protecting affordability and opportunity for small business owners. I believe thoughtful collaboration between the City, property owners, and community members can improve safety, strengthen businesses, and reshape the reputation of East Colfax for the better.

Describe your vision for the future of East Colfax.:

My vision for the future of East Colfax is a corridor that is clean, safe, affordable, and economically vibrant – while still preserving the diversity and character that make it unique. First and foremost, safety must be a priority. A safe environment benefits everyone: residents, small business owners, property owners, and visitors. Consistent code enforcement, improved lighting, removal of abandoned vehicles, and stronger coordination between the City and property owners would make a visible and meaningful difference. In the past, enforcement felt more consistent; restoring that standard would help rebuild confidence in the area. At the same time, affordability is essential. East Colfax should continue to provide affordable housing options and accessible commercial space so that working families and small, locally owned businesses can remain and succeed. I also envision attracting new businesses and responsible investors who see the opportunity in this corridor. With the right improvements and support, East Colfax can shift its reputation from being viewed as unsafe or neglected to being recognized for its hardworking entrepreneurs, cultural diversity, and strong community ties. Ultimately, I see East Colfax as a place where long-standing businesses can thrive, new investment is welcomed, and residents feel proud of their neighborhood. With thoughtful planning and collaboration, that future is achievable.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring more than 36 years of firsthand business and property ownership experience along the Colfax corridor. Over that time, I have operated businesses, managed commercial properties, and navigated the many economic cycles that have shaped this area. This long-term involvement gives me practical knowledge of how policy decisions, safety conditions, and market changes directly affect small businesses and property owners. In 1996, my business partner and I took on a property that required significant reinvestment, patience, and persistence to stabilize and operate successfully. That experience taught me how to assess risk, identify underlying potential, and commit to long-term improvement rather than short-term gain. I hope to bring that same mindset to the work of the DDA – seeing opportunities for betterment where others may only see challenges. I also have a diplomatic and steady leadership style critical for progress. I believe in listening more than I speak, understanding different viewpoints, and working toward practical solutions. In business and in community relationships, this approach has helped me build trust, maintain long-term partnerships, and navigate conflict constructively. I believe those skills are essential for effective collaboration on the DDA Board.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Throughout my career as a business and property owner, collaboration has been a daily responsibility. Running multiple businesses requires constant coordination with partners, employees, tenants, customers, vendors, and city officials. Each group brings different priorities and perspectives, and success depends on finding common ground. In managing long-standing employees and tenants, I have learned the importance of active listening. When conflicts arise – whether related to lease terms, operations, or expectations – I focus first on understanding the underlying concerns before offering solutions. Often, people want to feel heard and respected. From there, I work toward practical compromises that allow the business relationship to continue productively. I also understand that not every decision will align perfectly with my own viewpoint. In group settings, I am comfortable sharing my perspective clearly, listening to others thoughtfully, and supporting the majority decision once it is reached. Maintaining unity after a decision is just as important as the discussion that leads to it. My approach is steady, respectful, and solution-oriented. I prioritize understanding first, then compromise where possible, always keeping the long-term health of the community in mind.

Reference 1: Full Name, Phone Number and Address:
Sandy Feld: [redacted]

Reference 2: Full Name, Phone Number and Address:
Brenda Parra: [redacted]

Reference 3: Full Name, Phone Number and Address:
Yalemwork Tekola: [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Alemayehu Eshete

Time of Submission: 02/26/26 6:21:05 PM

Attachments

- Alemayehu Eshete DDA Application.pdf

Dear Members of the City Council,

I am writing to express my strong interest in serving on the Aurora Downtown Development Authority Board.

For 36 years, I have been part of the Colfax corridor as both a business owner and property owner. Throughout that time, one theme has guided me: I have always tried to see the potential in places and people that others may overlook.

I immigrated to the United States in 1980 after fleeing political unrest in Ethiopia. I arrived with little, but with determination and belief in opportunity. In the mid-1990s, my business partner and I made a decision that many advised against – we invested in a larger property on Colfax that included a motel that had been vacant for over a decade. It required significant work, carried real risk, and demanded long-term commitment. But we saw possibility where others saw decline.

Nearly 30 years later, we continue to operate that business through Miles Investment Corporation. Our property has weathered changing neighborhood demographics, economic downturns, COVID, and even a fire that required rebuilding. Along the way, we have provided space for small businesses to grow and served customers from many walks of life. Many of our tenants have remained with us for years, a testament to the relationships we've built and our shared belief in the value of small business to a community.

East Colfax today reminds me of that earlier moment – full of challenges, but also full of opportunity. I have seen the deterioration: vacant buildings, safety concerns, and unsustainable property taxes. But I have also seen the promise: the energy of diverse communities, the strength of hardworking business owners, and positive developments like the growth around Fitzsimons.

My vision for East Colfax is clear: a corridor that is clean, safe, affordable, and economically vibrant. A place where small businesses can succeed, where investors feel confident to build, and where families feel secure. I believe strong code enforcement, thoughtful redevelopment, and collaboration among property owners, business owners, and the City are essential to realizing that future.

As someone deeply rooted in Aurora's Ethiopian community and the broader Colfax business community, I bring both lived experience and long-term perspective. I understand the challenges facing landowners, tenants, and residents because I have faced them myself. More importantly, I believe in the untapped potential of this corridor.

I would be honored to serve on the Aurora DDA Board and to help turn vision into action – so that future generations see East Colfax not for what it once struggled with, but for what it became.

Thank you for your consideration.



Alemayehu (Alex) Eshete

Alemayehu Eshete

[redacted] [redacted]

As an Ethiopian-American, property owner, and small business operator, I have worked on East Colfax for over 36 years. I came to Colorado after fleeing political unrest in Ethiopia, with limited resources and no family in the country, and built a community and resilient business from the ground up. Today, through Miles Investment Corporation, I co-own and operate a motel and commercial rental units on the corridor. I am applying to serve on the Aurora Downtown Development Authority because I believe revitalization should also be shaped by the people who lived through the hard years, not just those arriving for the good ones.

Experience

Miles Investment Corporation — Aurora, Colorado

Co-Owner — 1996 – Present

- Own and operate Park Motel, commercial rental units, and Jet Wash (a self-service car wash) at [redacted]
- Provide affordable commercial space to 5 small business tenants who have renewed leases for multiple years
- Took over a motel property that had been vacant for over 10 years, undertaking a major rehabilitation and successfully operating it for nearly 30 years since
- Rebuilt portions of the property after a significant fire in 2021, worked with the city, insurance, and contractors to build the motel, and reopened the business after a year of renovations
- Navigated the COVID-19 pandemic while maintaining the business and working with tenants and motel guests facing financial hardship
- Witnessed and adapted to neighborhood shifts, including the Fitzsimons medical campus development and periods of increased vacancy and disinvestment along East Colfax
- Operated Las Adelitas, a neighborhood nightclub during the 2010-2014, that hosted live local bands and a weekly Sunday family cookout, bringing the community together through cultural programming and creating a safe, welcoming gathering space
- Operated Club Mixx from 1996 to 2008, hiring live bands to provide entertainment and a gathering space for the East Colfax community

Peoria Restaurant and Lounge — Aurora, Colorado

Manager — 1990 – 1996

- Co-owned and operated an East Colfax establishment with a business partner, building a regular local customer base and establishing roots
- Pivoted to identify and acquire a larger opportunity when the property was sold by the landlord, laying the groundwork for Miles Investment Corporation

Yellow Cab — Denver, Colorado

Transportation Operator — 1982 – 1990

- Operated as an independent transportation operator in the Denver metro area, developing self-employment skills, customer service experience, and knowledge of the local community shortly after immigrating to the United States

Languages	English and Amharic
Education	Metro State College & University of Colorado Denver, 1981 – 1982

Sanford R. Feld
[redacted]

February 25, 2026

Members of City Council
City of Aurora

Re: Letter of recommendation for Alemayehu Eshete to be selected as a member of the Board of Directors for the Aurora Downtown Development Authority

Honorable Members of City Council:

My name is Sanford R. Feld, and I have known Alemayehu Eshete for over 30 years. I was born in Aurora in 1958, and my family has owned significant real estate properties and operated businesses in Aurora for over 50 years. I have been in my current position as a real estate business owner/broker/manager for over 45 years with one firm.

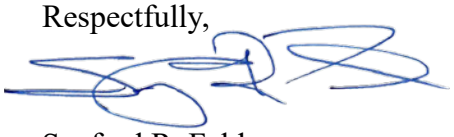
I first met Mr. Eshete in the mid 1990's when he was working several jobs to support his family and looking for opportunities to own a business and live the American dream. He has always demonstrated incredible perseverance, dedication and above all *honesty and loyalty* to everything he has been involved with.

I have personally witnessed his tireless commitment, unique skill set, and ability to work cooperatively in a wide range of business and personal situations. The utilization of his life experiences and skills has enabled him to become a successful entrepreneur throughout the time I have known him, managing and operating a number of business opportunities including successfully managing employees and partnerships.

His distinctive knowledge of the East Colfax Corridor and Downtown Aurora area, combined with his familiarity and interaction with many diverse cultures that this area is comprised of, gives him the skills necessary to implement the mission of the Board of Directors for the Aurora Downtown Authority.

He has my full endorsement and would be an incredible asset to move the DDA Board forward towards accomplishing its goals.

Respectfully,



Sanford R. Feld

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Goldman, Jesse

Received: 2/28/2026
Non Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Vetted: 3/2/2026
Marcus Bond

Name: Goldman, Jesse

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own property within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

I have owned property within the DDA boundary since October 2020 and actively serve as a managing member of the ownership group.

How are you involved in your community?:
As an architect, I have worked directly on projects within the boundary including the Peoples Building, La Victoria Healing Kitchen, Manos Sagrados, and Shifted Lens Theatre (currently under construction), helping bring community-centered spaces to life.

List your interests and activities.:
I am interested in building a strong and vibrant community in Aurora and the greater Denver area. As an architect I work with many clients to help develop spaces that function for them and the community they are in.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

I am currently a director on CSHQA's board and have served on it since 2020, however I did take one year off from the board while serving as the interim CEO while we restructured the leadership of the firm. In addition I served for several years as a trustee for Park Hill United Methodist Church and was co-chair of that group for two years. Within my roles I have been both a part of and leader of multiple committees.

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

As an architect I want to encourage positive and thoughtful development of our community that is additive to the strong fabric that already exists while being thoughtful about not being subtractive to the community who makes this vibrant area their home.

Describe your vision for the future of East Colfax.:

I envision a space that is full of art, culture, and diversity. I want East Colfax to be a destination that feels safe, inclusive, and walkable while being mindful and uplifting to the existing diversity of the region. As a destination people will come to have experiences by means of food, retail, art, or culture that are not readily available in other parts of the metro Denver area. As leaders within this community my desire is to push the strong arts community in this area as an economic engine that creates long-term sustainability and is a catalyst for small business support.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

As a business leader, as an architect, and as a property owner I bring a unique set of skills that allow me to be a thoughtful leader in creating a strong community with balanced growth. I work hard to bring a 30,000 foot perspective to problems and love the challenge of solving it as an opportunity. I find joy in serving and creating solutions that matter.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Every day of my life entails collaboration. Many of the projects I work on are very complex, with multiple stakeholders. As an Architect I take the lead on coordination between client, design team, public, agency, and contractor to help ensure a successful outcome. I find the best way to address conflict resolution is through continued strong and open communication. Most conflict occurs when various parties do not feel heard.

Reference 1: Full Name, Phone Number and Address:
Katie Goldman, [redacted]

Reference 2: Full Name, Phone Number and Address:
Scott Maloney, [redacted]

Reference 3: Full Name, Phone Number and Address:
Jim Otradosky, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Jesse Goldman

Time of Submission: 02/28/26 3:47:40 PM

Attachments

- DDA Intrest Letter and Resume - Jesse Goldman.pdf

Dear Members of the Selection Committee,

I am writing to express my interest in serving on the Aurora Downtown Development Authority Board. As a property owner within the DDA boundary since October 2020 and a managing member of that ownership group, I am personally invested in the long-term health of Northwest Aurora and the East Colfax corridor. As Principal Architect at CSHQA, I am professionally committed to shaping places that strengthen communities.

My work as an architect has allowed me to contribute directly to projects within the DDA boundary, including the Peoples Building, La Victoria Healing Kitchen, Manos Sagrados, and the Shifted Lens Theatre currently under construction. These efforts have reinforced my belief that great development is not simply about new buildings, it is about stewardship within the community. It is about strengthening the cultural identity, economic vitality, and daily lived experience of the people who already call this place home.

I am particularly passionate about two priorities for East Colfax, safety and small business retention. A thriving district must feel safe and welcoming for residents, visitors, and entrepreneurs alike. At the same time, the corridor's authenticity and vibrancy are driven by locally owned businesses and culturally rooted institutions. I believe the DDA can play a critical role in creating infrastructure, programming, and development strategies that support both.

While my experience with public-private partnerships and urban redevelopment authorities is not extensive, I understand the importance of thoughtful collaboration between public entities and private stakeholders. My professional work requires me to lead complex, multi-party coordination efforts; balancing the needs of clients, agencies, community members, and contractors to achieve durable and equitable outcomes. I approach governance in the same way; listening carefully, seeking alignment, and making decisions that serve the broader good.

In addition to my architectural practice, I currently serve as a Director on the CSHQA Board, and previously served as a Trustee and Co-Chair at Park Hill United Methodist Church. These roles have provided me with experience in governance, fiduciary responsibility, and strategic leadership during periods of organizational transition.

I envision East Colfax as a district known for its art, culture, diversity, and authenticity. This is a destination that cannot be replicated elsewhere in the metro area because it grows organically from its community. With thoughtful design, intentional investment, and strong stewardship, the DDA can help ensure that growth is additive rather than subtractive.

I would be honored to contribute my perspective as a property owner, architect, and community stakeholder to help shape a vibrant, inclusive, and resilient future for Aurora.

Thank you for your consideration.

Sincerely,
Jesse Goldman

[redacted]

[redacted]

JESSE GOLDMAN

AIA, NCARB, LEED AP | Principal Architect, Board Member

PROFILE

A visionary leader passionate about architecture, design, and creating a positive impact on the built environment. Thrive on problem-solving and finding creative solutions. Demonstrated ability to drive growth, profitability, and innovation in professional services firms. Experienced in leading and managing teams as well as developing and implementing strategic plans.

CONTACT



LEADERSHIP

Board Member, CSHQA: 2019 – Present
(Except while serving as Interim CEO)

- Responsibilities: Oversee strategic direction, uphold governance, approve major decisions, and provide feedback and guidance to the executive team on current initiatives. Serve on the Governance Committee and Nomination Committee.
- Contributions: A vocal and engaged member of the board, strongly advocating for the firm's growth transformation process. Consistent collaborator with independent board members to drive diverse and thoughtful leadership oversight.
- Impact: Contributed to raising the board's standards of governance and effectiveness, and to fostering a collaborative relationship between the board and the executive team.

Interim CEO, CSHQA: August 2022 – May 2023

- Guided the firm through a critical growth transformation, laying the foundation for its first full-time executive leadership. Oversaw all aspects of firm operations, including financial management, project delivery, and employee engagement. Led the effort to prepare the firm for the transition from a principal-led structure to an executive-led model.

SELECT WORK EXPERIENCE

CSHQA, Denver, CO
Principal Architect, 2019 - Current

- Successfully led the CSHQA Denver office, expanding the firm's presence in the market. Developed new markets to provide revenue from a regional level. As Principal Architect at CSHQA, I am committed to fostering a culture of collaboration, innovation, and employee ownership and to driving the firm's continued success.
- Responsible for project oversight, client relations, team management, and strategic initiatives. Successfully transitioned numerous clients from Pendentive to CSHQA, expanding the firm's presence in the Denver market.
- Served as Interim CEO of CSHQA, guiding the firm through a growth transformation and preparing it for its first full-time executive leadership.

PENDENTIVE, Denver, CO
Founder and Owner

- Led and managed all aspects of a successful architectural firm, including strategic planning, business development, financial management and project delivery. Brought in multiple new clients each year and consistently increased revenue in each year of operation.

SINK COMBS DETHLEFS, Denver CO

- Led design and project management for a range of arena projects. Spearheaded firm-wide implementation of BIM standards, resulting in significant reduction of hours spent on projects.

DAVIS PARTNERSHIP, Denver CO

- Project Architect on multiple healthcare projects, including the master planning and expansion of the Vail Valley Medical Center and Grand River Medical Center.

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Goldman, Katie

Received: 2/24/2026
Non Resident and Registered Voter
DDA Address Provided Falls Within Boundaries
Vetted: 2/24/2026

Marcus Bond

Name: Goldman, Katie

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own property within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

Purchased the properties in Oct of 2020, opened two buisnesses and relocated a third in 2023.

How are you involved in your community?:

My involvement in Aurora is defined by a holistic commitment and direct action to supporting the transformation of our downtown into a vibrant district that enhances the neighborhood, strengthens the community, and attracts commerce essential to a robust local economy. My approach combines direct capital investment with a "multiplier effect" that supports dozens of other local entrepreneurs and neighbors. I believe physical revitalization is a component in developing a thriving district. In October 2020, I became a property owner in the district, completing full renovations of [redacted] Furthering this commitment, I am currently developing Marigold Market at [redacted]—a project awarded through a competitive city-led bid, which will serve as a key anchor for downtown-adjacent commerce. Beyond my own properties, I view my businesses as "community infrastructure" designed to lower barriers for others. By relocating my professional services firm, oh zhoo, from Denver’s RiNo District to Aurora, I have centered my economic output here. My most significant impact on the local economy is through La Victoria Incubator Kitchen, which has served as a launchpad for over 90 food and beverage entrepreneurs. Currently, our incubator supports over 40 active operators with a focus on inclusive economic participation: - 70% identify as Black, Indigenous, Hispanic/Latino, or People of Color. - 67% are woman-owned businesses. - 18% are refugee- or migrant-owned. By providing the framework for these businesses to scale, I directly contribute to a diverse and resilient commercial corridor. I also believe that a district thrives when its social fabric includes diverse perspectives and participation. I have been an active voice in the formation of the Aurora Downtown Development Authority since 2024, advocating for growth that balances revitalization with small business retention. My involvement extends to the Arts and Culture District, where I maintain active collaborations with DAVA, the Aurora Fox, The People's Building, and others. Within the private sector, I serve as a connector for fellow business owners. I am a frequent collaborator and resource for a wide network of local staples, including Cerebral Brewing, Bahn and Butter, Urban Burma, Rebels In the Garden, and more, to ensure that as our district grows, we share information and support to grow together, and invite in others who currently reside or conduct business in the neighborhood. My family and I have committed to investing our lives and resources in Aurora. Whether I am participating in City Council town halls or partnering with local schools through La Victoria Healing Kitchen programming, my goal remains the same: to ensure Downtown Aurora is a place where culture, community, and commerce intersect to create lasting prosperity.

List your interests and activities.:

Outside of my professional work, my interests are rooted in curiosity, creativity, and time spent with people I love. My childhood was shaped by moving through many different communities including Houston, St. Louis, Baton Rouge, Chicago, Kansas City, and eventually Denver, which gave me an early appreciation for how place, culture, and everyday rhythms shape people's lives. I enjoy traveling, especially to places where food, culture, and daily life are deeply intertwined. I'm always paying attention to how people gather, share meals, and move through public space. At home, I spend time gardening, tending to plants, or sitting on my front porch listening to the sounds of the neighborhood. I love being outdoors, taking walks with our dog, Daisy, and slowing down enough to notice small details that often get missed. Music and the arts are an important part of how I recharge. I enjoy attending small concerts and bluegrass festivals, as well as local performances and shows. These experiences are as much about connection as they are about entertainment—seeing familiar faces, meeting new people, and feeling part of a shared moment. I'm also a lifelong learner, and I often wish I had more time to read. Most recently, I've been working on improving my Spanish, both as a personal challenge and as a way to better connect with people around me. I enjoy learning new skills, trying new recipes, and having conversations that stretch my perspective. Above all, I value time with my family. Being a parent has deeply shaped how I see the world, grounding me in patience, humor, and perspective. Whether we're sharing meals, attending events, or simply being together at home, those moments are what keep me balanced and present.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

2023 - current, Aurora Community Connections Board of Directors - serving as the Vice Chair of the Board 2024 - current, Creative Alliance of Downtown Aurora Board of Directors - Member 2025 - Cultural Affairs Commission, City of Aurora - Community Liaison Yes, specifically within Aurora, I serve as the Vice Chair of the Aurora Community Connections Board of Directors. My responsibilities include developing our 3-year strategic plan (2026- 2029) and assuming the Chair's duties when required. As a member of the board for the Creative Alliance of Downtown Aurora, my contributions have included helping to inform the strategic plan, recruiting other board members, helping to structure the fundraising committee, and drafting a Request for Proposal to secure professional services for branding, marketing, and placemaking. I have also served as a community liaison on an Cultral Affairs Commission organized by the City of Aurora's Library & Cultural Services Department, where I attended meetings and provided guidance on the distribution of grant funding. I am also an active participant in the initiative to create the Downtown Development Authority, regularly attending, helping to organize, and participating since the fall of 2024. Within the larger context of the Denver Metro area, I am: As a member of Good Business Colorado, I spoke on a panel at the 2025 "Level Up Academy" on the topic of Women In Business, The Evolution Effect: How Entrepreneurs Adapt, Transfor and Thrive. The recipient of the 2025 "Community Champion" Award from Good Business Colorado. Regularly volunteered at East High School while my children were in attendance through May of 2025, most recently serving as an Afterprom Space Captain, where I was responsible for recruiting volunteers, soliciting donations for materials, and organizing volunteer work days. Prior leadership roles, appointments, and committees of note include: Group Lead for Leads Group #5 with the Denver Metro Chamber of Commerce - responsible for organizing group meetings and outings, reporting lead generation and converted sales, participating in the Leadership Advisory group to help improve and direct the development of the program at the Chamber level. Active with the Denver Area KU School of Architecture Alumni Association - currently selected as a speaker on two panels for an Alumni Symposium, March 5-8, 2026 Serving on the Board of Directors for the ACE Mentor Program of Denver - during my tenure in this role, I was responsible for the re-imagining of our annual awards and fundraising event, resulting in an increase of over $100k in donations, the largest increase the organization had seen within the previous 5 years. Founding member of the Women in Design Kansas City Chapter - in this role, I served in an advisory capacity, helping to structure the new chapter, establish its bylaws and committees, and support recruitment and fundraising. Being selected as the first student to serve on the Advisory Board for the University of Kansas School of Architecture and was asked to remain on the Board after graduation. I was the youngest member ever to serve at the time. My highlight achievement while serving was organizing and helping to host an Alumni Reunion. Other leadership positions, and committee, and organizational participation are included in my attached resume.

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

My candidacy for the DDA Board is driven by a commitment to inclusive revitalization. I believe that drawing in sustainable commerce requires a neighborhood that is safe, inclusive, and trusted by its residents. I intend to leverage the Colfax Community Vision & Action Plan to strengthen our local economy, ensuring that as we modernize our infrastructure and invite new investment, we do so in a way that respects the existing neighborhood fabric and creates a shared prosperity for all who call the district home. I recognize that for many residents and business owners, conversations about redevelopment come with understandable skepticism. Communities like this one have seen investment arrive without meaningful inclusion, and have watched familiar places, people, and identities pushed out in the name of progress. I have personally witnessed this in RiNo, where rapid change brought visibility and capital, but also the loss of affordability, displacement of longtime residents and artists, and a sense that the neighborhood's original character was no longer at the center of decision-making. That experience has shaped how I think about growth, stewardship, and responsibility. I am also mindful that the community carries real fractures among residents, businesses, property owners, and institutions, shaped by years of disinvestment and uneven outcomes. I believe the DDA can help by serving as a steady, transparent convener: aligning efforts, reducing silos, and demonstrating through action that community voices meaningfully shape decisions. This perspective has been shaped in part by my participation in the City-led working group that helped inform the Vision & Action Plan, where listening across differences and aligning diverse priorities were central to the process. As a licensed architect, I am trained to understand how the built environment influences daily life. How design, scale, and maintenance affect whether people feel safe, welcome, and able to stay rooted over time. And, just as importantly, my work has taught me that good outcomes depend on listening first. Trust is built when communities see that plans reflect their lived realities, that early actions match stated values, and that decision-makers remain accountable over time. The Vision & Action Plan calls for improvements in safety, support for small businesses, housing stability, arts and culture, and public space. Executing this work thoughtfully, with early, visible wins and transparent decision-making, will be essential to building confidence in the DDA as a community partner. I am motivated to serve because I believe the DDA has the opportunity to do things differently: to move at a pace that allows relationships to form, to prioritize investments that help people stay, and to treat the neighborhood as more than a redevelopment opportunity. Serving on the DDA Board would allow me to contribute a practical, grounded perspective shaped by professional experience and lived observation. I see this role as an opportunity to help ensure that downtown Aurora's growth strengthens what already exists, honors the community's identity, and builds trust through consistent, values-aligned action.

Describe your vision for the future of East Colfax.:

My vision for East Colfax begins with the understanding that it is not mine alone to define. East Colfax is shaped by the people who live, work, create, and gather here, and any lasting vision must grow from their lived experience and priorities. It is important to honor the nostalgia of Colfax's thriving past, without trying to recreate it. Colfax Avenue takes on a different character as it moves through Lakewood, Denver, and Aurora, each reflecting the community it serves. This moment offers an opportunity to reframe and revitalize what makes Aurora's Colfax distinct, building forward rather than looking backward for a model. I see East Colfax as a place that continues to evolve without losing its identity: safer, cleaner, and more welcoming, while remaining affordable, culturally rich, and accessible to longtime residents and small businesses. A place where investment supports stability rather than displacement, and where improvements are felt in everyday ways. My hope is that progress on East Colfax is defined as much by how decisions are made as by what is built through transparency, coordination, and follow-through. I see the DDA's role as helping align resources and community priorities to move shared goals into action. Ultimately, my vision is for East Colfax to remain a place where people can stay, contribute, and belong today and for generations to come.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I offer the Aurora DDA a unique blend of high-level architectural strategy and "main street" operational experience. My perspective is shaped by the belief that a district's success depends on the careful sequencing of physical improvements, economic support, and community trust. Technical Experience: As a licensed architect, I bring a deep understanding of how physical spaces influence economic behavior and social connectivity. My career has focused on moving complex projects from conceptual vision to tangible implementation. - Large-Scale Infrastructure: At Denver International Airport, I served on the South Terminal redevelopment program management team. This role required aligning diverse stakeholders, managing realistic timelines, and maintaining clear communication to prevent "stalling" on long-term public goals. - Regulatory Navigation: I have firsthand experience navigating the City of Aurora's zoning, permitting, and building codes. I understand the "friction points" that small business owners face and how the DDA can help mitigate them to encourage investment. Economic Development & Small Business Advocacy: Through creating and managing La Victoria Incubator Kitchen, I have developed a specialized expertise in "micro-economies." - Resource Management: I have experience managing limited resources and adapting systems to meet real-world operational needs. - Entrepreneurial Support: Having supported over 90 food and beverage entrepreneurs, I understand what "commerce-ready" infrastructure looks like. I can help the DDA identify which investments will most effectively draw in new businesses and strengthen the local economy. Stakeholder Perspective: I bring the "skin in the game" perspective of an Aurora property owner [redacted]. This allows me to evaluate DDA initiatives through a lens of: - Long-term Maintenance & Operations: Ensuring that "beautification" projects are sustainable and manageable over time. - Risk Mitigation: Understanding the financial realities of investing in the Colfax corridor. - Market Viability: Assessing whether proposed developments will truly draw in the desired commerce and foot traffic. Leadership & Community Stewardship: I believe communities experience "plans" not as documents, but as kept promises. My leadership style is characterized by: - Sequencing & Follow-Through: I understand that meaningful change requires a logical order of operations to maintain momentum and public trust. - Decisive Collaboration: I prioritize listening to the community first, but I am prepared to lead decisively when a project requires a firm direction to move forward. My goal is to help the DDA align its resources with the Colfax Community Vision & Action Plan, ensuring that every board decision serves the dual purpose of strengthening our neighborhood fabric and creating a resilient, thriving economic district.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I've spent much of my career working at the intersection of diverse stakeholders, including community members, business owners, public agencies, and project teams, where balancing different viewpoints is not just necessary but foundational to success. In both my professional work and community leadership roles, I approach group settings as a facilitator and connector. Whether managing complex, multi-stakeholder projects like those at Denver International Airport or leading collaborative initiatives through the La Victoria Incubator Kitchen, my role often requires aligning competing priorities while maintaining forward momentum. This means creating space for all voices, translating across perspectives, and ensuring decisions are grounded in shared goals rather than individual agendas. I've learned that conflict is often a signal, not a barrier. In practice, I rely on a few key techniques: active listening, reframing challenges in terms of common outcomes, and breaking large disagreements into smaller, actionable decisions. I also prioritize transparency in communication and clear documentation, which helps prevent misalignment and builds trust across teams. In community-focused work, particularly in Aurora, I've seen how important it is to honor lived experiences and historical context when navigating differing viewpoints. My approach is to lead with curiosity, remain adaptable, and ensure that decisions reflect both immediate needs and long-term impact. Ultimately, I see my role on a board like the DDA as a steady steward, someone who can hold multiple perspectives at once, help navigate complexity, and support thoughtful, inclusive decision-making that moves the work forward.

Reference 1: Full Name, Phone Number and Address:
DeAnna Rumsey, [redacted]

Reference 2: Full Name, Phone Number and Address:
Doni Clemons, [redacted]

Reference 3: Full Name, Phone Number and Address:
Thoa Nguyen, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Katie E Goldman

Time of Submission: 02/24/26 12:18:31 AM

Attachments

- DDA Uploads KGoldman.pdf

Dear Members of the City of Aurora and Selection Committee,

I am writing to express my interest in serving on the Aurora Downtown Development Authority Board. I am motivated to serve because I care deeply about the future of East Colfax and believe this moment calls for thoughtful stewardship, collaboration, and follow-through grounded in community trust. My technical, professional, and lived experiences will support the board in crafting a responsible strategic plan, providing visionary and practical guidance, and fostering inclusive community activation rooted in trust and communication.

My connection to East Colfax is both professional and personal. I am a property owner, business owner, and licensed architect who has intentionally invested time, energy, and resources in Aurora's downtown and cultural districts. Over the past several years, I have worked alongside residents, artists, entrepreneurs, property owners, and City staff through my businesses, board service, and participation in the City-led working group that helped inform the Colfax Community Vision & Action Plan. Those experiences have reinforced for me how important listening, transparency, and coordination are—particularly in a community that has experienced both long-term disinvestment and uneven outcomes.

I approach this opportunity with humility. I do not see my role as defining a vision for East Colfax, but as helping care for one that is shaped collectively. I believe Aurora's Colfax has its own distinct identity—separate from Denver's and Lakewood's—and that this is the right moment to reframe and revitalize what makes it uniquely Aurora, without losing the people, culture, and character that already exist.

Professionally, I bring experience in project management, the built environment, and implementation. I have worked on projects ranging from large public efforts, including the South Terminal redevelopment at Denver International Airport, to community-scale work such as building and operating La Victoria Incubator Kitchen. Across these contexts, I have learned that trust is built not through plans alone, but through realistic timelines, clear communication, and consistent delivery. I am comfortable supporting collaborative processes and, when required, helping move decisions forward to maintain momentum and accountability.

If appointed, I would aim to serve as a steady and thoughtful board member—one who listens carefully, asks practical questions, and helps align resources with shared priorities. I am committed to approaching this role with care, respect for lived experience, and a long-term perspective focused on stability, inclusion, and resilience.

Thank you for your consideration and for the work being done to support the future of East Colfax and downtown Aurora. I would be honored to contribute my time and experience in service to the community.

Sincerely,



Katie Goldman

KATIE E. GOLDMAN

Licensed Architect | Entrepreneur | Creative Strategist

Katie is a highly accomplished licensed design professional and entrepreneur with over 25 years of experience in architecture, construction, and high-volume operations, who is driven to rally people around ideas so that others become activated & engaged. She specializes in bridging the gap between creative vision and technical execution, with a deep understanding of complex regulatory environments and scalable systems. Proven track record of supporting 75+ local entrepreneurs through culture-forward incubation models and delivering multi-million dollar capital projects at major transportation hubs.

SELECTED EXPERIENCE

OWNER & FOUNDER | Marigold Market | Aurora, CO Opening Summer 2026
Won through a competitive bid issued by the City of Aurora, Marigold Market was selected to infill 2500 SF of tenant space within the city-owned People's Building, an arts venue and community gathering space. Marigold Market will provide much-needed access to staple goods and to locally produced fresh produce from across Colorado. It will also feature food & bar service across breakfast, lunch, dinner, and late-night snack segments, providing another destination for patrons in the Aurora Cultural and Arts district to dwell, mingle, and enjoy.

Marigold Market is currently on schedule to open in the Summer of 2026.

OWNER & FOUNDER | La victoria Incubator Kitchen, LLC (LvIK) | Aurora, CO 2021 – Present
La victoria Incubator Kitchen is a culture-forward commercial kitchen supporting like-minded chefs, makers, and bakers whose products and services promote nutritional benefits, holistic health, and community well-being. Through a foundational belief that there is room for everyone and every business to thrive, La victoria Incubator Kitchen provides access to a clean, safe, working commercial kitchen space, alongside business incubation services, such as market exposure, promotional opportunities, business development workshops, mentorship, fee consulting, and access to professional business growth and support services.

In her role, Katie

- Leads the 100% woman-owned, SBEC-certified commercial organization supporting 75+ local food-based entrepreneurs.
- Established an on average year-over-year growth of 15% during the first three years of operations, and is currently tracking the same trend in 2026.
- Manages a culture-forward incubation model combining access to shared commercial kitchen space with structured business development and market-readiness support.
- Directs operations informed by deep experience in project management and capital project delivery, emphasizing compliance and operational rigor for high-volume environments.
- Is supported by a leadership team, including the Director of Organizational Evolution & Culture and Director of Community Engagement.

OWNER & FOUNDER | La victoria Healing Kitchen | Aurora, CO 2022 – Present
La Victoria Healing Kitchen is a unique venue located in the heart of the Aurora Cultural Arts District, specifically designed for creatives in the Culinary and Healing Arts, serving as a space to develop experiences for patrons.

In her role, Katie

- Leads the 100% woman-owned organization.
- Manages the venue use and oversees daily operations.
- Expanded the "La victoria" brand to integrate wellness and community-centric culinary initiatives.
- Is supported by a leadership team including the Director of Organizational Evolution & Culture and the Director of Culinary and Healing Experiences.

INTERIM DIRECTOR OF OPERATIONS | Half Moon Empanadas (DEN) July 2024-January 2025

Half Moon Empanadas is a fast-casual restaurant concept based in Miami, FL, with 26 locations nationwide. Recognized for their efficiency and innovation, Half Moon Empanadas is the highest-revenue/SF concessionaire at Miami International Airport and a top-performing location amongst concessionaires at Denver International Airport.

In her role, Katie

- Led a comprehensive operational reset for a newly opened kiosk on Concourse B.
- Implemented standardized inventory, supply-chain, and food safety standards.
- Strengthened sales tracking, cash controls, and reporting mechanisms.
- Restructured the team and developed leadership through hiring and training a Store Manager and Assistant Manager.
- Standardized employee scheduling and feedback mechanisms to improve morale and accountability.

OWNER & FOUNDER | oh zhoo, llc | Aurora, CO 2019 – Present

Inspired by the culinary term au jus, a technique in which the essence and juice of an ingredient are used to amplify its flavor, oh zhoo is a professional boutique creative + strategic consulting practice that supports food and beverage-based businesses in navigating change management and capturing growth opportunities. oh zhoo is a 100% woman-owned, SBE, M/WBE, EBE, and DBE-certified company.

In her role, Katie

- Leads the practice, helping small and emerging food businesses translate vision into customer and employee touchpoints.
- Maintains a niche expertise in the development of food and beverage-based businesses within captive development properties such as airports, hospitals, campuses, and military bases.
- Established over a 70% win rate on proposal conversion for her Clients
- Paid back start-up capital within the first 12 months of operations.

MANAGING MEMBER | Four Goldmans | Aurora, CO 2020 - Present

Katie is the Managing Member of Four Goldman's LLC, a property management company that secured [redacted] Street in Aurora, CO. Four Goldmans now maintains the property and provides leasehold space to La victoria Incubator Kitchen, oh zhoo, and La victoria Healing Kitchen.

DIRECTOR OF EXPERIENTIAL DESIGN & DENVER OFFICE LEAD | Chipman Design Architecture, 2017-2019

- Established a new business unit in Experiential Design, securing over $800,000 in fees with a 5% profit margin within 18 months.
- Managed all regional office functions and coordinated project efforts with national headquarters.

CREATIVE DESIGN MANAGER | Qdoba 2013-2017

- Directed the development of the re-imaging strategy for the QDOBA brand in collaboration with the Executive Team.
- Managed over 70 restaurant openings across the U.S., including corporate flagships.

- Developed a signature localized Art Program as a key market differentiator.

DESIGN MANAGER | PROJECT ARCHITECT | HNTB Architecture, Inc. (South Terminal Redevelopment Program, DEN) 2010-2013

- Served as a primary Project Manager to complete the DEN Master Plan initiatives that resulted in the execution of the South Terminal Redvelopment Program, and established the framework for the re-imagined Great Hall that is currently under construction.
- Represented client and stakeholder interests in the $500M South Terminal Expansion (770,000 SF).
- Managed AOR & EOR design teams for the Public Transit Center, terminal roadways, and civil engineering components.

BUSINESS ENTREPRENEUR & STAFF ARCHITECT | Dungan Design Group

- Assisted in the establishment of a new architectural office.
- Managed architectural production and consultant coordination for Chipotle Mexican Grill locations across six states.

AWARDS + INVOLVEMENT

CURRENT

- Member, Creative Alliance of Downtown Aurora Board of Directors.
- Vice Chair, Aurora Community Connections Board of Directors.
- Recipient of the "Community Champion" award by Good Business Colorado, 2025
- Active participant in the initiative to create the Downtown District Alliance for the City of Aurora; Currently being considered for a position on the board when it is officially formed in 2026.
- Panelist on Women in Entrepreneurship, Level Up Academy 2025 Good Business Colorado
- Speaker, 2026 Architecture and Design Symposium, University of Kansas
- Member, Good Business Colorado
- Active with the KU School of Architecture Alumni Association

PAST

- Group Leader, LG5 Leads Group, Denver Metro Chamber of Commerce
- Member, ACE Mentor Program of Denver Board of Directors
- Founding Member, Women in Design Kansas City Chapter
- Member, University of Kansas School of Architecture Advisory Board
- Speaker, International Retail Design Conference
- Member Denver Metro Chamber of Commerce, Colorado Restaurant Association, Women's Food Service Forum, American Institute of Architecture
- Volunteer, East High School, Denver, CO - After-prom Space Captain & Theater Department
- Room Parent, Denver Language School
- Mentor, 8th Grade Design Class McAuliffe International School & East High School ACE Mentor Program of Denver

CREDENTIALS

Licensed Architect, Missouri & Colorado
Manager Level Food Safe Certified
LEED Accredited Professional
Bachelor of Architecture, University of Kansas

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Harris, Jeremy

Received: 1/20/2026
Non Resident & Registered Voter
The DDA Address Provided Falls Within Boundaries
Vetted: 1/21/2026
Marcus Bond

Name: Harris, Jeremy

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

7yrs

How are you involved in your community?:
I am involved in my community through both my work and my service. As a funeral home owner, I serve families during some of the most difficult moments of their lives, providing compassionate care, guidance, and support when it matters most. I see this work as more than a business, it is a responsibility to the community. Beyond my profession, I am actively engaged in community outreach. I help organize and host food drives, coat drives, and community feedings at our establishment, creating a space where people feel welcomed, supported, and cared for. In 2021 during covid, my firm partnered with Colorado Department of Public Health & Environment to be a host site vaccination clinic. I believe in showing up consistently, building trust, and serving people not only in times of loss, but in everyday life as well and being a steeple in the community.

List your interests and activities.:
Serving families and the community through funeral service and end-of-life care Community outreach, including food drives, coat drives, and community feedings Small business ownership and entrepreneurship Civic engagement and community leadership Supporting neighborhood revitalization and economic development Youth mentorship and family support Faith-based service and volunteerism Building strong relationships with residents, local businesses, and community organizations

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Swigert Elementary School PTA Board (communications chair) 2024- current Harris Funeral Directors Inc. Board of Directors (Chief Executive Officer) 2018-Current National Funeral Directors & Morticians Association (Education Chair) 2014-2016 Downtown Memphis Commission (DMC) (Board member) 2013-2015 Shelby County Mayor Youth Council (board member) 2010-2012

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the Aurora DDA Board because I care deeply about East Colfax and the surrounding community and believe its future should be shaped by the people who live, work, and serve here. East Colfax has a rich cultural history and strong small businesses, but it has also faced long standing challenges that require thoughtful, community-driven solutions. As a small business owner and someone who serves families during their most vulnerable moments, I understand the importance of stability, trust, and long term investment. I want to help ensure revitalization efforts strengthen existing businesses, support residents, and attract new opportunities without losing the character and diversity that make this area unique. Serving on the DDA Board would allow me to bring a grounded, service oriented perspective, focus on responsible financial stewardship, and help bridge the gap between community needs and public investment so growth along East Colfax is inclusive, intentional, and beneficial for the entire community.

Describe your vision for the future of East Colfax.:

My vision for the future of East Colfax is a corridor that is safe, vibrant, and thriving while still honoring the people and culture that have always made it special. I want to see East Colfax become a place where families feel comfortable walking, shopping, and spending time, and where small businesses can grow and succeed without being pushed out. I envision a community that celebrates its cultural diversity through local art, food, events, and public spaces, making East Colfax a true destination for both residents and visitors. At the same time, I believe growth should be intentional bringing in new investment, jobs, and infrastructure while protecting long-time residents, supporting affordability, and maintaining a strong sense of community. Ultimately, I see East Colfax as a connected, inclusive district where people feel proud to live, work, and gather, and where progress benefits everyone, not just a few. I will ensure revitalization efforts are practical, fiscally responsible, and focused on outcomes that improve quality of life while expanding the economic base of East Colfax.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring a combination of practical leadership experience, community perspective, and fiscal responsibility to the Aurora DDA. I have served on multiple boards and commissions, which has given me a strong understanding of governance, collaboration, and how to make thoughtful decisions in a public setting. I know how to prepare for meetings, ask the right questions, work through differing viewpoints, and stay focused on the mission rather than personal interests. As a small business owner, I bring real world experience with budgeting, financial accountability, compliance, and long-term planning. I understand how decisions made at the board level affect local businesses, employees, and families on the ground, and I value careful stewardship of public resources. Most importantly, I bring a community centered perspective. Through my work and service, I regularly engage with residents, business owners, and community organizations. I listen first, value diverse voices, and work to build trust. This combination of board experience,business expertise, and lived community connection allows me to contribute thoughtfully, responsibly, and collaboratively to the work of the DDA.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I have extensive experience working in group settings through my service on multiple boards and commissions, as well as through my professional and community leadership roles. In those settings, I have learned the importance of preparation, active listening, and mutual respect in order to move groups toward productive outcomes. When balancing different viewpoints, I focus on understanding the underlying interests behind people's positions rather than just the positions themselves. I make space for all voices to be heard, especially those that may feel overlooked, and I work to find common ground that aligns with the shared goals of the group. I am comfortable navigating disagreement and believe healthy debate, when handled respectfully, leads to better decisions. In situations of conflict, I rely on calm communication, clarity, and transparency. I try to de-escalate tension by acknowledging concerns, reframing issues around shared objectives, and encouraging solutions that are practical and fair. My approach is collaborative rather than confrontational, and I am committed to helping groups move forward in a way that builds trust and strengthens relationships.

Reference 1: Full Name, Phone Number and Address:
Ashley Troxell [redacted]

Reference 2: Full Name, Phone Number and Address:
Shana Shaw [redacted]

Reference 3: Full Name, Phone Number and Address:
Patrick Lewis II [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Jeremy Harris

Time of Submission: 01/20/26 10:04:07 PM

Attachments

- Harris DDA.pdf

Letter of Interest for the Aurora Downtown Development Authority Board

Dear Members of the Selection Committee,

I am writing to express my interest in serving on the Aurora Downtown Development Authority Board of Directors. I am deeply invested in the future of East Colfax and the surrounding community and believe strongly in the DDA's mission to support economic resiliency, cultural vitality, and inclusive, community led revitalization.

I am a small business owner and funeral home operator who serves families during some of the most difficult moments of their lives. This work has grounded me in service, accountability, and trust, and it has reinforced my belief that strong communities are built by showing up consistently and responding to real needs. Beyond my profession, I am actively involved in community outreach including food drives, coat drives, and community feedings, and I view these efforts as an extension of my responsibility to the neighborhood I serve.

I have served on multiple boards and commissions, which has given me a solid foundation in public governance, collaboration, and ethical decision making. I understand the importance of being prepared, staying informed, balancing diverse viewpoints, and maintaining transparency and fiscal stewardship when working with public resources. I am comfortable working in group settings, navigating disagreement respectfully, and helping move conversations toward practical, consensus driven solutions.

My vision for East Colfax is a corridor that is safe, vibrant, and thriving while preserving the culture, diversity, and small businesses that define it. I believe revitalization should support existing residents and businesses, attract thoughtful investment, and create welcoming public spaces that bring people together. I am particularly aligned with the DDA's emphasis on partnering with existing organizations, prioritizing local participation, and fostering leadership from within the community.

If selected to serve, I am committed to being an engaged and responsible board member participating fully in meetings and committees, representing the DDA at community events when needed, collaborating with fellow board members and stakeholders, and supporting the development of transparent, community informed work plans and budgets.

Thank you for your time and consideration. I would be honored to contribute my experience, perspective, and commitment to service to the Aurora DDA and the future of East Colfax.

Sincerely,

Jeremy Harris

Aurora Downtown Development Authority

Applicant Package - Ward III

Aurora Downtown Development Authority - Ward III

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Horne, Matthew

Received: 2/28/2026
Ward III Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Arapahoe County
Vetted: 3/2/2026
Marcus Bond

Name: Horne, Matthew

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

7.5 Years as a resident, 1.5 years a business, 6 years as a pastor

How are you involved in your community?:
I currently operate Jubilee Roasting Co. and also work with Jesus on Colfax, a non-profit that serves the unhoused and sexually exploited. In the past I have been involved with various community organizations focused on poverty alleviation and the many issues that surround homelessness. Last, My wife and I are raising our five kids here, who are involved at DAVA, visit MLK Library, and we enjoy eating and playing in and around the places in the Colfax Corridor and have met many friends this way.

List your interests and activities.:
Music and art, sports, camping & backpacking, rock climbing, making/sharing coffee and having fun with family and friends.

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

n/a

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

Having lived and worked in NW Aurora for many years the potential for growth and development that reflects this community is very exciting. Running a business and serving as pastor to many unhoused and other vulnerable populations.has given me a broad understanding of many issues we currently face that could stunt sustainable and equitable growth. I have seen and celebrated the many incredible and creative things that happen here that often go unnoticed but are the result of a strong and vibrant neighborhood. I am committed to seeing the old downtown grow into something everyone can be proud of and have opportunity to hold a stake in and contribute towards the collective goals and vision laid out by the community has already set. I appreciate any opportunity to work collaboratively with others and believe that my skill set and years of living and working here will be a good contribution to the Aurora DDA.

Describe your vision for the future of East Colfax.:

The old downtown can grow into something everyone can be proud of and have an opportunity to hold a stake in and contribute towards. This includes the revival of the arts through creating spaces for creative expression and allowing commerce to emerge as creative action that solves real issues and cultivates our unique community identity. Local markets and grocers rooted in the community can prevent food insecurity and create sustainable local businesses, while programmatic and infrastructure solutions address real safety concerns. This is a place we are proud of, and I want it to be a place we can celebrate and hand to our children as a place to take pride in.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I have a background in architectural design and construction, as well as cultural intelligence and intercultural communication through living and working abroad and in our community. Running a business has given me insight into the issues of starting and growing a business, and has also provided a network of people who I have gotten to learn from over the years who also live and/or work here. Lastly, I am a good listener and can see how multiple perspectives can connect to create solutions that everyone can own and be excited to carry out together.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Before moving here I have collaborated on multiple projects, and most relevant are managing construction projects in Uganda where I worked together with owners and local general contractors and tradesmen to maintain project budgets, timelines, and proper building practices to deliver to the end user. Since moving to the area I have worked collaboratively with the city homelessness coordinators, participated in community organizing in various capacities. Through these experiences I deeply value giving everyone a voice and opportunity for ideas to be understood, putting my own biases and preferences aside for the sake of making steps toward stated goals and tactics for achieving them. I believe conflict is best resolved with a posture of humility and owning my own mistakes and misunderstandings, working to gain clarity on the problem/conflict at hand. Identifying gaps in communication and information is important to working toward resolving conflict that is as objective as possible and not driven by pure emotion or alternative agendas.

Reference 1: Full Name, Phone Number and Address:
Shawn Sikkema, [redacted]

Reference 2: Full Name, Phone Number and Address:
Tom Wanberg, [redacted]

Reference 3: Full Name, Phone Number and Address:
Carl Smith, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Matthew Horne

Time of Submission: 02/28/26 12:49:44 PM

Attachments

- Aurora DDA Letter of Interest-M Horne.pdf

Matthew Horne
Jubilee Roasting Co.
[redacted]

To the Aurora Downtown Development Authority Selection Committee,

I am writing to express my strong interest in serving as a board member for the newly formed Aurora Downtown Development Authority. Having lived and worked in Northwest Aurora for many years, I have a deep personal investment in seeing this community grow in ways that are equitable, sustainable, and reflective of the people who call it home.

My background spans construction project management, small business ownership, and pastoral work serving unhoused and other vulnerable populations in the area. These experiences have given me a broad understanding of the barriers to equitable development, as well as the assets already embedded in this community that can serve as a foundation for growth.

My vision for the downtown aligns with the work already done in the community listening sessions and includes investing in the arts, spaces for local business to grow to generate revenue and create real community ownership, and commit to real solutions to the massive housing issues. Above all, I am committed to a downtown that we can celebrate and pass on to the next generation.

I deeply value collaborative decision-making — giving everyone a voice, setting aside personal biases, and keeping focus on shared goals. I am eager to bring that spirit to the DDA board, and I am grateful for the formation of this board and the opportunity to apply.

Thank you for your time and consideration.

Sincerely,

Matthew Horne

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Hettich, Reid

Received: 2/17/206
Ward I Resident and Registered Voter
The DDA Address Falls Within Boundaries
Adams County
Vetted: 2/18/2026

Marcus Bond

Name: Hettich, Reid

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own property within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

15 years

How are you involved in your community?:
In my role as a pastor, I am deeply engaged in the daily lives of individuals and families throughout the community. This work places me in regular one-on-one and group settings, allowing me to listen closely, build trust, and understand the real opportunities and challenges facing those who live and work in Aurora. Three years ago, I founded and formally registered Original Aurora Neighbors—formerly known as the Northwest Aurora Community Collaborative—with the City of Aurora as a Registered Neighborhood Organization. Since then, I have worked alongside fellow community members to lead and sustain the organization, focusing on supporting and informing residents—particularly around issues of public safety and the establishment of the Downtown Development Authority. I have served, and continue to serve, on several nonprofit boards, including the Aurora Economic Opportunity Coalition, El Alba Cooperative, and Aurora Community Connections. Through these roles, I have gained experience in organizational leadership, collaboration, and mission-driven decision-making. I am intentional about supporting Aurora's local economy by utilizing local businesses whenever possible—restaurants, retail stores, gas stations, and neighborhood gathering places—because I believe a thriving downtown depends on strong community participation and local investment. I also represent the community through citywide leadership roles, including Chair of the Aurora Key Community Response Team; member of the Consent Decree Community Advisory Council; Chair of the Aurora Community of Faith; Chair of the Aurora Strong Resilience Center; and member of the Police Chief's Community Policing Advisory Team. These roles have strengthened my understanding of governance, cross-sector collaboration, and the importance of inclusive, community-centered leadership.

List your interests and activities.:

Sports, Reading, Walking/hiking

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

N/A

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I deeply love this community and the remarkable diversity that defines it—across ethnicities, cultures, languages, political perspectives, skin colors, and lived experiences. That diversity is Aurora's greatest strength. My desire to serve on the Downtown Development Authority Board comes from a commitment to ensure that future development both honors and protects this richness, while enhancing the community that already exists and respecting its history. For many years, I have believed that the absence of a shared, cohesive vision limited our community's ability to fully flourish. When the effort to develop a clear vision and actionable plan began, I immediately engaged in the process. I participated with a group of community leaders in visits to Portland, Boston, and Lawrence, where we observed firsthand how communities partnered with residents and local government to revitalize their downtowns in inclusive and sustainable ways. When PUMA's contract was approved, I was invited to serve on the Working Group, and I have done so conscientiously since its inception. This experience has strengthened my belief in the potential of this effort and my desire to see its promise fully realized. I also understand that the success of this work depends on strong collaboration—among the soon-to-be-formed Community Development Corporation, the Aurora Urban Renewal Board, the Fitzsimons Innovation Community, the City of Aurora, and the many current and future businesses and nonprofit organizations in the area. Throughout my work, I have consistently sought to bring people together, build coalitions, and foster partnerships that move shared goals forward. I am eager to continue that work in service of our community.

Describe your vision for the future of East Colfax.:

I envision a downtown that is truly unlike any other—a place shaped intentionally through placemaking that reflects the people who live here and invites residents and visitors alike to gather, connect, and belong. A place where individuals and families from every corner of the world come together, and where growth creates opportunity for everyone to thrive. I imagine a safe, welcoming district where neighbors look out for one another and where public spaces, streets, and businesses foster connection and community pride. A place where local entrepreneurs are supported through thoughtful economic development, enabling small businesses and nonprofits to launch, grow, and succeed as anchors of the downtown. I also envision a community committed to workforce development—where local residents are equipped with the skills, training, and pathways needed to become a strong, competitive workforce that supports employers throughout the region, while also benefiting directly from that growth. This is a downtown that is clean, vibrant, and beautiful—one residents are proud to call home—and where art and artists are valued as essential to placemaking, cultural expression, and economic vitality. Together, these elements form a downtown that honors its diversity, protects its history, and grows in ways that are inclusive, sustainable, and community-centered.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I know this area well and have lived, worked, and been actively involved in this community for the past 15–20 years. This long-standing presence has given me a deep understanding of the neighborhood's assets, challenges, and potential. I have built meaningful, trusted relationships across many of the community's diverse populations, including African American, Latino, African immigrant, Asian, and Pacific Islander communities. These relationships have allowed me to bring people from different backgrounds together to work toward shared goals and collective outcomes. I also maintain long-standing relationships with broader community and civic leaders. I am familiar with and connected to members of City Council, key members of the State Legislature, and representatives from both Adams and Arapahoe County Commissions. These relationships support collaboration and effective communication across sectors. In addition, I have led and served on multiple boards and committees and am well-versed in governance, meeting procedures, and productive decision-making processes. I value collaboration, come prepared, and approach my work as a team player committed to advancing shared priorities.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Most of my professional experience has been in collaborative environments where balancing diverse perspectives and applying thoughtful conflict resolution were essential. I have served on several boards alongside individuals with markedly different backgrounds, priorities, and points of view. My work has brought me into meaningful partnership with people of varying cultures, political beliefs, educational levels, ages, faith traditions, and personalities. I have learned that taking the time to genuinely know the people I serve alongside leads to stronger, more productive relationships. When we truly listen to one another and seek to understand—not simply to respond—we often discover shared values and common goals. By focusing on what unites us rather than what divides us, we have consistently been able to work effectively and develop practical, win-win solutions. I believe respect and civility are powerful tools for lowering tension and creating space to address both real and perceived conflicts. I also recognize that some conversations are more constructive when handled privately rather than in a public forum. I find that engaging thoughtfully with differing viewpoints is energizing and frequently reveals a clearer, stronger path forward.

Reference 1: Full Name, Phone Number and Address:
Rhonda Fields [redacted]

Reference 2: Full Name, Phone Number and Address:
Naomi Colwell [redacted]

Reference 3: Full Name, Phone Number and Address:
Jonathon Woodward [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Reid Hettich

Time of Submission: 02/17/26 1:17:23 PM

Attachments

- Letter of Interest.pdf
- Reid Hettich Resume.pdf

TO: City of Aurora

FROM: Reid Hettich

RE: Downtown Development Authority Board - Letter of Interest

DATE: February 14, 2026

Dear Friends,

I am writing to express my interest in serving on the Board of Directors of Aurora's newly formed Downtown Development Authority. As a longtime resident and active professional in the community, I have a strong personal and professional investment in Aurora's continued growth, economic vitality, and downtown success.

My work has focused on bringing people together around shared priorities, building consensus, and helping move initiatives from vision to action. Through community service and collaborative leadership, I have developed an appreciation for thoughtful development that supports local businesses, strengthens community identity, and creates long-term value.

I would welcome the opportunity to contribute my perspective and leadership in support of the Authority's mission and to discuss how my experience could be of value as the downtown continues to evolve. Thank you for your time and consideration. I look forward to the possibility of connecting.

Sincerely,

Reid Hettich



Reid Hettich

[redacted]

PERSONAL:
Married to Joy
Two adult children Tina (Seth) & Tyler (Alisa)
Three grandchildren, Trenton, Tytus & Riley

PROFESSIONAL:
Co Founder & Co Owner of Dayton Street Opportunity Center 2013 - Present
Founder & Executive Director of Mosaic Unlimited, Inc 2017-Present
Lead & Founding Pastor of Mosaic Church of Aurora, CO 2014 - Present
Co Founder of Centennial Christian Learning Center 2003
Lead & Founding Pastor of Cherry Creek Wesleyan Church (Aurora & Centennial), CO 1985 - 2014
Lead Pastor of Aberdeen Wesleyan Church (Aberdeen, SD) 1980 - 1985
Lead Pastor of Johnson Corners Wesleyan Church (Watford City, ND) 1977 - 1980

EDUCATION:
Pastoral Ministry Degree from Oklahoma Wesleyan University (1977)

CURRENT COMMUNITY INVOLVEMENT:
Member Mt Plains District of the Wesleyan Church Board of Administration
Founding Member of Worldwide Christian Chaplains Board of Directors
Member of Aurora's MLK Jr Commemoration Steering Committee
Member of Consent Decree Monitor's Community Advisory Council
Member of the Colfax Community Vision & Action Plan Working Group
Founder and Board Member of Original Aurora Neighbors
Chair of the Benson Memorial Family Center Board of Directors

Former Community Involvement:
Chair of Aurora's Key Community Response Team
Chair of the Aurora Community of Faith for 6 1/2 years
Chair of Aurora Strong Resilience Center Steering Committee
Member of Aurora's 7/20 Executive Committee
Vice Chair Aurora Wellness Court Steering Committee
Treasurer of El Alba Cooperative Board of Directors
Member of Aurora Police Department's Community Policing Advisory Committee
Chair of Aurora Community Connections Board of Directors
Chair of Aurora's Economic Opportunity Coalition Board of Directors (Day Labor Center)
Founding Member of Worldwide Christian Chaplains Board of Directors
Tutor with Whiz Kids
Site Coordinator with Whiz Kids
Treasurer of El Alba Cooperative Board of Directors
Board Member Colfax Area Community Organization

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Iverson, Sarah

Received: 2/27/2026
Non Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Vetted: 3/2/2026
Marcus Bond

Name: Iverson, Sarah

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

Since 2023

How are you involved in your community?:
I am actively engaged in the Northwest Aurora community through both formal leadership and community-based participation. I serve as a board member with the Creative Alliance of Downtown Aurora (CADA), where I support arts-based economic development, creative placemaking, and local artist advocacy. I have collaborated on a range of community arts initiatives, including gallery exhibitions, art markets, vending events, and the curation of youth art showcases that center creative expression, access, and community visibility. Additionally, I have completed contracted work in mindfulness and wellness programming for schools and community members within the Aurora Arts District, supporting holistic well-being and youth development. Beyond formal roles, I am an active community patron, regularly supporting local restaurants, shops, and neighborhood events, contributing to the local economy and strengthening community connectivity.

List your interests and activities.:
- Development of play-based community initiatives that support well-being, engagement, and social connection - Nature education and environmental learning - Visual and performing arts, including murals, public art installations, and dance - Writing and illustrating children’s books that center creativity, literacy, and imagination - Sharing mindfulness and wellness practices for individual and community resilience - Cultural engagement through travel and sustained support of local arts ecosystems

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Creative Alliance of Downtown Aurora | Board Member | May 2025 to Current

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the board of the Aurora Downtown Development Authority because East Colfax is not just where I live, it is a community I deeply believe in. Since making my home in the area, I have witnessed both the challenges and the extraordinary potential of this corridor. It is a place rich with cultural history, resilience, creativity, and opportunity, and I am committed to being part of its long-term, sustainable revitalization. The DDA represents a rare opportunity to align community vision with structured investment, strategic planning, and accountable governance. Through its role in implementing the Colfax Community Vision & Action Plan, reinvesting resources, and advancing projects that support small businesses, housing stability, neighborhood safety, and economic vitality, the DDA has the capacity to create meaningful, lasting change. As a community builder, creative leader, and systems-oriented practitioner, I bring a multidisciplinary perspective that bridges cultural development, wellness, community engagement, and placemaking. Serving on the DDA board would allow me to apply these skills in a formal governance capacity to support equitable revitalization, strengthen community trust, and help ensure that development reflects the voices, needs, and aspirations of the people who call this neighborhood home.

Describe your vision for the future of East Colfax.:

My vision for the future of East Colfax is a culturally vibrant, economically resilient, and nationally recognized corridor that reflects the depth, diversity, and creativity of the community it serves. I envision a downtown Aurora that becomes a meaningful destination, not only for local residents, but also for visitors traveling through the region, including those arriving via Denver International Airport and regional commuters seeking authentic, memorable experiences. East Colfax has the foundation to become a place where culture, history, and innovation are not just preserved, but actively amplified. I see a corridor that celebrates its diversity through public art, inclusive programming, small business ecosystems, and community-centered development. A place where people do not simply pass through, but intentionally come to engage, gather, and connect. Long-term, I envision East Colfax as a national model for integrated revitalization: a district that demonstrates how art, play, culture, wellness, and community development can be interwoven into a cohesive civic ecosystem. Through intentional investment, strategic planning, and community-rooted leadership, this corridor can set a precedent for innovative, human-centered urban revitalization that strengthens economic vitality while honoring community identity.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring a multidisciplinary skill set that integrates strategic leadership, systems thinking, community engagement, and program development. My background includes public speaking, group facilitation, mediation, and conflict resolution, allowing me to navigate complex stakeholder environments, support consensus-building, and contribute to effective board governance and decision-making. I hold a Master's degree in Environmental Leadership, which grounds my work in systems thinking, sustainability, and long-term planning. This perspective enables me to approach revitalization through interconnected lenses of economic development, community well-being, environmental responsibility, and social equity. Professionally, I bring experience in project management, program operations, and collaborative design, supporting the development and implementation of initiatives that are both visionary and operationally sound. My leadership style is rooted in collaborative, non-hierarchical models that emphasize shared leadership, accountability, and collective problem-solving, alongside strong skills in active listening, coaching, and relationship-building. Creatively, I contribute innovative thinking and cultural intelligence, supporting placemaking strategies that integrate art, wellness, and community engagement as drivers of economic vitality and neighborhood identity. This combination of analytical structure and creative strategy allows me to contribute meaningfully to the mission of the Aurora Downtown Development Authority by advancing equitable revitalization, community trust, and sustainable development outcomes.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

My professional experience is deeply rooted in collaborative leadership, cross-sector coordination, and consensus-based decision-making. In my role as an Operations Specialist at the University of Colorado Boulder, I work within multidisciplinary teams and directly with students to support the academic and personal success of first-generation, low-income populations. This work requires navigating multiple layers of departmental collaboration, facilitating inclusive team dialogue, and ensuring that diverse voices are heard, respected, and meaningfully integrated into decision-making processes. In my freelance and contracted work, I regularly collaborate with diverse stakeholders across education, arts, wellness, and community development sectors. I approach group work by meeting individuals where they are, recognizing different strengths, communication styles, and ways of processing information, and aligning people with roles that reflect their capacities and interests. When balancing differing viewpoints, I prioritize synthesis over opposition. I focus on identifying shared values, core intentions, and common goals, and then building integrative solutions that honor diverse perspectives while advancing collective objectives. My conflict resolution approach is grounded in observation, emotional intelligence, and structure. I actively assess group dynamics, tone, body language, and communication patterns to identify points of tension early and address them constructively. I utilize established practices such as setting shared group agreements, facilitating mediation processes, and applying coaching-based dialogue techniques to guide conversations back toward clarity, mutual understanding, and productive outcomes. This allows me to support collaborative environments that are both relationally healthy and operationally effective, which I believe is essential for successful governance and stakeholder engagement within the Aurora Downtown Development Authority.

Reference 1: Full Name, Phone Number and Address:
Jenna Greenwood | [redacted]

Reference 2: Full Name, Phone Number and Address:
Jay Kim | [redacted]

Reference 3: Full Name, Phone Number and Address:
Erin Streets | [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

APPLY

Time of Submission: 02/28/26 7:46:18 PM

Attachments

- SIverson_Resume2026.pdf

SARAH IVERSON

[redacted]

Objective

To inspire community growth and connection by integrating transformational leadership, innovative design, and play-based experiences.

Education

Naropa University | Boulder, CO |
M.A. in Environmental Leadership

CSU Fresno | Fresno, CA |
B.A. in Graphic Design / Minor in Dance

Experience

CU Boulder, Boulder, CO — *Program Operations Specialist*

August 2025 - Current

- Supports program planning and implementation for Lattice Scholars Program
- Tracking students' progress within the program and overall academics
- Support program evaluation and improvement strategies

Creative Alliance of Downtown Aurora, Aurora, CO — *Board Member*

2025-Current

- Co-create and co-lead the district vision and strategic plan with City staff and community stakeholders
- Support the development of East Colfax as a diverse and authentic neighborhood

Curious Sunshine, LLC, Denver, CO — *Owner/Founder*

November 2018 - Current

- Oversee business operations, branding, and strategic partnerships.
- Design and implement products and services rooted in play, wellness, and creativity.
- Partner with local and national organizations to co-create community activations.

Mile High Workshop, Aurora, CO — *Project Manager*

2018-2019

- Managed daily production schedules and quotas in a mission-driven manufacturing and fulfillment setting.
- Provided individualized support and encouragement to team members overcoming incarceration, addiction, and homelessness.
- Coordinated cross-functional tasks to ensure quality, fulfillment, and timely delivery of client projects.

Skills

- Project Management & Strategic Planning
- Curriculum Design & Facilitation
- Conflict Resolution & Group Dynamics Awareness
- Intuitive Leadership & Adaptability
- Community Engagement & Collaborative Communication
- Life Coaching Certification

- Sarah_Iverson_Letter_of_rec_Aaron Vega.pdf
_0000.pdf
- Sarah_Iverson_Letter_of_Recommendation_Morgan_Schreiber.pdf_20260227_212056
-
- CADA Appointment of Representative - Sarah Iverson.pdf
- DDA_LetterofInterest_SIverson.pdf

Dear Selection Committee,

I am writing to express my sincere interest in serving as a board member of the Aurora Downtown Development Authority. As an active community contributor in the East Colfax/Northwest Aurora area, I am deeply invested in the long-term vitality, equity, and sustainable development of this corridor.

East Colfax is a community of extraordinary cultural depth, resilience, and possibility. I have found a true sense of home here and am inspired by the neighborhood's history, diversity, and creative energy. I believe strongly in its potential to become a model of inclusive revitalization that honors community identity while advancing economic opportunity, safety, and neighborhood well-being.

My professional background integrates systems thinking, community engagement, and collaborative leadership. I hold a Master's degree in Environmental Leadership and bring experience in project management, program operations, and cross-sector collaboration. My work across education, arts, wellness, and community development has equipped me to navigate complex stakeholder environments, support consensus-building, and contribute to long-term, mission-driven governance.

I am particularly drawn to the DDA's role in implementing the Colfax Community Vision & Action Plan and its capacity to reinvest in small businesses, housing stability, public safety, and neighborhood infrastructure through structured, accountable mechanisms such as Tax Increment Financing. I am motivated by the opportunity to serve in a formal governance role that aligns strategic planning, community voice, and public trust.

If selected, I would bring a perspective grounded in equity, sustainability, cultural investment, and community-centered development. I am committed to stewarding growth in a way that is responsible, inclusive, and reflective of the people who live, work, and build their lives in this district.

Thank you for your consideration and for your leadership in shaping the future of downtown Aurora. I would be honored to contribute my skills, experience, and commitment to the work of the Aurora Downtown Development Authority.

Respectfully,

Sarah Iverso
[redacted]

[redacted]

Feb 28, 2026

To Whom it may concern,

Referring to the matter of application to the Aurora, CO DDA board, I hereby confirm that Sarah Iverson has been appointed as our representative. Please let me know if you have any questions.

Warmly,

Morgan Schreiber
Board President
Creative Alliance of Downtown Aurora
[redacted]

Creative Alliance of Downtown Aurora

Morgan Schreiber
Board President
Creative Alliance of Downtown Aurora (CADA)

February 27, 2026

To Whom It May Concern,

It is my honor to write this letter of recommendation for Sarah Iverson, a valued member of the Creative Alliance of Downtown Aurora (CADA) Board and an engaged resident of the Aurora Cultural Arts District.

Sarah brings a deep commitment to creative placemaking and a genuine passion for strengthening her neighborhood. She consistently advocates for thoughtful, community-centered approaches that make downtown Aurora safer, more welcoming, and more inclusive for all residents. Her perspective as both a board member and a local resident allows her to bridge strategy with lived experience in a meaningful and impactful way.

As Board President, I have seen firsthand the integrity, collaboration, and vision Sarah brings to our work. She asks important questions, listens carefully, and ensures that our initiatives reflect the diversity and vibrancy of our community. Her leadership strengthens our organization and helps position CADA as a catalyst for positive neighborhood change.

I am proud to recommend Sarah and confident that her dedication to inclusive creative placemaking will continue to benefit any organization or initiative she supports.

Sincerely,

Digitally signed by:



Morgan Schreiber
Board President
Creative Alliance of Downtown Aurora (CADA)

Aaron Vega
Project Manager
City of Aurora – Library and Cultural Services Department

February 27, 2026

To Whom It May Concern,

It is my pleasure to write this letter of recommendation for Sarah Iverson, an Aurora Cultural Arts District (ACAD) resident and dedicated board member of the Creative Alliance of Downtown Aurora (CADA).

Sarah brings both professional expertise and heartfelt commitment to her work in creative placemaking. She understands that arts and culture are not simply amenities — they are powerful tools for connection, belonging, and community safety. Her approach thoughtfully centers the lived experience of residents, ensuring that creative projects reflect the identity, diversity, and aspirations of the neighborhood.

As a resident of the Aurora Cultural Arts District, Sarah is personally invested in the long-term vitality of downtown Aurora. She is passionate about helping shape a neighborhood that is welcoming, inclusive, and safe for everyone. Whether contributing strategic insight at the board level or engaging in conversations about public space, programming, and partnerships, she consistently advocates for initiatives that strengthen community pride and accessibility.

We are excited to have Sarah's voice representing the Creative Alliance of Downtown Aurora. She brings integrity, creativity, and a collaborative spirit to every effort she supports. I am confident that her leadership and perspective will continue to positively impact any organization or initiative she is involved with.

Sincerely,

Digitally signed by:



Aaron Vega
Project Manager
City of Aurora
Library and Cultural Services Department

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Kerorssa, Amen

Received: 2/28/2026
Non Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Vetted: 3/2/2026
Marcus Bond

Name: Kerorssa, Amen

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

3 years

How are you involved in your community?:
I am involved in the community in East Colfax through running youth programs around the area. My Position as Programs Coordinator at The Village Institute has helped me understand and build relationships with different people from different cultures and backgrounds. I have also been involved in networking meetings where different organization around East Colfax get together to share resources, develop partnerships, and expand the communities we serve.

List your interests and activities.:
My interest is to serve people through the gifts and wisdom God has given me. I find my self serving people from different ages but I tend to serve youth more frequently as I have strong compassion towards the younger generation. I serve people through music, counseling, mentorship, and creative thinking.

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

n/a

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

I want serve on The DDA because it's a great opportunity to work and partner with people who desire a better Colfax for residence and business owners.

Describe your vision for the future of East Colfax.:

My vision for the future of East Colfax is a place where youth and young adult enjoy being in. A place thats safer, cleaner, has more resources and opportunities for youth to be motivated to create and want to invest their skills and talents in. A place where people are be proud of and aren't stigmatized as soon as they mention they live in Colfax.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I understand what the community needs in East Colfax. I also hear and understand what change partners would like to see in East Colfax therefore I can be a voice for the desire and needs for the community in East Colfax residences and partners alike. I also can bring my knowledge and skills in business administration to this project, as well as my interpersonal skills that I have strengthen working in non profit.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Since I joined the work force I have never had a position where I didn't have to collaborate and work with teams. I am all for working in teams and enjoy it very much to the point I decided to major in business administration. I believe each individual is different with a unique personality which adds value when working on a project that is demanding and requires diverse expertise.

Reference 1: Full Name, Phone Number and Address:
Monica Acosta [redacted]

Reference 2: Full Name, Phone Number and Address:
Gediyon Getachew [redacted]

Reference 3: Full Name, Phone Number and Address:
Tsion Bereket [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Amen Kerorssa

Time of Submission: 03/01/26 2:00:45 AM

Attachments

- Amen Kerorssa_DDA Board Letter of Support.pdf

FOOD JUSTICE
NW AURORA

To: Aurora City Council DDA Selections Committee
Mike Coffman, Mayor, City of Aurora
Alison Coombs, Mayor Pro-Tem
Laura Perry, Deputy City Manager

Re: Letter of Support for Amen Kerorssa – Aurora DDA Board Appointment

Dear Mayor Coffman, Mayor Pro-Tem Coombs, and Deputy City Manager Perry,

On behalf of Food Justice NW Aurora, we are pleased to submit this letter of support for the appointment of Amen Kerorssa to the Aurora Downtown Development Authority (DDA) Board.

Food Justice NW Aurora (FJNWA) was established in 2022 with a mission to build a multicultural, intergenerational, and intersectional movement for food justice and food sovereignty to transform our local food system in northwest Aurora. Our organization is located in Aurora's Ward 1 and mainly serves the community of northwest Aurora (80010). Through collaboration with residents, small businesses, and partner organizations, we strive to increase local food production, improve access to nutritious food where people live, and build the movement for food justice.

Since 2024, FJNWA has been deeply engaged in the development of the Colfax Community Vision and Action plan, serving on the working group with P.U.M.A. and mobilizing resident and business leaders to shape recommendations for the Colfax plan. We believe it is integral that DDA board members lead with honesty, integrity, transparency, and values that are aligned with the community and the organizations already doing the work on the ground. Board members must not only understand community priorities, but actively advocate for them in decision-making processes that impact residents, small businesses, and neighborhoods.

We care deeply about who is on the DDA because it directly influences the economic vitality and long-term stability of the east Colfax corridor and its existing, long-time residents and business owners. Amen Kerorssa brings lived experience as an immigrant, strong ties to Aurora's Ethiopian community, and professional expertise in youth leadership development and business administration. As Village Futures Program Coordinator at the Village Institute, she works directly with first generation, refugee, and immigrant youth in Ward 1, facilitating leadership, wellness, and creative programs and training Peer Facilitators who are emerging leaders themselves. Her work positions her to bring an important youth voice and multigenerational perspective to DDA conversations that shape the future of the corridor.

We strongly support Amen Kerorssa for the Board because:

- She works daily with immigrant and refugee youth and families along the East Colfax corridor and can ensure their perspectives are reflected in development decisions.
- She holds a Bachelor's degree in Business Administration from the University of Colorado Denver and brings foundational knowledge of economic systems, entrepreneurship, and responsible growth.
- She trains and leads Peer Facilitators, demonstrating leadership, accountability, and the ability to cultivate the next generation of community leaders in Aurora.
- She is an active member of Aurora's Ethiopian community and understands the cultural and economic contributions of immigrant-owned businesses along Colfax.
- She brings compassion, creativity, and a solutions-oriented mindset grounded in lived experience and long term commitment to serving immigrant families.

We respectfully urge you to appoint Amen Kerorssa to the Aurora DDA Board. We are confident she will serve with integrity, thoughtful leadership, and a deep commitment to advancing the well being of residents, strengthening small businesses, and ensuring the long term stability and prosperity of northwest Aurora and the East Colfax corridor.

Thank you for your time and consideration.

Sincerely,

Jesús Calderón
Ward 1 Resident and Vice-Chair of the FJNWA Board of Directors

Caitlin Matthews
Executive Director, Food Justice NW Aurora
[redacted]

Amen Kerorssa

[redacted]

[redacted]

[redacted]

[redacted]

March 02, 2026

Board Selection Committee

Aurora Downtown Development Authority

Aurora, Colorado

Dear Members of the Selection Committee,

I am writing to express my strong interest in serving on the Board of Directors for the Aurora Downtown Development Authority, with a particular passion for supporting the continued development and revitalization of East Colfax. My professional work, educational background, and personal history are deeply rooted in this community, and I am committed to helping shape a future where East Colfax is a thriving, opportunity-rich corridor for residents and businesses.

Through my work at a nonprofit organization that supports immigrants and refugees in East Colfax, I have built strong relationships with community members, local leaders, and partner organizations. This direct engagement gives me valuable insight into both the challenges and the aspirations of the community. I understand what residents desire to see improved — from economic investment and small business support to safer spaces and expanded opportunities for youth and families.

In my role as a Programs Coordinator for youth and young adult initiatives, I lead programs that encourage professional development, mentorship, health education, and mental health awareness. I work closely with young people to help them build confidence, develop career pathways, and envision long-term success within their own community. These experiences

have strengthened my leadership, strategic planning, and partnership-building skills — all of which are essential for effective board service.

I hold a degree in Business Management and currently serve in a coordinator role, where I manage program logistics, community partnerships, and performance outcomes. I bring a balance of analytical thinking and creativity, along with a genuine passion for advising and mentoring others. I believe thoughtful economic development must integrate both sound strategy and human-centered understanding.

My connection to Colfax is also personal. I grew up attending church in this area as a child, and I have witnessed both its struggles and its resilience. I am motivated to help transform the narrative surrounding East Colfax by fostering an environment where immigrant families and long-time residents can thrive, invest in their futures, and break the negative stigma historically associated with the corridor.

If appointed to serve, I would bring strong community relationships, lived experience in East Colfax, youth development expertise, strategic business training, and a deep commitment to inclusive economic growth. I would be honored to contribute my voice, experience, and dedication to advancing a vibrant and equitable future for East Colfax and the greater Aurora community.

Thank you for your time and consideration. I welcome the opportunity to further discuss how I can serve.

Sincerely,

Amen Kerorssa

THE VILLAGE INSTITUTE
Building wealth, worth, and wellbeing

[redacted]

February 26, 2026

Dear Members of the Selection Committee,

This letter confirms that Amen Kerorssa is an approved agency representative of The Village Institute for purposes of her application to serve on the Board of the Aurora Downtown Development Authority.

Amen is authorized to represent our organization in matters related to this application and any related communications or processes.

Please feel free to contact me directly if additional information is needed.

Sincerely,

Executive Director
The Village Institute
[redacted]

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Kruschwitz, Joel

Received: 2/16/2026
Non Resident and Registered Voter
The DDA Address Provided Falls Within Boundaries
Vetted: 2/17/2026
Marcus Bond

Name: Kruschwitz, Joel

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

16 years

How are you involved in your community?:
I'm the head coach of my son's 12U competitive basketball team which is comprised of Aurora residents, and I am a member and past president of the Aurora Rotary Club, serving my 1-year term and additional years on the board. I have 2 State Farm offices in Aurora including my main office within the DDA boundary, and also have other businesses, mostly other residential property that I own. I'm an active sponsor and booster of local high school athletics, and a proud alum of Gateway High School. I have three children that have all attended Aurora Public schools, and my wife is a teacher in the district. My daughter is a member of Miller Dance Studio and is on the competitive team where we have volunteered in various capacities, and my oldest is a senior at Smoky Hill where we attend and support the drama department plays and musicals. My family has volunteered at the Village Exchange Center during the holidays in 2025 and plan to do that more throughout the year helping hand out food assistance to families.

List your interests and activities.:

Most of my activities are related to my children's busy lives and operating my State Farm agencies. In my free time I enjoy playing basketball, traveling at least twice per year, attending hometown team sporting events from high school to the Broncos, Nuggets and Avalanche, and playing the NY Times puzzles daily. I'm a very amateur barbeque cook but enjoy smoking the occasional brisket in my Traeger, and hosting family and friends at our home. Both of my sisters and their families are in the Denver area as well as my in-laws and mother/stepfather, and we spend a lot of time together supporting each other's children in their various pursuits.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Aurora Rotary Club board, as vice-president, then as president, and an additional year as past president, 3 years total, from 2016-2019.

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I'm very invested in the Aurora community and have tremendous pride in my fellow community members. Having mostly grown up in Aurora, I've seen what our residents can accomplish and contribute to Aurora and to Colorado and beyond, and I understand the value of living in a community so rich with diversity. I also find myself as a defender of our community and our values, and often I'm disheartened by Aurora's portrayal or characterization either in the news or by those outside the community. While there are many challenges that we face in the DDA boundary, there's so much to be celebrated and highlighted, and with the help of the DDA, we can target the best use of resources to showcase the positive qualities of the businesses and citizens within the DDA.

Describe your vision for the future of East Colfax.:

There is today so many great ideas on East Colfax that are perhaps not executed to the highest level to create visibility in a way that would overcome the public's existing stereotypes of East Colfax. One example is the Mango House, which is one of my favorite places to have lunch. The food hall concept is especially effective in Aurora where we have such a broad array of ethnicities and food options. However, all of what the Mango House offers is maybe not very clear from passersby, the front doors often locked during business hours, a bit of a hodge podge of seating. With an injection of resources, I could envision a modern facade that would entice all of the hospital employees as they drive home from work, lighting and signage and windows clearly showcasing what is offered inside, an entrance from the parking in the rear of the building that welcomes patrons as they find their way to their favorite cuisine. My vision for the DDA would be an expansion of that concept to all the businesses, helping them to succeed and showcase what makes East Colfax a place to stop and shop and eat, not just to pass through. I would want to find ways to highlight the existing greatness of the corridor, businesses like Banh and Butter, Casa Soccer, The Fox, Tacos Jalpa, and on and on...and that starts with appealing to drivers and passengers with modern, welcoming signage projecting a warm appearance and accessibility for parking, with clear visibility for what is offered, and I envision the word of mouth to follow, and a change in people's perception of East Colfax.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I've been a resident of this area for almost 40 years, and although I'm in Centennial now, I grew up through Aurora Public Schools and have a thriving State Farm business within the boundaries of the DDA territory. I have developed many professional and personal relationships in the area in my 16 years as business owner and have been able to navigate the complexities of starting and operating a small business that now employs 16 team members. More specifically I've flourished due to the development of a strong marketing plan including and especially through my online presence. I love Aurora and passionately want to see Aurora succeed and become a destination with the reputation that it deserves.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

With the Rotary Club, it was important to listen to the club members to form a vision and goals that most closely aligned with what the group wanted to achieve. We surveyed the club often and would engage one another on the board, listening to each other's ideas and attending to one another's answers. Emotion would sometimes enter meetings when someone was especially passionate about a project, and I would approach those situations in very measured tones and not be dismissive of anyone's ideas, often reminding other board members that at our core, we wanted the best club possible service as many people as we can, and sometimes just have different visions on how to get there. Also very critically, it was important to be honest and transparent about what was possible and fair to all club members.

Reference 1: Full Name, Phone Number and Address:
Greg Rideout [redacted]

Reference 2: Full Name, Phone Number and Address:
Tanga Alexander Gottesman [redacted]

Reference 3: Full Name, Phone Number and Address:
Corinne Hawkins [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Joel Kruschwitz

Time of Submission: 02/16/26 4:21:41 PM

Attachments

- DDA letter.pdf

Joel Kruschwitz

[redacted]

[redacted]

[redacted]

February 16, 2026

Board Application Aurora Downtown Development Authority

Letter of Interest

Dear Aurora Council Members and Mayor Coffman,

I'm writing this to express my interest in being a member of the board of the newly formed DDA. I'm a business owner in the defined corridor, having operated a State Farm agency at [redacted] since 2010. I learned about this opportunity through the community and had a chance to speak with Naomi Lacewell to understand a bit about the role and requirements.

I'm a passionate supporter of our community and would welcome the chance to serve Aurora. I want to help enhance the visibility and success of the businesses already here and find ways to expand and grow the number of business owners wanting to conduct their operations in our corridor, to create a cycle of growth and additional resources for business and residents alike through the newly formed DDA. Through the success of my State Farm business, I've been able to expand into additional operations, and we have a staff of 16 team members and are witness to the enormous opportunity in our corner of Aurora.

I hope to have the opportunity to interview, and I appreciate consideration of my application.

Sincerely,

Joel Kruschwitz

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Madrid, Laura

Received: 2/28/2026
Non Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Vetted: 3/2/2026
Marcus Bond

Name: Madrid, Laura

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

Two years ago, I relocated my business from Denver to Aurora at La victoria Incubator Kitchen. Operating within this neighborhood and environment has allowed me to stabilize my bakery business post-COVID, buy out my business partner to take full ownership, resolve outstanding business debt, grow my customer base, and expand my product offering. Additionally, I've been able to expand my services by teaching baking and cake-decorating classes at La victoria Healing Kitchen. Most recently, I have been brought on in a part-time role as a Kitchen Coordinator at La victoria Incubator Kitchen (starting March 1, 2026). In this new role, I will be supporting fellow entrepreneurs more directly within the various business incubation programs and pathways available to operators working within LvIK, including assisting in the launch of the pathway program to Marigold Market.

How are you involved in your community?:
For over a decade, I have volunteered, taught, and led programs in various schools, afterschool, and summer programs.

List your interests and activities.:
Art, Music, Food. and Cycling.

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

N/A

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

Outside of my business, I have been part of art collectives, which give me a unique perspective on the needs of managing and building an artistic community and the economic impact that they produce. As a RMCAD graduate, Helikon Studio resident, founder of Birdseed collective, and Unit E guest curator, I am entrenched in the local music and art scenes, with a vast network of like-minded individuals. I desire to support local artisans and business owners, aspiring entrepreneurs, and support migrants and those who have recently reentered society after incarceration with job skills and opportunities. I see my service on the newly formed DDA as a way to ensure that inclusive systems and equitable opportunities are developed and executed.

Describe your vision for the future of East Colfax.:

I envision a robust, collaborative, and unique community dedicated to forward progress.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

As a former educator in public schools, I can advocate for families and youth. As a business owner, I can bring practical insight into the day-to-day realities of running and sustaining a small business, including financial challenges, customer engagement, and the importance of accessible resources and supportive infrastructure for entrepreneurs. As a representative of an underserved population, I can help ensure that decision-making reflects the needs and experiences of immigrant communities and historically underrepresented groups, advocating for equitable access to opportunities and inclusive economic development. As an artist, I can contribute a creative, problem-solving mindset and an understanding of how culture, identity, and storytelling help shape vibrant, welcoming community spaces. As a Coloradan, I can bring a strong commitment to local growth, community resilience, and building systems that support long-term sustainability while honoring the diverse character of Aurora.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Here’s a strong, completed version that keeps her tone grounded and collaborative: --- In my experience as a leader, I am often involved in conflict resolution. I believe in using leading questions to learn, foster open dialogue, and stay productive while reaching a shared outcome. I have learned and cultivated meaningful communication skills that allow me to listen actively, understand different perspectives, and identify common ground. Through my work as an educator, business owner, and community member, I have regularly worked with people from diverse backgrounds with differing priorities. I approach these situations with patience, respect, and a focus on solutions rather than positions. I aim to create space where everyone feels heard while helping guide conversations toward clear, actionable outcomes. I understand that strong collaboration requires both empathy and accountability. I am comfortable navigating difficult conversations, addressing challenges directly, and helping groups move forward in ways that reflect shared goals and community benefit.

Reference 1: Full Name, Phone Number and Address:
Katie Goldman, [redacted]

Reference 2: Full Name, Phone Number and Address:
Ben Chavez, [redacted]

Reference 3: Full Name, Phone Number and Address:
Natalie Kirkpatrick, [redacted]

[redacted]
application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Laura N Madrid

Time of Submission: 02/28/26 6:33:00 PM

Attachments

- Laura Madrid DDA Upload.pdf

Letter of Interest – Aurora Downtown Development Authority Board
Applicant: Laura Madrid, Owner of Lala's Bakery

Dear Selection Committee,

I am writing to express my interest in serving on the Aurora Downtown Development Authority (DDA) Board. Over the past two years, Northwest Aurora has become both my professional home and a place where I have been able to rebuild, grow, and invest more deeply in my community.

In 2024, I relocated Lala's Bakery from Denver to La Victoria Incubator Kitchen. Since then, I have stabilized my business post-COVID, taken full ownership, resolved outstanding debt, and expanded my customer base and product offerings. This experience has strengthened my understanding of what small business owners need to succeed including affordable access, mentorship, and a supportive ecosystem.

I am proud of my heritage, which shapes both my business and my approach to community. Food has always been a way to connect people, celebrate culture, and create opportunity. Through my work, I aim to create welcoming, inclusive spaces that reflect Aurora's diversity and support those who are often underrepresented in traditional business environments.

In addition to running my bakery, I have spent over a decade working with youth and families through schools and community programs. Beginning March 2026, I will also serve as a Kitchen Coordinator at La Victoria Incubator Kitchen, where I will support emerging entrepreneurs, many from immigrant and underserved backgrounds, as they build and grow their businesses.

I am motivated to serve on the DDA Board because I believe in equitable, community-driven development. I want to support local business owners, create pathways for aspiring entrepreneurs, and ensure that Aurora's growth includes opportunities for immigrants, working families, and those rebuilding their lives. My goal is to help shape systems that are accessible, inclusive, and reflective of the community they serve.

My vision for East Colfax is a collaborative and thriving corridor that honors its cultural diversity while creating new opportunities for economic stability and growth. I believe this can be achieved by investing in small businesses, supporting local entrepreneurs, and fostering a sense of belonging for everyone who calls Aurora home.

I bring the perspective of a small business owner who has navigated challenges firsthand, an educator who understands community needs, and a Latina entrepreneur committed to inclusive progress. I approach collaboration with openness and respect, using dialogue and problem-solving to find shared solutions and move work forward productively.

Thank you for your consideration. I would be honored to contribute to Aurora's future by serving on the DDA Board.

Sincerely,
Laura Madrid
Owner, Lala's Bakery

February 28, 2026

RE: Letter of Recommendation/ Representation

To the Selection Committee,

I am honored to recommend Laura Madrid, owner of Lala's Bakery, as the representative of the Incubator Kitchen to the Aurora Downtown Development Authority for Northwest Aurora.

Laura is a powerful example of what thoughtful, community-rooted entrepreneurship can look like. As the owner of Lala's Bakery and a participant in the Incubator Kitchen ecosystem, she has not only built a business grounded in quality and care, but has done so in a way that reflects the cultural richness and entrepreneurial spirit of Aurora. Her journey embodies the very purpose of the incubator, providing pathways for emerging food businesses to grow, stabilize, and thrive.

In addition, Laura will be joining the La Victoria Incubator Kitchen team as Kitchen Coordinator, a role that further reflects her leadership, reliability, and deep understanding of kitchen operations. This position will allow her to support fellow entrepreneurs more directly while strengthening day-to-day systems within the incubator, bringing both operational insight and peer-level empathy to the work.

What distinguishes Laura is her deep connection to the community and her intuitive understanding of the challenges faced by small, independently owned businesses. She leads with humility, resilience, and generosity, consistently showing up not just for her own business but also for others navigating similar paths. Her perspective ensures that conversations around development remain grounded in real-world experience, particularly for early-stage entrepreneurs and historically underrepresented business owners.

Laura also brings a practical, solutions-oriented mindset. She understands firsthand the operational realities and challenges of running a food business and approaches them with determination and creativity. Her voice will be critical in helping the DDA shape strategies that are both visionary and implementable.

As a representative of the Incubator Kitchen, Laura offers authenticity, lived experience, and a strong commitment to equitable growth. She will advocate not only for her own business but for the broader network of entrepreneurs who rely on shared resources, community support, and intentional development to succeed.

I strongly support Laura Madrid's appointment and am confident she will be a meaningful and impactful contributor to the Aurora DDA and the Northwest Aurora community.

Sincerely,



Katie Goldman, Owner
La Victoria Incubator Kitchen

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- McCarthy, Virginia

Received: 2/28/2026
Non Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Vetted: 3/2/2026

Marcus Bond

Name: McCarthy, Virginia

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

5 years

How are you involved in your community?:
I am a community-based researcher who focuses on violence prevention and intervention work, prioritizing and building capacity with community members with lived experience as trained researchers and advocates. I work in program design, implementation, evaluation, and dissemination for community-driven initiatives to address and reduce the burden that violence exacts on the community.

List your interests and activities.:
qualitative and mixed methods research, administration, grant writing, program design and evaluation, cycling, skiing, baking burnt Basque cheesecakes

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

n/a

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the Aurora Downtown Development Authority board because I believe equitable community development is fundamentally linked to community health, safety, and opportunity. As a public health researcher embedded in Aurora, I study the social determinants of violence and neighborhood wellbeing, and I see firsthand how built environments, economic opportunities, and community spaces shape health outcomes. Serving on the DDA would allow me to bridge rigorous, community-grounded research with strategic development decisions that impact neighborhood vitality. I am committed to ensuring that economic development in the East Colfax corridor is informed by evidence, community voice, and principles of equity. My work focuses on understanding community needs through qualitative and mixed-methods research rooted in lived experience. I want to contribute that perspective to help the DDA make decisions that strengthen social and economic wellbeing, support inclusive growth, and create spaces where all residents can thrive.

Describe your vision for the future of East Colfax.:

My vision for East Colfax is a vibrant corridor where economic development enhances community health and belonging rather than displacing long-time residents and small businesses. I see sidewalks, parks, and public spaces that invite interaction; storefronts that reflect the cultural diversity and entrepreneurial spirit of Aurora; and development that prioritizes affordable housing, safe transit, and places for youth and families to gather. In this future, data and community voice inform development priorities. The corridor is a place where residents feel both safe and empowered, where investment does not mean erasure of identity but celebration of it, and where economic growth translates into jobs and opportunities for those most impacted by violence, structural inequities, and disinvestment. East Colfax should be a model of equitable revitalization—where planning and development improve health, strengthen community ties, and expand access to opportunities without forcing longtime neighbors out.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring interdisciplinary expertise in public health, community-based research, and violence prevention, grounded in both academic training and field engagement. My doctorate in public health equips me with skills in data analysis, program evaluation, and qualitative and mixed methods research that can help the DDA evaluate investments not just for economic return but for community wellbeing. Leading a team of community-based researchers and practitioners—many of whom are violence intervention specialists and trusted neighborhood residents—has taught me how to center community knowledge and lived experience in inquiry and decision-making. I'm skilled at synthesizing complex data into actionable insights and communicating findings across technical and non-technical stakeholders. I also bring a perspective that prioritizes health equity, racial equity, and trauma-informed approaches to development. My work highlights how environments—physical, economic, and social—affect quality of life and health. I would use this lens to ensure DDA strategies uplift residents' wellbeing and prevent harm.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Collaboration is central to my work as a community-based researcher and leader in the nonprofit space. I regularly convene and collaborate with multi-sector partners including city agencies, community organizations, researchers, service providers, neighborhood associations, and residents with diverse perspectives. These collaborations require balancing competing priorities, interpreting different forms of knowledge, and negotiating shared goals. In research settings, I facilitate focus groups, community advisory boards, and planning meetings where power dynamics and historical mistrust can surface. My approach emphasizes active listening, establishing shared purpose, and creating space for all voices, particularly those historically marginalized in civic conversations. I use evidence and narrative to build mutual understanding, and when disagreements arise, I ask clarifying questions, identify common ground, and seek options that honor both empirical insight and community values. I also maintain transparency about constraints and trade-offs, which builds trust and reduces conflict. This experience equips me to work effectively on the DDA board—engaging diverse stakeholders, synthesizing viewpoints into shared strategies, and resolving tensions constructively in service of equitable development.

Reference 1: Full Name, Phone Number and Address:
Johnnie Williams, [redacted]

Reference 2: Full Name, Phone Number and Address:
Catherine Velopulos, [redacted]

Reference 3: Full Name, Phone Number and Address:
Erica Green, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Virginia McCarthy

Time of Submission: 02/28/26 10:38:44 AM

Attachments

- VMcCarthy_CV_10.2025.pdf

CURRICULUM VITAE
Virginia McCarthy, DrPH, MPH, MDiv

I. Contact Information

Phone Number: [redacted]
Email: [redacted]

II. Education

Saint Louis University, St. Louis, MO
BA, Spanish; BA, Theological Studies — 1999-2003

Boston College/Weston Jesuit School of Theology, Boston, MA
MDiv — 2004-2007

Loyola University Chicago, Chicago, IL
MPH, Epidemiology — 2014-2016

University of Colorado Anschutz Medical Campus, Aurora, CO
DrPH, Community and Behavioral Health — 2021-2024
Colorado School of Public Health

III. Academic Positions

2024 – Assistant Professor, Department of Surgery, University of Colorado School of Medicine; Affiliate Faculty, Firearm Injury Prevention Initiative; Affiliate Faculty, Injury and Violence Prevention Center, Colorado School of Public Health;
University of Colorado Anschutz Medical Campus

2021 – 2024 Research Assistant, Department of Community and Behavioral Health, Injury and Violence Prevention Center, Colorado School of Public Health; Firearm Injury Prevention Initiative, University of Colorado Anschutz Medical Campus

2022 Course Instructor, Bioethics Institute, Loyola University Chicago Health Sciences Campus

IV. Professional Positions

2003 – 2004 Marianist Volunteer Corps, La Chinantla, Veracruz, Mexico

2007 – 2008 Director of Housing and Campus Ministry, Saint Louis University, Madrid, Spain

2008 – 2015 Assistant Director, Center for Community and Global Health, Loyola University Chicago, Stritch School of Medicine, Maywood, IL

2015 – 2021 Director, Heath Sciences Ministry, Loyola University Chicago, Health Sciences Campus, Maywood, IL

2021 – Program Advisor, Center for Community and Global Health, Loyola University Chicago, Stritch School of Medicine, Maywood, IL

2022 – 2024 Director of Development, Denver Youth Program, GRASP (Gang Rescue and Support Project), Denver, CO

V. Honors and Awards

2002 Mev Puleo Scholarship
Saint Louis University, St. Louis, MO

2004-2007 Ignatian Scholarship (full tuition)
Boston College/Weston Jesuit School of Theology, Boston, MA

2015 Megs Langdon, Spirit of Service Award
Loyola University Chicago, Chicago, IL

2017-2018 Chicago Gun Violence Research Fellowship
Sinai Urban Health Institute, Chicago, IL

2020 Excellence in Student Support
Loyola University Chicago, Chicago, IL

2021 Visiting Fellow in Residence
Goethe University, Frankfurt, Germany (cancelled due to Covid)

2021 Hoffman Firearm Injury and Violence Prevention Scholarship
Colorado School of Public Health, University of Colorado Anschutz Medical Campus, Aurora, CO

2022 Outstanding Scientific Merit, Student Presentations
Colorado School of Public Health, University of Colorado Anschutz Medical Campus, Community and Behavioral Health Research & Practice Innovative Exchange, Aurora, CO

2022 Outstanding Student Service Award
Colorado School of Public Health, University of Colorado Anschutz Medical Campus, Department of Community and Behavioral Health, Aurora, CO

2022 Doctoral Student Poster Award
Colorado School of Public Health, University of Colorado Anschutz Medical Campus, ColoradoSPH Research Exchange, Aurora, CO

2023 Best in Science, Students and Early Career Professionals (nomination)
Society for the Advancement of Violence and Injury Research 2023 Annual Conference, Denver, CO

2023 Hoffman Firearm Injury and Violence Prevention Scholarship
Colorado School of Public Health, University of Colorado Anschutz Medical Campus, Aurora, CO

2025 Student Inductee
Delta Omega, Public Health Honor Society

VI. Professional Leadership and Service

A. Loyola University Chicago

2014-2015 Institutional Review Board

2014-2016 Ambassador, Institute for Transformative Interprofessional Education

2015-2019 DREAMER Committee

2016-2018 University Senate

2016-2020 Course Facilitator, Patient-Centered Medicine, Stritch School of Medicine

2015-2021 Student Scholarship Committee

2015-2021 Dean Administrative Council, Stritch School of Medicine

2017-2021 Student Wellness Committee

2017-2021 Hippocratic Odes, Faculty Sponsor

2017-2021 Chair, Loyola Stands Against Gun Violence

2017-2021 Mission Integration Council

2018-2021 Interviewer, Admissions Committee, Stritch School of Medicine

2019-2021 Sesquicentennial Committee

B. Consortium of Universities for Global Health

2013 – Section Convener, Reflection in Global Health

C. Health Alliance for Violence Intervention

2022 – Member of the Research and Evaluation Committee

2024 – Member of the Medicaid Committee

2024 – Member of the Guaranteed Basic Income Committee

D. Society for the Advancement of Violence and Injury Research

2023 – Member of the Student and Early Career Professionals Committee

VII. Review, Referee and Editorial Activities

A. Ad Hoc Reviews

2023 Research Abstracts and Workshop Presentations, Health Alliance for Violence Intervention

2025 Research Abstracts and Workshop Presentations, Health Alliance for Violence Intervention

2025 Research Abstracts and Workshop Presentations, Society for the Advancement of Violence and Injury Research (SAVIR)

2025 Peer-review of Manuscripts, *Pediatrics*

VIII. Teaching Record

A. Course Instructor

Graduate

2022 “Global Bioethics”

IX. Research Record

A. Active Grants and Contracts

Modifiable factors in emergent presentation of potentially elective general surgical disease for patients who are insured or insurance-eligible

Funder: National Institute on Minority Health and Health Disparities PI: Velopulos

Project Dates: 4/17/2021-1/31/2026

Total Budget: $1,575,000

Description: The overall goal of our proposed research is to understand why having health care coverage (or eligibility for health care coverage) is not sufficient to allow equal access to elective surgical care.
Role: Co-Investigator

B. Select Community Engaged Grants
2021 Alternatives to Jail, Caring for Denver Foundation, **$650,030**
Reduction of Substance Use and Increased Access to Mental Health
2022 Community Safety Fund, Everytown for Gun Safety, **$100,000**
Support for the AIM and GRASP programs – Community Violence Intervention and Prevention
2023 Multidisciplinary Crime Prevention and Crisis Intervention, Office of Adult and Juvenile
Assistance, **$440,234**
GRASP Enterprises, Violence intervention and Prevention Support
2023 Equity Collective Initiative, Colorado Health Foundation, **$1,000,000**
Support for the REACH Clinic – Trauma-Recovery post violent injury
2024 Behavioral Health Services Grant Award, Denver Behavioral Health, **$480,447**
Mentorship – Adult/Youth and Peer-led Mentorship
2024 Yield Giving Lever For Change, **$1,000,000**
Partnership with My Outdoor Colorado Coalition
2024 Overseas Resources Foundation Limited, **$500,000**
GRASP Enterprises, REACH Clinic, Violence intervention and Prevention Support
2025: Sustainer Grant, Everytown for Gun Safety, **$100,000**
Support for AIM, GRASP, REACH Clinic– Community Violence Intervention and Prevention

C. Completed Grants and Contracts
Colorado Office of Gun Violence Prevention Resource Bank Implementation and State-Academic Partnership Development
Funder: Colorado Department of Public Health and Environment
PI: Betz
Project Dates: 12/1/2022-6/30/2024
Total Budget: $848,000
Description: The project supports the Colorado Department of Public Health and Environment (CDPHE) in fulfilling the expectations laid out in HB21-1299, including supporting the launch and maintenance of a resource bank as a repository for data, research, and statistical information regarding firearm injuries and deaths, and their prevention, in Colorado.
Role: Graduate Research Assistant

Exploring and Examining Firearm Violence in Missouri
Funder: Missouri Foundation for Health PI: Wright-Kelly
Project Dates: 01/01/2023 – 03/30/2024
Total Award: $199,987
Description: This project provides technical assistance to two Missouri communities to develop tailored data collection methods and tools and facilitate community conversations to understand how local community members perceive firearm injury and

violence and ways in which the communities may collectively prevent firearm injury and death in the future.
Role: Project Director

"Safety in Dementia": An Online Caregiver Intervention
Funder: National Institutes of Health/National Institute on Aging PI: Betz
Project Dates: 9/17/2021-8/31/2024
Total Budget: $1,118,779 (direct costs)
Description: This R01 study (R01 AG076364) explores the utility of an online decision tool for caregivers of community-dwelling individuals with Alzheimer's disease and related dementias (ADRD) regarding firearm access and firearm storage.
Role: Graduate Research Assistant

Maywood Social Enterprise R3 (Restore. Reinvest. Renew) Planning Grant
Funder: Illinois Criminal Justice Information Authority PI: Luke
Project Dates: 7/1/2018-6/30/2020
Total Budget: $157,595
Description: This planning grant organizes five partner organizations to explore a community-academic partnership in social enterprise to provide increased training, education, and employment opportunities for youth, young adults, and community members.
Role: Co-Investigator

Community Paramedicine: Loyola/Hillside Fire Department Collaborative Community Outreach
Funder: Health EQ, Loyola University Chicago PIs: Luke, Cichon
Project Dates: 7/1/2019-6/30/2020
Total Budget: $34,146
Description: This grant aims to reduce hospital readmission through coordinated post-hospital discharge home visits provided by the fire department to address follow-up medical questions, assistance with appointments, mental health need, and secure firearm storage.
Role: Co-Investigator

Exploring the Intersection of Healthcare Chaplaincy and Medical Education
Funder: York Fund, Loyola University Chicago PI: MP McCarthy
Project Dates: 7/1/2021-6/30/2022
Total Budget: $5,000 plus indirects
Description: This study funds qualitative analysis of the Loyola University Health System and Loyola University Stritch School of Medicine Chaplain Mentor program to assess program outcomes through alignment with course learning objectives.
Role: Co-Investigator

Receiving Contexts of Return After Deportation
Funder: National Science Foundation PI: Gomberg-Muñoz
Project Dates: 6/15/2018-5/31/22

Total Budget:	$280,544
Description:	This project explores the complexities of return migration after deportation from the United States to Mexico through a variety of ethnographic research methods and research on state and municipalities regarding migration and deportees. The longitudinal study design and collaborative approach will inform social sciences research and intervention and will be shared with policy makers.
Role:	Project Lead, Map Team Co-founder

X. Bibliography

A. Papers Published in Refereed Journals

1. Wasson K, Hatchett L, Guo R, Blair A, **McCarthy V**, Brubaker L. "Fostering Professional Differences in Medical Students: Gender Difference in Medical School Honors Programs." *The Internet Journal of Law, Healthcare, and Ethics*. 2014 Volume 11 Number 1. DOI:10.5580/IJLHE.21334
2. Kittle N, **McCarthy V**. "Raising the Bar: Ethical Considerations of Medical Student Preparation for Short-Term Immersion Experiences." *Journal of Bioethical Inquiry* 2015. DOI: 10.1007/s11673-014-9601-9
3. Anderson EE, Boyd B, Qureshi N, Stirling JM, **McCarthy V**, Kuczewski M. "Operation Homefront: Meeting Clerkship Competencies with Home Visits to Families of Children with Special Needs." *Academic Pediatrics*, Volume 19, Issue 2, 2019: 170 – 176. doi: 10.1016/j.acap.2018.09.002
4. **McCarthy V**, Portz J, Fischer SM, Greenway E, Johnson RL, Knoepke CE, Matlock DD, Omeragic F, Peterson RA, Ranney ML, Betz ME. The 'Safe at Home Study' of a Web-Based Decision Aid for Caregivers of Persons with Dementia with Firearm Access: Protocol for a Randomized Controlled Trial. *JMIR Res Protoc*. doi:10.2196/43702
5. **McCarthy V**, Wright-Kelly E, Steinhart B, Haasz M, Ma M, Brooks-Russell A. Assessment of Reported Time to Access a Loaded Gun Among Colorado Adolescents. *JAMA Pediatr.* 2023;177(5):543–545. doi: 10.1001/jamapediatrics.2023.0080
6. Hagan-Haynes K, **McCarthy V**, Puma J, Farewell C. Caring for the Caregiver: Work Mistreatment and Well-Being Among Early Childhood Education Staff in Colorado. *Early Childhood Education Journal*. April 5, 2024. doi:10.1007/s10643-024-01644-6
7. **McCarthy V**, Velopulos CG, Myers QWO. Critical considerations to facilitate multidisciplinary care for survivors of firearm injury. *Trauma Surg Acute Care Open*. 2025;10(1):e001723. 18 February 2025. doi:10.1136/tsaco-2024-001723
8. Wright-Kelly E, Johnson RL, Barnard L, **McCarthy V**, Brooks-Russell A. Trends in Carrying Handguns Among Florida Adolescents: 2002–2022. *Pediatrics*. 2025;156(2):e2024066967. doi:10.1542/peds.2024-066967
9. **McCarthy V.** Visconti V, Williams J, Myers QWO, Li B, Wright S, Hart-Rodriguez E, Mireles-Monsivais A, Perez F, Green E, McNeal R, Gonzales E, Wright-Kelly E, Betz ME, Velopulos CG, Williams M, Foley SK, Brooks-Russell A. Research for us, by us*:* Violence Prevention Professional Qualitative Researchers develop process and outcome measures for Hospital-based Violence Intervention Programs through qualitative research. *Inquiry: The Journal of Health Care Organization, Provision, and Financing.* doi:10.1177/00469580251384773
10. Farewell C, Puma J, Hagan-Haynes K, **McCarthy V**. A quarter of early child care educators in Colorado reported mistreatment from co-workers. The Conversation. doi[redacted]

11. Feldman K, Garofalo DM, **McCarthy V**, Velopulos CG, Myers QWO. Critical Moments: Factors Associated With Referral to Postdischarge Services in Pediatric Patients With Firearm Injuries. *Journal of Surgical Research*. 2025;316:65-75. doi:10.1016/j.jss.2025.10.004

B. Papers in progress

1. **McCarthy V.** Brooks-Russell A, Williams J, Myers QWO, Li B, Wright S, Hart-Rodriguez E, Mireles-Monsivais A, Perez F, Green E, McNeal R, Gonzales E, McDaniel M, Wright-Kelly E, St. Vil C, Betz ME, Velopulos CG, Visconti V. Defining Key Programmatic Components of Hospital-Based Violence Intervention Programs: Participatory Qualitative Research by Violence Prevention Professionals. *Trauma Surg Acute Care Open*. *Under review.*
2. St. Vil C, **McCarthy V**, Bocanegra K. Couching the Credible Messenger Training within a Paraprofessional Framework: the role of Social Work with regard to support and development.
3. Wright-Kelly E, **McCarthy V**, Ma M, Brooks-Russell A. Which risk comes first?: a cross-sectional study of the association between teen risk factors and gun access. *American Journal of Public Health.*
4. **McCarthy V**, McCarthy M, Statchen T, Downton K, Haddad D, Myers Q, Velopulos CG. Trauma Recovery Centers and Holistic Healing: A rapid review. *Trauma Surg Acute Care Open*.
5. **McCarthy V.** Visconti V, Williams J, Myers QWO, Li B, Wright S, Hart-Rodriguez E, Mireles-Monsivais A, Perez F, Green E, McNeal R, Gonzales E, Wright-Kelly E, Betz ME, Velopulos CG, Brooks-Russell A. Power Beyond Voice: Extending Community Power in Violence Intervention and Prevention Through Training Violence Prevention Professionals in Qualitative Research Methods and Practice. *Journal of Participatory Research Methods.*
6. **McCarthy V.** Visconti V, Williams J, Myers QWO, Li B, Wright S, Hart-Rodriguez E, Mireles-Monsivais A, Perez F, Green E, McNeal R, Gonzales E, Wright-Kelly E, Betz ME, Velopulos CG, Brooks-Russell A. The Secret Sauce: Violence Prevention Professionals at the intersection of community membership, lived experience, and professional training. *Journal of Primary Care and Community Health.*

C. Refereed Conference Abstracts and Presentations

1. **McCarthy V.** Experience into Wholeness: Exploring the significance of immersion experiences with the theology of Edward Schillebeeckx. Oral Presentation. College Theology Society: 54th Annual Convention. Newport, RI. 1 June 2008.
2. **McCarthy V**, Blair A. Reflection for Evaluation of Global Health Education Experiences: 'Am I Becoming the Person and Physician I Want to Become?' Poster Presentation. American Academy of Family Physicians Global Health Workshop. Minneapolis, MN. 7 September 2012.
3. Bui T, **McCarthy V,** Evert, J. Capturing the Impacts of Global Health Experiences: the Role of Reflection and Introspection. Oral Presentation. Consortium of Universities for Global Health. Washington, DC. 15 March 2013.
4. **McCarthy V**, Blair A. Developing and Implementing Global Health Curriculum. Oral Presentation. American Academy of Family Physicians Global Health Conference. Baltimore, MD. 11 October 2013.
5. Blair A, **McCarthy V**. Assessing the Impact of Global Health Curricula. Oral Presentation. American Academy of Family Physicians Global Health Conference. Baltimore, MD. 12 October 2013.

6. **McCarthy V**. Look the Demon in the Eye: Addressing Motivations in International Medical Service. Poster Presentation. Consortium of Universities for Global Health. Washington, DC. 15 March 2013.
7. Bui T, **McCarthy V**, Evert J. Reading and Reflection: The 2014 CUGH Essay Contest Winners. Oral Presentation. Consortium of Universities for Global Health. Washington, DC. 11 May 2014.
8. **McCarthy V**. The Grand Family Challenge Health Promotion Program. Poster Presentation. Illinois Academy of Nutrition and Dietetics, The Illinois Academy Spring Assembly. Chicago, IL. 28 March 2014.
9. **McCarthy V**. Tip the Scale from Confusion to Confidence: Assessing the Effectiveness of Interprofessional Lifestyle Intervention through Community-University Partnership. Poster Presentation. Consortium of Universities for Global Health. Boston, MA. 26 March 2015.
10. Bui T, **McCarthy V,** Evert J. Reflection in Global Health: 2015 Trainee Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Boston, MA. 26 March 2015.
11. Blair A**, McCarthy V**. Am I becoming the person and physician I want to become? Using Student Reflections to Measure Outcomes in Community and Global Health Education. Oral Presentation. Society of Teachers of Family Medicine. Orlando, FL. 25 April 2015.
12. Bui T, **McCarthy V,** Evert J. Reflection in Global Health: 2016 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. San Francisco, CA. 9 April 2016.
13. Boyd, B, Qureshi N, Stirling J, Anderson E, **McCarthy V**, Kuczewski M. Operation Homefront: Meeting Clerkship Competencies with Home Visits to Families of Children with Special Needs. Poster Presentation. Counsel on Medical Student Education in Pediatrics (COMSEP). Denver, CO. 31 March 2017.
14. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2017 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Washington, DC. 7 April 2017.
15. Larsen C, **McCarthy V**, Michelfelder A, Parsi K. Guiding, Advising and Mentoring Medical Students: Ethical, Personal and Professional Challenges. Panel Presentation. Association for Practical and Professional Ethics. Chicago, IL. 3 March 2018.
16. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2018 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. New York, NY. 16 March 2018.
17. Mina J, Ayele N, Coglianese M, **McCarthy V.** Overview of the Chaplain Mentor Program. Poster Presentation. American Academic of Medical Colleges (AAMC). Austin, TX. 4 November 2018.
18. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2019 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Chicago,IL. 9 March 2019.
19. **McCarthy V**, Luke A, Kafensztok R. Mode Matters: An analysis of the effects of mode of transportation on hospital discharge disposition amongst firearm injury victims at an urban level-I trauma center. Poster Presentation. Cardiovascular Research Institute (CVRI) Conference. Chicago, IL. 2 April 2019.
20. Siddiqui S, Hatchett L, Wasson K, **McCarthy V**, Cichon M, Hayes M, Luke A. Toward Developing a Hospital Violence Intervention Program at Loyola

University Medical Center/Stritch School of Medicine. Poster Presentation. Bioethics Honors Presentations, Loyola University Chicago. June 2019.

21. Langarica N, Alebdy D, Pham J, Kelley J, **McCarthy V**, Modave F, Kafensztok R, Luke A, Cichon M. Scholarship at a Level-1 Trauma Center: Social Determinants of Gun Violence. Poster Presentation. Latino Health Symposium: Moving Forward, Hacia Adelante. Chicago, IL. 12 October 2019.
22. Alebdy D, Langarica N, Pham Y, Kelley J, **McCarthy V**, Modave F, Kafensztok R, Cichon M, Luke A. The Associations between Gun Violence Incident Locations and Patient Clinical Outcomes among Loyola Emergency Patients. Poster Presentation. St. Albert's Day Research Symposium, Loyola University Chicago. 24 October 2019.
23. **McCarthy V**, Luke A, Kafensztok R. Effects of Time to Definite Care on In-hospital Mortality Among Victims of Firearm Injury at an Urban Level-I Trauma Center. Oral Presentation. American Public Health Association (APHA) Annual Meeting. Philadelphia, PA. 3 November 2019.
24. Wood J, **McCarthy V**, Cichon M, Kafensztok R. Paths of Gun Violence Victims Through a Tertiary Care Center: A Process Map. Poser Presentation. American Public Health Association (APHA) Annual Meeting. Philadelphia, PA. 3 November 2019.
25. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2020 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Online due to Covid. 18 April 2020.
26. **McCarthy V,** Kafensztok R, Luke A. Geographic and demographic distribution of residence and location of firearm injury: An interdisciplinary mapping analysis. Oral Presentation. American Public Health Association. San Francisco, CA. 27 October 2020.
27. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2021 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Online due to Covid. 12 March 2021.
28. Dickens, B, McCarthy M, Coglianese M, **McCarthy V**. Exploring the Intersection of Healthcare Chaplaincy and Medical Education: a Qualitative Analysis of the Chaplain Mentor Program. Poster Presentation. American Society for Bioethics and Humanities. Virtual Conference. 16 October 2021.
29. **McCarthy V**, Walters, H. Firearm-related Criminal Arrests and Built Environment in Denver, CO. Poster Presentation. 4th Annual Community and Behavioral Health Research & Practice Innovation Exchange. 4 February 2022.
30. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2022 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Online due to Covid. 29 March 2022.
31. Hagan-Haynes K, **McCarthy V**. Caring for the Educator: Work mistreatment and well-being among Early Childhood Education staff in Colorado. Poster Presentation. ColoradoSPH Research Exchange. 23 September 2022.
32. **McCarthy V**, Wright-Kelly E, Brooks-Russell A. Time to Get a Gun: Colorado Teens Report Access to Firearms in Under Ten Minutes. Poster Presentation. 5th Annual Community and Behavioral Health Research & Practice Innovation Exchange. 14 October 2022.
33. **McCarthy V**, Walters H. "Firearm criminal arrests and built environment: risk and protective factors in Denver and Aurora, CO." Poster Presentation. American Public Health Association (APHA) Annual Meeting. Boston, MA. 7 November 2022.

34. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2023 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Washington DC. 14 April 2023.
35. **McCarthy V**, Wright-Kelly E, Steinhart B, Haasz M, Ma M, Brooks-Russell A. Ten Minutes to a Gun for Colorado Teens. Oral Presentation. Society for Advancement of Violence and Injury Research (SAVIR) Conference, Denver, Colorado. 17-19 April 2023.
36. Greenway E, Omeragic F, **McCarthy V**, Viny M, Johnson R.L., Peterson R, Fisher S, Portz J, Ranney M.L., Matlock D, Knoepke C.E., Betz M.E. Recruitment Strategies on Enrollment in Alzheimer's Firearm Safety Study. Poster Presentation. Society for Advancement of Violence and Injury Research (SAVIR) Conference, Denver, Colorado. April 17-19, 2023.
37. Viny M, Greenway E, Omeragic F, **McCarthy V**, Castaneda M, Johnson R.L., Peterson R, Fisher S, Portz J, Ranney M.L., Matlock D, Knoepke C.E., Betz M.E. Reaching Dementia Caregivers: Online Recruitment Strategies for a Firearm Safety Study. Poser Presentation. American Geriatrics Society (AGS) Annual Scientific Meeting, Long Beach, California. May 3-6, 2023.
38. Wright-Kelly E, **McCarthy V**, Roy J, Williams J. Partnering with Affected Communities to Prevent Firearm Violence. Workshop Session. Safe States Conference. Denver, CO. 11 September 2023.
39. Myers Q, **McCarthy V**, Green E, Li B. Ethical Comparative Methods for HVIP Funding. Oral Presentation. Health Alliance for Violence Intervention Conference. Chicago, IL. September 26-28, 2023.
40. **McCarthy V,** Evert J, Bui T. Reflection in Global Health: 2024 Trainee and Educator Essay Contest Reading and Discussion. Oral Presentation. Consortium of Universities for Global Health. Los Angeles, CA. 7 March 2024.
41. **McCarthy V**, Buck-Atkinson J, Wright-Kelly E, Gupta-Fitzgerald RK, Betz ME, McMillan J. Community Integration and Perspective to Inform Statewide Efforts to Reduce Firearm Injury and Death. Oral Presentation. Society for Advancement of Violence and Injury Research (SAVIR) Conference, Chapel Hill, NC. 15 April 2024.
42. **McCarthy V,** Myers Q, Wright S, Mireles A, Hart-Rodriguez E, Perez F, Gonzales E, Green E, McNeal R, Wright-Kelly E, Li B, Williams J. My Message, Your Methods: Wisdom from Violence Prevention Professionals to inform modified measures of hospital-based violence intervention program effectiveness through qualitative inquiry. Poster Presentation. Society for Advancement of Violence and Injury Research (SAVIR) Conference, Chapel Hill, NC. 15 April 2024.
43. Solomon S, Payne Y, Glasgow T, Bullock C, Williams J, Singleton A, **McCarthy V**, Richardson J. Community-engaged Injury Research and Practice: Learning and Growing the Field Together. Technical Assistance Workshop. Society for Advancement of Violence and Injury Research (SAVIR) Conference, Chapel Hill, NC. 16 April 2024.
44. **McCarthy V**, Williams J. "Beyond the bedside guide: Community-academic partnership to prioritize the voices of Violence Prevention Professional researchers in the field of Community Violence Intervention." Oral Presentation. American Public Health Association (APHA) Annual Meeting. Minneapolis, MN. 29 October 2024.
45. Williams J, Visconti V, Myers Q, Wright S, Mireles-Monsivais A, Hart-Rodriguez E, Perez F, Gonzales E, Green E, McNeal R, Wright-Kelly E, Brooks-Russell A, Li B, Betz ME, **McCarthy V**. "A "Typical Day" in an HVIP: Defining Process and

Outcome Measures to Guide Practice." Poster Presentation. Research Society for the Prevention of Firearm-Related Harms Annual Meeting. Seattle, WA. 10 December 2024.

46. **McCarthy V**, Visconti V, Myers Q, Wright S, Mireles-Monsivais A, Hart-Rodriguez E, Perez F, Gonzales E, Green E, McNeal R, Wright-Kelly E, Brooks-Russell A, Li B, Betz ME, Williams J. "Violence Prevention Professional Researchers in Qualitative Inquiry." Poster Presentation. Research Society for the Prevention of Firearm-Related Harms Annual Meeting. Seattle, WA. 11 December 2024.
47. Bonner IV, Garofalo DM, **McCarthy VE**, Velopulos CG, Myers QW. Exposure to indirect ACE and self-inflicted gunshot injuries. Oral Presentation. Academic Surgical Congress. Las Vegas, NV. February 2025.
48. Alder CC, Garofalo DM, **McCarthy VE**, Velopulos CG, Myers QW. Violent deaths among transition-aged, unhoused youth. Oral Presentation. Academic Surgical Congress. Las Vegas, NV. February 2025.
49. Barone-Camp A, Dickinson K, Garofalo DM, **McCarthy VE**, Heron CH, Myers QW, Velopulos CG. Person or place? How social vulnerability index (SVI) impacts outcomes in motor vehicle accidents. Oral Presentation. Academic Surgical Congress. Las Vegas, NV. February 2025.
50. Feldman K, Garofalo DM, **McCarthy VE**, Velopulos CG, Myers QW. Critical moments: violently injured youth and post-discharge services. Oral Presentation. Academic Surgical Congress. Las Vegas, NV. February 2025.
51. Garofalo DM, Clair V, **McCarthy VE**, Velopulos CG, Myers QW. Relationship between social vulnerability indices and surgical outcomes: A comparative analysis. Oral Presentation. Academic Surgical Congress. Las Vegas, NV. February 2025.
52. **McCarthy VE**, Garofalo DM, Heron CH, Myers QW, Li B, Velopulos CG. Qualitative and quantitative analysis of mental health access through hospital-based violence intervention. Oral Presentation. Academic Surgical Congress. Las Vegas, NV. February 2025.
53. McMillian J, Cortiglio C, Brown VJ, Kurz S, **McCarthy V**, Buck-Atkinson J. Developing a Statewide Firearm Injury Prevention Ecosystem in Colorado - A Blueprint for Creating Injury and Violence Prevention Ecosystems. Society for Advancement of Violence and Injury Research (SAVIR) Conference. New York, NY. 9 April 2025.
54. Williams J, McDaniel M, Green E, Velopulos C, Morgan J, Perez F, Ford J, **McCarthy V**. One HVIP Per State?: A state-level plan for HVIP expansion. Poster Presentation. Health Alliance for Violence Intervention Conference. Kansas City, MO. October 7-9, 2025.
55. **McCarthy V**, Wright S, Myers Q, Velopulos C, St. Vil C, Ford J, Sigel E, Williams, J. Violence Prevention Professionals: Exploring the Secret Sauce of HVIPs. Oral Presentation. Health Alliance for Violence Intervention Conference. Kansas City, MO. October 7-9, 2025.
56. Li B, Morgan J, Goshon L, Green E, McNeal R, Holman J, **McCarthy V**, Myers Q. Artificial Intelligence in Community Violence Intervention: A Structured Review. Oral Presentation. Health Alliance for Violence Intervention Conference. Kansas City, MO. October 7-9, 2025.

D. Books and Chapters

1. Blair A, **McCarthy V**. "Growth Beyond Borders: Exploring the Role of Reflection in Global Health." In *Keeping Reflection Fresh: A Practical Guide For Clinical*

Educators. Allan Peterkin and Pamela Brett-MacLean, editors. Kent, Ohio: The Kent State University Press, 2016.

2. Evert J, Bui T, **McCarthy V**, editors. *Reflection in Global Health: An Anthology.* San Francisco: Global Health Collaborations Press, 2017.
3. Byrne M, **McCarthy V**, Silva A, Homan S. "Health Care Professionals on the Frontline: Responding to the Gun Violence Epidemic" in Lysaught, MT and McCarthy, MP**,** *editors. Catholic social bioethics: the praxis of U.S. healthcare in a globalized world.* Collegeville, MN: Liturgical Press, 2018.
4. McCarthy MP and **McCarthy V**. "What could go wrong?: Providing a moral grounding to the ethics of short-term medicine." in *Global Health and Volunteering – A guide for healthcare professionals*. Dordrecht: Springer, 2019.
5. **McCarthy V**, Evert J, Soleimanpour N, Sluis K, Blair A, Bui T, (eds.). Reflection in Global Health: An Anthology, Second Edition. San Francisco: Global Health Collaborations Press, 2024.

E. Media Appearances and Interviews

1. Kaiser Family Foundation Health News. "As Colorado Reels From Another School Shooting, Study Finds 1 in 4 Teens Have Quick Access to Guns." 27 March 2023. https://kffhealthnews.org/news/article/east-high-school-colorado-shooting-youth-gun-violence-study/
2. 9News. "Researchers find 1 in 4 Colorado teens say they could have access to a gun within 24 hours." 27 March 2023. https://www.9news.com/article/news/local/1-in-4-colorado-teens-could-have-access-to-gun-within-24-hours/73-1f236bfd-7174-4b1c-99c5-51ed34871883
3. National Public Radio for Northern Colorado (KUNC). "1 in 4 Colorado teens can access a loaded gun within 24 hours, study finds." 29 March 2023. https://www.kunc.org/regional-news/2023-03-29/1-in-4-colorado-teens-can-access-a-loaded-gun-within-24-hours-study-finds
4. Denver7. "As lawmakers debate gun reform, study finds 1 in 4 Colorado teens have quick access to guns." 28 March 2023. https://www.denver7.com/news/360/as-lawmakers-debate-gun-reform-study-finds-1-in-4-colorado-teens-have-quick-access-to-guns
5. CBS Colorado. "New study reveals Colorado teens have easy access to firearms: 'That is catastrophic for us and our community.'" 28 March 2023. https://www.cbsnews.com/colorado/news/new-study-reveals-colorado-teens-easy-access-firearms/
6. Telemundo Denver. "Estudio: uno de cada cuatro estudiantes en 24 horas tiene acceso a un arma en Colorado." 29 March 2023. https://www.telemundodenver.com/noticias/local/estudio-uno-de-cada-cuatro-estudiantes-en-24-horas-tiene-acceso-a-un-arma-en-colorado/2271072/
7. KY3. "New multicultural event to curb gun violence in Springfield, MO." 25 February 2024. https://www.ky3.com/2024/02/25/new-multicultural-event-curb-gun-violence-springfield-mo/
8. Denver7. "Denver youth anti-violence program is awarded a $100,000 grant." 19 November 2025. https://www.denver7.com/news/local-news/denver-youth-anti-violence-program-is-awarded-a-100-000-grant

F. Invited Presentations

1. "Called to Serve: Exploring the Personal, Social, and Theological Motivations." St. Vincent DePaul Society: National Meeting. St. Louis, MO. 5 September 2009.
2. "Jesuit Medical Collaborative: Formation and First Steps." Jesuit Medical Conference. Chicago, IL, 6 April 2011.

3. “Jesuit Medical Collaborative: Three Years and Growing.” Jesuit Medical Conference. Georgetown, DC. 24 February 2013.
4. “Transcending Geography: Resource Identification and Collaborative Planning and Social Justice.” Focus on Teaching and Learning Conference, Loyola University Chicago. Chicago, IL. 8 January 2015.
5. “The Gift of Giving: Placing our inner desires in conversation with the needs of the world.” Ignatian Spirituality Series, Loyola University Chicago. Chicago, IL. 9 November 2017.
6. “The Dickey Amendment: Perceptions and Realities of Gun Control Research.” Seminar for Mission Leadership. Loyola University Chicago. 22 February 2018.
7. “Loyola Stands Against Gun Violence: A Hospital-University Partnership to Address the Gun Violence Epidemic in Chicago.” Organizational Ethics II, Loyola University Chicago. Chicago, IL. June 2018.
8. “Gun Violence in the Nation, Chicagoland, and Our Community: What do we need to know?” Quinn Community Center. Maywood, IL. 11 December 2018.
9. “The Chaplain Mentor Program: Holistic Patient Care in Action.” Sinai Urban Health Institute. Chicago, IL. 16 July 2019.
10. “Firearm Injury Cases at Loyola University Medical Center: Strategies for Intervention and Prevention, Part I.” Rotary Club. Maywood, IL. 10 October 2019.
11. “Firearm Injury Cases at Loyola University Medical Center: Strategies for Intervention and Prevention, Part II.” Rotary Club. Maywood, IL. 17 October 2019.
12. “Migration Then and Now, and Now What?” Introduction to Global Health, Loyola University Chicago. 24 October 2019.
13. “Pandemic Demands: Racial Justice through Immediate and Systemic Responses.” Just Healthcare in Times of the Corona Pandemic? A social-ethical workshop, Goethe University, Frankfurt. 29-30 June 2020.
14. “Caring for Frontline Workers During the Covid-19 Pandemic: Global Considerations.” Executive Leadership and Country Directors Meeting, Catholic Medical Mission Board. 27 July 2020.
15. “Migration during Covid Times (and long before).” Introduction to Global Health, Loyola University Chicago. 22 October 2020.
16. “Community Assessment and Planning: Maywood Social Enterprise.” Community Health Nursing, Marcella Niehoff School of Nursing, Loyola University Chicago. 25 February 2021.
17. “What Could Go Wrong?: Providing a Moral Grounding to the Ethics of Short-Term Medicine.” Emerging Issues in Global Health, Chicago Medical School, Rosalind Franklin University of Medicine and Science. 28 September 2021.
18. “Lethal Means Safety.” ECHO Colorado, Pediatric Suicide Prevention: A Practical Care Pathway. 11 May 2022.
19. “Global Health Ethics and Cultural Awareness.” Introduction to Global Public Health, Loyola University Chicago. 22 September 2022.
20. “Lethal Means Safety.” ECHO Colorado, Pediatric Suicide Prevention: A Practical Care Pathway. 18 October 2022.
21. “What Could Go Wrong?: Providing a Moral Grounding to the Ethics of Short-Term Medicine.” Emerging Issues in Global Health, Chicago Medical School, Rosalind Franklin University of Medicine and Science. 10 October 2023.
22. “Gun Violence in our Schools and Communities: It doesn’t have to be this way.” Ignatian Family Teach in for Justice, Ignatian Solidarity Network. Washington DC. October 28-29, 2023.

23. “Global Health Ethics and Cultural Awareness.” Introduction to Global Public Health, Loyola University Chicago. 9 November 2023.
24. “Health Equity Evaluation: Culturally Responsible Tools.” Health Equity Evaluation ECHO Series. Emory University. 14 February 2024.
25. “Global Health Ethics and Cultural Awareness.” Introduction to Global Public Health, Loyola University Chicago. 12 September 2024.
26. “Trauma Informed Care in Community-Based Interpersonal Violence.” Emergency Medicine Residents. Denver Health. 19 September 2024.
27. “Developing and Nurturing Partnerships.” Health Equity Evaluation ECHO Series. Safe States Alliance. 10 October 2024.
28. “The AIM Program as a Critical Resource.” Longitudinal Integrated Clerkships. Denver Health. 13 November 2024.
29. “REACH Clinic: Denver Youth Program.” Pecha Kucha, Talk Denver to Me. 20 November 2024.
30. “Shifting Power: Community engagement strategies to uplift diverse voices and perspectives in injury prevention.” Health Equity in Injury Prevention ECHO Series. National Network of Public Health Institutes, Safe States Alliance. 29 January 2025.
31. “Foundations of Community Partnership in Evaluation.” Health Equity in Injury Prevention ECHO Series. National Network of Public Health Institutes, Safe States Alliance. 24 April 2025.
32. “Partnerships and Collaboration.” Strengthening IVP Through the Core Components ECHO Series Content Development. Safe States Alliance. 21 May 2025.
33. “Lessons from the Field: Grantee Lightning Talks.” Kaiser Permanente Center for Gun Violence Research and Education. 29 August 2025.
34. “Community-led models of care for survivors of gun violence.” Moms Demand Action Colorado Statewide Call. Everytown for Gun Safety. 16 September 2025.
35. “Trauma Informed Care in Community-Based Interpersonal Violence.” Emergency Medicine Residents. Denver Health. 16 October 2024.
36. “Partnering for Prevention: Grantee Insights on the Kaiser Permanente Center for Gun Violence Research and Education.” Health Alliance for Violence Intervention Conference. Kansas City, MO. October 7-9, 2025.
37. “Trauma Informed Care in Community-Based Interpersonal Violence.” Emergency Medicine Residents. Denver Health. 16 October 2025.
38. “REACH Clinic, A BRIC Cousin: Partnership Highlight.” Built for This: Bullet-Related Injury Clinic Institute Convening. St. Louis, Missouri. 8 November 2025.
39. “REACH Clinic: Partnership in Action.” Healing the Divide Community Campus Forum. University of Colorado. 15 November 2025.
40. “Best Practices in Community Academic Partnership.” Penn Community Scholars Program. Virtual. 3 December 2025.

February 27, 2026

Office of the Mayor
City of Aurora
15151 E. Alameda Parkway
Aurora, CO 80012

Dear Mayor Coffman and Members of the DDA Nomination Committee:

I am writing to express my interest in serving on the Board of the Aurora Downtown Development Authority (DDA) and to offer my commitment to supporting equitable revitalization along the East Colfax corridor. I am honored to be considered for appointment and respectfully submit this letter of interest.

As a community-based researcher with a doctorate in public health, I lead a team of community-based researchers—violence prevention professionals and violence intervention specialists—at a Denver Metro nonprofit. Our team conducts qualitative and mixed-methods research focused on violence prevention and intervention, centering the lived experiences of residents most impacted by structural inequities. In addition, I serve as Director of the REACH Clinic, where we provide post-discharge wraparound services for victims of violence to support holistic healing, safety planning, and long-term stability. My work sits at the intersection of research, community health, and systems change, and it has deepened my understanding of how economic conditions, neighborhood environments, and public investment decisions shape community wellbeing.

I am inspired by the Aurora DDA's commitment to stewarding economic development, neighborhood improvements, and long-term investment in the East Colfax corridor. The DDA's role in implementing the Colfax Community Vision & Action Plan—grounded in public input and shared priorities around public safety, housing stability, small business support, public space enhancements, and arts and culture—aligns closely with my professional focus on social determinants of health. I view economic development as inseparable from community safety and health equity. When neighborhoods have stable housing, thriving small businesses, accessible services, and welcoming public spaces, we see measurable improvements in wellbeing and reductions in violence.

Throughout my career, I have led interdisciplinary research initiatives that center community voice and translate qualitative and mixed-methods findings into actionable policy and program recommendations. I have trained and mentored teams of community-based researchers and violence prevention and intervention specialists who bring lived experience and trusted relationships into violence prevention work. This has included building cross-sector partnerships with healthcare systems, public agencies, nonprofit organizations, and grassroots leaders to design and implement community-informed solutions. Alongside this, I have managed grants and organizational operations with strong fiscal oversight, accountability, and a focus on measurable outcomes, while facilitating community advisory groups and stakeholder meetings where diverse viewpoints are elevated and incorporated into shared strategies. I bring to the DDA a public health lens that considers how built environments, economic investment, and community infrastructure influence safety and opportunity. My experience evaluating programs and synthesizing complex data can support thoughtful decision-making around resource allocation, impact measurement, and long-term planning. Just as importantly, I bring strong relationships within Aurora's neighborhoods and a deep respect for the lived expertise of residents and small business owners.

[redacted]

I am prepared to dedicate the time and attention necessary to attend meetings, serve on committees, participate in board governance, and contribute meaningfully to advancing equitable revitalization. I am particularly invested in ensuring that development efforts enhance stability and opportunity for residents who have historically been underrepresented in planning processes, including survivors of violence, immigrant communities, and low-income families. Revitalization must not only stimulate economic growth but also strengthen the social fabric and health of the community.

Thank you for your consideration. I would be honored to serve on the Aurora Downtown Development Authority Board and to contribute research-informed, community-centered leadership to the long-term vitality and prosperity of the East Colfax corridor and surrounding neighborhoods.

Respectfully,

Virginia McCarthy, DrPH, MPH, MDiv
Director, REACH Clinic
Denver Youth Program
[redacted]

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Montoya, Priscilla

Received: 2/27/2026
Non Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Vetted: 2/27/2026
Marcus Bond

Name: Montoya, Priscilla

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

33 Years (DAVA)

How are you involved in your community?:
Downtown Aurora Visual Arts is an arts education nonprofit for children and youth.

List your interests and activities.:
Art, Education, Children, Youth, Community building, Public butification, After-School activities

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

No

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

As Executive Director of Downtown Aurora Visual Arts, I work daily in the East Colfax corridor alongside the youth, families, artists, and small businesses who are directly impacted by redevelopment decisions. I want to serve on the Aurora Downtown Development Authority board because this is a pivotal moment for East Colfax, and the decisions made now will shape the corridor for generations. The DDA's ability to reinvest tax increment financing revenue into infrastructure, safety, small business support, and revitalization presents a powerful opportunity. I am motivated to help guide the implementation of the Plan of Development in a way that balances economic growth with cultural preservation and long-term community stability. East Colfax deserves thoughtful, community-centered revitalization that strengthens the historic core while protecting the people and businesses who have sustained it. I want to ensure that arts, youth, and historically underrepresented voices are meaningfully included in decisions about how reinvestment dollars are prioritized.

Describe your vision for the future of East Colfax.:

My vision for East Colfax is a vibrant, walkable, economically strong district that reflects Aurora's diversity and resilience. I envision a corridor where infrastructure improvements enhance safety and accessibility, where small and locally owned businesses are supported through strategic investment, and where public art and cultural programming are integrated into placemaking efforts. Revitalization should not simply mean new construction. It should mean strengthening the ecosystem that already exists. Through the DDA's reinvestment tools, East Colfax can become a model of equitable development. It can leverage tax increment financing to improve public spaces, stimulate responsible mixed-use growth, and preserve legacy businesses and community institutions. As a leader of a youth-serving organization working with over 700 students annually in North Aurora, I see firsthand how stable, welcoming spaces influence long-term community vitality. My vision centers intergenerational investment by creating a district where today's children grow up to be tomorrow's entrepreneurs, artists, and civic leaders.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring over 20 years of leadership experience across nonprofit management, philanthropy, strategic planning, and community development. As Executive Director of DAVA, I oversee operations, budgeting, fundraising, staff leadership, and cross-sector partnerships. Previously, as Vice President of Development and Communications at the Latino Community Foundation of Colorado, I helped lead a 20-million-dollar endowment campaign and have worked across the state in community strategic alignment through a community democracy lens. This experience gives me a strong understanding of financial stewardship, long-term sustainability, and aligning investment strategies with mission-driven outcomes while ensuring that residents and local assets remain invested and heard. I also bring a systems-level equity lens. With a background in social work and service as Co-Chair and Community Representative for the State of Colorado Equity Alliance, I understand how policies and development decisions impact historically marginalized communities. The DDA's responsibility to implement the Plan of Development requires strategic thinking, fiscal accountability, and authentic community engagement. My expertise in building partnerships between public agencies, corporate partners, nonprofits, and residents directly aligns with that responsibility.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Throughout my career, I have worked in environments where stakeholders bring diverse and sometimes competing priorities. At the Latino Community Foundation of Colorado, I collaborated with board members, corporate sponsors, grassroots nonprofits, and donors to align around shared funding strategies. These conversations required balancing financial realities with community accountability. I relied on structured dialogue, transparent data sharing, and clear decision-making frameworks to build consensus. As Executive Director of DAVA, I regularly convene staff, teaching artists, families, funders, and community partners. My approach includes active listening, clarifying shared values, and creating space for differing perspectives before moving toward resolution. My earlier work as a Certified Child Welfare Expert Witness and investigator trained me to remain calm under pressure, assess complex situations objectively, and make decisions grounded in both evidence and human impact. As a DDA board member, I would bring a collaborative, solutions-oriented mindset, recognizing that strong governance depends on balancing economic, community, and cultural considerations with respect and transparency.

Reference 1: Full Name, Phone Number and Address:
Wendy Talley [redacted]

Reference 2: Full Name, Phone Number and Address:
Susan Jenson [redacted]

Reference 3: Full Name, Phone Number and Address:
Ramesh Cooke [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Priscilla Montoya

Time of Submission: 02/27/26 4:23:26 PM

Attachments

- P.Montoya DDA Applicaiton Files.pdf

DAVA
downtown aurora visual arts

Priscilla Montoya
Executive Director
Downtown Aurora Visual Arts
[redacted]

Feburary 27, 2026

Aurora Downtown Development Authority Selection Committee
City of Aurora

Dear Selection Committee,

I am writing to express my sincere interest in serving on the Aurora Downtown Development Authority Board. As Executive Director of Downtown Aurora Visual Arts, located within the DDA district boundaries, I have the privilege of working daily with the children, families, artists, and small businesses who define the spirit of East Colfax. I am seeking this appointment because I believe revitalization must be rooted in equity, community voice, and long-term belonging.

East Colfax is one of the most diverse corridors in our state. It is home to immigrant families, multilingual households, small locally owned businesses, artists, and youth who deserve to see themselves reflected in decisions about development. As the DDA implements its Plan of Development and reinvests tax increment financing revenue, it has the opportunity not only to strengthen infrastructure and economic activity, but also to ensure that growth does not come at the cost of displacement or cultural erasure.

My leadership has always centered community. I began my career in child welfare, advocating for vulnerable children and families and navigating complex public systems with care and accountability. That work shaped my commitment to listening deeply, honoring lived experience, and making decisions that consider both data and human impact. Today, as Executive Director of DAVA, I lead a youth serving nonprofit that supports more than 700 students annually in North Aurora. For over 30 years, DAVA has been an anchor institution in the East Colfax corridor, offering stability, creative expression, and belonging to generations of families.

In addition, my service as Co Chair and Community Representative for the State of Colorado Equity Alliance reflects my ongoing commitment to advancing accessibility, inclusion, and systems level change. I understand that policy and financial decisions shape neighborhoods in profound ways. I believe DDA board members must approach this responsibility with transparency, humility, and an unwavering commitment to community benefit.

My vision for East Colfax is one where revitalization strengthens what already exists. I envision investment that uplifts legacy businesses, supports affordable and accessible community spaces, improves safety and walkability, and integrates arts and culture into placemaking. I believe economic development and equity are not competing priorities. When done thoughtfully, they reinforce one another.

If appointed, I will bring collaborative leadership, a deep respect for community voice, and a commitment to ensuring that East Colfax remains a place where longtime residents, small businesses, and future generations can thrive together. Thank you for your time and consideration. I would be honored to serve.

Sincerely,

Priscilla Montoya, Executive Director
Downtown Aurora Visual Arts (DAVA)
[redacted]

[redacted]

Downtown Aurora Visual Arts
[redacted]

Aurora Downtown Development Authority Selection Committee
City of Aurora

Dear Selection Committee,

On behalf of the Board of Directors of Downtown Aurora Visual Arts (DAVA), I am writing to formally designate Priscilla Montoya as DAVA's official representative and applicant for service on the Aurora Downtown Development Authority Board.

Ms. Montoya serves as Executive Director of DAVA and is authorized to act as an employee and agent of our organization within the DDA district boundaries. The DAVA Board fully supports her application and affirms that she is applying with our endorsement to represent the interests of our nonprofit organization and the broader East Colfax community.

As an anchor institution located within the DDA district, DAVA has served youth and families in North Aurora for more than three decades. We believe Ms. Montoya's leadership, strategic experience, and deep commitment to equitable community development make her exceptionally well suited to contribute to the governance, planning, and long-term vision of the DDA.

The Board is confident that she will collaborate thoughtfully with fellow board members, uphold the responsibilities and expectations of service, and represent DAVA and the community with integrity and professionalism.

Please feel free to contact me if additional information is needed.

Sincerely,

Ramesh Cook

Ramesh Cook
Board Chair
Downtown Aurora Visual Arts
[redacted]

[redacted]

Priscilla Montoya

[redacted]

PROFILE

As a versatile professional with a wealth of leadership experience in the philanthropic sector, I offer a unique combination of strategic insight, relationship-building abilities, and operational proficiency. Grounded in social work and a history of spearheading impactful projects, I excel in roles that require innovation, resilience, and a dedication to quality. During my time at the Latino Community Foundation of Colorado, I honed my expertise in philanthropy, communication strategy, and engaging stakeholders to further the organization's mission and enhance its influence. Whether collaborating with diverse teams, overseeing intricate projects, or nurturing a culture of mentorship and development, I am motivated by a relentless pursuit of excellence and a deep commitment to making a positive impact in the world.

KEY COMPETENCIES

Strategic planning	Financial reporting	Strong presentation skills	Team leadership
Client relationships	Community engagement	Communication strategy	Mentorship
Grant writing & management	Social responsibility	Operations management	Research and Evalutation

PROFESSIONAL EXPERIENCE

EXECUTIVE DIRECTOR — 2024 - PRESENT

Downtown Aurora Visual Arts (DAVA)

Currently, I oversee executive operations for a community-based youth arts nonprofit serving 700+ students annually in North Aurora. I also manage a 10-person staff and spearhead fundraising initiatives to support the organization's annual operating budget in one of Colorado's most diverse communities. DAVA partners with ACAD, CADA and SCFD collaborative as well as other local artists and business to round out strategy and increase impact.

ABIDE STRATEGIC ALIGNMENT PRACTITIONER & CONSULTANT — 2024 - PRESENT

Curated Consulting, LLC

I collaborate with a skilled group of consultants who offer guidance on integrating ABIDE (Accessibility, Belonging, Inclusion, Diversity and Equity) concepts genuinely and strategically into current projects. This is achieved through training sessions, organizational assessments, governance, policy creation, grant writing or evaluation processes.

VICE PRESIDENT OF DEVELOPMENT AND COMMUNICATIONS — 2021 - 2023

Latino Community Foundation of Colorado

For the last nine years, I have held a leadership role within this organization, and my recent position showcases achievements that originated years ago. As the Vice President, I have enhanced the impact of the significant projects we have carried out with more than 150 Latino-led, Latino-serving nonprofits in Colorado. I highlighted our narrative from a cultural perspective and secured financial support through sponsorships, corporate donations, and grants.

- Spearheaded comprehensive fundraising initiatives, culminating in the successful launch of a 5-year, $20 million endowment campaign in 2022. My team of 3 rasied $13 Million in a year and a half, significantly bolstering organizational sustainability.
- Engineered a dynamic communication strategy for diverse fundraising campaigns, enhancing donor engagement and organizational branding, as evidenced by a 80% rate of donor retention and an increase by 250% in new donors while in this role.
- Cultivated strategic partnerships with corporations and new corporate partners, leveraging value alignment to expand community impact and secure essential resources for mission-driven projects.

DIRECTOR OF STRATEGY AND LEARNING — 2016 - 2020

Latino Community Foundation of Colorado

I collaborated with stakeholders, employees, community members, and donors to integrate insights into our programs and operations. Through the use of data and evaluation tools, we enhanced and streamlined our operations, establishing trust and transparency within our community.

- Led the strategic planning and execution of comprehensive evaluations across all initiatives, enhancing program effectiveness and stakeholder engagement.
- Directed a communications team in developing and implementing online and print strategies, resulting in a 600% increase in community awareness and support.
- Spearheaded statewide capacity building, training, and education programs, significantly expanding program reach and fostering a significant growth in participant engagement.

MANAGER OF EVALUATION AND COMMUNICATIONS — 2014 - 2015

Latino Community Foundation of Colorado

I assisted in overseeing and executing a brand, logo, and messaging update, setting up style guide norms, introducing and upkeeping our digital and print branding, all while staying true to our organization's Latino heritage.

- Developed a social media strategy to increase donor engagement
- Spearheaded donor campaigns and donor cultivation activities
- Evaluated programs and provided recommendations

STRATEGY AND MANAGEMENT CONSULTANT — 2013 - 2015

University of Denver

The Interdisciplinary Research Incubator for the Study of Inequality (IRISE)
The University of Denver Latinx Center

- Administrative oversight of post-doctoral fellows, research grants, and event planning
- Communications and graphic design for various projects and events

CHILD WELFARE SPECIAL INVESTIGATOR — 2004 - 2013

Department of Human Resources

Department of Human Services, Colorado | 2010 - 2013
Department of Human Services, Georgia | 2004 -2010

- Investigated allegations of child abuse and neglect
- Developed inclusive practices policy
- Certified Child Welfare Expert Witness for judicial testimony (CO, GA)

EDUCATION

UNIVERSITY OF DENVER (MSW)

Master of Social Work (Honors) - Focus on non-profit management

TEXAS STATE UNIVERSITY (BA)

Bachelor of Arts (Honors) - Psychology | Cultural Anthropology

21/64 CONNECT (PHILANTHROPIC ADVISORY GROUP)

Certified Advisor of Color

OTHER ROLES

STATE OF COLORADO EQUITY ALLIANCE — 2019 - PRESENT

Co-Chair, Community Representative | Volunteer position for equity advancement of all CO state agencies

IMPACT 100 METRO DENVER — 2022 - PRESENT

Committee Member | Volunteer - nonprofit philanthropic women's giving circle
Paid Consultant - ABIDE Strategic alignment (Accessibility, Belonging, Inclusion, Diversity and Equity)

ASKKANWII FILMMAKING HUB INCUBATOR — 2022 - PRESENT

Committee Member | Volunteer - nonprofit educational filmmaking for underrepresented people
Paid Consultant - ABIDE Strategic alignment (Accessibility, Belonging, Inclusion, Diversity and Equity)

BOARD MEMBER, LIVE BY LIVING — 2019 - 2026

Volunteer position for cancer survivorship nonprofit - focus on outdoor wellness

BOARD MEMBER, ALTITUDE YOUTH ULTIMATE — 2023 - 2025

Volunteer position for youth ultimate frisbee nonprofit - focus on children's physical activity and wellness

REFERENCES

Personal contact information available upon request

DR. DEBORAH ORTEGA
UNIVERSITY OF DENVER

DR. RAMONA BELTRAN
UNIVERSITY OF DENVER

CARLOS MARTINEZ, CEO
LATINO COMMUNITY FOUNDATION OF CO

YESENIA ESTRADA, MSW
COLORADO MOUNTAIN COLLEGE

Esther Turcios
Community Member
Ward 1 Resident
[redacted]

February 26, 2026

Dear Selection Committee,

I am writing to express my strong support for Priscilla Montoya to serve on the Aurora Downtown Development Authority board. I have known Priscilla for over a decade in both a personal and professional capacity–first and foremost as a friend and mentor, and professionally as a social work colleague.

Over the course of those ten years, I've witnessed Priscilla be a true servant of the community. She has spent her life giving back to children and families–previously as a social worker in child welfare, as a mentor to young social work students and professionals, and now as Executive Director of Downtown Aurora Visual Arts (DAVA).

I grew up in Ward 1 Aurora, and I have lived on the same street in my neighborhood for more than twenty years. During this time, I have personally experienced my community changing before my eyes. As the city has continued to grow and develop, I have experienced both the beauty of change and the heartache of displacement and gentrification. That is why organizations like DAVA are so critical. As a longstanding staple in the East Colfax Corridor, DAVA has been a place of community, learning, art, color, reprieve, and joy for children, teens, and families. Whether it's teaching kids how to create collographs for printmaking or hosting events for Aurora residents to learn about the African Diaspora community that exists in our city, DAVA is a place where all Aurorans can be their best creative selves.

As the DDA continues to explore the development of Old Aurora, it's critical that community staples like DAVA are at the table–lifting up the voices of the children, teens, and families who have found a welcoming space to engage in art.

Thank you for your consideration of Priscilla's candidacy. I am happy to provide any further detail or answer questions as needed.

Sincerely,
Esther Turcios

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Moreno-Romero, Cynthia

Received: 2/27/2026
Ward I Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Arapahoe County
Vetted: 2/27/2026
Marcus Bond

Name: Moreno-Romero, Cynthia

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

2 years

How are you involved in your community?:

My current chapter in Northwest Aurora is defined by the leadership of a unique Indigenous-owned cafe and library on the historic East Colfax corridor. Set to officially open on November 1, 2025, this space is the culmination of four years of intentional community cultivation. By prioritizing relationships with residents, local business owners, and civic leaders long before our grand opening, I have woven my personal story and vision into the fabric of the neighborhood, ensuring our doors open to a community that already feels like home. As the Co-Founder and Owner of Ollin Cafetzin on East Colfax, I designed an Indigenous-centered café and library to serve as a bridge between generations. This space fosters literacy and cultural dialogue by hosting over 80 public events and housing an Ethnic Studies Library with 1,000+ community-donated books, ensuring that ancestral knowledge and modern stories are accessible to all ages.From 2021 to 2025, I served as the Director of Wellness Care at Centro de los Trabajadores. I founded the organization’s first Wellness Program, designing trauma-informed practices and a 'Worker Wellness Card' to provide immigrant workers with a documented health history. A vital tool for securing their well-being in both employment and legal proceedings.Since 2016, I have also served as a Co-Instructor for the Aquetza Youth Leadership Program. There, I facilitate 'Ourstory,' a curriculum I created to help young people explore their unique cultural identities and propose social change projects rooted in the history of their own neighborhoods.Whether I am utilizing my Master’s in Social Work or drawing on the natural organizing instincts I learned from my migrant parents, my work is always about coordinating with care. I am dedicated to prepping the ground so that every leader and resident in Aurora has a sustainable, multigenerational ecosystem in which to cultivate their social dreams.

List your interests and activities.:
My life and work are deeply rooted in the Aurora. As a mother, wife, social worker, and business owner, I view my primary activity as serving as a catalyst for others, such as modeling how imagination and self-creation can build up not just an individual, but entire families and communities. I have a lifelong commitment to preserving heritage through the organization of large-scale public celebrations, including Raza Graduation, Día de los Muertos, and Cinco de Mayo. I have been a published poet since my youth (Life is More than Words), I remain active in using creative mediums to help others explore self-reflection and empowerment. I believe art is a vital tool for civic engagement and personal agency. As well as a lifelong learner currently expanding my linguistic roots by studying Nahuatl at a beginning level. This complements my bilingual fluency in English and Spanish and reflects my commitment to honoring the deep history of our region. My activities include grassroots fundraising, power mapping, and the cultivation of cross-sector partnerships. I utilize my Master’s in Social Work and my natural organizing instincts to build sustainable networks that support local initiatives and long-term urban growth. Ultimately, I am a resident who is constantly engaged in the process of self-reflection and growth.

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

No

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

I am eager to join the Aurora DDA to serve as a representative voice for Indigenous and small-scale business perspectives—two viewpoints that are essential to the authentic development of East Colfax. My lived experience as a first-generation Chicana Indigenous entrepreneur allows me to lead from a place of deep-rooted understanding, yet I recognize that true governance is an act of collective stewardship. I believe in a leadership style that begins with active listening and intentional reflection. My path has taught me that before we can identify a successful strategic plan, we must first truly hear the diverse ideas of our residents and business owners. I am prepared to help direct the Aurora Development Authority by bridging these community voices with clear, actionable strategies that prioritize long-term sustainability. My goal is to ensure that our downtown's growth is not just a top-down process, but a collaborative movement that reflects the heart and hustle of Colorado's third-largest city.

Describe your vision for the future of East Colfax.:

My vision for East Colfax is to transform this historic corridor into a premier community destination that actively cultivates and celebrates the vibrant beauty of Aurora. As the co-founder of Ollin Cafetzin at 9529 E Colfax, I see this street as much more than a commercial, but a living map where our collective history and our future economy must intersect. To move East Colfax forward, we must first pay tribute to its historical meaning. My vision is to honor those layers of history by ensuring that revitalization supports the residents and entrepreneurs who have held this ground for decades. I see a future where East Colfax stands out as the cultural heart of Colorado's third-largest city, defined by: Small-scale and diverse-owned businesses that serve as modern monuments to our heritage. Permanent hubs for literacy, art, and gathering that invite residents of all ages to see their own stories reflected in the streetscape. Public spaces that highlight the global diversity of Aurora, making it a destination where the world meets and stays. By bridging our past with strategic, sustainable development, we can ensure East Colfax isn't just revitalized, but reclaimed as a place of pride. We are prepping the soil for an ecosystem where economic vitality is rooted in cultural authenticity, ensuring that the beauty of our diverse backgrounds becomes the very foundation of Aurora's future

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

With a Master's in Social Work focused on Organizational Leadership and Policy Practice, I possess the technical skill to design and implement large-scale programs. I bring the ability to lead in bilingual settings, ensuring that our downtown development is accessible and culturally resonant for our Spanish-speaking and immigrant neighbors. My background as a Family Functional Therapist and Wellness Director allows me to advocate for a downtown that prioritizes the holistic health and social-emotional well-being of its residents. As the owner of Ollin Cafetzin on East Colfax, I face the same daily challenges as other Northwest Aurora business owners and understand what it takes to survive and thrive in this corridor.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I bring to the board a unique synthesis of clinical communication, award-winning business strategy, and a commitment to multigenerational community reinvestment. My perspective is rooted in the reality of East Colfax, where economic growth must be balanced with the preservation of cultural heritage to be truly sustainable. For instance, I possess the technical skill to build a business from the ground up that is both mission-driven and financially competitive. My professional background provides the DDA with a specialized toolkit for navigating the tensions that often arise in urban development. I am skilled at de-escalating friction and facilitating productive dialogue between groups with competing interests. Whether I am managing the expectations of a large group of community investors or navigating 15 listening sessions per week (as I did at Centro de los Trabajadores), I move through conflict by identifying common ground and "prepping the soil" for collaboration rather than division. I bring a deep "Resource Directory" of existing relationships within Aurora's most diverse neighborhoods. I have solidified a web of 60+ partnerships with leading nonprofits, local institutions, and residents. As an Indigenous, first-generation Chicana business owner, I lead with "coordinating with care." I ensure that 1:1 stakeholder engagement is not just a formality, but a bridge that connects traditional development with the lived experiences of the community. Aurora is the third-largest and most diverse city in Colorado, and I bring a perspective that honors the beauty of this global intersection. I see the DDA's work as a way to create "third spaces" where ancestral knowledge and modern commerce meet. I am dedicated to ensuring the DDA operates with the strategic foresight and cultural humility required to make our downtown a destination for everyone, from youth to elders.

Reference 1: Full Name, Phone Number and Address:
James Grevious, [redacted]

Reference 2: Full Name, Phone Number and Address:
Imelda Gutierrez, [redacted]

Reference 3: Full Name, Phone Number and Address:
Imelda Gutierrez, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

No

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Cynthia Moreno-Romero

Time of Submission: 02/27/26 6:41:27 PM

Attachments

- Letter of Support -Urban Symbiosis.pdf
- CV_Cynthia Moreno-Romero (4).pdf

Urban Symbiosis

[redacted]

2/23/2026

To Whom It May Concern,

I am writing on behalf of Urban Symbiosis to express our strong support for **Cynthia Moreno**, owner of **Ollin Café**, for appointment to the Aurora Downtown Development Authority (DDA) Board.

Urban Symbiosis is a community-based nonprofit working to strengthen local food systems, small businesses, and neighborhood-level economic resilience in Aurora. Our work is rooted in collaboration with residents, entrepreneurs, and families specifically in Northwest Aurora. From this vantage point, it is clear that effective economic development requires leadership that is grounded in lived experience, cultural competency, and a deep commitment to community-centered growth.

Cynthia Moreno exemplifies these qualities. Through Ollin Café, she has built more than a business, she has created a welcoming community space that reflects Aurora's cultural richness while contributing to local economic vitality. As a small business owner operating in a historically underserved corridor, Cynthia understands firsthand the challenges and opportunities facing local entrepreneurs, including access to capital, customer traffic, infrastructure, and long-term sustainability.

Her perspective would be a valuable asset to the DDA Board. Cynthia brings practical insight into how development decisions affect small businesses, workers, and families, and how intentional investment can support economic activation without displacing the communities that make Aurora vibrant. Her leadership would help ensure that the DDA's work remains responsive, inclusive, and aligned with the needs of both residents and locally owned businesses.

We believe the DDA is strongest when its board reflects the diversity, creativity, and entrepreneurial spirit of the community it serves. Cynthia Moreno's appointment would advance that goal and contribute meaningfully to equitable and thoughtful development in Aurora.

We strongly encourage her selection and are confident she would serve the DDA and the broader Aurora community with integrity, insight, and care.

Sincerely,

James Grevious

James Dausey Grevious II
Founder & Executive Director/ Urban Symbiosis

CYNTHIA MORENO-ROMERO

[redacted]

Summary

- Consistently recognized for my quiet and creative leadership and creating projects that are grounded in collective visioning
- Engaging critically and culturally responsive practices in bilingual settings with community to offer early prevention services to support clients social-emotional wellbeing
- Promoting holistic working solutions with communities and peers with an emphasis in applying ethical principles in professional practice

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Honors & Awards

- Tommi Frank Award June 2019
- Faculty Merit Scholarship September 2017
- Most Inspirational Student of the Year June 2017
- Organization of the Year with Movimiento Estudiantil Chicano de Aztlán May 2016

Field Experience

Owner and Co-Founder, Ollin Cafetzin **November 2022- Present**

[redacted]

- Scheduled and coordinated 1:1 meetings with influential stakeholders aligned with the
- organization's mission and vision
- Developed compelling business plan presentations to support funding requests and strategic
- growth initiatives
- Drove successful fundraising campaigns across platforms like Indiegogo, HoneyComb Credit, and grassroots tactics securing over $71,045 in startups from community investments
- Solidified a strong network of 32+ partnerships with leading nonprofits and institutions, leveraging collaborations to host 80+ public events that boosted product visibility and expanded clientele across Aurora, Denver, Thornton, Westminster, Boulder, and Longmont
- Secured 1,000+ book donations from educators and community members for Ollin's Ethnic
- Studies Library, creating a space where youth and community members can exchange reading
- engagement for drinks, fostering literacy and cultural dialogue
- Earned the prestigious "Best Business Plan" award from Mi Resource Casa, reinforcing our vision of establishing an Indigenous-centered café and library as a vibrant third space where culture, knowledge, and community intersect

Director of Wellness Care Program, Centro de los Trabajadores **April 2021-August 2025**
Denver, CO 80211

- Founded and led the organization's first Worker Care/Wellness Program, grounded in a mental health, healing-centered, and wraparound care framework for immigrant and working-class communities
- Design and implement culturally responsive, trauma-informed wellness practices that addressed emotional, mental, and relational health alongside workers' rights and economic justice effort for immigrant workers in Colorado

- Engaged in 15 listening sessions per week with members to identify needs, emerging trends, and program interests, while coordinating and organizing activities and programs
- Scheduled one-on-one meetings with partners and providers to design and expand Centro's first Resource Directory to funnel a referral system for immigrant workers
- Maintained an updated grant reports and meet with Executive Director to collect data and submit work regarding the Wellness Department
- Lead and supervise the Coordinator of Bienvenidos a Denver and a team of interns, providing
- guidance, professional development, and performance evaluations to ensure the successful
- execution of program initiatives
- Designed a "Worker Wellness Card," enabling workers to secure annual checkups and present documented health history for employment opportunities or immigration proceedings

Bilingual Family Function Therapist, Savio House **August 2019-April 2021**
Denver, CO 80209

- Delivered trauma-informed, evidence-based therapy to families and youth, addressing behavioral, emotional, and relational challenges through the Functional Family Therapy (FFT) model
- Conducted comprehensive assessments to identify family dynamics, risk factors, and strengths, developing individualized treatment plans for long-term treatment plans
- Facilitated family-centered interventions in both English and Spanish, promoting effective communication, conflict resolution, and healthy coping strategies for group dynamics
- Collaborated with caseworkers, schools, and community resources to ensure families receive wraparound support tailored to immediate needs
- Provided crisis intervention and de-escalation techniques for adults and youth
- Maintain detailed clinical documentation and progress reports, ensuring compliance with agency and state regulations

Community Commitment

Co-Instructor & Youth Counselor, Aquetza Youth Leadership Program **Nov 2016-July 2024**
University of Colorado, Boulder, CO

- Worked alongside the Co-Founders to implement staff trainings around indigenous epistemology and trauma-informed frameworks and how staff should model and practice these values when working with youth
- Created and facilitated the "Ourstory" curriculum, guiding 52 students through critical self-reflection on their identities, communities, and societal roles with creative art mediums to foster deeper awareness and empowerment of the self and ties to community
- Contributed to the culture of the program to create a culture where young people can learn, imagine and propose social change projects into their communities

CYNTHIA MORENO-ROMERO

[redacted]

Regional Representative & Co-Chair, MEChA **Sep 2011-June 2016**
Central Washington University, Ellensburg, WA

- Honored with the Organization of the Year Award for outstanding leadership and impact on
- school campus
- Co-led the development of regional conferences, overseeing agenda creation, workshop facilitation, and student participation across the states
- Spearheaded the planning and execution of Raza Graduation, Día de los Muertos, and Cinco de Mayo celebrations to preserve cultural heritage and community traditions

Core Skills

- **Language:** Bilingual/Biliterate in Spanish, Nahuatl (Beginning)
- **Computer:** Proficient in Wave Financial, Squarespace, Wix, Word, Excel, Powerpoint. Prezi Photoshop, Canva, Airtable Software, Quickbooks
- **Organizing:** Canvassing, lobbying, fundraising, power mapping, journalism, event planning

Publications

- Eats & Beats: Ollin Cafetzin | KUVO Jazz November 2024
- Ollin Cafetzin Blends Coffee and Culture - Bucket List Community Cafe December 2023
- Dream Picker, Documentary Project August 2014 | Student Action with Farmworkers
- Life is More than Words, Poetry Book May 2006 | Cave Moon Press

Education

- **Masters of Social Work** **June 2019**
  University of Denver, Denver, CO
  Concentration: Organizational Leadership and Policy Practice
  Specialization: Latino Social Work Certificate

- **Bachelor of Science- Social Services (Cum Laude Honors)** **March 2016**
  Central Washington University, Ellensburg, WA
  Minors: Law and Justice and Sociology

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Moore, Sean

Received: 2/27/2026
Ward I Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Arapahoe County
Vetted: 3/2/2026

Marcus Bond

Name: Moore, Sean

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

1990s

How are you involved in your community?:
Managing Director of the Dayton Street Opportunity Center Founder of COAT (Community Organizations Aligning Together) President of the Colorado Black Civic Engagement Commission 1st Vice Chair in HD42 House District Owner of DSOC Broadcasting Network Building the Colorado Black Economic Empowerment Initiative (CBEEI) Developing a community crisis response hub Engaged in public safety reform, economic development, and civic infrastructure

List your interests and activities.:
Black economic empowerment Civic infrastructure development Public safety reform Community-led crisis response Political power-building Policy and government accountability Economic mobility for underserved communities Coalition strategy Leadership development Veteran leadership and service Community narrative ownership

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

City of Aurora Civic Engagement Commission Founding Chair 2022 – 2025 Arapahoe County Democratic Party 1st Vice Chair 2016 – 2018 Colorado Black Economic Empowerment Initiative (CBEEI) President 2022 – 2025 House District 42 (Colorado Democratic Party) 1st Vice Chair Current Dayton Street Opportunity Center (DSOC) Managing Director 2013 – Present

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the Aurora DDA board because economic development must be intentional, equitable, and community-rooted. For over a decade, I have worked at the intersection of civic engagement, public safety, and economic empowerment through the Dayton Street Opportunity Center and related initiatives. I understand that corridors do not transform through construction alone — they transform through trust, access to capital, small business stabilization, workforce pipelines, and safety infrastructure that supports growth. The DDA is one of the most powerful economic tools available to shape long-term outcomes. I want to ensure that as property values rise and investment increases, existing residents and small businesses benefit rather than get displaced. My focus would be: Strengthening small and minority-owned business participation Leveraging TIF strategically for corridor revitalization Aligning public safety and economic development Building public-private partnerships that create durable opportunity Ensuring transparency and measurable community return on investment I am not interested in symbolic service. I am interested in structured growth, disciplined strategy, and outcomes that expand economic power for the community while strengthening Aurora's tax base. That is why I am seeking to serve.

Describe your vision for the future of East Colfax.:

My vision for East Colfax is disciplined, inclusive growth, not accidental change. East Colfax should become a corridor where small businesses thrive, families feel safe, property values rise responsibly, and long-time residents are not pushed out but brought into ownership. That requires alignment across four pillars: 1. Safe & Stable Infrastructure Lighting, clean corridors, coordinated crisis response, and consistent code enforcement that supports compliance rather than punishes survival. 2. Small Business Power Access to capital, storefront stabilization grants, technical assistance, insurance mitigation partnerships, and priority procurement pathways for local and minority-owned businesses. 3. Mixed-Income Housing with Protection Strategic development that increases supply while preserving affordability, preventing displacement, and supporting pathways to ownership. 4. Community-Owned Growth Leveraging TIF and DDA tools to reinvest directly into the corridor — with measurable ROI for residents, not just developers. East Colfax should become a model of equitable urban revitalization: culturally vibrant, economically strong, and structured so that the people who stayed through the hard years benefit most from the renewal. The goal is simple: growth with dignity, safety with opportunity, and development that builds wealth locally — not extraction.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring a combination of civic leadership, economic development strategy, and corridor-level operational experience. Knowledge: I understand how local government works — budgeting, public safety systems, I'm learning TIF financing, procurement, and community engagement. I've worked at the intersection of policy and neighborhood-level implementation for over a decade. Skills: Strategic planning and long-term economic modeling Coalition building across public, private, and community sectors Small business ecosystem development Public safety alignment with economic goals Narrative framing and stakeholder communication Program design with measurable outcomes Expertise: Through the Dayton Street Opportunity Center and related initiatives, I have experience building civic infrastructure, designing workforce partnerships, convening town halls, and structuring economic empowerment strategies tied to real funding pathways. Perspective: I bring the voice of corridor residents, small business owners, and communities historically left out of development decisions. I believe revitalization must increase property values and opportunity without accelerating displacement. Growth should be structured, equitable, and measurable. I approach economic development not as theory, but as implementation — with discipline, accountability, and a focus on durable community return on investment.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

My leadership has always required working in diverse, high-stakes group environments where perspectives are not only different, they are deeply felt. As Managing Director of the Dayton Street Opportunity Center and in my roles within party leadership and community organizations, I have worked with elected officials, business owners, activists, public safety leaders, residents, and nonprofit partners. Those spaces often include competing priorities: growth vs. displacement concerns, enforcement vs. equity, speed vs. process. My approach is disciplined and structured: Clarify the shared objective first. Conflict usually reduces when everyone agrees on the outcome, even if they disagree on the path. Separate emotion from the decision framework. I validate concerns but move the group toward data, policy tools, and measurable impact. Create defined decision criteria. When a board agrees on standards, ROI, equity impact, fiscal responsibility, debates become productive rather than personal. Listen strategically. People want to know they were heard before they can move toward compromise. Protect relationships while solving problems. Long-term collaboration matters more than winning a single vote. I do not avoid tension. I manage it. Strong boards are not built on uniformity, they are built on respectful disagreement, clear process, and shared accountability. That is the environment I consistently work to create.

Reference 1: Full Name, Phone Number and Address:
Carolyn Boller, [redacted]

Reference 2: Full Name, Phone Number and Address:
Rhonda Fields, [redacted]

Reference 3: Full Name, Phone Number and Address:
Ryan frazier [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Sean Lamonte Moore

Time of Submission: 02/27/26 10:00:24 PM

Attachments

- Sean_Moore_Executive_Resume_Updated.pdf

SEAN MOORE

[redacted]

PROFESSIONAL SUMMARY

Strategic civic and economic development leader with over a decade of experience building community-centered infrastructure at the intersection of public safety, economic empowerment, and governance. Proven expertise in coalition building, corridor revitalization strategy, stakeholder engagement, and policy implementation.

LEADERSHIP EXPERIENCE

- Managing Director, Dayton Street Opportunity Center (2013–Present)
- Founding Chair, City of Aurora Civic Engagement Commission (2022–2025)
- President, Colorado Black Economic Empowerment Initiative (2022–2025)
- 1st Vice Chair, House District 42 – Colorado Democratic Party (Current)
- 1st Vice Chair, Arapahoe County Democratic Party (2016–2018)

CORE COMPETENCIES

- Economic Development & TIF Strategy Awareness
- Public Safety & Community Crisis Infrastructure Design
- Coalition & Stakeholder Management
- Small Business Ecosystem Development
- Civic Engagement & Governance Leadership
- Strategic Planning & Program Implementation

EDUCATION

Bachelor’s Degree in Business – Colorado Technical University (In Progress)

Sean Moore
[redacted]
Feb, 27th

Aurora Downtown Development Authority Board
City of Aurora
Aurora, Colorado

Dear Members of the Selection Committee,

I am writing to formally express my interest in serving as a member of the Aurora Downtown Development Authority (DDA) Board. I believe East Colfax and the greater Aurora corridor stand at a pivotal moment, and I am committed to ensuring that economic growth is strategic, inclusive, and sustainable.

For over a decade, I have worked at the intersection of civic engagement, public safety, and economic empowerment as Managing Director of the Dayton Street Opportunity Center. I have also served as Founding Chair of the City of Aurora Civic Engagement Commission, Arapahoe County 1st Vice Chair, President of the Colorado Black Economic Empowerment Initiative, and currently as 1st Vice Chair of House District 42. These roles have required collaboration across government, community stakeholders, and business leaders to advance structured solutions.

My interest in the DDA is grounded in results. Downtown development tools — particularly Tax Increment Financing and corridor revitalization strategies — are powerful mechanisms for shaping long-term economic outcomes. I am committed to ensuring that investment in East Colfax strengthens small businesses, increases property values responsibly, supports mixed-income housing, enhances public safety infrastructure, and creates measurable return on investment for residents.

I bring experience in strategic planning, coalition building, economic modeling, community-centered policy design, and stakeholder engagement. I approach development with discipline, accountability, and a focus on long-term community stability rather than short-term gains.

Aurora deserves growth that builds wealth locally, strengthens the tax base, and protects the people who have sustained the corridor through challenging years. I would be honored to contribute to that work as a DDA board member.

Thank you for your consideration. I welcome the opportunity to further discuss how I can support the Authority's mission.

Respectfully,

Sean Moore

Aurora Downtown Development Authority

Applicant Package - Ward V

Aurora Downtown Development Authority - Ward V

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Morgan, Rebecca

Received: 2/28/2026
Ward V Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Arapahoe County
Vetted: 3/2/2026

Marcus Bond

Name: Morgan, Rebecca

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

9 months

How are you involved in your community?:

I am deeply involved in the Aurora community through my leadership in culinary arts, healing-centered events, youth programming, and small business development. As the Director of Culinary & Healing Events at La Victoria Healing Kitchen, I design and execute community-centered food experiences that bring people together across culture, age, and background. My work focuses on using food as a bridge for healing, education, and connection. I oversee culinary programming, manage kitchen operations, and curate events that support local artists, entrepreneurs, and wellness practitioners. Through La Victoria Healing Kitchen, I: Develop and lead community cooking workshops and youth culinary programs Partner with local schools and organizations to provide hands-on food education Host culturally reflective dinners and healing-centered gatherings Support small food entrepreneurs by creating accessible kitchen space and mentorship opportunities Curate events that activate downtown Aurora through food, culture, and storytelling In addition to my work at La Victoria Healing Kitchen, I am the founder and owner of Chef Bella B LLC, where I specialize in curated private dining experiences, community dinners, and culinary education. My business supports local sourcing, artistic collaboration, and economic circulation within Aurora and the greater Denver metro area. I am also actively involved in: Community brunches and cultural celebrations Youth empowerment programming through culinary arts Collaborative events that highlight Aurora's diversity and creative talent Supporting emerging chefs and entrepreneurs in navigating food business operations My work centers around creating safe, inspiring, and empowering spaces where people feel seen, valued, and connected.

List your interests and activities.:
Professional & Community Interests Culinary arts and food-based storytelling Healing-centered hospitality experiences Youth culinary education and mentorship Downtown activation through cultural dining events Small business development and entrepreneurship Community building through food and art Supporting minority-owned and women-owned businesses Creating sustainable, recurring food-based programming in Aurora Activities Designing and leading cooking classes and culinary workshops Curating themed community dinners and cultural events Mentoring youth and aspiring culinary professionals Event planning and operational leadership Collaborating with local artists, entrepreneurs, and wellness practitioners Developing long-term culinary programming that supports economic growth in Aurora

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

None

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the Aurora Downtown Development Authority Board because I am deeply invested in the long-term cultural and economic vitality of Aurora — not just as a business owner, but as a community builder. Through my work as Director of Culinary & Healing Events at La Victoria Healing Kitchen and as the founder of Chef Bella B LLC, I have seen firsthand how food, culture, and intentional gathering can activate spaces, strengthen local economies, and create belonging. Downtown Aurora has incredible potential, and I want to contribute to shaping its continued growth in a way that is sustainable, inclusive, and reflective of the community it serves. I believe economic development is most powerful when it is rooted in culture and community. My goal in serving on the board would be to help: Strengthen support systems for small and emerging businesses Increase activation through culturally rich events and programming Support minority-owned and women-owned entrepreneurs Encourage creative use of downtown spaces Build partnerships that circulate dollars locally and keep growth community-centered I also bring operational experience. I manage culinary programming, oversee event logistics, and work within budgets and strategic planning structures. I understand both the creative and structural sides of development — vision and execution. Serving on the Aurora DDA Board would allow me to contribute not only ideas, but hands-on experience in building spaces where people gather, invest, and grow together. I want to help shape a downtown that is economically strong, culturally vibrant, and welcoming to the diverse communities that call Aurora home. Aurora is not just where I work — it is where I am building legacy.

Describe your vision for the future of East Colfax.:

My vision for the future of East Colfax is a corridor that fully embraces its identity as a culturally rich, economically vibrant, and community-centered destination. East Colfax already carries deep history, diversity, and artistic energy. I envision it continuing to evolve into a thriving hub where small businesses, artists, restaurateurs, and entrepreneurs are not only welcomed — but intentionally supported. A place where development does not erase culture, but elevates and preserves it. I would love to see Downtown Aurora and the Aurora Arts District continue to expand as immersive cultural destinations. That means: Regular community-driven events that activate streets and storefronts More opportunities for local chefs, artists, and makers to showcase their work Outdoor dining, art walks, live music, and seasonal markets Strong support systems for minority-owned and women-owned businesses Creative use of underutilized spaces for pop-ups, exhibitions, and culinary experiences As someone who curates culinary and healing-centered events, I have seen how powerful shared experiences can be in transforming perception and increasing foot traffic. Food, art, and storytelling are tools for economic growth when done intentionally. My vision includes a future where East Colfax is known not just as a pass-through corridor, but as a destination — one that feels safe, alive, and deeply reflective of Aurora’s diversity. I want to see: Increased collaboration between developers and local business owners Programming that invites families, young professionals, and long-time residents to engage together Sustainable growth that allows legacy businesses to remain while welcoming new innovation Downtown Aurora and the Aurora Arts District have the potential to be models for inclusive urban revitalization — spaces where culture leads development rather than follows it. I want East Colfax to be a place where people gather intentionally, invest locally, celebrate culture, and feel proud to say they are part of Aurora.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring a unique blend of entrepreneurial experience, operational leadership, cultural programming expertise, and community-centered perspective. As the Director of Culinary & Healing Events at La Victoria Healing Kitchen, I oversee culinary programming, event execution, vendor coordination, budgeting, and strategic activation of space. I understand how to take an underutilized space and transform it into a destination through intentional programming. I work daily at the intersection of logistics and creativity — vision and execution. As the owner of Chef Bella B LLC, I bring firsthand experience as a small business operator. I understand: Cash flow realities Marketing and brand positioning Client acquisition and retention Vendor and supplier relationships The challenges minority-owned and women-owned businesses face in scaling This dual perspective — operator and community programmer — allows me to think both strategically and practically about downtown development. I also bring: Economic Activation Experience I curate events that increase foot traffic, support local vendors, and circulate dollars within the community. I understand how cultural experiences drive economic impact. Community-Centered Leadership My work centers on inclusion, collaboration, and creating spaces where diverse communities feel seen and welcomed. Aurora is one of the most diverse cities in Colorado, and I approach development through that lens. Youth & Workforce Development Insight Through culinary education programs and workshops, I support young people and aspiring entrepreneurs in building skills and confidence. Sustainable development includes preparing the next generation. Creative Problem-Solving & Adaptability As an entrepreneur, I have learned how to pivot, problem-solve, and operate efficiently with limited resources — skills that are critical in economic development conversations. Cultural Intelligence & Arts Integration I actively collaborate with artists, wellness practitioners, and local creators, particularly within the Aurora Arts District. I understand how art, food, and culture strengthen a district's identity and longevity. Finally, I bring the perspective of someone who is actively building in Aurora — not from the outside, but from within. I am invested long-term in seeing Downtown Aurora and East Colfax thrive in ways that are sustainable, inclusive, and economically strong. I believe development should feel human, not transactional — and that balance is the lens I would bring to the Aurora DDA.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Throughout my career, I have consistently worked in collaborative, multi-stakeholder environments where balancing different perspectives is essential. As Director of Culinary & Healing Events at La Victoria Healing Kitchen, I regularly coordinate with chefs, wellness practitioners, artists, vendors, staff, and community partners. Each individual brings their own priorities, creative vision, and operational concerns. My role requires me to listen actively, identify shared goals, and align everyone toward a cohesive outcome. In group settings, I focus on three core principles: 1. Active Listening & Clarification Before responding, I seek to understand the root concern or intention behind someone's viewpoint. Often conflict stems from misalignment in expectations rather than true disagreement. I ask clarifying questions and restate what I'm hearing to ensure accuracy. 2. Shared Vision Alignment When perspectives differ, I redirect the conversation back to the shared goal — whether that is community impact, financial sustainability, or event success. Anchoring discussions in purpose helps reduce ego-driven tension. 3. Solution-Oriented Communication Rather than focusing on what isn't working, I encourage collaborative problem-solving. I present options, invite input, and aim for outcomes that respect both creative vision and operational feasibility. As a small business owner, I also navigate vendor negotiations, client expectations, and partnership agreements. These experiences have strengthened my ability to remain calm, professional, and emotionally regulated — even under pressure. Additionally, working within diverse communities has required cultural awareness and sensitivity. Aurora is one of the most diverse cities in Colorado, and I approach group dynamics with respect for differing backgrounds, experiences, and communication styles. I believe effective conflict resolution is not about "winning" a point of view, but about creating understanding and forward movement. I am comfortable engaging in difficult conversations when necessary, and I prioritize transparency, accountability, and mutual respect in all collaborative environments. These skills allow me to contribute productively in board settings where thoughtful discussion and balanced decision-making are critical.

Reference 1: Full Name, Phone Number and Address:
Katie Goldman, [redacted]

Reference 2: Full Name, Phone Number and Address:
Celes Phillips, [redacted]

Reference 3: Full Name, Phone Number and Address:
Laura Morocco, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Rebecca Morgan

Time of Submission: 02/28/26 4:31:58 PM

Attachments

- Rebecca Morgan DDA Application Upload.pdf

Dear Members of the City of Aurora and Selection Committee,

I am writing to express my sincere interest in serving on the Aurora Downtown Development Authority Board. Aurora is not simply where I work; it is where I am building my legacy, raising my son, growing my businesses, and investing my heart.

Through my roles as Director of Culinary & Healing Events at La Victoria Healing Kitchen and as the owner of Chef Bella B LLC, I have had the privilege of witnessing the transformative power of intentional community spaces firsthand. I have seen how food, art, culture, and shared experiences can change the energy of a room and even a neighborhood. I believe deeply that downtown Aurora and East Colfax hold extraordinary potential to become models of inclusive, culturally rich, and economically vibrant development.

My desire to serve on this board comes from a place of responsibility and vision. I am committed to ensuring that growth in Aurora is not just about buildings and infrastructure, but about people, long-standing residents, emerging entrepreneurs, artists, families, and small business owners who bring life to our streets. Development should honor the diversity that makes Aurora unique, while creating sustainable economic opportunity for those who live and work here.

I want to help cultivate a downtown where:

- Small businesses feel supported and seen
- Cultural experiences are frequent and celebrated
- The Aurora Arts District continues to thrive as a creative anchor
- Families feel safe and excited to gather
- Entrepreneurs of all backgrounds have pathways to success

As someone actively building within the community, I bring both operational experience and lived understanding. I know the realities small business owners face. I understand the importance of foot traffic, programming, collaboration, and long-term sustainability. I also understand the power of listening and of ensuring that development reflects the voices of those most impacted by it.

Aurora is evolving. I want to be part of shaping that evolution thoughtfully, inclusively, and strategically. Serving on this board would allow me to contribute not just ideas, but action grounded in real community engagement and a deep commitment to our city's future.

Thank you for considering my application and for the work you do to steward Aurora's growth. I would be honored to serve and to help build a downtown that reflects the strength, creativity, and resilience of our community.

With gratitude and commitment,

Rebecca Morgan
Chef Bella B LLC
Director of Culinary & Healing Events
La Victoria Healing Kitchen

February 28,2026

RE: Letter or Recommendation/ Representation, Downtown Development Authority Review Committee

To the Selection Committee,

I am pleased to offer my strong recommendation for Rebecca Morgan as the representative of La Victoria Healing Kitchen (LvHK) to the Aurora Downtown Development Authority for Northwest Aurora.

Rebecca brings a rare combination of operational excellence, community-centered thinking, and steady leadership that aligns deeply with both the mission of LvHK and the evolving vision for Northwest Aurora. Through her work with La Victoria Healing Kitchen, she has demonstrated a clear commitment to fostering inclusive economic opportunity, supporting emerging food entrepreneurs, and creating spaces where culture, creativity, and community can thrive.

What sets Rebecca apart is her ability to balance vision with execution. She understands that meaningful development is not just about growth, but about who benefits from that growth and how it is sustained over time. She approaches challenges with thoughtfulness, listens actively to diverse stakeholders, and consistently translates ideas into actionable, grounded outcomes. This is particularly important in a district like Northwest Aurora, where thoughtful stewardship, cultural awareness, and long-term relationship-building are critical.

Rebecca is also a highly effective collaborator. She builds trust quickly, communicates clearly, and works across sectors with ease, community members, or institutional partners. Her presence ensures that LvHK's values, equity, access, and community-rooted development, are not only represented, but actively advanced in decision-making spaces.

As LvHK continues to serve as an anchor for the artistic expression of the culinary and healing arts in the Aurora Arts and Cultural District, Rebecca is exceptionally well-positioned to represent both the organization and the broader community it supports. I am confident that she will contribute meaningfully to the DDA's efforts, bringing both strategic insight and a grounded understanding of on-the-ground realities.

I strongly support Rebecca Morgan's appointment and believe she will be an asset to the Aurora DDA and the Northwest Aurora community.

Please feel free to reach out if you have any questions.

Sincerely,

Katie Goldman, Owner
La Victoria Healing Kitchen

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- NGUYEN, AN

Received: 2/28/2026
Non Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Vetted: 3/2/2026

Marcus Bond

Name: NGUYEN, AN

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

2 Years

How are you involved in your community?:
My community involvement has been heavily rooted in culinary world in Denver and recently Aurora. Although my business has only been in the area for a short time (1 year and 10months) my involvement in the community has been through bringing business into a once quiet, underused, and overlooked area. Since Dan Da's opening the space is now more visible and visited frequently from guests all diners all over the state, not just resident diners. My accolades received from my dedication to my work as a chef has been a huge part of attracting increased foot traffic into the area. I have created a space people from all walks of life can feel safe and comfortable to commute to enjoy the area, stimulating the economy of East Colfax enhancing its perception.

List your interests and activities.:
Cooking Graphic Design Family Time Writing Social Media Design & Editing, Marketing

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

NA

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I am interested to serve on the DDA Board because I care deeply about its growth and sustaining its future long term. Even though, I have only been at this location for a short amount of time, this community has been incredibly welcoming and supportive in every way possible. It has made an impact on me and now I want to contribute in the ways I am capable and know best. The resources and collaboration of neighbors who genuinely care about the well being of your business is such a breath of fresh air from what I experienced before. It would be an honor to contribute to that same support system to help the existing diverse community within the district grow and thrive. Through my restaurant experience and platform within Colorado's Culinary community, I hope to offer my perspective of being a small business who understands daily operational realities, economic activation, and the importance of cultural stewardship to help existing businesses in the corridor to sustain, succeed and thrive. As a first-generation minority business owner, I understand both the opportunities and the barriers that these mom and pop business can face when simply surviving and establishing themselves. New or old, I want to help businesses by sharing my story and my experiences. I would also welcome the challenge of helping attract and support new businesses in the neighborhood. I truly believe this corridor has a bright future head and would be honored to contribute in anyway I can in strengthening its growth through collaboration.

Describe your vision for the future of East Colfax.:

I envision a corridor that supports creativity and encourages entrepreneurs. A corridor with vibrant weekends, well lit, clean, and safe for all ages any given time of day to frequent and explore all the diverse old and new businesses. Markets and fun pop up events year round. I see a vibrant weekend night life enjoying the arts visually, performative, or culinary. As one the business owner already contributing to the current evening activity, my vision is to see what's happening now even bigger and sustainable. A desination spot for locals and non locals.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring the perspective of a hands-on leader who works in a fast-paced in high-pressure environment every day. Leading a kitchen requires teamwork, clear communication, quick problem solving and strong attention to detail, skills I feel could apply to being on a board. As a small business owner, I manage budgets, negotiate with vendors, lead my staff, and make quick strategic decisions that impact the success of a business or service. I am an attentive listener who takes the time to research and fully understand topics I am not familiar with. I believe growth is ongoing. I approach every role with the willingness and eagerness to learn I make an effort to always see different perspectives and understand the concerns of the parties involved. My natural instinct is to look for solutions that allow both sides to move forward successfully. I believe growth is ongoing therefore, I approach every role I am in with willingness and eagerness to learn.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I work in the hospitality industry. I would like to think I get along with many and I enjoy hearing different POV for the greater good. In addition, I lead a team with several different personalities. I'm good at pinpointing each individual's strengths/weakness and designating a task they will excel and succeed in. I make an effort to always see different perspectives and understand the concerns of the parties involved. My natural instinct is to look for solutions that allow both sides to move forward successfully. I am good at learning the individual personalties and navigating them through time and able to step up or step back as necessary for a solution to be fulfilled.

Reference 1: Full Name, Phone Number and Address:
Hiemi Haines [redacted]

Reference 2: Full Name, Phone Number and Address:
Thoa Nguyn [redacted]

Reference 3: Full Name, Phone Number and Address:
Aaron Vega [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

AN NGUYEN

Time of Submission: 02/28/26 12:59:08 PM

Attachments

- An_K_Nguyen_DDA_Resume_Final.pdf
- An_Nguyen_DDA_Letter_of_Intent.pdf

AN K. NGUYEN

[redacted]

PROFESSIONAL SUMMARY

First-generation minority business owner, restaurant operator, and Executive Chef with extensive experience building, managing, and sustaining multi-concept restaurant operations. Proven ability to activate developing corridors, lead high-performing teams, and implement operational systems that support long-term sustainability. A solution-oriented and collaborative leader committed to economic vitality and sustainable community growth in Aurora.

PROFESSIONAL EXPERIENCE

Executive Chef & Restaurant Operator | Co-Owner – Dân Dã Vietnamese Restaurant, Aurora, CO (2024–Present)

• Oversee full restaurant operations including budgeting, payroll, licensing, vendor negotiations, and regulatory compliance

• Lead and cook alongside culinary team in high-performance service environment

• Contribute to corridor activation by attracting guests from across Colorado

• Increase regional visibility and foot traffic along East Colfax through sustained statewide media recognition

Recognition & Media Highlights:

• Chef of the Year, Colorado Restaurant Association (2025)

• 5280 Magazine – Best Vietnamese, Top of the Town (2024)

• 5280 Magazine – 25 Best Restaurants (2024, 2025)

• Westword – Best Vietnamese (2024, 2025)

• Full press portfolio: linktr.ee/chefanknguyen

Executive Chef & Restaurant Operator | Co-Owner – Savory Vietnam, Denver, CO (2019–2023)

• Directed full restaurant operations including payroll, licensing, staffing, and cost control

• Led kitchen teams of 8–10 during daily service and 10–20 during large-scale events

• Executed catering and wedding events serving up to 500 guests

• Sustained operations through COVID by adapting service models and maintaining financial stability

Operational Development & Culinary Leadership – New Saigon Bakery & Deli, Denver, CO (2012–2019)

• Developed operational systems and workflows supporting long-term sustainability

• Implemented purchasing, production, and organizational improvements

• Strengthened structural systems supporting multi-generational business continuity

• Worked simultaneously across restaurant and bakery operations during transition years

General Manager | Culinary & Operational Leadership – New Saigon Restaurant, Denver, CO (2007–2012)

• Trained across all kitchen stations, building foundational culinary and leadership skills

• Served in front-of-house roles before advancing into management

• Promoted to General Manager overseeing staff coordination, service standards, and operational performance

COMMUNITY & CIVIC INVOLVEMENT

• Engaged in meetings prior to DDA approval and encouraged community participation

• Volunteered culinary services supporting immigrant families and housing stability initiatives

• Active collaborator in 5280, Colorado Restaurant Association, Westword, and district culinary activations

• Partnering with Mile High Asian Food Week to promote Colorado's Asian culinary community and elevate East Colfax visibility

EDUCATION

Rocky Mountain College of Art + Design

Bachelor of Fine Arts, Minor in Digital Media, Magna Cum Laude

An K. Nguyen
[redacted]

February 28, 2026

Aurora Downtown Development Authority Board
c/o Selection Committee
City of Aurora
Aurora, CO

Dear Members of the Selection Committee,

I am writing to formally express my interest in serving on the Aurora Downtown Development Authority Board. As a first-generation minority business owner operating in Ward 1 along the East Colfax corridor, I believe this area has the potential to become a vibrant cultural and economic hub that cultivates diversity, supports the arts, and empowers both established and emerging entrepreneurs.

I hope to see this district prosper through increased foot traffic and an environment that feels safe, clean, welcoming, and community-driven. This vision extends beyond my own business and focuses on collective growth. I want to help foster a district where businesses thrive together and where people from all walks of life feel drawn to gather, making it a true destination for residents and visitors alike.

I grew up and previously operated a business in a culturally strong, minority-owned district that was vibrant but often driven by individual survival. As many of those small businesses aged, their legacies ended with retirement because there was no broader structure supporting long-term continuity. In Aurora, I see the opportunity to build something more enduring, a community where businesses not only succeed financially but grow together with intention, collaboration, and cultural pride for generations to come.

Economic activation and community involvement must work hand in hand to shape a thriving corridor. I care deeply about preserving and strengthening the cultural fabric that already exists while attracting new businesses that add to its character and vitality. I am committed to contributing my time, experience, and energy toward thoughtful, sustainable growth and serving Aurora with long-term dedication and care.

Sincerely,

An K. Nguyen

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- NGUYEN, THOA

Received: 2/27/2026
Non Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Vetted: 3/2/2026

Marcus Bond

Name: NGUYEN, THOA

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

4

How are you involved in your community?:
Organize pop up events to gather people down to the art district area while creating a space that supports local small businesses and local artists

List your interests and activities.:
Baking, being a mom, traveling, fishing and road trips

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Business advisory board for ward 1

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

I would like to see this area thrive into a well know art district while supporting the diverse businesses in the area, in hopes to reduce crime and create strong foot traffic

Describe your vision for the future of East Colfax.:

Crime reduction and growth in small businesses in the area to fill vacant empty buildings and having the area become a destination

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I am not bias. I approach with a win win mentality that supports small businesses, residents and non profits. I acknowledge multiple agendas but have the most selfless vision

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

During the voluntary DDA meetings, There were many disagreements among the working group. From my experience, I set aside my differences to represent the intention and the goal to push the DDA elections for a successful outcome. I recognize that may have different agendas, but we all agreed that this was the best opportunity and we needed to work together to make it happen

Reference 1: Full Name, Phone Number and Address:
Curtis gardener [redacted]

Reference 2: Full Name, Phone Number and Address:
Hiemi Haines [redacted]

Reference 3: Full Name, Phone Number and Address:
Aaron Vega [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Thoa Nguyen

Time of Submission: 02/27/26 10:42:58 PM

Attachments

- Thoa_Anh_Nguyen_Aurora_DDA_Combined_Packet.pdf

Thoa Anh Nguyen

Owner, Bánh & Butter Bakery Café
Founder, Plated Culture LLC
[redacted]

Dear Aurora Downtown Development Authority Board, I am writing to formally express my interest in serving on the Aurora Downtown Development Authority (DDA) Board. As a small business owner operating within Ward 1 and the East Colfax corridor, I have a deeply personal and professional commitment to the long-term vitality of our district. Since opening Bánh & Butter Bakery Café in 2022 under Plated Culture LLC, I have worked to build not only a business, but a community-centered space that contributes to economic activity, neighborhood engagement, and cultural vibrancy. Through my service on the Ward 1 Business Advisory Board and participation in DDA-related discussions, I have seen firsthand how strategic collaboration between business owners and city leadership can create meaningful, lasting impact. My vision for the DDA includes strengthening public-private partnerships, supporting sustainable small business growth, enhancing safety and beautification efforts along East Colfax, and cultivating a district that reflects the diversity and entrepreneurial spirit of Aurora. I believe my experience as an entrepreneur, employer, and community advocate allows me to bring a practical, solutions-oriented perspective to the Board. I am invested not only in the success of my own business, but in the collective prosperity of the entire district. Thank you for your consideration. I would be honored to contribute my time, energy, and leadership to the continued revitalization of Aurora’s downtown corridor. Warmly, Thoa Anh Nguyen

Thoa Anh Nguyen

Professional Summary

Entrepreneur and community-focused small business owner with a strong commitment to revitalizing East Colfax and supporting sustainable economic growth in Aurora. Active member of the Ward 1 Business Advisory Board and advocate for collaborative public-private partnerships that strengthen local business ecosystems.

Professional Experience & Leadership

- Owner & Founder, Bánh & Butter Bakery Café (Est. 2022) – Built and scaled a community-driven bakery café in Aurora's Ward 1 corridor.
- Founder, Plated Culture LLC – Oversee multiple culinary ventures focused on retail, wholesale, and experiential dining.
- Active Member, Ward 1 Business Advisory Board – Participate in business advocacy, development initiatives, and city collaboration efforts.
- Engaged in DDA-related meetings and community discussions to support economic revitalization and long-term district planning.

Community Engagement

- Host and organize community-focused pop-ups and neighborhood events.
- Collaborate with local artists, entrepreneurs, and nonprofit initiatives.
- Advocate for crime reduction, economic vitality, and beautification along East Colfax.

Vision for Aurora DDA

- Strengthen public-private partnerships within the DDA boundary.
- Support small business sustainability and responsible growth.
- Enhance East Colfax as a vibrant, safe, and culturally rich district.

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Parker, Keith

Received: 2/28/2026
Ward I Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Arapahoe County
Vetted: 3/2/2026
Marcus Bond

Name: Parker, Keith

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

4 years

How are you involved in your community?:

I am Community Organizer

List your interests and activities.:
My studies into mental for the community and navigating

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Assistant Director of Community OutReach for Colorado Congressional District#6 June6,2025-current Chair for Araphoe Democrated party Behavior Health &Civic Engagement CommitteeFeb 19, 2025-current

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

I want to help my community the best way I can.

Describe your vision for the future of East Colfax.:

Putting money into Aurora

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

Poilcy Director,Business Mangement, Restortive Justice Adminstaor,Planning,Lived experience ,Peer Specialist,

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I am involved in this work everyday I do conflict resolution 5 days a week.

Reference 1: Full Name, Phone Number and Address:
Mike Carter [redacted]

Reference 2: Full Name, Phone Number and Address:
Mrs. Sara Woodson [redacted]

Reference 3: Full Name, Phone Number and Address:
Mrs. Lashawn Marshall [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Keith Parker

Time of Submission: 03/01/26 12:43:30 AM

Attachments

- Untitled document.pdf

Letter Of Interest

My name is Keith Parker.I have been in the community of northern auroral for over thirty years now. I have been a community activist ever since nineteen ninety seven the summer violence. I was instrumental cleaning up the Park on Dallas and Colfax, I have also helped and ran the Day Labor Center after it was mismanaged, I took care of thousands of immigrants with papers and documents and I have been a very big asset to the City of Aurora , so I will be ideal for this job, my skill set is Policy Director, associate degree in psychology and anthropology. Also training t b I triage. I would definitely be a big asset to the community. Thank you for your consideration for this job.

Keith X Parker
Congressional District #6

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Parmar, P.J

Received: 1/29/2026
Ward I Resident and Registered Voter
The DDA Address Provided Falls Within Boundaries
Vetted: 1/29/2026

Marcus Bond

Name: Parmar, P.J

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own property within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

since 2014

How are you involved in your community?:
I live and work here in this DDA, and own 2 buildings here (as far as I can tell, I'm one of the largest property owners in this DDA, if not largest, by individual property square footage or total properties). I employ 50 people in this DDA. I have helped start dozens of businesses in this DDA. I've been the only physician in this DDA area for a dozen years, and now the only pharmacy also (we opened our pharmacy before Walgreens left and keep growing). I started a team of medical, dental, and pharmacy providers here, serving this community. While Walmart, Walgreens, Family Dollar and Dollar Tree all sit boarded up on the next block, I have helped 100 small businesses or organizations start in this DDA, about 50 of which are my tenants now. I started and run youth programs here, taking kids from this DDA myself camping, as their Scoutmaster, for the last dozen years (including this weekend!)-- As far as I can tell we are the only Youth program and only Scout Troop in this DDA. Our Mango House restaurants have been ranked highly: a few years ago Yelp ranked our restaurants #3 and #5 out of top 50 in the metro area (no other Aurora restaurant made the top 10).

List your interests and activities.:
1. Dad. 2. Making things happen on East Colfax, from healthcare to small business, to restaurants to community organizing.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or

committee, enter the board name(s), position(s), date(s). :

Medicaid Accountable Care Program Advisory Committee, circa 2012-2014

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

Because your city council members asked me to, so I thought maybe I should, to help this neighborhood where I live and work.

Describe your vision for the future of East Colfax.:

Less crime, working with the police not against them. Less blight but no gentrification. We don't need pushing out of poor or homeless, as happened with Denver's Union station DDA, where their security then starts penalizing those in need. We need to help those less fortunate, not displace them in the name of development.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

Not sure, but you can look up my background if you want, or ask around. See your question above about how I am involved in the community. I've helped start dozens of businesses here (while Walmart and others have gone out of business), I employ 50 people here, I've been the only doctor, and now have the only medical facility (with 5 full time providers) or pharmacy in this area. The only youth program here. For those reasons I know something about community health here. etc.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I bring together previously warring ethnicities under one roof, like Amharic and Tigrinya, Tutsi and Hutu, etc....

Reference 1: Full Name, Phone Number and Address:
Council woman Gianina H, [redacted]

Reference 2: Full Name, Phone Number and Address:
Council woman Alli Jackson, [redacted]

Reference 3: Full Name, Phone Number and Address:
Cassandra Ballard [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

No

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

P.J! Parmar

Time of Submission: 01/29/26 11:07:07 AM

Attachments

- PJ letterhead.docx-33.pdf

Ardās
family medicine

[redacted]

01/29/2026

PJ Parmar is the employee, manager, and agent of Mango House LLC, Mango House (nonprofit), and Ardas LLC, and is our representative.

(this letter is kinda “meta”)



PJ Parmar, MD
Colorado License [redacted]

Ardās
family medicine

[redacted]

01/29/2026

Resume

Eduction

BS Civil Engineering (highest honors) Univ of Illinois (Champaign) 1995

MS Environmental Policy Univ of Michigan (Ann Arbor) 1998

MS Environmental Engineering U of Michigan 1998

MD U of Colorado 2008, Family medicine residency at St Anthony 08-11. Licensed doctor since 2009. American Academy of Family Physicians board certified since 2011.

Work

US Indian Health Service in MT and WY, 1996. Veteran status (US Public Health Service are veterans), honorable discharge.

The Nature Conservancy of Colorado 1997

Environmental Engineer at Parsons Corporation 1999-2002 including cleaning up Fitzimmons, Lowry AFB, DADS Stapleton superfund site, and other local and national polluted sites.

Boy Scouts of America, Various paid positions 1993-2010, Volunteer 1993-present.

Scoutmaster Troop [redacted]

Owner, founder, manager, etc of Mango House, and Mango House dental clinic and pharmacy, and Ardas Family Medicine, in the DDA.



PJ Parmar, MD

Colorado License [redacted]

Ardās
family medicine

[redacted]

01/29/2026

Letter of interest: I'm interested in serving on your DDA board.

Your application asks many questions. I filled them out, please see those answers. No need for me to copy and paste the same information here. That is redundant!

PJ Parmar, MD
Colorado License [redacted]

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Pasternack, Scott

Received: 1/30/2026
Non Resident and Registered Voter
The DDA Address Provided Falls Within Boundaries
Vetted: 1/30/2026
Marcus Bond

Name: Pasternack, Scott

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

50 years

How are you involved in your community?:
Leadership Aurora class of 2009, long long time business owner on Colfax

List your interests and activities.:
community work

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

no

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

Help the area and clean up Colfax

Describe your vision for the future of East Colfax.:

Clean up the whp;e area

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

business owner Pawnbroker

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Done a lot for this community

Reference 1: Full Name, Phone Number and Address:
Mike Coffman

Reference 2: Full Name, Phone Number and Address:
Tim Huffman

Reference 3: Full Name, Phone Number and Address:
Mona Pasternack

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Scott Pasternack

Time of Submission: 01/30/26 5:21:50 PM

Aurora Downtown Development Athority

Letter of Interest

Hello, My name is Scott Pasternack. I'm with Pasternack's Pawnshop, Aurora Colorado's oldest pawnshop. Our address is [redacted] in the ACAD district.

I would like to put my name into concideration for the Board. I grew up on Colfax, I've been very involved over the years with the City and the downtown business asso. I was a part of Aurora's leadership class of 2009. I could help this board with many years of insight into the downtown area. I work closely with Aaron at the peoples building with the ACAD arts district.

Please place me in concideration

Thank You

Scott Pasternack

[redacted]

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Rogers, Mattew

Received: 2/27/2026
Non Resident and Registered Voter
The Address Provided Falls Within the DDA Boundaries
Vetted: 2/27/2026
Marcus Bond

Name: Rogers, Mattew

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own property within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

A little over a year

How are you involved in your community?:
As property owners on East Colfax, my wife and I are directly and personally invested in the vitality and future of the corridor. We own The Teller Theater at [redacted], which we are in the process of rehabilitating into a community performance space for local theater and arts groups. I also serve as Treasurer of Shifted Lens Theater Arts, a local nonprofit theater organization, where I am actively involved in financial oversight and organizational governance.

List your interests and activities.:
Sound design and audio engineering, music (drums, guitar, vocals), software engineering with a focus on security, collaboration technologies, data analysis, skiing, hiking, and swimming.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Shifted Lens Theater Arts – Treasurer (approximately the past 6 months)

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

My wife and I came to East Colfax because we believe in it. When we acquired The Teller Theater at [redacted] and began the work of bringing it back to life, we weren't just making a real estate investment — we were making a bet on this community and its potential. We've made a significant financial and personal investment in this neighborhood, and we want to see it thrive. We've also seen what happens to communities — and to society broadly — when arts and culture are absent or neglected. Neighborhoods without creative anchors lose their identity. People lose shared spaces to gather, to express themselves, and to connect across difference. That erosion doesn't happen overnight, but it compounds — and reversing it is far harder than protecting it in the first place. We know what a community looks like when the arts are allowed to wither, and we're not willing to let that happen on East Colfax. Serving on the DDA board is a natural extension of that commitment. I want to help direct the resources and vision of this authority in a way that reflects the people already on East Colfax — the small business owners, the artists, the longtime residents — while thoughtfully welcoming growth. I bring a property owner's perspective, a genuine personal stake in getting this right, and the conviction that investing in arts and culture is investing in the long-term health of this community.

Describe your vision for the future of East Colfax.:

East Colfax has all the ingredients of a thriving urban corridor — history, diversity, transit access, and a growing arts and culture scene — but it needs intentional investment to unlock that potential. My vision is a Colfax that feels safe, alive, and welcoming at every hour of the day: blocks anchored by locally-owned businesses, community institutions like theaters and galleries that give the neighborhood its identity, and public spaces that bring residents together rather than drive them apart. Arts and culture are not a luxury add-on to economic development — they are the engine. Cities and neighborhoods that invest in creative spaces see real economic returns: increased foot traffic, rising property values, and the kind of organic community energy that no amount of marketing can replicate. The Teller Theater is one small example of that principle in action on East Colfax, and I want to see that multiplied across the corridor. A flourishing nightlife is central to that vision as well. East Colfax has the bones of a great evening destination — and a corridor that is alive at night, with theaters, music venues, restaurants, and bars drawing people out, is a safer and more economically vibrant one. Nightlife isn't frivolous; it's infrastructure. It creates jobs, generates tax revenue, and signals to residents and visitors alike that a neighborhood is worth showing up for. I want East Colfax to be a place people choose to spend their evenings, not just pass through. Safety and neighborhood improvement must go hand in hand with that vision. Vibrant, activated streets — with well-lit storefronts, programming that brings people outside, and businesses that stay open into the evening — are themselves a safety strategy. I want a Colfax where people want to be, and where that desire is self-reinforcing.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring the perspective of a property owner and soon-to-be owner-operator of a business on East Colfax — someone with real skin in the game who has experienced the neighborhood's promise and its challenges firsthand, including dealing with vandalism and the realities of operating on the corridor today. When The Teller Theater opens, my stake in this corridor only deepens — as a business owner whose livelihood will depend on East Colfax being a place people want to come to. Professionally, I am a senior software engineer whose day-to-day work involves making multi-million dollar architectural and systems decisions that affect entire organizations. I design complex systems, analyze large amounts of data to distinguish requirements from nice-to-haves, evaluate competing priorities and tradeoffs, and translate those findings into clear, actionable recommendations. These are exactly the skills needed to evaluate DDA investment proposals, assess program effectiveness, and make sound decisions with public resources — particularly as TIF revenue begins to grow and the board faces increasingly consequential choices about where to direct it. I also spend significant time teaching, mentoring, and helping colleagues move forward — not just solving problems myself, but building the capacity of the people around me. That orientation toward shared success rather than individual credit is something I'd bring directly to this board. Finally, as Treasurer of Shifted Lens Theater Arts, I have direct experience with financial oversight and nonprofit governance, which is directly relevant to overseeing a public authority like the DDA. Collaboration is the core of my professional life. As a senior engineer, I regularly facilitate cross-team alignment — bringing together groups with different priorities, constraints, and perspectives, and focusing them on a shared outcome. I'm experienced at running working sessions, building consensus, identifying where real disagreement exists versus where people are just talking past each other, and driving decisions forward without letting process become a bottleneck. I approach disagreement by leading with curiosity rather than judgment — trying to understand what someone's underlying concern actually is before responding to their stated position. I've found that most conflicts in collaborative settings stem from people not feeling heard, and that creating space for that often resolves more than any specific compromise does. Where genuine disagreement remains, I favor transparent discussion of tradeoffs over forced consensus, and I'm comfortable being in the minority on a vote while still fully supporting the group's direction.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Collaboration is the core of my professional life. As a senior engineer, I regularly facilitate cross-team alignment — bringing together groups with different priorities, constraints, and perspectives, and focusing them on a shared outcome. I'm experienced at running working sessions, building consensus, identifying where real disagreement exists versus where people are just talking past each other, and driving decisions forward without letting process become a bottleneck. I approach disagreement by leading with curiosity rather than judgment — trying to understand what someone's underlying concern actually is before responding to their stated position. I've found that most conflicts in collaborative settings stem from people not feeling heard, and that creating space for that often resolves more than any specific compromise does. Where genuine disagreement remains, I favor transparent discussion of tradeoffs over forced consensus, and I'm comfortable being in the minority on a vote while still fully supporting the group's direction.

Reference 1: Full Name, Phone Number and Address:
Jon Rodrigues [redacted]

Reference 2: Full Name, Phone Number and Address:
Aaron Vega [redacted]

Reference 3: Full Name, Phone Number and Address:
William Tanner Kelly [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Matthew Alexander Rogers

Time of Submission: 02/27/26 5:22:16 PM

Attachments

- dda_letter_of_interest_and_resume.pdf

Matthew Rogers

[redacted]

February 28, 2026

Aurora Downtown Development Authority
City of Aurora · [redacted]

Dear Mayor, City Council, and DDA Selection Committee,

My wife and I didn't stumble into East Colfax. We chose it. When we acquired The Teller Theater at 9905 E Colfax Ave and began the work of bringing it back to life, we made a deliberate and significant investment — financially, personally, and in terms of our time in a corridor we believe in deeply. We've gutted the building, navigated the permitting process, and are actively preparing to begin construction. I am writing to express my strong interest in serving on the Aurora Downtown Development Authority board because our investment in this neighborhood won't stop when construction is complete. It's just getting started.

We've also seen what happens to communities — and to society broadly — when arts and culture are absent or neglected. Neighborhoods without creative anchors lose their identity. People lose shared spaces to gather, to express themselves, and to connect across difference. That erosion doesn't happen overnight, but it compounds and reversing it is far harder than protecting it in the first place. We know what a community looks like when the arts are allowed to wither, and we're not willing to let that happen on East Colfax.

My vision for East Colfax is a corridor that is alive day and night. A place anchored by locally owned businesses, community institutions, and a flourishing nightlife that gives residents and visitors alike a reason to show up and stay. A vibrant evening economy isn't a luxury; it's an economic engine and a safety strategy. Activated streets with theaters, music venues, restaurants, and bars draw people out, create jobs, generate tax revenue, and signal to the broader region that East Colfax is a destination worth investing in. The Teller Theater is one small piece of that puzzle, and I want to see it multiplied across the corridor.

As a property owner on East Colfax for the past year, I've also experienced the neighborhood's challenges directly including repeated vandalism. That's not a complaint; it's context. It reinforces for me why safety and activation have to be central to the DDA's work. A corridor that feels neglected invites neglect. One that is clean, lit, alive, and full of people doesn't. The DDA's ability to direct TIF revenue toward programs and improvements that make East Colfax feel cared for is one of the most powerful tools we have, and I want to help wield it wisely.

I bring a complementary set of skills that I believe would make me an effective board member. As a senior software engineer and systems architect at Palantir Technologies — where I have worked for 15 years — I make complex, high-stakes decisions that impact entire organizations: designing systems, analyzing data to separate requirements from nice to haves, building consensus across teams with competing priorities, and driving those decisions to implementation. That analytical rigor and collaborative discipline translates directly to evaluating DDA investments, assessing program tradeoffs, and helping the board make sound decisions with public resources — particularly as TIF revenue grows and the choices become increasingly consequential.

I currently serve as Treasurer of Shifted Lens Theatre Arts, where I am involved in financial oversight and organizational governance. I am comfortable with fiduciary responsibility and take it seriously.

Most importantly, my wife and I have put our money, our time, and our energy into this neighborhood because we believe East Colfax can be something special. Serving on this board is how I want to make good on that belief — not

just as a property owner protecting an investment, but as a community member committed to a Colfax that works for everyone on it.

I would be honored to be considered.

Sincerely,

Matthew Rogers

Owner, The Teller Theater LLC

[redacted]

[redacted]

MATTHEW ROGERS

[redacted]

CORE COMPETENCIES

- Systems & Software Architecture
- Data Analysis & Requirements Engineering
- Full-Stack Software Development
- Network & Infrastructure Engineering
- Sound Design & Audio Engineering
- Cross-Team Leadership & Consensus Building
- Mentorship & Technical Development
- Security & Compliance
- Collaboration Technologies & AV Systems
- Nonprofit Financial Oversight

PROFESSIONAL EXPERIENCE

Senior Software & Systems Architect May 2010 Present
Palantir Technologies · Remote / Denver, CO

- Progressed over 15 years through roles spanning Help Desk, Systems Engineering, Network Engineering, Video & Telecommunications Engineering, and Full-Stack Software Development to a senior architectural role within the internal Development organization.
- Architect enterprise scale software and systems solutions, making high stakes technical decisions with significant organizational and financial impact.
- Serve at the hiring and decision-making table; evaluate candidates and shape team composition and technical direction.
- Mentor engineers across experience levels, building team capability and fostering a culture of shared ownership and continuous learning.
- Lead cross-functional working groups to align stakeholders with competing priorities, driving consensus and moving complex initiatives to implementation.
- Apply data analysis and rigorous requirements engineering to distinguish essential needs from nice to haves, ensuring sound investment of engineering resources.

Freelance Sound Engineer Aug 2023 Present
Various Venues · Denver Metro Area, CO

- Provide live sound design and audio engineering services for performing arts organizations and live events across the Denver metro area.

COMMUNITY & CIVIC INVOLVEMENT

Owner / Operator 2024 – Present
The Teller Theater LLC · 9905 E Colfax Ave, Aurora, CO 80010

- Acquiring and rehabilitating a historic commercial property on East Colfax into an 84-seat black box community performance space; anticipated opening May 2026.
- Managing all aspects of property ownership, tenant relations, and development navigating city permitting, fire safety codes, and code compliance.

Treasurer 2025 Present
Shifted Lens Theatre Arts · Denver Metro Area, CO

- Oversee financial management and governance for a newly formed nonprofit community theater organization.

TECHNICAL CERTIFICATIONS

- Various industry certifications in systems engineering, networking, and software development obtained throughout career at Palantir Technologies.

Aurora Downtown Development Authority

Applicant Package - Ward V

Aurora Downtown Development Authority - Ward V

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Stafford, Debbie

Received: 2/27/2026
Ward V Resident and Registered Voter
The Addresses Provided Fall Within DDA Boundaries
Arapahoe County
Vetted: 2/27/2026
Marcus Bond

Name: Stafford, Debbie

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted].

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

50 Years

How are you involved in your community?:
I am the Legislative and Community Director for Aurora Mental Health & Recovery. I Chair the Aurora Community of Faith (ACOF); I am the Vice-Chair of the Aurora Judicial Performance Commission; I serve on the Chief's Community Response Team; serve on the Board of the Salvation Army, Aurora; serve on the Aurora Chamber of Commerce Government Affairs Committee; and the Aurora Chamber of Commerce Women in Business Executive Committee. I serve on the Adams County Criminal Justice and Behavioral Health Committee through the DA's Office. I donate my auctioneer services to help several community groups, including: The Aurora Chamber of Commerce; The African Chamber of Commerce; Aurora Interfaith Community Services; The Community College of Aurora, Cops Fighting Cancer; and The Salvation Army. I also officiate many funerals in the community and serve as a liaison to help community members gain behavioral healthcare support.

List your interests and activities.:

I enjoy spending time with my grown children, grandchildren, great grandchildren, my cabin in Bailey, and I am a remodeler and builder. I designed and had an addition to my cabin. I have renovated 6 kitchens that I designed and created the blueprints myself. I have planned and designed the remodeling of 9 bathrooms. I designed and had two Tiny Houses built. One of the houses won an award at the Tiny House Festival in Adams County. I have the desire to get my contractors license before I slow down in my life. I have contractor cards through Lowe's, Home Depot and Sherwin Williams. Family and friends frequently consult with me on their remodeling projects.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

I have served on the Arapahoe County Budget Committee and the Arapahoe County Child Support Commission in the past. I also served on the City of Aurora Blue Ribbon Funding Committee. I was also a State Representative serving HD40 from 200-2009.

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I have spent a great deal of time working in the DDA Corridor through Aurora Mental Health & Recovery Programs that operate out of six locations along the Corridor. I see the concerns of many of the residents who rely upon public transportation and local access to needs being met. As I have watched the deterioration of the Colfax Corridor, it is heart-breaking to see that a once thriving business and arts community has deteriorated to such a devastating degree. I agree with the goals of the DDA and believe that new life needs to be created along the Colfax Corridor. I am also concerned that there are considerations and protections for existing residents, along with supporting local business owners who may be renting space and will likely be displaced with renovation and improvement of the DDA Corridor. i believe that I have a steady temperament to be able to work with the various voices, business owners, residents and developers who will be needed to bring new life and advancement along the Colfax Corridor. I believe that this will be a long-haul commitment. I am willing to make myself available for the long run. My employer, Aurora Mental Health & Recovery is also supportive of the commitment of time that the DDA Board would require. I also want to be sure that Aurora Mental Health & Recovery and other community Non-profits are considered in the overall value of the community as development moves forward. I support strengthening the Arts along the DDA Corridor as well as enticing businesses to locate in mixed use construction.

Describe your vision for the future of East Colfax.:

I envision a great deal of new construction of multi-use buildings to include businesses and non-profits. Some would have housing on the higher floors. I believe that some of the existing buildings can be renovated to a modern standard through a mixed-use lens. I also envision the expansion of public , and a safe and accessible community that feels safe, thriving, and is designed to move the community into the future. I see the thoughtfulness of supporting existing homeowners and finding a balance of preservation through a process of building new properties.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I have just walked through the six year process that Aurora Mental Health & Recovery went through to demolish and outdated building and build a new 50,000 sq ft 3 story Crisis Services Building in Aurora. I was responsible to be a liaison with the City of Aurora Building and Planning Departments if there were challenges beyond what our staff thought was reasonable. I was responsible to serve the community notices, facilitate community meetings to hear concerns of neighbors and those in the community who may not agree with our project. I worked with Federal, State, Adams and Arapahoe Counties, and alongside the City of Aurora through the funding process of raising $28 Million dollars for this project. I helped fight several hard battles at the State level to help gain funding for our project. Over the years, I have been involved with other building projects. I am currently working with Rep. Marshall and Sen. Amabile through HB26-1301, to help bring a State Hospital into Aurora. This would be new construction. I have been a part of the team that has given insight into the building costs and challenges. My father was a contractor. I spent a great deal of my life around large building projects and the processes required to get a project done. There is much that I do not know, however, I am a team player and am not afraid to learn, grow, and work.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

My 8 years of serving in the House of Representatives have afforded me a great deal of experience of serving on Committees, Public Hearings, listening to a variety of opinions, dealing with people who disagreed with me or the Policy that I was working on. Prior to that work, I was an Associate Pastor on a church staff with over 10,000 Members, and prior to that, an Associate Pastor on a church staff of 2,000 people, that also went through a large apartment complex project that failed. There was much controversy with people who were hurt in that process. In my over 19 years at Aurora Mental Health & Recovery, I have frequently been sent to address issues and conflicts within the community. I regularly monitor Aurora City Council, Adams and Arapahoe Counties policy committees, and State Legislative Committees. I have a steady temprament. I understand long-term commitment. I am also a therapist and treated offenders of domestic violence part time for 34 years. Our agency just closed last year. I had to work with often very difficult people, in a highly accountable system, which required a great deal of conflict resolution skills. I think it is important to listen to people and try to find a way to hear people's concerns and ideas, and to find a balance in challenging situations. I think that getting to win-win is a good position to work toward.

Reference 1: Full Name, Phone Number and Address:
Johnny Watson [redacted]

Reference 2: Full Name, Phone Number and Address:
Reid Hettich [redacted]

Reference 3: Full Name, Phone Number and Address:
Mateos Alvarez [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Debbie Stafford

Time of Submission: 02/27/26 12:48:21 PM

Attachments

- Debbie Stafford Resume with BIO 2 27 2026.pdf

Debbie Stafford, MA, CAS

[redacted]

Medical Assistant 1972-1974

Homemaker / Pastor's Wife / Ministry; 1974-1984

Regional Vice President, A. L. Williams (Life Insurance;) 1984-1986

Associate Pastor, Calvary Temple; 1986-1989

Colorado MOVES Counseling Center (part time); 1990-2024

Associate Pastor, Heritage Christian Center; 1990-2000

Colorado House of Representatives, HD 40; 2000-2009

Aurora Mental Health & Recovery; 2005-Present (started part-time while in the Legislature)

Debbie Stafford Brief Bio

Debbie Stafford is the Legislative and Community Director for Aurora Mental Health & Recovery. She began as the Faith Based Coordinator for Aurora Mental Health & Recovery over 19 years ago. She is also the Chair of the Aurora Community of Faith.

Debbie completed her fourth and final term (due to term limits) as a Colorado State Representative serving House District 40 in 2009. Rep. Stafford just retired after working part time as a domestic violence counselor for the past thirty-four years. As an ordained pastor, she has served on the pastoral staffs of two large churches in Denver, CO.

Debbie is a nationally trained Mental Health First Aid Instructor. She is certified to train Adults, First Responders including Fire, EMS, Law Enforcement, Military and Youth Leaders in Mental Health First Aid. She was awarded "Mental Health First Aid Instructor of the Year" in Colorado, after she came along side an Aurora First Responder and CCA instructor, who lost memory after a stroke. She taught with him at the Community College of Aurora for nearly a year until he regained enough memory to teach on his own. As an Auctioneer, Debbie has raised millions of dollars for many of Colorado's Charities.

She co-authored the manual, "Shattered Dreams, a Biblical Outlook on Domestic Violence". She also assisted in the writing of "The Welfare of My Neighbor" through the Rocky Mountain Research Council in Washington, D.C. and has recently co-authored, "A Journey Through Emotional Abuse, From Bondage to Freedom".

Debbie continues her Pastoral care by Officiating funerals for local funeral homes. She was also a political commentator for KPOF Radio for 15 years and is a motivational speaker. She also serves on several Boards and Commissions in her community.

Aurora
Mental Health
& Recovery

[redacted]

February 25, 2026

Aurora Downtown Development Authority
Aurora City Clerk's Office
[redacted]

To Whom It May Concern,

As the Chief Executive Officer of Aurora Mental Health and Recovery (AMHR), I hereby authorize Debbie Stafford to act as our representative on the Aurora Downtown Development Authority (DDA) board.

AMHR owns the following properties within the boundaries of the DDA.

[redacted]

Ms. Stafford has the authority to act on our behalf in all manners relating to the DDA, including signing of all documents relating to the DDA. This authorization is valid until further written notice from AMHR, or until the last employment date of Ms. Stafford with AMHR, whichever one is earlier.

Sincerely,

Kelly Phillips-Henry

Kelly Phillips-Henry, Psy.D, MBA
Chief Executive Officer

Aurora Mental Health & Recovery

Inspiring Courage.
Building Hope.

[redacted]

February 26, 2026

To Whom It May Concern:

I am applying to serve on the City of Aurora Downtown Development Authority Board (DDA) as a representative of Aurora Mental Health & Recovery. I have worked for Aurora Mental Health & Recovery for over 19 years. I serve in the role of Legislative and Community Director. I also served 8 years in the Colorado House of Representatives representing HD 40, SE Aurora, all of Eastern Arapahoe County and Elbert County. I am the current Chair of the Aurora Community of Faith and the Vice-Chair of the Aurora Judicial Performance Commission.

I have attended many of the P.U.M.A. DDA meetings in the past year. Aurora Mental Health & Recovery worked with P.U.M.A. hosting meetings at our Cultural Development & Wellness Center (CDWC) on Alton Street, which is one of our six locations along the DDA Corridor. We tried to engage P.U.M.A. with many of the individuals that we serve in the Immigrant and Refugee community. Our experience was that simultaneously, a threatening environment was created by the Federal Government. I believe that this created a sense of not feeling safe to talk to P.U.M.A. by many, about the local community needs.

Aurora Mental Health & Recovery owns 6 properties along the DDA Corridor. We have been in the community for over 50 years. We have 13 active locations throughout the community, serving nearly 20,000 individuals annually, with 863 employees. We recently completed the building of a 50,000 sq ft Crisis and Acute Care Facility, the "Potomac Pavillion", in Aurora. I was the liaison to work with the City of Aurora by bridge building with needs on the permitting process of this new construction, which took 6 years from vision to reality. I also facilitated the community notices and meetings for this project.

The DDA Board will be tasked with creating and implementing a vision that will serve mixed use in the community. I respect that there will be strong beliefs and opinions that must be tempered with information, flexibility and respectful balance between the needs, concerns and fears of the existing community; along with accepting that change is needed to revitalize the DDA Corridor. I believe that I have the temperament to be flexible and open minded through what will be a long and arduous journey to bring new life and a strong future to the DDA Corridor.

I am happy to supply any further requested information.
Thank you.
Debbie Stafford, MA, CAS

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Sutter, Kristin

Received: 2/28/2026
Ward I Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Adams County
Vetted: 3/2/2026

Marcus Bond

Name: Sutter, Kristin

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

9 years

How are you involved in your community?:
I began my Colorado career as temporary staff for the Aurora Fox Arts Center in the summer of 2017. I continued working there as a freelance stage manager as my other work schedules allowed. When theaters across the country were shuttered due to the COVID-19 pandemic on Friday, March 13, 2020, I was backstage at the Aurora Fox and had to help guide the cast through the heartbreaking early closure of our production. A few months later, in Summer 2020, I co-founded Colfax Canvas Mural Festival with the goal of celebrating art and community in a safe way. Over the last 6 years, the festival has grown to include markets and food trucks, shifting over to Fletcher Plaza and drawing an estimated 5,000 visitors to the District in one weekend. Colfax Canvas has played a pivotal role in the revitalization of East Colfax, most notably spearheading the initiative to designate the Aurora Cultural Arts District a Colorado Creative Industries state-certified art district in 2021. In 2022, I purchased my first home just North of the DDA boundaries at Montview and Geneva. This was a conscious decision I made to ensure I could be as close as possible to my favorite area in the Denver Metro: The Aurora Cultural Arts District.

List your interests and activities.:
Attending productions at the Aurora Fox, Vintage Theatre, and The People's Building. Organizing neighborhood activities including First Friday Walk Abouts from Cerebral to Society 303 (visiting a minimum of 3 businesses each month). Visiting museums and other CCI designated districts for market research. Crafting is my #1 favorite hobby, and the new makers space at MLK Library is a dream come true! My guilty pleasure is competition reality tv. Maybe Colfax Canvas 2026 includes some "Top Chef" style competition ;-)

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Aurora Pride Board Member, Art In Public Places Committee

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

From my first introduction to the neighborhood in Summer 2017 (I moved to Colorado in February 2017), I was hooked on the Aurora Cultural Arts District. As a former New York City theater maker, it felt the most like Brooklyn (my favorite borough). Gritty, artistic, and the best food in the city. I knew I had to get involved, I just didn't know how. After years of owning and operating Colfax Canvas out of The People's Building basement, and getting to know business owners on East Colfax, I feel it is not only my responsibility, but my calling to be a member of the first Aurora DDA board.

Describe your vision for the future of East Colfax.:

When I'm standing under the Fox neon, I can visualize the bustling hub the area once was and want to bring that back. I picture something similar to the campus model Breck Create has achieved with regular programming, collaborative community events, and creative easy to navigate way-finding. A destination for families and visitors, while keeping the spirit of the arts alive and thriving.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I excel at project management, from creating realistic budgets and workflows, to overseeing the timely execution of all aspects. However, I believe the unique perspective I bring to the Aurora DDA is what I learned as a Broadway National Tour Stage Manager (2013-2019). This era of my life introduced me to arts districts across the United States, Canada, and Korea. I've had first hand experience working with a wide range of arts organizations from the Broadway District in NYC to the Mason Lodge in Butte, Montana. This variety of knowledge makes me the perfect candidate to collaborate with stakeholders and community members of all backgrounds and visions.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

As mentioned previously, my experience running high-level production national tours makes me the ideal candidate for any collaborative position. I've always been the "moderator" in any work or personal setting, being the person people naturally come to when they want to share ideas and opinions. I have made a career out of listening to all viewpoints and making a decision that is best for the whole, while keeping any personal bias out of the equation.

Reference 1: Full Name, Phone Number and Address:
Jay Kim, [redacted]

Reference 2: Full Name, Phone Number and Address:
Alicia "Bruce" Trujillo, [redacted]

Reference 3: Full Name, Phone Number and Address:
Randi Morritt, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Kristin Sutter

Time of Submission: 02/28/26 12:11:13 PM

Attachments

- K Sutter_DDA Resume.Letters_02.28.2026.pdf

Kristin Sutter



Owner & Director of Operations, Colfax Canvas Mural Festival **Jun 2020 - Present**

- Maintaining awareness of ongoing challenges and shifting festival goals, as needed, to reflect market and community needs
- Developing annual work flows from artist applications through day of execution
- Creating and managing fluid budgets and ongoing sponsor relationships
- Facilitating onsite day-of needs with artists, volunteers, sponsors, and community members
- Building out strategic marketing initiatives resulting in year over year attendee growth

Director of Events & Engagement, Visit Aurora **Jan 2024 - Present**

- Spearheading the development of business membership programs and initiatives
- Managing and reporting multiple budgets and contracts at a time, considering expenses, revenue sources, and market trends
- Fostering positive relationships with local community by sponsoring, attending, and consulting with multiple events and producers
- Collaborating with other departments to ensure stakeholder satisfaction and ROI

Stage Manager, Denver Center for the Performing Arts **Dec 2021 - Present**

- Delegating tasks to various creative shops and staff members in a timely manner
- Overseeing seamless execution of all production elements for each performance
- Quick decision making while maintaining the integrity of the production
- Presently acting as emergency standby for performance calls, seamlessly stepping into any leadership role at a moments notice

Stage Manager, Arvada Center for the Arts and Humanities **Jul 2019 - Dec 2021**

- Leading communication between all creative departments and building facilities
- Reconfiguring productions and clearly communicating changes to all departments quickly in the instance of unplanned absences due to illness
- Developing, training, and leading the COVID-19 policy and procedures, becoming the first union theatre in Colorado approved to reopen post-pandemic

Touring Production Stage Manager, Work Light Productions **Aug 2018 - Jun 2019**

- Collaborating with educational consultants to ensure young actors had sufficient schooling while working within multi-state requirements
- Teaching and leading new crews, to ensure a smooth transition of the production while maintaining safe working conditions
- Distributing daily notes to ensure every performance maintains artistic integrity

Education Wright State University, Bachelors of Fine Arts with emphasis in Stage Management

Related Skills Mac, Windows, Microsoft Office Suite, Google Suite, scheduling, organizing, ability to make quick decisions in high energy environments, excellent problem solving skills

Dear Members of the Aurora Downtown Development Authority Board,

My name is Kristin Sutter, and I serve as the Owner and Director of Operations of the Colfax Canvas Mural Festival. I am writing to formally express my interest in serving on the Aurora Downtown Development Authority Board.

Through my leadership of Colfax Canvas, I have worked at the intersection of economic development, placemaking, public art, and community engagement. What began as a creative initiative has grown into a catalyst for neighborhood activation; bringing artists, property owners, small businesses, sponsors, and residents together to transform the Colfax Corridor. I have overseen operations, budgets, sponsor relations, artist coordination, and strategic partnerships, giving me firsthand experience in collaborative development and public/private coordination.

Downtown Aurora is positioned for intentional growth. Strategic activation of public spaces, thoughtful support of local businesses, and creative programming can help shape a district that is economically resilient, culturally distinct, and community centered. My experience executing large scale events and managing cross sector partnerships would allow me to contribute a practical, solutions oriented perspective to board discussions; particularly in areas of:

- Placemaking and creative district development
- Small business engagement and retention
- Sponsorship development and stakeholder alignment
- Operational logistics for large scale activations
- Brand identity and destination marketing

I strongly believe in the power of arts and culture as economic drivers; not simply beautification tools, but mechanisms for investment, foot traffic, safety perception, and long term district vitality. I am passionate about ensuring that growth in Aurora remains inclusive, strategic, and reflective of the community it serves.

It would be an honor to bring my operational experience and collaborative approach to the DDA Board. I welcome the opportunity to further discuss how I can continue to support Aurora's development and downtown vision.

Thank you for your consideration and for your service to our community.

Sincerely,
Kristin Sutter
Owner & Director of Operations
Colfax Canvas Mural Festival
[redacted]

Dear Members of the Aurora Downtown Development Authority Board,

I am writing in my capacity as Owner and Director of Operations of Colfax Canvas Mural Festival to formally designate myself as the authorized Entity Representative for the organization in matters relating to service on the Aurora Downtown Development Authority Board.

Colfax Canvas Mural Festival is a community centered initiative focused on creating a visual distinction of the Aurora Cultural Arts District. As Owner and Director of Operations, I am responsible for strategic planning, fiscal oversight, partnership development, sponsor relations, and overall organization. I am authorized to speak on behalf of the organization and represent its interests in civic, economic development, and community partnership settings.

If appointed to the Aurora DDA Board, I would serve as the official representative of Colfax Canvas Mural Festival, bringing insight from our work in district activation, public/private collaboration, and community driven programming. My participation would reflect the organization's commitment to strengthening Aurora's economic resilience, supporting local businesses, and enhancing the vibrancy of the Colfax Corridor.

Please feel free to contact me directly should you require any additional documentation or confirmation regarding this designation.

Thank you for your consideration and for your service to our community.

Sincerely,
Kristin Sutter
Owner & Director of Operations
Colfax Canvas Mural Festival
[redacted]

Aurora Downtown Development Authority

Applicant Package - Ward II

Aurora Downtown Development Authority - Ward II

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Sztevanovity, Natasha

Received: 2/28/2026
Ward II Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Arapahoe County
Vetted: 3/2/2026
Marcus Bond

Name: Sztevanovity, Natasha

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

5 months

How are you involved in your community?:
I am a business owner on East Colfax and Dallas

List your interests and activities.:
plants, florals, dance, cooking, outdoor, photography & music

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

n/a

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

As a business owner, I knew choosing this location was the right move, despite what people would say. I truly believe that this neighborhood will continue to grow and flourish with the right people in charge of the necessary changes. This area is special, and I cannot wait for people to experience it more!

Describe your vision for the future of East Colfax.:

I see this area revitalizing old motels into fun boutique motels that will attract people to stay in the neighborhood. Bringing back the neon signs that once illuminated Colfax. I see plants, flowers, and great lighting in on each street. I see more small businesses filling in empty spaces. I see live music filling the Fox theater. I see clean, illuminated open green spaces. Outdoor seating. So many things!

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

Creativity, passion, heart, soul & a fresh approach as a business owner.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I thrive in group settings! I love learning from others and sharing ideas. We are all students of life and need to learn from each other.

Reference 1: Full Name, Phone Number and Address:
Aaron Vega [redacted]

Reference 2: Full Name, Phone Number and Address:
Carolina Sarmiento [redacted]

Reference 3: Full Name, Phone Number and Address:
Stephanie Agosta [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Natasha Sztevanovity

Time of Submission: 02/28/26 12:13:11 AM

Attachments

- letter of intrest pdf.pdf

Letter of Interest

Natasha Sztevanovity
[redacted]

Dear Members of the Downtown Development Authority Board,

I am writing to express my interest in serving on the Downtown Development Authority Board. As a small business owner and active member of our downtown community, I care deeply about the long-term vitality, safety, and sustainability of our district.

As the owner of Society 303, I experience firsthand the realities of operating a brick-and-mortar business. I understand the importance of foot traffic, thoughtful programming, accessible infrastructure, and collaborative marketing efforts. I also understand the challenges- rising costs, evolving consumer behavior, public safety concerns, and the need for cohesive vision and leadership. These lived experiences give me a practical and grounded perspective on what businesses need to not just survive, but thrive.

Beyond my role as a business owner, I am deeply invested in cultivating spaces that bring people together. I believe downtowns succeed when they are intentional, inclusive, and reflective of the people they serve. Strong DDAs balance economic growth with community identity, support independent businesses, encourage responsible development, and create environments where residents and visitors alike feel welcome.

If selected, I would bring thoughtful collaboration, creative problem-solving, and a commitment to long-term planning. I am particularly interested in supporting initiatives that strengthen small business retention, improve pedestrian engagement and safety, and foster programming that makes downtown a destination while preserving its character.

I would be honored to contribute my perspective and energy to the board's work. Thank you for considering my application and for your continued service to our community.

Sincerely,

Natasha Sztevanovity
Owner of:
Society 303 | natural wine bar |
[redacted]

Aurora Downtown Development Authority

Applicant Package - Ward IV

Aurora Downtown Development Authority - Ward IV

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Tellis, Mary

Received: 2/2/2026
Ward IV Resident and Registered Voter
The DDA Address Falls Within Boundaries
Arapahoe County
Vetted: 2/2/2026
Marcus Bond

Name: Tellis, Mary

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I am an employee, manager, or agent of an entity with a place of business within the DDA boundary. (If selecting this qualification, you must upload an Entity Representative Letter naming you as their representative.)

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

5 years

How are you involved in your community?:
I serve as an Executive Director at Restoration Outreach Programs. I co-pastor at a Church in Aurora, CO.

List your interests and activities.:
Traveling and learning different cultures. Active participation in organizations and workshops. Community service events. Exploring new places, food, cultures, writing, journaling, or creative story telling. Personal development and lifelong learning. Community involvement.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Resilience Church Board - Secretary American Baptist Churches - Member Church Transformation team - Member JCHutt Ministries - Secretary

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

Contribute directly to the economic and social vitality of the downtown area. Help create a more vibrant, inclusive, and welcoming community. Support local businesses, entrepreneurs, and neighbors. Serve as a voice for residents, business owners, and stakeholders. Participate in shaping long-term vision, policy, and development strategies. Strengthen collaborative between public, private, and nonprofit sectors. Enhance public spaces, walkability, safety, and accessibility. Help create downtown spaces people want to live, work, and visit.

Describe your vision for the future of East Colfax.:

A vibrant, inclusive, and economically resilient downtown that serves as the heart of the community. Downtown should be a place where local businesses thrive, residents feel connected, and visitors are drawn to a unique sense of place rooted in our history and culture. Thus creating a walkable, safe, and welcoming environment with active streets, attractive public spaces, and a mix of uses - retail, housing, arts, dining, and a civic life.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring a collaborative, community-centered perspective grounded in an understanding of downtown economic development, place-making, and stakeholder engagement. My strengths include strategic thinking, clear communication, and the ability to balance historic preservation with forward looking growth. I am committed to inclusive, sustainable revitalization that supports local businesses and creates a downtown that works for everyone.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I have extensive experience working in group and committee settings that involve diverse perspectives and competing priorities. I value open dialogue and active listening, and I work to ensure all voices are heard and respected. When differing viewpoints arise, I focus on identifying shared goals and guiding discussions toward practical, consensus-based solutions. I am comfortable navigating conflict by remaining calm, objective, and solutions-oriented. I use constructive conflict-resolution techniques such as clarifying concerns, reframing issues, and encouraging collaboration to move discussions forward. This approach helps build trust, strengthen relationships, and support effective decision-making.

Reference 1: Full Name, Phone Number and Address:
Dr. Anne Keke[redacted]

Reference 2: Full Name, Phone Number and Address:
Commissioner Rhonda Fields [redacted]

Reference 3: Full Name, Phone Number and Address:
Dr. Thomas Mayes [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

No

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Mary Tellis

Time of Submission: 02/02/26 3:12:55 PM

Attachments

- Resume Mary Rhodes Tellis Resume and Letter of Interest.pdf

February 2, 2026

Dear Members of the Downtown Development Aurora Board:

I am writing to express my strong interest in serving on the Downtown Development Aurora Board, I am deeply committed to the long-term vitality of our community and would welcome the opportunity to contribute my time, skills, and perspective to the board's mission.

I have a genuine passion for community development and revitalization efforts that balance economic growth, cultural identity, and quality of life for residents. Through my professional and volunteer experiences, I have developed strengths in collaboration, strategic thinking, and problem-solving, and I value inclusive processes that bring together residents, businesses, and stakeholders to create meaningful and sustainable change.

I am particularly drawn to the board's work in advancing revitalization initiatives that strengthen local assets, support small businesses, and foster a vibrant, welcoming environment. I believe thoughtful planning, transparency, and community engagement are essential to successful revitalization, and I am eager to support these principles in a hands-on and constructive way.

Serving on the Downtown Development Aurora Board would be both an honor and a responsibility I take seriously. I am prepared to actively participate in meetings, contribute to committee projects, and work collaboratively with fellow board members and partners to advance shared goals.

Thank you for considering my interest. I would welcome the opportunity to discuss how my background and enthusiasm could support the important work of the Downtown Development Board.

Sincerely,

Mary Tellis
Executive Director
Restoration Outreach Programs
[redacted]

Mary R. Tellis

Mary R. Tellis is an ordained minister in the American Baptist Churches and National Baptist USA denominations. Mary is a beacon of leadership, faith, and empowerment. Mary formerly served as the Associate Executive Director at Open Door Ministries, Ministry and Mission Coach at American Baptist Churches of the Rocky Mountains, an educator with Denver Public Schools, and Operations Site Manager at Bayaud Enterprises. Mary serves currently as the Executive Director at Restoration Outreach Programs.



Academically accomplished, Mary holds degrees from Louisiana Tech University, Truth Bible College, and Denver Seminary. These achievements underpin her work as a dynamic preacher and motivational speaker, empowering audiences across the U.S. and internationally. From Africa and Israel to Thailand and France, Mary has shared her passion for leadership and spiritual growth, conducting workshops, facilitating leadership training, and delivering powerful sermons.

Her innovative spirit is evident in her approach to ministry and mentorship. Whether founding Queen to inspire collective empowerment among women or using her platform as a life coach to nurture personal development, Mary consistently identifies unmet needs and creates impactful solutions. Her ability to inspire action in individuals is rooted in her unwavering commitment to the Kingdom.

Mary's contributions have earned accolades in numerous areas, including the Excellence in Community Service Award, Excellence in Leadership Award, and recognition as one of "100 Faces in the Crowd." However, her proudest achievements remain the heartfelt commendations from the youth she has mentored - proof of the lasting impact she has on future generations.

Mary is a devoted wife, mother, and grandmother, balancing her professional accomplishments with her personal life as a testament to her strength and love. Mary Tellis is more than a leader—she is a force for good, inspiring hope, transformation, and unity wherever she goes.

Mary is married to the humble Rev. John L. Tellis Jr., Pastor, at Solomon Temple Missionary Baptist Church in Denver, where she serves as the Associate Pastor of Outreach. They are the parents of three beautiful children and four blessed granddaughters. Mary keeps her passion and purpose to grounded in the Word of God.

"*Let us not become weary in doing good, for at the proper time we will reap a harvest if we do not give up*." Galatians 6:9

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Thielst, Christian

Received: 2/17/2026
Ward I Resident and Registered Voter
The DDA Address Provided Falls Within Boundaries
Adams County
Vetted: 2/18/2026
Marcus Bond

Name: Thielst, Christian

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I live within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

2 years

How are you involved in your community?:
I have not yet had the chance to be very involved with the community, but hope to do more in the future. I do however try to support businesses in the area as best I can.

List your interests and activities.:
I spend most of my time learning about business currently, however when I have time I like to explore in the National Forrest, mostly Pike San Isabelle.

Have you ever served in any other appointed position on a board, commission, or committee?:

No

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

None

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

About 2 years ago myself and my wife purchased our current house, and a year after that had our son, and I want to serve on the board to help the area improve, and make the area as friendly to families as possible. I also own a small business, and am very interested in the subject, and would like to help the local businesses in the area adapt to the coming changes, and help them to modernize.

Describe your vision for the future of East Colfax.:

I would like to see the area evolve and become a modern version of what it was back in its prime. I think that using modern urban planning practices the area can become a great walkable area that connects well to the Fitzsimons area, and the Stanley market/ central park areas.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I have alot of experience with leadership and finances/financial management, and I have started 2 local service businesses, one for my previous employer, and one for myself, and am doing everything I can to learn about business that I can, so that I can be an expert on that in the future. I also bring the perspective of being a parent, as I have a son who is just over 1 year old, and is a big part of my families life, and I would like the area to be as friendly to parents as possible.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Having been in quite a few leadership positions both inside and outside of the military I have worked with a lot of people from different cultures, and with different beliefs, I do my best to make sure that everyone voices their opinions and concerns, and I try to encourage conflict avoidance by creating compromises, and productive discussion.

Reference 1: Full Name, Phone Number and Address:
Earron Nelson [redacted]

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

Reference 3: Full Name, Phone Number and Address:
Charlie Kindblade [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Christian Thielst

Time of Submission: 02/17/26 6:52:58 PM

Attachments

- Christian Thielst, DDA Resume - Google Docs.pdf

Christian Thielst, [redacted] |
[redacted]

I am writing to express my interest in serving on the board for the Downtown Development Authority. As a resident with a young family, I would like to help the community take steps to revitalize the area, while keeping the new, and current families that live here in mind. As well as take action to assist small business owners with adapting, and improving their businesses.

Over the past few years I have been learning about leadership, finances and business management from my own career, and now starting my own small business, I think that I will be of great assistance to local business owners, and I look forward to the possibility of helping to steer Aurora towards a great future.

Sincerely,

Christian Thielst

PROFESSIONAL EXPERIENCE

Owner/Operator | Peak Moving And Storage *Aurora, CO* | *Nov 2025 – Present*

- Manage all fiduciary responsibilities, and marketing strategies for a local service based business.
- Navigate complex state/federal regulations and DOT compliance.
- Modernize operations with digital contracts, Social media management, and high ranking Local SEO

Assistant Operations Manager | All My Sons Moving & Storage *Denver, CO* | *Jan 2022 – Nov 2025*

- Managed maintenance for 40+ trucks and led warehouse operations maximizing time efficiency for hourly employees.
- Collaborated directly with corporate offices to build a junk removal business from the ground up, creating training and safety manuals, and operations and marketing plans.
- Leadership: Led safety training for new employees and managed diverse crews of movers, provided customer service and sales.

Lead Groundskeeper | Cambria Pines Lodge *Jan 2019 – Jan 2020*

- Maintained 25 acres of land across 2 hotel properties
- Lead a crew of 2 groundskeepers to maintain Developed, and undeveloped grounds

Combat Engineer | United States Marine Corps *Feb 2016 – May 2017*

- Received formal training in general construction, defensive positioning, and demolitions.
- Taught classes to personnel of diverse cultural backgrounds, ensuring 100% pass rates in technical training.
- Lead Squads of 3-5 marines
- Managed intake of new marines to ensure they were issued the proper gear, completed paperwork, and checked in to all duty stations around the base.

Aurora Downtown Development Authority

Applicant Package - Ward III

Aurora Downtown Development Authority - Ward III

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Walker, Nichols

Received: 2/27/2026
Ward III Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Arapahoe County
Vetted: 3/2/2026

Marcus Bond

Name: Walker, Nichols

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

47

How are you involved in your community?:
Refer to attachment (Uploaded Vitae is NOT showing. May I assume it was NOT Replace?) Advise if it can be sent via eMail)*

List your interests and activities.:
Refer to attached*

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Veterans Affairs Commission

I have read and agree to the Board Member responsibilities and expectations.:

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the Aurora DDA Board to ensure redevelopment in Original Aurora is guided by equity, human impact, and the lived experience of longstanding residents. As a vested citizen who has envisioned this transformation for decades, I'm committed to shaping change that protects our community and delivers fair, transparent, peoplecentered outcomes.

Describe your vision for the future of East Colfax.:

My vision aligns with the Colfax Vision Plan but goes further by integrating education, workforce development, and clear protections for small businesses, areas where the current plan is too general or incomplete. I also elevate the needs of senior citizens and veterans, whose stability and economic resilience are significantly affected by new development and who must be intentionally considered in any redevelopment along the corridor.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

Refer to attachment*

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

Refer to the attachment*

Reference 1: Full Name, Phone Number and Address:
Arapahoe County Commissioner, Rhonda Fields,[redacted]

Reference 2: Full Name, Phone Number and Address:
Rosine Bouobdw,[redacted]

Reference 3: Full Name, Phone Number and Address:
Patrick E. Anniniba,[redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Nichols Orlando Walker

Time of Submission: 02/27/26 8:05:21 PM

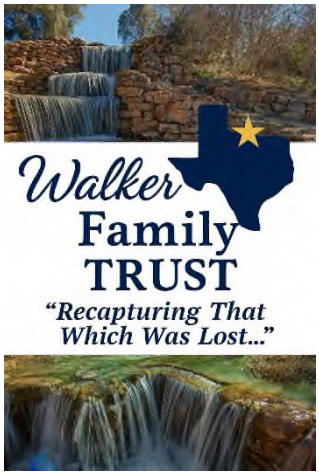
Attachments

- NOW-DDA Letter of Interest 2-26.pdf

Letter of Interest – Aurora Downtown Development Authority Board

January 28, 2026
Office of the City Clerk
Aurora, CO 80012

Greetings;

I am 

submitting my interest in serving on the Aurora Downtown Development Authority Board, specifically in the Community Development Corporation seat, to help ensure that redevelopment along the Colfax corridor reflects both the intent of the Colfax Vision Plan and the lived realities of the people who call Original Aurora home. My long-standing work in community development, coalition building, and equitable planning positions me to contribute a grounded, community-centered perspective to the Board's decisions.

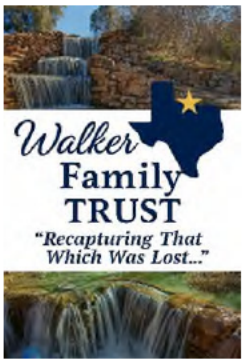
My vision aligns with the Colfax Vision Plan's goals for a vibrant, connected, and economically strong corridor, but I also recognize critical gaps that must be addressed for redevelopment to be truly equitable. I bring a commitment to integrating education, workforce development, and small-business access to resources critical to sustainable growth —areas where the current plan is too general or underdeveloped. I also elevate the needs of senior citizens and veterans, who represent a significant portion of the community and are uniquely vulnerable to displacement, rising costs, and rapid redevelopment pressures.

As a vested citizen, legacy resident, and long-time advocate for equitable growth in Original Aurora, I am prepared to serve with integrity, transparency, and a deep sense of responsibility to the people most affected by these decisions. I welcome the opportunity to support a redevelopment process that honors history, strengthens community stability, and ensures that long-standing residents and proprietors benefit from the future they helped build.

Respectfully, Gratefully Submitted



Nicholas O. WALKER
[redacted]



Aurora CommUNITY Vitaé

Nicholas O. Walker

[redacted]

Re: **2026**

Downtown Development Authority Application for Board of Directors Representing the Interests of the Vision of Community Development Corporation

Professional Identity & Community Mission

A faith-rooted father, U.S. Navy Veteran and long-standing Aurora resident (since 1979), Nicholas Orlando Walker has dedicated more than five decades to service advancing technology, community development, education, and veteran advocacy. His work blends technical rigor, coalition-building, and a lifetime commitment to strengthening families, neighborhoods, and community-focused institutions.

Core Leadership Roles

- Founding Principal Partner, **VetVest Group, LLC**- FE-ID: [redacted] Acquisition and Development Principal for the **Walker Family Trust** holding in AR, CO, and TX
- Lead partner in a faith-based, veteran- influenced real estate and community development entity.
- Chaired **Asset-Based Community Development (ABCD) Group** initiatives across Aurora, Commerce City, and Denver. Thrust: Developing access to Financial Services. **(R&D** 2016).
- Oversaw a community-focused initiative with Aurora CM, Crystal Murrillo, former CMs Johnny Watson and Dave Gruber with a host of community leaders. This project evolved into **New Horizons CDC**, a federally recognized [redacted] Continuing serring under ABCD Group agreement as IIC, Interim President.
  - Launched **NHCDC-CO** in 2025 as a segment of NHCDC's 501(c)(3) focused on CO-specific housing, financial services, and community stabilization. FE-ID: [redacted].
  - Serving the Founding Core Board of Directors as Interim President, **New Horizons CDC–Colorado** –Present; Exit Agreement in Place.
  - Currently guiding the organization through executive leadership recruitment and positioning for federal, state, and local grants.
  - Oversaw Launch of Cohorts under the **CommUNITY Information Distribution** and **Cohort-DDA Models.** Final development in process.

Life Career Thrusts and Experience Statements

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Reconstitution Leader, Lyn Knoll Neighborhood Association (LKNA and its Fiscal Management & Administration Division (LKNA-FMAD)) - Ongoing

1. Serving as permanent Director according to 2015 **LKNA By-Laws and Standing Rules** approved and filed in **NextDoor.com,** Documents Folder.
2. Provide governance, fiscal oversight, and administrative structure for one of Original Aurora's legacy neighborhood associations.
3. Support community stabilization, resident engagement, and transparent communication.
4. Aurora Public Schools – Accountability Committee
   - Member and closing experience as the Chairman, 983–1985
5. Chaired district-level accountability during a formative period for APS governance.
6. Strengthened community voice in school performance, transparency, and parent engagement.
   -
7. City of Aurora – Veteran Affairs Commission (Prospective Service)
   - Brings lived veteran experience, community leadership, and decades of service to Aurora's veteran community.
   - Background includes service as "Vet Affairs Commissioner" and leadership in American Legion Post 29 and TREA Chapter 3.
8. Community Advisory Boards
9. Equipped to serve as a stabilizing, legacy-anchored voice representing long-standing residents, returning citizens, youth, immigrant families, and small business owners.
10. Experience aligns with advisory roles requiring cross-sector collaboration, policy literacy, and community trust.

Career Foundation

IBM Corporation & Other Fortune 500 Technical Career
1968–2019; Employee and Independent Contractor

- Achieved "Highest Performance Level": Member, Technical Staff – US West, Advanced Technologies."
- Specialized in technical writing, human factors design/testing and establishing regional service centers.
- Worked at IBM, Martin Marietta Data Systems, AT&T (BELLCORE) Research Labs, US West Advanced Technologies,
- Served as Independent Contractor in the SBA 8(a) contracting environments.
- Served as Instructor of Technical Writing at Denver Technical College and Metropolitan State College.
- Publication Product (Information) Development Process, PS-080005-001 (USWEST A/T).

Military Service

United States Navy – Electronics Technician (Communications); CVA67

- Completed Boot Camp and advanced training from A-School to C-School.
- Served on CV 47 ROOSEVELT then transferred to CVA 67 KENNEDY,
- Honorably discharged with a Vietnam Service Medal. Honorable Discharge–1970

Community Service & Civic Leadership

- Lifelong service across church leadership, youth programs, neighborhood associations, and veteran organizations.
- Organizer of Wonderful Outdoor World; Director, Spiral Education Foundation – Colorado.
- Creator/Editor/Distributor of community information platforms.
- Deeply involved in community housing, development, and civic engagement since 1979.
- Your résumé affirms: "A Lifetime of Giving… The greater balance of service occurred in Aurora, CO since 1979."

Family & Personal Foundation

- Husband to Rosa L. Walker; father and grandfather since 1972.
- Principal Partner of the Walker Family Trust with real estate holdings in AR, CO, and TX.
- Guided by faith, legacy, and the principle of "Giving First…Knowing."

Letter of Reference – Former Senator Rhonda Fields

Attached

Gratefully Submitted



Nicholas O. WALKER
Founding Principal Partner, VetVest Group, LLC
Interim President, New Horizons CDC and its Subsidiaries



[redacted]

CommUNITYs: Prioritizing, Creating, Developing, and Protecting Assets for Legacies of Tomorrow.

"Revitalizing, Reimagining, Renewing Financial Dreams"

ACT!*NOW2000 !!*

Powered by: VetVest Group, LLC
A faith-based, US Veteran-influenced, and multi-cultural collection of Givers
Giving 1st: *Our Given Time, Talent, and Treasury for the Uplifting of God's CommUNITY!*

Aurora Downtown Development Authority

Applicant Package - Ward VI

Aurora Downtown Development Authority - Ward VI

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Watson, Johnny
Received: 2/16/2026
Ward VI Resident and Registered Voter
The DDA Address Provided Falls Within Boundaries
Arapahoe County
Vetted: 2/17/2026

Marcus Bond

Name: Watson, Johnny

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Alternate Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

I have worked in Northwest Aurora since 2019 as a consultant, supporting Ward 1 Councilwomen, Murillo, and others. In this role, I have contributed to initiatives focused on strengthening economic development and expanding opportunities within the community.

How are you involved in your community?:
I have actively collaborated with members of the DDA and Ward One to drive economic development initiatives that benefit our community. I provide guidance to organizations on navigating government processes, helping them effectively engage with local departments. In addition, I played a key role in establishing a DDA working group to organize and lead efforts focused on revitalizing Colfax, ensuring these initiatives are structured for long-term success.

List your interests and activities.:
I am deeply interested in serving on the DDA Board and have actively contributed to its initiatives. One way I supported the community was by working with business owners and local leaders to advance the DDA ballot initiative, which successfully passed in the November elections. In addition, I regularly attend community meetings and panel discussions, demonstrating my ongoing commitment to the revitalization and growth of Northwest Aurora.

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

• City of Aurora Planning Commission – Member, 2018 • Aurora City Council – Member, 2019 • Aurora Urban Renewal Authority – Current Member • Metro Water Recovery Board – Director, Current • Eagle Bend Metropolitan District – Director, 2017

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

I want to serve on the Aurora DDA Board because my experience on previous boards and commissions equips me to contribute effectively from day one. I bring a strong understanding of how meetings are conducted, including the use of rules of order, and I am committed to applying this knowledge to support the board's work in revitalizing and strengthening our community.

Describe your vision for the future of East Colfax.:

My vision for East Colfax aligns with the Colfax Community Vision and Action Plan. As a member of the Downtown Development Authority working group, I collaborated with representatives from PUMA Progressive Urban Management Associates to help shape the plan. I also attended community meetings, where I had the opportunity to listen to residents' concerns and suggestions, ensuring that the community's voice an information was heard. By attending community meetings, I have listened to residents' concerns and ideas, ensuring that East Colfax evolves into a lively, creative hub where arts, culture, and local voices come together making the street a destination for connection, celebration, and innovation.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

I bring a strong foundation of knowledge and experience as a City of Aurora Planning Commissioner. In this role, I have worked extensively on planning initiatives and development projects that support both the current needs and the long-term growth of the City of Aurora. This experience has given me a deep understanding of responsible growth, strategic development, and sustainable planning practices. In addition, I have traveled to other states to study revitalized and thriving communities firsthand. Observing successful redevelopment efforts in other cities has provided me with valuable insight into practical implementation strategies, sustainable development models, and economic revitalization techniques. These experiences allow me to bring both a strategic perspective and real-world examples of what works to the Aurora DDA

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

I have extensive experience working in group settings and balancing diverse viewpoints through my roles as a Planning Commissioner, City Council member, and Commissioner on the Aurora Urban Renewal Authority. In each of these positions, I collaborated with fellow board members, staff, and community stakeholders to make decisions that reflect a range of perspectives. As a member of the Eagle Bend Metro District Board of Directors, I regularly apply conflict resolution techniques to navigate differing opinions and ensure productive, respectful discussions during every meeting.

Reference 1: Full Name, Phone Number and Address:
Bob LeGare [redacted]

Reference 2: Full Name, Phone Number and Address:
David Gruber [redacted]

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

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Johnny Watson

Time of Submission: 02/16/26 4:36:47 PM

Attachments

- Johnny's Bio changed.pdf

I am Johnny Watson, past member of Aurora City Council as an At Large member.

Due to corporate transfers with a fortune 100 company for many years, I had the distinct opportunity to be a part of planning commissions and city governance, in numerous cities across the U.S., gaining a bird's eye view on the needs of communities and cities.

I am the Past president and owner of a Montessori School and therefor education is a priority for me.

I am a decorated combat veteran and served 14 years in the US Army.

I have been married for over 50 years to my lovely wife.

I have three adult children, each of whom attended Aurora schools. It is beautiful to see how Aurora schools have impacted their lives and help to create the success that they are today. I am also a grandparent.

In total I have been a residence of Aurora for over 18 years. My wife and I had an opportunity to retire in any state in the US or abroad and chose to come back to Aurora to retire because we love this great city and all it has to offer.

Municipality of Anchorage

As a Planning Commissioner for the Municipality of Anchorage, I worked with others to allow Commissioners to review and approve the project for the Sullivan Arena. That facility was the largest Multi-Use Center in the state at the time of approval.

Also, as a Commissioner, my colleagues and I changed the ordinance on allowing overhead power lines to all new and some exiting power lines must be placed underground. I also worked on the ordinance on developing subdivisions in Avalanche areas.

As a planning Commissioner I reviewed the Comprehensive Plan for approval and implementation. During my time on the commission, Anchorage also won the award for being an All-American City. I received an award from Mayor Tony Knowles for my work helping Anchorage to achieve this recognition.

Beaverton

During my time serving on the Planning Commission for Beaverton, Oregon the Light Rail Project for trains moving passengers from Portland to Beaverton was in the

planning stages. A stringent review of corridors and Right of Ways for the rail lines access to Beaverton.

While on the Planning Commission we reviewed zoning changes and decided on growth areas that are not yet defined. Beaverton had several major corporations who were in the process of expanding. Nike wanted to move from small warehouses city wide to develop Corporate Headquarters.

Beaverton's growth required a review of residential zoning codes to allow for Multi Family and the use of PUD development.

City of Aurora

Served on City of Aurora Planning Commission during the review and passing of the Aurora Places Comprehensive Plan process. The plan is reviewed every 7 to 10 years. The review is done to determine where development is occurring and where development should happen.

The Changes in the land available for development in Aurora is due to annexations and many other factors. The cost of housing and the availability of more affordable housing in Aurora have put development on the fast track in the city. Residential and Business filings for construction and development have put pressure on Planning Commissioners to spend more time reviewing and visiting sites slated for approval.

We worked with staff and developers to ensure a timely review process and quick response to meeting deadlines. City of Aurora Planning Commissioners are a trained and dedicated group of Citizens.

Serving as a Commissioner on Aurora Urban Renewal Authority. The Commission is responsible for redevelopment and Urban Renewal activities. Urban renewal areas may have a variety of projects which are cultivated, negotiated, implemented and monitored through various agreements.

Eagle Bend Metropolitan District

Served as a Director of the Eagle Bend Metropolitan District. While serving as a director, we managed finances and projects that the Metropolitan District chose to sponsor. I voted to provide funds to the three HOA's in the Eagle Bend Metropolitan District. The project included fence painting and repair, landscape and flower replacement.

The district also maintained 2 deep water wells used to water the Heritage Eagle Bend Golf Course. The maintenance and up-keep of the wells is a priority. As a director making decisions to keep the businesses and homeowners aware of the efforts to maintain property values is key to the success of the district.

The Eagle Bend Metropolitan District supported Heritage Eagle Bend in placing a Traffic Light at the entrance to the community. Working with the Ward Council Women to secure funding from the city and the Metro District, that project was a success.

Servicing and Giving Back

As a combat Army Veteran, I understand the needs of our veterans. I support more affordable housing for veterans. I support more assistance for veterans developing businesses in the city of Aurora.

As president of Creekside Eagle Bend HOA, I ensured that the community operated within budget requirements and ensured that policies and requirements were followed by the board as well as residents. Maintaining property values of this HOA is very important to me.

As an officer in the Civil Air Patrol, I will continue to support its mission and know the importance of recruiting and training our youth and young adults for this program. Advanced technology in air and space travel is enviable. The Civil Air Patrol and educational programs are charting the path. This technology will create higher paying jobs which in turn will be a benefit for our city and its residents.

EDUCATION

Pierce College	Lakewood, Washington
Chapman College	Orange County, California

Aurora Downtown Development Authority

Applicant Package - Ward I

Aurora Downtown Development Authority - Ward I

Term 01 May 2026 - 30 Jun 2029
Positions Available 11

Number of applicants in this package 1

- Williams, Johnnie

Received: 2/28/2026
Non Resident and Registered Voter
The Address Provided Falls Within DDA Boundaries
Vetted: 3/2/2026

Marcus Bond

Name: Williams, Johnnie

Address: [redacted]

Email: [redacted]

Board Name: Aurora Downtown Development Authority

Date of Birth:
[redacted]

Preferred Phone Number:

[redacted]

Which of the following apply to you? (Use the Aurora Downtown Development Authority Map to determine.):

I own a business within the DDA boundary.

Address within the DDA boundary (if different from address listed previously).:

[redacted]

How long have you lived, worked, owned a business, or owned property in Northwest Aurora?:

20+ years

How are you involved in your community?:
I am the Executive Director of a nonprofit organization - Denver Youth Program | GRASP (Gang Rescue and Support Project)- that has worked in Aurora for decades, providing violence intervention and prevention in the community and in regional hospitals. We have recently purchased a building on East Colfax to expand services within that physical location and to better orchestrate a collaborative provision of services across sectors in Aurora.

List your interests and activities.:
Violence prevention/intervention, social enterprise, prosocial positive activities, workforce development

Have you ever served in any other appointed position on a board, commission, or committee?:

Yes

If you have served in any other appointed position on a board, commission, or committee, enter the board name(s), position(s), date(s). :

Board, Health Alliance for Violence Intervention 2024-present Community Board, Firearm Injury Prevention Initiative, University of Colorado, 2023-present

I have read and agree to the Board Member responsibilities and expectations**.:**

Yes

Why do you want to serve on the Aurora DDA board?:

As a longtime community member in the metro area, nonprofit executive director, and recent property owner in the East Colfax corridor, I am deeply invested in the future of this community. My organization recently purchased a building in this area to expand services to youth and families, which represents both a financial commitment and a long-term promise to the neighborhood. Serving on the Aurora Downtown Development Authority (DDA) board would allow me to align that commitment with broader economic development strategies that strengthen the corridor for businesses, residents, and community-based organizations alike. I want to ensure that redevelopment and revitalization efforts reflect the lived experiences of the people who call East Colfax home. This corridor is vibrant, culturally rich, and entrepreneurial. At the same time, it faces challenges related to safety, affordability, and equitable investment. As someone who works daily with families navigating these realities, I believe I can contribute grounded insight to DDA decisions so that growth benefits existing residents and small businesses rather than displacing them. Serving on the DDA board is an opportunity to help shape inclusive development—development that honors legacy businesses, supports new entrepreneurs, improves infrastructure, and builds long-term community wealth.

Describe your vision for the future of East Colfax.:

My vision for East Colfax is a corridor that is safe, economically vibrant, culturally celebrated, and inclusive of the people who built it. I see a district where small businesses thrive alongside new investment, where storefronts are activated with local entrepreneurs, and where public spaces invite families, youth, and seniors to gather. East Colfax has always been a place of resilience and diversity. I envision a future where that identity is preserved and elevated—not erased. That means supporting minority- and immigrant-owned businesses, prioritizing pedestrian-friendly infrastructure, enhancing lighting and streetscapes, and strengthening partnerships between property owners, nonprofits, and public agencies. As a building owner in the corridor, I also think about long-term sustainability. We need strategic investment that increases property values responsibly while protecting affordability and access. The future of East Colfax should include workforce development pathways for local youth, opportunities for community-serving organizations to remain rooted, and public-private partnerships that reinvest in the neighborhood's social fabric. Ultimately, I see East Colfax becoming a model of equitable revitalization—where growth and community stability move forward together.

What knowledge, skills, expertise, and perspective do you bring to the Aurora DDA?:

As the executive director of a local nonprofit serving youth and families, I bring experience in organizational leadership, budget oversight, strategic planning, and community engagement. I manage public and private funding, collaborate with government partners, and oversee long-term facility planning—including the recent acquisition of a property in the DDA area. This gives me firsthand understanding of development processes, financing considerations, and the operational realities of maintaining a building within a commercial corridor. I also bring the perspective of a man of color who has invested in this community for many years. I understand the importance of representation in decision-making spaces and the need to consider how policies impact historically underserved populations. My work places me in direct relationship with residents, small business owners, and families whose voices are not always present in development conversations. In addition, I bring relationship-building skills and a solutions-oriented mindset. My role requires balancing mission, fiscal responsibility, and stakeholder expectations. I approach development with both optimism and practicality—focused on measurable outcomes, long-term sustainability, and community benefit.

As a DDA board member, you will collaborate with fellow board members and many different community stakeholders. Describe your experiences working in group settings, balancing different viewpoints, and using conflict resolution techniques.:

As a nonprofit executive director, collaboration is central to my work. I regularly work with boards of directors, government agencies, funders, neighborhood groups, and community partners who may have differing priorities. In those settings, my approach is to listen first—seeking to understand underlying interests rather than reacting to surface-level disagreements. I have facilitated strategic planning sessions, community meetings, and partnership negotiations where viewpoints varied widely. In those situations, I focus on identifying shared goals, clarifying areas of alignment, and reframing conflict as an opportunity for stronger solutions. I rely on clear communication, transparency, and data to guide discussions while remaining attentive to community voice and lived experience. When disagreements arise, I prioritize respect and relationship preservation. I believe in addressing concerns directly, asking clarifying questions, and finding compromise when possible without compromising core values. My leadership style is collaborative but decisive; once input has been gathered and options weighed, I am comfortable helping a group move toward action. Serving on the DDA board would continue that pattern of thoughtful collaboration. I am prepared to engage constructively, represent community perspectives, and work with fellow board members to advance a shared vision for East Colfax's future.

Reference 1: Full Name, Phone Number and Address:
Jerry Morgan, [redacted]

Reference 2: Full Name, Phone Number and Address:
Ginny McCarthy, [redacted]

Reference 3: Full Name, Phone Number and Address:
Yoal Ghebremeskel, [redacted]

If I want my resume to be considered along with the information on this application, I understand that I must attach my resume using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

A LETTER OF INTEREST IS REQUIRED: I understand I must attach a Letter of Interest using ATTACHMENTS at the top of this application before I submit this application, and not attaching the Letter of Interest disqualifies my application.:

Yes

I understand that if I am an employee, manager, or agent of an entity with a place of business within the DDA boundary, I must upload an Entity Representative Letter naming me as their representative using ATTACHMENTS in the top section of this application before I submit this application.:

Yes

If you are not selected for appointment to the DDA board, are you interested in being involved in other volunteer opportunities with the DDA? (Your contact information will be shared with the DDA):

Yes

I understand the information I provide in this application will be part of the public record and may be made available to the public (personal information will be redacted).:

Yes

By entering my name and clicking APPLY to submit this application, I certify that the forgoing information is true and correct.:

Johnnie Williams

Time of Submission: 02/28/26 9:41:02 AM

Attachments

- JWilliams_AuroraDDAloi_2.2026.pdf

February 20, 2026

Office of the Mayor
City of Aurora
15151 E. Alameda Parkway
Aurora, CO 80012

Dear Mayor Coffman and Members of the DDA Nomination Committee:

I am writing to express my interest in serving on the Board of the **Aurora Downtown Development Authority (DDA)** and to offer my commitment to supporting equitable revitalization along the East Colfax corridor. I am honored to be considered for appointment and respectfully submit this letter of interest.

As the Executive Director of **Denver Youth Program**, I have dedicated my professional life to advancing violence intervention and prevention through addressing and contributing positively to community wellbeing through youth engagement, culturally grounded programming, and systems-level collaboration that creates opportunities for historically marginalized populations. My work has centered on building bridges among residents, civic partners, service providers, and local institutions to expand access, strengthen community voice, and ensure inclusive outcomes.

I am inspired by the vision for the Aurora DDA to steward economic development, neighborhood improvements, and long-term investment in downtown Aurora. The DDA's role in implementing the *Colfax Community Vision & Action Plan,* through its origin in public input and shared goals for public safety, housing stability, small business support, public space enhancements, and arts and culture, resonates deeply with my own values and experience.

Throughout my leadership career, I have:

- Guided strategic program growth that prioritizes commnity leadership and community-centered decision making.
- Built partnerships across nonprofit, public, and private sectors to design and implement community-driven solutions.
- Managed organizational operations with accountability, fiscal stewardship, and a focus on measurable impact.
- Engaged directly with local stakeholders — including youth, families, educators, service providers, and funders — to elevate community priorities.

I bring both practical management experience and a commitment to equitable development that aligns with the DDA's responsibilities, including thoughtful stewardship of resources, community engagement, and fostering relationships that strengthen downtown neighborhoods. I am prepared to dedicate the

time and attention necessary to attend meetings, serve on committees, participate in board governance, and help move forward the shared goals of revitalization and inclusion that residents have articulated.

I am particularly invested in ensuring that economic development work benefits all residents, including families and youth who have historically been underrepresented in planning and investment discussions. My perspective would contribute to a diverse and collaborative board that reflects the multifaceted needs of the Aurora community.

Thank you for your consideration. I would be honored to serve as a member of the Aurora Downtown Development Authority Board and support the long-term vitality and prosperity of the Colfax corridor and surrounding neighborhoods.

Respectfully,



Johnnie Williams
Executive Director
Denver Youth Program

Aurora Downtown Development Authority
Inaugural Board Appointments

City Council Study Session
June 8, 2026
Sponsors: Mayor Coffman and Mayor Pro Tem Coombs





Downtown Development Authority (DDA)



- Governed by state statute
- Includes commercial and residential property
- Owners, residents, and tenants within district vote to create
- Led by appointed board of 5 to 11 members (mayor appoints, council confirms)
- Mainly funded by Tax Increment Financing (TIF) which allows district to keep future increases in sales/property taxes

Aurora Downtown Development Authority (DDA)



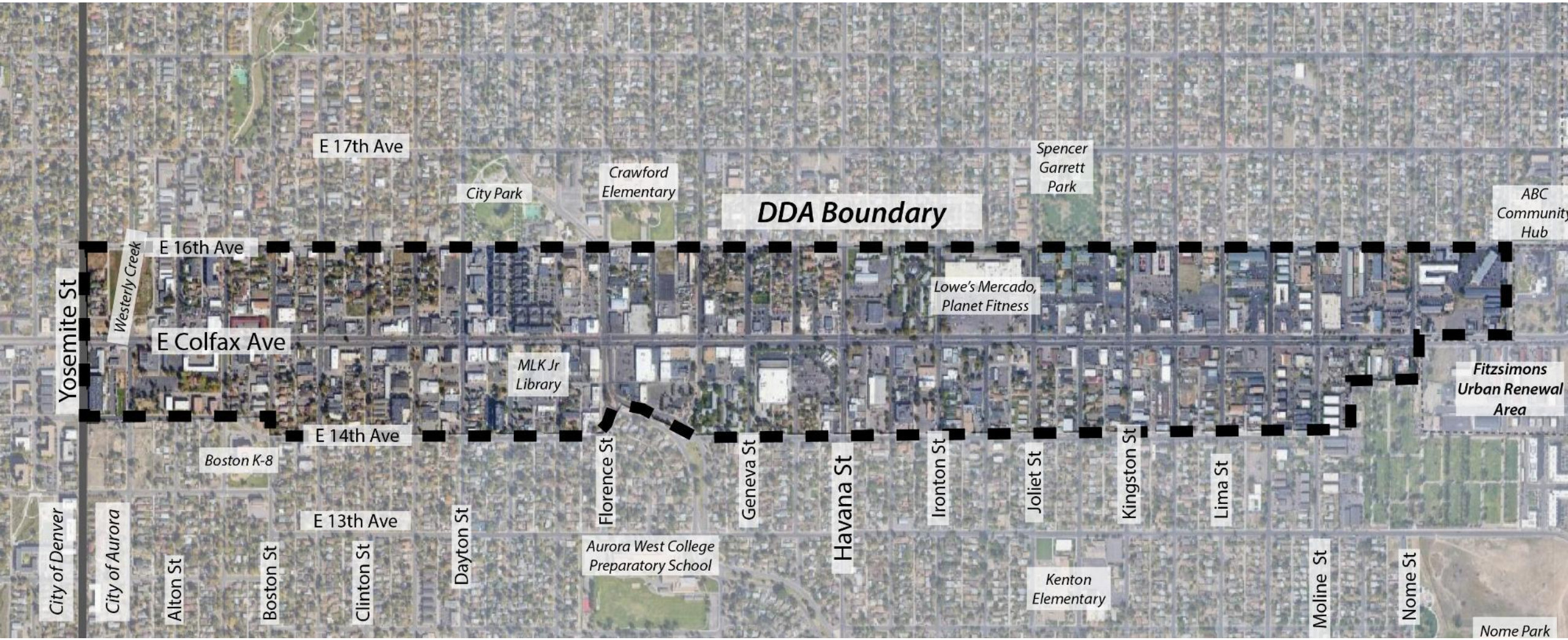
On November 4, voters in the proposed DDA boundaries approved:

1. Forming the DDA
2. Allowing the DDA to use Tax Increment Financing (TIF) under Colorado's Taxpayer Bill of Rights (TABOR).

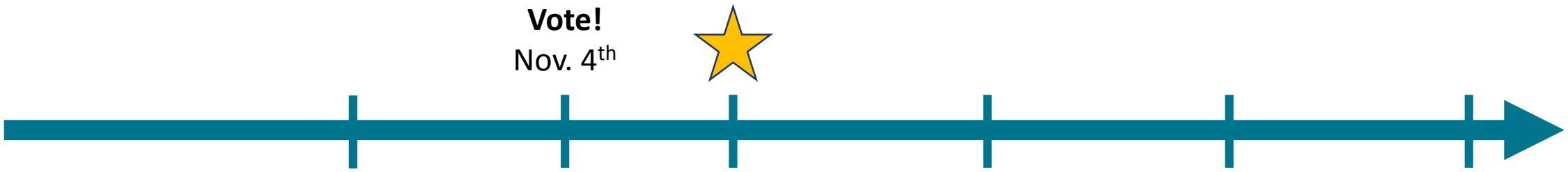
TIF is a financial tool that will allow the DDA to reinvest future tax revenue in the district into community projects outlined in the Vision and Action Plan. TIF does not raise taxes.

No action can occur by the DDA or on behalf of the DDA until the board is appointed and the "Plan of Development" is approved by City Council.

Aurora Downtown Development Authority Boundary



Timeline: DDA Formation and Startup



City council adopts ordinance putting questions on ballot: Creation of DDA, authorizing TIF, and/or debt, and/or mills (all separate questions).

Campaign to spread awareness and understanding of vote among qualified electors.

Council Appoints DDA Board

Board proposes & Council approves **Plan of Development.** DDA *cannot* use TIF or do any project until PoD adopted.

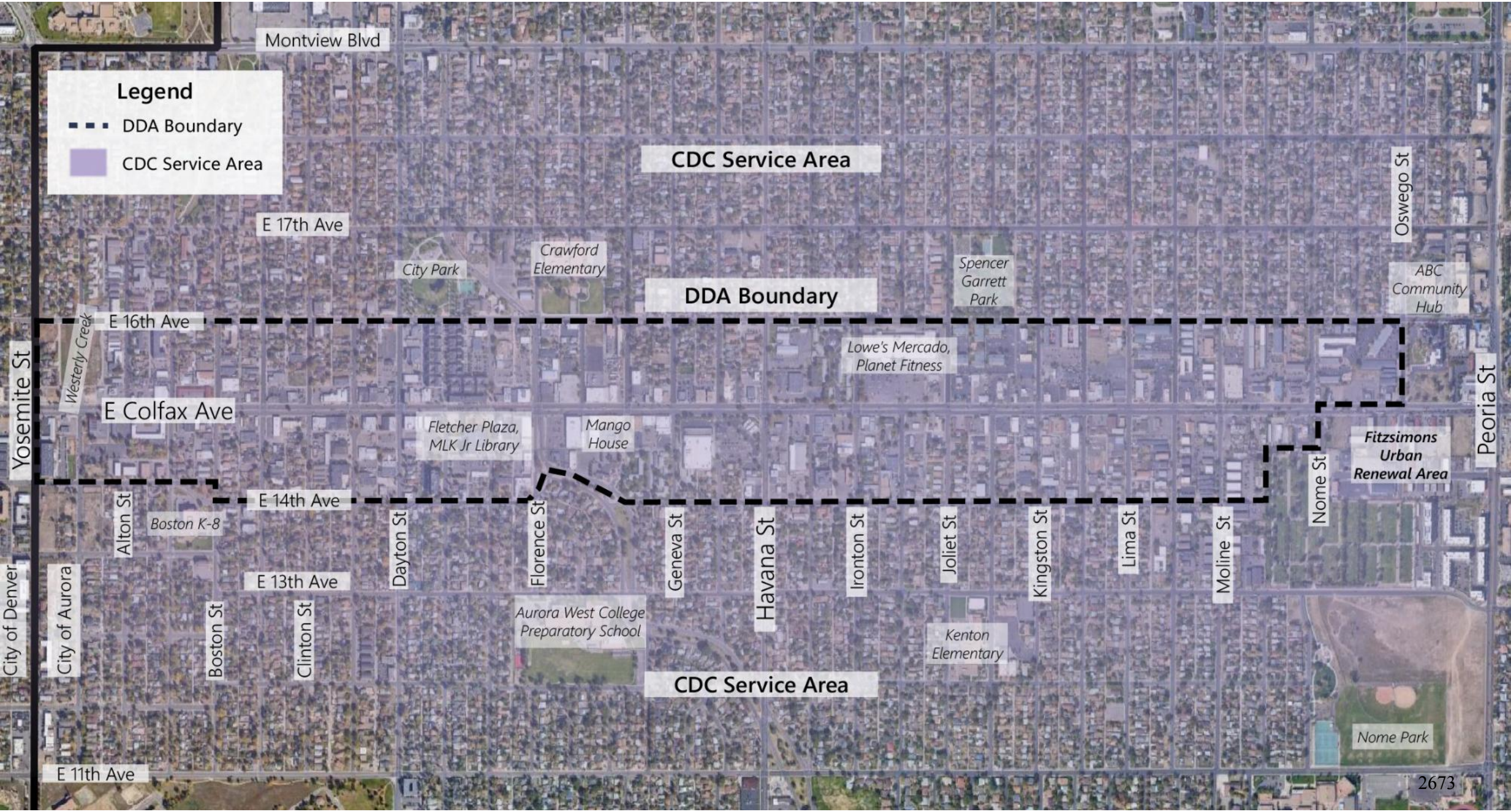
Board decides posting place for meeting notices and agendas at 1st meeting, adopts other bylaws and procedures.

Board creates and Council approves yearly **operating plan and budget.**

Colfax Vision and Action Plan: Six Goals Areas

- Plan serves as legally required "Plan of Development" for a new Downtown Development Authority.
- Describes structure, governance, financing, and boundaries.
- Plan requires approval by DDA board and City Council




Legend
DDA Boundary
CDC Service Area
Montview Blvd
CDC Service Area
E 17th Ave
Oswego St
City Park
Crawford Elementary
Spencer Garrett Park
ABC Community Hub
DDA Boundary
E 16th Ave
Yosemite St
Westerly Creek
Lowe's Mercado, Planet Fitness
Peoria St
E Colfax Ave
Fletcher Plaza, MLK Jr Library
Mango House
Fitzsimons Urban Renewal Area
E 14th Ave
Alton St
Boston K-8
Dayton St
Florence St
Geneva St
Havana St
Ironton St
Joliet St
Kingston St
Lima St
Moline St
Nome St
City of Denver
City of Aurora
E 13th Ave
Boston St
Clinton St
Aurora West College Preparatory School
Kenton Elementary
CDC Service Area
Nome Park
E 11th Ave

Aurora Downtown Development Authority (DDA)

Board Appointment Legal Requirements

- **5-11 members that must be 18+** (do not have to be registered voters)
- Must be a **business (non- or for-profit), resident, or property owner** within the DDA
- A **manager, agent, or employee** of a business in the DDA is also eligible.
- The **majority** of board members must either **live** or **own property** within the DDA
- One member of the board must be a **City Councilmember**
  - No other city employee or elected official is allowed
- **Appointed by Mayor and confirmed by City Council**

ADDA Board Appointment Process

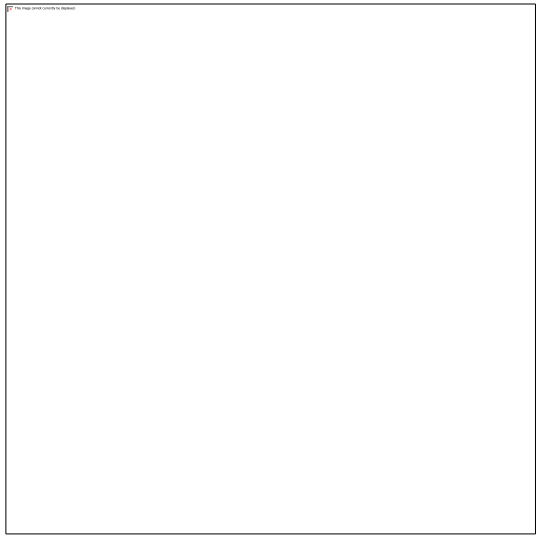
- Applications were open **January 20, 2026 - February 28, 2026**
  - City received **33 applications** (met state statute eligibility requirements)
  - List of eligible applicants were posted online
    - Community feedback
- **12 candidates were selected for interview (April 29th and May 5th)**

Priscilla Montoya	Matthew Horne	Amanda Blaurock
Thoa Nguyen	Cynthia Moreno-Romero	Alemayehu Eshete
Johnny Watson	Heather Adams	Matthew Rogers
Katie Goldman	Razz Cortes-Maceda	Natasha Sztevanovity

- Recordings of interviews are posted online
- Community provided feedback on candidates via an online form and via email to DDA@auroragov.org **(May 6th to May 26th)**

ADDA Board Appointment Process

- Plan recommends **categories of representation**:
  - *"A wide cross-section of the community including property owners, businesses and their employees, artists/arts organizations (including CADA), resident renters and homeowners, schools, and other organizations from within the DDA boundaries."*
- **Proposed Qualifications**
  - Legal eligibility
  - Ability to serve / commitment to core duties
  - Ties to community
  - Knowledge and skills/perspective
  - Dedication to collaborative work
  - Alignment with Vision and Action Plan



ADDA Board Appointment Recommendation

- **Candidates recommended for appointment to the DDA board demonstrated:**
  - Meaningful, ongoing involvement with the Colfax Corridor
  - Diverse backgrounds and experiences
  - Ability to govern inclusively and collaboratively
  - Investment in the Colfax Vision and Action Plan
- **9 candidates are recommended for appointment to the 11 member DDA Board in with staggered terms in accordance with the DDA ordinance:**

Amanda Blaurock	Cynthia Moreno-Romero
Alemayehu Eshete	Thoa Nguyen
Katie Goldman	Natasha Sztevanovity
Matthew Horne	Johnny Watson
Priscilla Montoya	

ADDA Board Appointment Process Timeline

Applicant Interviews (April 29th and May 5th)

- Recorded and open to the public to observe
- Recordings posted on website

Community Feedback Period

- May 6th to May 26th

Mayor nomination of nine DDA board members following interviews for Council confirmation

- One DDA board seat is reserved for a City Council member by State Statute (CM Jackson)

DDA Board Member Appointments

- June 8th (Study Session)
- June 22nd (1st Reading)

First DDA board meeting anticipated July-August

ADDA Board Appointment Recommendation

Members	Full Name	Term Begins	Term Ends
1	Blaurock, Amanda	6/22/2026	6/30/2027
2	Montoya, Priscilla	6/22/2026	6/30/2027
3	Eshete, Alemayehu	6/22/2026	6/30/2028
4	Goldman, Katie	6/22/2026	6/30/2028
5	Horne, Matthew	6/22/2026	6/30/2029
6	Moreno-Romero, Cynthia	6/22/2026	6/30/2029
7	Nguyen, Thoa	6/22/2026	6/30/2029
8	Sztevanovity, Natasha	6/22/2026	6/30/2030
9	Watson, Johnny	6/22/2026	6/30/2030

ORDINANCE NO. 2025-69

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, CONCERNING THE CREATION AND ORGANIZATION OF THE AURORA DOWNTOWN DEVELOPMENT AUTHORITY IN THE CITY OF AURORA, COLORADO, DECLARING THE NECESSITY FOR AN ELECTION ON NOVEMBER 4, 2025, CONCERNING THE FORMATION OF SUCH AUTHORITY, PURSUANT TO COLO. CONST. ART. X, SEC. 20 AND STATUTORY REVENUE LIMITATIONS FOR SUCH AUTHORITY, DETERMINING ORGANIZATIONAL ASPECTS OF THE AURORA DOWNTOWN DEVELOPMENT AUTHORITY BOARD, AND PROVIDING OTHER DETAILS RELATED THERETO

WHEREAS, the City of Aurora, Colorado (the "City") is a home rule municipality and political subdivision of the State of Colorado (the "State"), duly organized and operating under the City of Aurora Home Rule Charter (the "City Charter") and the Constitution and laws of the State; and

WHEREAS, the City, by ordinance, may create and establish a downtown development authority pursuant to the provisions of Part 8 of Article 25 of Title 31, C.R.S., and the City Council of the City of Aurora (the "City Council") has considered the advisability of establishing the Aurora Downtown Development Authority (the "Authority") for the public health, safety, prosperity, security, and welfare and to carry out the purposes of an authority as stated in Section 31-25-801, C.R.S.; and

WHEREAS, it is first necessary to submit the question of the establishment of the Authority to a vote of the qualified electors, as defined in Section 31-25-802, C.R.S., of the area within which the Authority is to exercise its powers; and

WHEREAS, pursuant to Article X, Section 20 of the Colorado Constitution ("TABOR") and Section 31-25-804, C.R.S., any tax or other matters arising under Article X, Section 20 of the Colorado Constitution are required to be approved by the qualified electors within the boundaries of the proposed Authority.

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

Section 1. Recitals. The above recitals are incorporated by reference in this Ordinance and such recitals constitute findings in support of the following ordaining sections.

Section 2. Findings. As the governing body of the City, the City Council hereby determines that it is necessary to establish the Aurora Downtown Development Authority for the public health, safety, prosperity, security, and welfare, and to carry out the purposes of an authority as stated in Section 31-25-801, C.R.S., which Authority will promote the public health, safety, prosperity, security, and general welfare in order to halt or prevent deterioration of property values or structures within the downtown; will halt or prevent the growth of blighted areas within the

downtown; will assist in the development and redevelopment of this district and in the overall planning to restore and provide for the continuance of the health of the downtown; and will be of special benefit to the properties within the boundaries of the Authority.

Section 3. Declaration. The Authority is hereby declared organized, subject to approval of the electors of the Authority voting for or against the ballot issue set forth in Section 5 of this Ordinance by a majority of the votes cast for the ballot issue at an election to be held on November 4, 2025, as provided in Part 8 of Article 25 of Title 31, C.R.S.

Section 4. Status. Upon approval as provided in Section 5, the Authority shall be a body corporate and a political subdivision with all the purposes and powers now or hereafter authorized by Part 8 of Article 25 of Title 31, C.R.S., except or as specifically limited in any plan of development approved by the City Council, and all additional and supplemental powers necessary or convenient to carry out and effectuate the purposes and provisions of said Part 8 and such other powers and authority as provided by law.

Section 5. Organization. Pursuant to Part 8 of Article 25 of Title 31, C.R.S. (the "Downtown Development Authority Act" or "Act") and the City Charter, as applicable, there shall be submitted to the qualified electors (defined in the Act as a resident, a landowner or a lessee, but any landowner or lessee which is not a natural person may vote only if it designates by some official action a representative thereof to cast its ballot) of the area hereinafter described at the election on November 4, 2025, in the City, the following ballot question in substantially the following form:

Ballot Question A

Organization of a Downtown Development Authority

Shall the Aurora Downtown Development Authority (the "Authority") be organized in the City of Aurora, Colorado (the "City") pursuant to Part 8 of Article 25 of Title 31, Colorado Revised Statutes, to exercise all powers authorized therein and any approved plan of development, for the following purposes, including without limitation: to facilitate economic development and redevelopment of properties and infrastructure within the City's central business district; to facilitate small business support, special events, and other district improvements in alignment with the City's Comprehensive Plan(s); to assist the City with the implementation of district improvements and in the overall planning to restore or provide for the continuance of the health of such district; and to halt or prevent the growth of blighted areas within such district, within the boundaries of the proposed Aurora Downtown Development Authority area as such boundaries are described and shown in Ordinance No. __, Series 2025, adopted by the City Council of the City of Aurora, Colorado, on _____?

YES _____ NO _____

Section 6. The boundaries of the Authority shall be as shown on the map attached hereto as **Exhibit A**, and as legally described in the legal description attached hereto as **Exhibit B**, which exhibits are incorporated herein by this reference. Further, for the public's convenience and reference, a list of the real properties to be included in the boundaries of the Authority, identified by property address and county parcel number, is attached hereto as **Exhibit C** and incorporated herein by this reference.

Section 7. TABOR. Pursuant to the Act and the City Charter, as applicable, there shall be submitted to the qualified electors (as that term is defined herein) of the area heretofore described at the election on November 4, 2025, in the City, the following ballot question in substantially the following form:

Ballot Issue B
Authorize Downtown Development Authority to Collect, Retain and Expend Revenues

Without increasing any local tax rate or imposing any new tax, shall the Aurora Downtown Development Authority (the "Authority"), or The City of Aurora (the "City") on behalf of any for use by the Authority, and as a voter-approved revenue change, be authorized to collect, retain, and expend the full amount of revenues received by the Authority in 2025 and each year thereafter, including without limitation, tax revenues, fees, rates, tolls, charges, grants, rents, loans, contributions, and any other revenues, without regard to any expenditure, revenue-raising, or other limitation including those contained within Article X, Section 20 or the Colorado Constitution, the limits imposed on increases in property taxation by Section 29-1-301, C.R.S., Section 29-1-1702, C.R.S., or any other law which purports to limit the Authority's or City's revenues as it currently exists or as it may be amended in the future, and without limiting in any year the amount of other revenues that may be collected, retained, and expended by the Authority?

YES _____ NO _____

Section 8. Mail Ballot Election. The election shall be conducted on November 4, 2025, as a mail ballot election, in accordance with Articles 1 to 13 of Title 1, C.R.S. (the "Uniform Election Code") and the laws of Colorado, except as otherwise provided in the City Charter or ordinances of the City, all as impliedly modified by relevant judicial decision, including without limitation all acts required or permitted thereby with respect to voting by early voters' ballots, absentee ballots, and emergency absentee ballots.

Section 9. Designated Election Official. The City Council appoints Courtney Linney of Spencer Fane LLP, or her designee, as the designated election official (the "Designated Election Official") for all matters except as otherwise provided for by ordinances of the City.

Section 10. Conduct of Election. The Designated Election Official, and other City officials and employees, are hereby authorized and directed to take all action necessary or appropriate to effectuate the provisions of this Ordinance.

Section 11. Organization of Authority. The submission of the foregoing questions and issues to the qualified electors is authorized by Part 8 of Article 25, Title 31, C.R.S., Article X, Section 20 of the Colorado Constitution, Sections 29-1-301 and 29-1-302, C.R.S., the City of Aurora Home Rule Charter and the Code of Ordinances of the City of Aurora, Colorado. In accordance with Section 31-25-804(1), C.R.S., if a majority of votes cast at the election are in favor of the ballot issue as provided in Section 5, then the Authority shall be organized and the City Clerk shall cause this Ordinance, declaring the Authority organized, to be recorded at the expense of the City in the real property records of the Clerk and Recorder of Adams County, Colorado, and Arapahoe County, Colorado.

Section 12. Plan of Development. If authorized in a plan of development approved by the City Council, the Authority or the City on behalf of and for use by the Authority, and as a voter-approved revenue change, is authorized to collect and retain, in the year established in the plan of development, and in all subsequent years thereafter, whatever amount is collected annually from any revenue sources including, but not limited to, taxes received as described in Sections 31-25-807(3), 31-25-816, and 31-25-817, C.R.S., and fees, rates, tolls, rents, charges, grants, contributions, loans, income, or other revenues imposed, collected, or authorized as described in Section 31-25-808, C.R.S., or otherwise, by law to be imposed or collected by the Authority or by the City on behalf of and for use by the Authority consistent with the applicable plan of development, and such revenues shall be collected and spent without regard to any spending, revenue-raising, or other limitation contained within Article X, Section 20 of the Colorado Constitution, or any other law and without limiting in any year the amount of other revenues that may be collected and spent by the Authority and the City on behalf of the Authority. The Board of the Authority may from time to time adopt and amend one or more plans of development which, upon approval of the City Council, provide for tax increment financing from property tax and sales tax, or both, as authorized by Section 31-25-807(3), C.R.S. This Ordinance shall not be construed to prevent the creation of new urban renewal areas subject to tax increment financing under the Colorado Urban Renewal Law after the effective date of this Ordinance within or overlapping the boundaries of the Authority.

Section 13. Operations. The operations of the Authority may be funded from any of the following:

a. Donations to the Authority for the performance of its functions;

b. Moneys borrowed and to be repaid from other funds received under the authority of the Downtown Development Authority Act;

c. Tax increment funds as defined in Section 31-25-807(3), C.R.S., if a plan of development is adopted which provides for such tax increment funding;

d. Fees, rates, tolls, rents, charges, grants, contributions, loans, income or other revenues imposed, collected or authorized by law to be imposed or collected

by the Authority or by the City on behalf of and for use by the Authority pursuant to an approved plan of development;

e. Proceeds of an ad valorem tax of up to five (5) mills on the valuation for assessment of property within the boundaries of the Authority; and

f. Such other sources as may be approved by the City Council of the City.

Section 14. Board Composition. The Authority shall have a board ("Board") consisting of not less than five (5) nor more than eleven (11) members, all of whom, except for any member of the City Council appointed to the Board, must be "qualified electors" of the Authority, as defined in Section 31-25-802(9), C.R.S., appointed by the Mayor and confirmed by a majority of the City Council. Consistent with Sections 31-25-805 and 31-25-806, C.R.S., the Board of the Authority shall be constituted as follows:

a. One (1) member shall be a member of the City Council; and

b. Four (4) to ten (10) members who are residents, landowners, or business lessees within the boundaries of the Authority.

The initial terms of the Board members shall be as follows:

a. The member from the City Council shall serve at the pleasure of the City Council;

b. The terms of two members shall expire on June 30, 2026;

c. The terms of two members shall expire on June 30, 2027;

d. The terms of two members, if the Board consists of seven or more members, shall expire on June 30, 2028; and

e. All other members shall be appointed for terms expiring June 30, 2029.

After the initial terms of the Board members have expired, the terms of all members appointed to the Board, except the member from the City Council, shall expire four (4) years from the expiration date of the terms of their predecessors. After notice and an opportunity to be heard, an appointed member of the Board may be removed for cause by the City Council. Board members shall hold office until their successor has been appointed and qualified by the Mayor and confirmed by a majority of the City Council. Any appointment to fill a vacancy shall be for the unexpired term.

The term "business" shall include a for profit business or a nonprofit business. An officer or director of a corporation having a place of business within the boundaries of the Authority shall be eligible for appointment to the Board. A manager, agent, or employee, all as defined in Section 7-90-102, C.R.S., of an entity having its place of business within the boundaries of the Authority shall be eligible for appointment to the Board. No officer or employee of the City, except the member from the City Council, shall be eligible for appointment to the Board.

Section 15. Board Rules. The Board may adopt and promulgate rules governing its procedures, including election of officers, and these rules shall be filed in the office of the City Clerk. The Board shall hold regular meetings in the manner provided in the rules of the Board. Special meetings may be held when called in the manner provided in the rules of the Board. Notice of meetings of the Board shall be in accordance with the Colorado Open Meetings Law. All meetings of the Board shall be open to the public except as allowed under the Colorado Open Meetings Law.

Section 16. Maximum Net Effective Interest Rate. Any ordinance or resolution by which bonds are issued pursuant to the authority granted to the Authority shall specify the maximum net effective interest rate of such bonds.

Section 17. Inclusion of Property. Additional property may be included within the boundaries of the Authority subject to City Council approval, as provided in Section 31-25-822, C.R.S., as it may be amended.

Section 18. Contests of Ballot Form or Content. The City hereby adopts the provisions of Section 1-11-203.5, C.R.S., as the exclusive procedure for protesting or contesting the content of the ballot titles and text set forth above. For purposes of Section 1-11-203.5, C.R.S., the ballot titles for the questions set forth in this Ordinance above are hereby determined to be the text of each question itself, as applicable.

Section 19. 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. If any individual tract of land included within the area described in Section 5 of this Ordinance is determined by a court of competent jurisdiction to be excluded from the Authority, should the formation of the same be authorized by the qualified electors, such determination shall not affect, impair, or invalidate the inclusion of the remaining area described in Section 5 of this Ordinance in the Authority, it being the intention of the City Council that the inclusion of the separate tracts of land described herein be severable.

Section 20. Ratification. All actions not inconsistent with the provisions of this Ordinance heretofore taken by the officers and employees of the City directed towards the creation and establishment of the Aurora Downtown Development Authority are hereby ratified, approved, and confirmed.

Section 21. Declaration. The City Council finds and declares that this Ordinance is promulgated and adopted for the public health, safety, and welfare and this Ordinance bears a rational relationship to the legislative object sought to be obtained.

Section 22. Effective Date. This Ordinance shall become effective upon August 30, 2025.

Section 23. 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 24. 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 14TH day of JULY, 2025.

PASSED AND ORDERED PUBLISHED this 28TH day of JULY, 2025.

MIKE COFFMAN, Mayor

ATTEST:

KADEE RODRIGUEZ, City Clerk

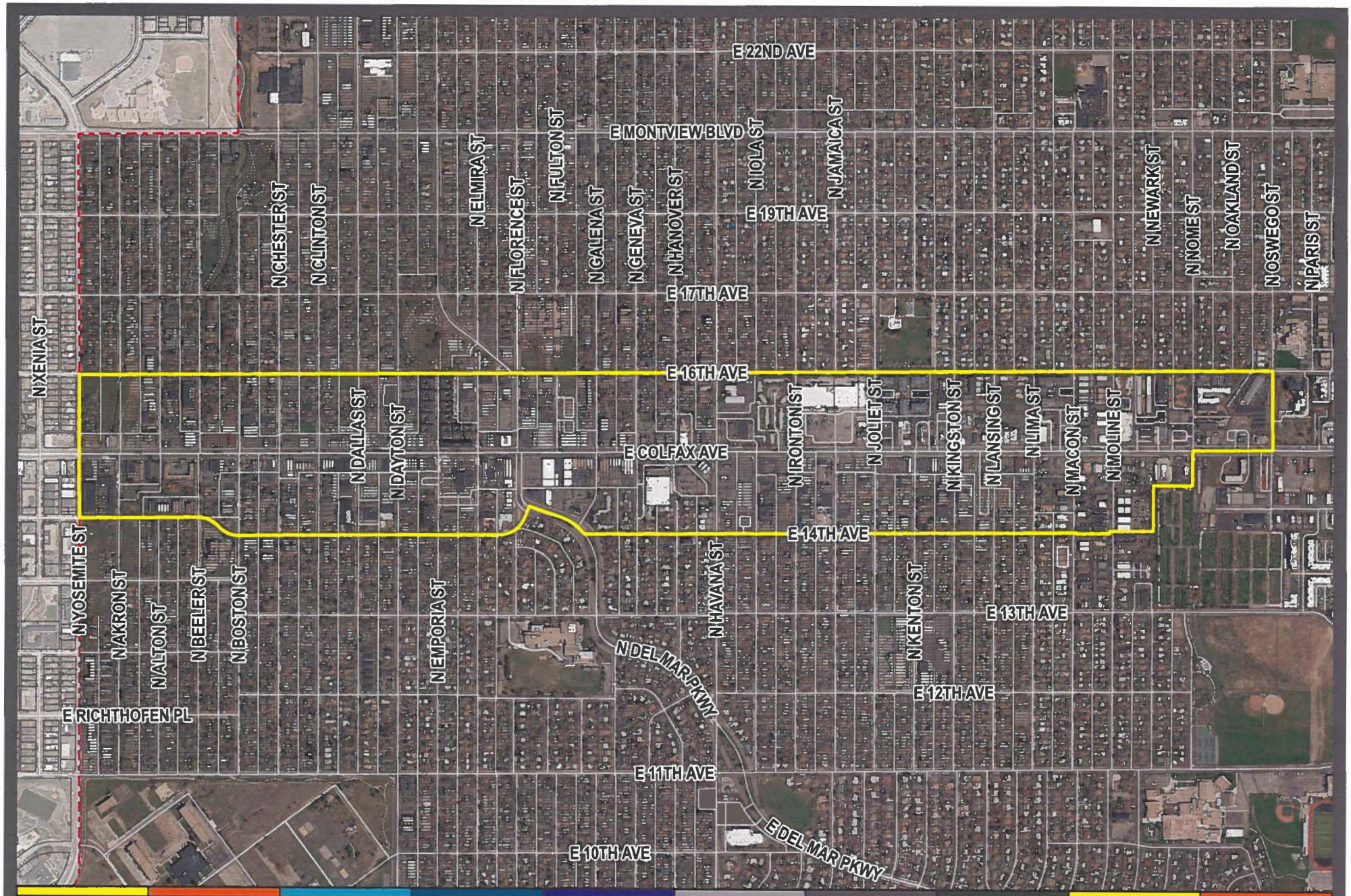
APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: _____
RACHEL ALLEN, Deputy City Attorney

EXHIBIT A

Map of the Boundaries of the Aurora Downtown Development Authority



Planning and Business Development
15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

City of Aurora, Colorado

Proposed Colfax Downtown Development Authority (DDA) Boundary

DDA Boundary

Miles 0 0.05 0.1 0.2

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.

6/27/2025 I:\GIS\ArcGIS_Pro_Projects\Planning\Development Colfax DDA_LS.aprx

EXHIBIT B

Legal Description of the Boundaries of the Aurora Downtown Development Authority

A parcel of land lying in Sections 34 and 35, Township 3 South, and in Sections 2 and 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, Counties of Adams and Arapahoe, State of Colorado, being more particularly described as follows:

Beginning; at the intersection of the centerline of N. Yosemite St. and the centerline of E. 16th Ave.;

Thence easterly, with said centerline of E. 16th Ave., to its intersection with the centerline of N. Oswego St.;

Thence southerly, with said centerline of N. Oswego St., to its intersection with the centerline of E. Colfax Ave.;

Thence westerly, with said centerline of E. Colfax Ave., to its intersection with the easterly line of Sonic at Colfax Subdivision Filing No. 1 extended northerly;

Thence southerly, with said easterly line extended and the easterly line of said subdivision, to the southeasterly corner of said subdivision;

Thence westerly, with the southerly line of said subdivision, to its intersection with the easterly line of Munster Gardens;

Thence southerly, with said easterly line, to the northeasterly corner of Plot 5 of said subdivision;

Thence westerly, with the northerly line and the northerly line extended westerly of said Plot 5, to the centerline of N. Moline St.;

Thence southerly, with said centerline of N. Moline St., to its intersection with the southerly line of Kimberly Subdivision extended easterly;

Thence westerly, with said southerly line extended and the southerly line of said subdivision extended westerly, to its intersection with the centerline of N. Macon St.;

Thence northerly, with said centerline of N. Macon St., to its intersection with the centerline of E. 14th Ave.;

Thence westerly, with said centerline of E. 14th Ave., to its intersection with the centerline of N. Del Mar Pkwy.;

Thence northwesterly, with said centerline of N. Del Mar Pkwy., to its intersection with the centerline of E. 14th Ave. extended northeasterly;

Thence westerly, with said centerline of E. 14th Ave. extended northeasterly and the centerline of E. 14th Ave., to its intersection with the centerline of N. Yosemite St.;

Thence northerly, with said centerline of N. Yosemite St., to the **Point of Beginning**.

A description and a map of the proposed District boundaries are also provided in the Petition and are incorporated by reference herein.

Exhibit C
List of Properties Within Boundaries of Proposed Aurora Downtown Development Authority Area Identified by County Assessor AIN Numbers and Property Addresses

Arapahoe County	
Property Address	Parcel Number
9990 E COLFAX AVE	1973-03-1-05-019
1425 FLORENCE ST	1973-03-1-05-006
1451 FLORENCE ST	1973-03-1-05-009
1435 FLORENCE ST	1973-03-1-05-007
1445 FLORENCE ST	1973-03-1-05-008
1457 FLORENCE ST	1973-03-1-05-010
11688 E COLFAX AVE	1973-02-1-22-002
	1973-02-1-22-003
11658 E COLFAX AVE	1973-02-1-22-001
11500 E COLFAX AVE	1973-02-1-05-026
0 E COLFAX AVE	1973-02-1-05-032
11534 E COLFAX AVE	1973-02-1-05-031
1440 MOLINE ST	1973-02-1-05-003
1400 MOLINE ST	1973-02-1-05-029
11530 E COLFAX AVE	1973-02-1-05-024
1434 MACON ST	1973-02-1-06-005
1442 MACON ST	1973-02-1-06-002
1422 MACON ST	1973-02-1-06-007
1445 MOLINE ST	1973-02-1-06-023
	1973-02-1-23-002
1439 MOLINE ST	1973-02-1-06-022
11430 E COLFAX AVE	1973-02-1-21-001
1432 MACON ST	1973-02-1-06-006
11460 E COLFAX AVE	1973-02-1-06-030
1438 MACON ST	1973-02-1-06-003
1433 MOLINE ST	1973-02-1-23-001
1437 MOLINE ST	1973-02-1-06-021
1435 MOLINE ST	1973-02-1-06-020
1436 MACON ST	1973-02-1-06-004
1475 MACON ST	1973-02-1-07-010
1451 MACON ST	1973-02-1-07-008
1480 LIMA ST	1973-02-1-18-001
1433 MACON ST	1973-02-1-07-007
1408 LIMA ST	1973-02-1-07-003
11351 E 14TH AVE	1973-02-1-07-006

1440 LIMA ST	1973-02-1-07-002
11300 E COLFAX AVE	1973-02-1-33-001
1476 LIMA ST	1973-02-1-00-005
1450 LIMA ST	1973-02-1-07-001
1429 MACON ST	1973-02-1-07-005
1463 MACON ST	1973-02-1-07-009
1460 LIMA ST	1973-02-1-00-006
1400 LIMA ST	1973-02-1-07-004
1440 KENTON ST	1973-02-2-03-005
1475 LIMA ST	1973-02-2-01-012
1457 KENTON ST	1973-02-2-04-017
1445 KENTON ST	1973-02-2-04-015
11149 E 14TH AVE	1973-02-2-02-019
1430 LANSING ST	1973-02-2-01-017
1485 KINGSTON ST	1973-02-2-03-014
1436 KENTON ST	1973-02-2-03-006
1401 LIMA ST	1973-02-2-01-005
11104 E COLFAX AVE	1973-02-2-02-001
1450 KINGSTON ST	1973-02-2-02-018
1455 LIMA ST	1973-02-2-01-011
11220 E COLFAX AVE	1973-02-2-01-018
1430 KINGSTON ST	1973-02-2-02-015
1435 KINGSTON ST	1973-02-2-03-012
1420 KENTON ST	1973-02-2-03-007
1410 KENTON ST	1973-02-2-03-008
11150 E COLFAX AVE	1973-02-2-02-014
1421 LIMA ST	1973-02-2-01-007
1435 LIMA ST	1973-02-2-01-009
1406 LANSING ST	1973-02-2-01-014
1430 JOLIET ST	1973-02-2-04-007
1420 LANSING ST	1973-02-2-01-003
1494 JOLIET ST	1973-02-2-04-002
11008 E COLFAX AVE	1973-02-2-03-001
1445 LIMA ST	1973-02-2-01-010
1450 JOLIET ST	1973-02-2-04-005
11201 E 14TH AVE	1973-02-2-01-015
1455 KINGSTON ST	1973-02-2-03-013
1431 LIMA ST	1973-02-2-01-008
1437 KENTON ST	1973-02-2-04-014
10945 E 14TH AVE	1973-02-2-04-011
1416 KINGSTON ST	1973-02-2-02-008

1415 KINGSTON ST	1973-02-2-03-011
10999 E 14TH AVE	1973-02-2-04-012
	1973-02-2-01-016
1407 KINGSTON ST	1973-02-2-03-010
1420 KINGSTON ST	1973-02-2-02-007
1412 JOLIET ST	1973-02-2-04-009
1401 KINGSTON ST	1973-02-2-03-009
1420 JOLIET ST	1973-02-2-04-008
1480 JOLIET ST	1973-02-2-04-004
11090 E COLFAX AVE	1973-02-2-03-015
1400 KINGSTON ST	1973-02-2-02-009
1451 KENTON ST	1973-02-2-04-016
1452 KENTON ST	1973-02-2-03-002
10910 E COLFAX AVE	1973-02-2-04-001
1488 JOLIET ST	1973-02-2-04-003
1433 KENTON ST	1973-02-2-04-013
1448 KENTON ST	1973-02-2-03-003
1442 KENTON ST	1973-02-2-03-004
1411 LIMA ST	1973-02-2-01-006
1400 JOLIET ST	1973-02-2-04-010
1480 KINGSTON ST	1973-02-2-02-002
10950 E COLFAX AVE	1973-02-2-04-018
1440 JOLIET ST	1973-02-2-04-006
10660 E COLFAX AVE	1973-02-2-07-001
10825 E 14TH AVE	1973-02-2-05-010
1431 JOLIET ST	1973-02-2-05-014
1418 HAVANA ST	1973-02-2-08-007
1408 IRONTON ST	1973-02-2-06-009
1457 JOLIET ST	1973-02-2-05-017
1401 IRONTON ST	1973-02-2-07-008
1416 IRONTON ST	1973-02-2-06-008
1400 HAVANA ST	1973-02-2-08-008
	1973-02-2-07-007
1424 IRONTON ST	1973-02-2-06-007
1450 HAVANA ST	1973-02-2-36-001
10750 E COLFAX AVE	1973-02-2-35-001
10720 E COLFAX AVE	1973-02-2-06-002
10660 E COLFAX AVE	1973-02-2-07-013
10800 E COLFAX AVE	1973-02-2-05-021
1458 IRONTON ST	1973-02-2-06-004
1401 JAMAICA ST	1973-02-2-34-001

1420 JAMAICA ST	1973-02-2-05-008
1435 JAMAICA ST	1973-02-2-06-015
10590 E COLFAX AVE	1973-02-2-08-013
1446 JAMAICA ST	1973-02-2-05-005
1470 JAMAICA ST	1973-02-2-05-022
1441 JOLIET ST	1973-02-2-05-015
1460 HAVANA ST	1973-02-2-08-002
1452 IOLA ST	1973-02-2-07-004
1430 HAVANA ST	1973-02-2-08-011
1462 IOLA ST	1973-02-2-07-002
10660 E COLFAX AVE	1973-02-2-07-010
1440 IRONTON ST	1973-02-2-06-005
1467 JOLIET ST	1973-02-2-05-019
1432 IRONTON ST	1973-02-2-06-006
1411 JOLIET ST	1973-02-2-05-012
1456 IOLA ST	1973-02-2-07-003
1461 JOLIET ST	1973-02-2-05-018
1421 JOLIET ST	1973-02-2-05-013
10500 E COLFAX AVE	1973-02-2-08-012
1449 JOLIET ST	1973-02-2-05-016
1436 JAMAICA ST	1973-02-2-05-007
1425 JAMAICA ST	1973-02-2-34-002
null	1973-02-2-35-000
1442 JAMAICA ST	1973-02-2-05-006
1470 IRONTON ST	1973-02-2-06-003
10815 E 14TH AVE	1973-02-2-05-009
1401 JOLIET ST	1973-02-2-05-011
10730 E COLFAX AVE	1973-02-2-06-001
1440 HAVANA ST	1973-02-2-08-010
1440 IOLA ST	1973-02-2-07-006
1448 IOLA ST	1973-02-2-07-005
10890 E COLFAX AVE	1973-02-2-05-020
10300 E COLFAX AVE	1973-03-1-32-001
1425 HAVANA ST	1973-03-1-01-010
10498 E COLFAX AVE	1973-03-1-32-004
1424 HANOVER ST	1973-03-1-01-004
1401 HANOVER ST	1973-03-1-02-005
1408 HANOVER ST	1973-03-1-01-006
1417 HAVANA ST	1973-03-1-01-009
1416 HANOVER ST	1973-03-1-01-005
1433 HAVANA ST	1973-03-1-01-017

1400 HANOVER ST	1973-03-1-01-007
1409 HANOVER ST	1973-03-1-02-006
1430 HANOVER ST	1973-03-1-01-003
	1973-03-1-32-003
1400 GENEVA ST	1973-03-1-02-004
1401 HAVANA ST	1973-03-1-01-018
1425 HANOVER ST	1973-03-1-02-008
10400 E COLFAX AVE	1973-03-1-32-002
1441 HAVANA ST	1973-03-1-01-016
1417 HANOVER ST	1973-03-1-02-007
10212 E COLFAX AVE	1973-03-1-03-015
10260 E COLFAX AVE	1973-03-1-03-016
10204 E COLFAX AVE	1973-03-1-03-014
null	1973-03-1-34-COM
1401 GENEVA ST	1973-03-1-33-003
1416 GALENA ST	1973-03-1-34-015
1415 GENEVA ST	1973-03-1-33-006
1437 GENEVA ST	1973-03-1-33-024
10207 E 14TH AVE	1973-03-1-34-021
1428 GALENA ST	1973-03-1-34-012
1452 GALENA ST	1973-03-1-34-006
1425 GENEVA ST	1973-03-1-33-009
1461 GENEVA ST	1973-03-1-33-019
1421 GENEVA ST Ste A	1973-03-1-33-008
1429 GENEVA ST	1973-03-1-33-023
10201 E 14TH AVE	1973-03-1-34-020
10213 E 14TH AVE	1973-03-1-34-022
1405 GENEVA ST	1973-03-1-33-022
1417 GENEVA ST	1973-03-1-33-007
1444 GALENA ST	1973-03-1-34-008
10243 E 14TH AVE	1973-03-1-33-021
1436 GALENA ST	1973-03-1-34-010
1460 GALENA ST	1973-03-1-34-004
1465 GENEVA ST	1973-03-1-33-020
1420 GALENA ST	1973-03-1-34-014
1440 GALENA ST	1973-03-1-34-009
1472 GALENA ST	1973-03-1-34-001
1468 GALENA ST	1973-03-1-34-002
1445 GENEVA ST	1973-03-1-33-015
1432 GALENA ST	1973-03-1-34-011
1400 GALENA ST	1973-03-1-34-019

1448 GALENA ST	1973-03-1-34-007
10219 E 14TH AVE	1973-03-1-34-023
1456 GALENA ST	1973-03-1-34-005
10231 E 14TH AVE	1973-03-1-34-025
null	1973-03-1-33-COM
1453 GENEVA ST	1973-03-1-33-017
1464 GALENA ST	1973-03-1-34-003
10225 E 14TH AVE	1973-03-1-34-024
1424 GALENA ST	1973-03-1-34-013
1457 GENEVA ST	1973-03-1-33-018
1408 GALENA ST	1973-03-1-34-017
1449 GENEVA ST	1973-03-1-33-016
10030 E COLFAX AVE	1973-03-1-04-003
10002 E COLFAX AVE	1973-03-1-04-016
1451 GALENA ST	1973-03-1-04-018
	1973-03-1-04-017
10100 E COLFAX AVE	1973-03-1-04-011
1456 DEL MAR PKY	1973-03-1-04-014
	1973-03-1-04-019
10180 E COLFAX AVE	1973-03-1-04-012
10190 E COLFAX AVE	1973-03-1-04-013
1408 DEL MAR PKY	1973-03-1-04-015
1450 ELMIRA ST	1973-03-1-05-016
9980 E COLFAX AVE	1973-03-1-05-013
	1973-03-1-05-018
1470 ELMIRA ST	1973-03-1-05-020
1440 ELMIRA ST	1973-03-1-05-004
1460 ELMIRA ST	1973-03-1-05-015
9900 E COLFAX AVE	1973-03-1-05-017
1405 FLORENCE ST	1973-03-1-36-001
9900 E COLFAX AVE	1973-03-1-05-001
9758 E COLFAX AVE	1973-03-1-07-037
1401 ELMIRA ST	1973-03-1-06-032
1445 EMPORIA ST	1973-03-1-07-017
9840 E COLFAX AVE	1973-03-1-06-043
1400 DAYTON ST	1973-03-1-07-011
9746 E COLFAX AVE	1973-03-1-07-023
1455 EMPORIA ST	1973-03-1-07-018
1459 EMPORIA ST	1973-03-1-07-020
9800 E COLFAX AVE	1973-03-1-06-002
1410 DAYTON ST	1973-03-1-07-010

1468 DAYTON ST	1973-03-1-07-029
1457 EMPORIA ST	1973-03-1-07-019
1440 EMPORIA ST	1973-03-1-06-006
1441 ELMIRA ST	1973-03-1-06-016
1485 ELMIRA ST	1973-03-1-06-041
1410 EMPORIA ST	1973-03-1-06-009
9740 E COLFAX AVE	1973-03-1-07-024
1447 ELMIRA ST	1973-03-1-06-037
9720 E COLFAX AVE	1973-03-1-07-027
1469 ELMIRA ST	1973-03-1-06-039
1424 DAYTON ST	1973-03-1-07-007
1411 ELMIRA ST	1973-03-1-06-033
9818 E COLFAX AVE	1973-03-1-06-034
1474 EMPORIA ST	1973-03-1-06-035
1408 EMPORIA ST	1973-03-1-06-010
9700 E COLFAX AVE	1973-03-1-07-038
1427 ELMIRA ST	1973-03-1-06-014
1475 ELMIRA ST	1973-03-1-06-040
	1973-03-1-07-032
1433 ELMIRA ST	1973-03-1-06-015
1465 ELMIRA ST	1973-03-1-06-038
1470 EMPORIA ST	1973-03-1-06-036
1444 DAYTON ST	1973-03-1-07-005
1420 DAYTON ST	1973-03-1-07-008
1401 EMPORIA ST	1973-03-1-07-034
1428 DAYTON ST	1973-03-1-07-006
1448 EMPORIA ST	1973-03-1-06-005
9830 E COLFAX AVE	1973-03-1-06-042
1413 ELMIRA ST	1973-03-1-06-031
9724 E COLFAX AVE	1973-03-1-07-026
1418 EMPORIA ST	1973-03-1-06-007
1416 DAYTON ST	1973-03-1-07-009
9714 E COLFAX AVE	1973-03-1-07-028
	1973-03-1-06-008
9726 E COLFAX AVE	1973-03-1-07-025
1420 CLINTON ST	1973-03-2-48-003
1428 CLINTON ST	1973-03-2-48-002
1411 DAYTON ST	1973-03-2-37-003
1456 DALLAS ST	1973-03-2-01-021
1466 DALLAS ST	1973-03-2-01-004
1404 CLINTON ST	1973-03-2-02-004

1430 DALLAS ST	1973-03-2-01-007
1445 DAYTON ST	1973-03-2-01-022
1410 CLINTON ST	1973-03-2-02-003
9530 E COLFAX AVE	1973-03-2-02-006
9612 E COLFAX AVE	1973-03-2-01-003
9642 E COLFAX AVE	1973-03-2-01-024
1455 DALLAS ST	1973-03-2-51-001
1421 DAYTON ST	1973-03-2-37-002
1400 DALLAS ST	1973-03-2-38-001
1465 DALLAS ST	1973-03-2-02-009
9500 E COLFAX AVE	1973-03-2-02-001
1480 CLINTON ST	1973-03-2-02-007
1436 CLINTON ST	1973-03-2-48-001
9540 E COLFAX AVE	1973-03-2-01-001
9600 E COLFAX AVE	1973-03-2-01-002
1412 CLINTON ST	1973-03-2-48-004
1465 DAYTON ST	1973-03-2-01-012
9648 E COLFAX AVE	1973-03-2-01-023
1401 CLINTON ST	1973-03-2-03-009
1455 CLINTON ST	1973-03-2-03-013
1400 CHESTER ST	1973-03-2-03-008
1475 CLINTON ST	1973-03-2-03-015
1410 CHESTER ST	1973-03-2-03-007
1494 CHESTER ST	1973-03-2-03-022
1491 CLINTON ST	1973-03-2-03-017
1428 CHESTER ST	1973-03-2-03-005
1481 CLINTON ST	1973-03-2-03-016
1435 CLINTON ST	1973-03-2-03-023
1420 CHESTER ST	1973-03-2-03-006
1444 CHESTER ST	1973-03-2-40-001
1465 CLINTON ST	1973-03-2-03-014
1449 CLINTON ST	1973-03-2-03-012
1460 CHESTER ST	1973-03-2-03-003
1409 CLINTON ST	1973-03-2-03-024
9440 E COLFAX AVE	1973-03-2-03-020
1443 CHESTER ST	1973-03-2-04-027
1400 BOSTON ST	1973-03-2-04-010
1481 CHESTER ST	1973-03-2-04-029
1480 BOSTON ST	1973-03-2-04-003
1435 CHESTER ST	1973-03-2-04-015
	1973-03-2-04-013

1430 BOSTON ST	1973-03-2-04-007
1466 BOSTON ST	1973-03-2-04-005
1460 BOSTON ST	1973-03-2-04-006
1420 BOSTON ST	1973-03-2-04-008
9340 E COLFAX AVE	1973-03-2-04-024
	1973-03-2-04-028
1477 CHESTER ST	1973-03-2-04-030
1453 CHESTER ST	1973-03-2-04-018
9350 E COLFAX AVE	1973-03-2-04-023
1410 BOSTON ST	1973-03-2-04-009
	1973-03-2-04-014
9360 E COLFAX AVE	1973-03-2-50-001
9390 E COLFAX AVE	1973-03-2-04-025
1482 BOSTON ST	1973-03-2-04-002
1470 BOSTON ST	1973-03-2-04-004
1407 CHESTER ST	1973-03-2-04-012
9300 E COLFAX AVE	1973-03-2-04-001
BOSTON ELEMENTARY	1973-03-2-11-001
9265 E 14TH AVE	1973-03-2-05-006
1465 BOSTON ST	1973-03-2-05-016
1440 BEELER ST	1973-03-2-05-003
1455 BOSTON ST	1973-03-2-05-008
9221 E 14TH AVE	1973-03-2-05-015
1409 BOSTON ST	1973-03-2-05-007
1485 BOSTON ST	1973-03-2-05-011
9230 E COLFAX AVE	1973-03-2-05-014
9200 E COLFAX AVE	1973-03-2-49-001
1400 YOSEMITE ST	1973-03-2-07-002
8950 E COLFAX AVE	1973-03-2-07-003
8900 E COLFAX AVE	1973-03-2-07-001
9011 E 14TH AVE	1973-03-2-53-002
1455 BEELER ST	1973-03-2-00-005
9040 E COLFAX AVE	1973-03-2-00-018
9061 E 14TH AVE	1973-03-2-53-007
9150 E COLFAX AVE	1973-03-2-00-006
9089 E 14TH AVE	1973-03-2-06-006
	1973-03-2-53-008
9051 E 14TH AVE	1973-03-2-53-006
	1973-03-2-06-001
	1973-03-2-06-005
9041 E 14TH AVE	1973-03-2-53-005

9001 E 14TH AVE	1973-03-2-53-001
	1973-03-2-06-002
9000 E COLFAX AVE	1973-03-2-00-001
9151 E 14TH AVE	1973-03-2-06-008
9121 E 14TH AVE	1973-03-2-06-007
9191 E 14TH AVE	1973-03-2-06-009
9031 E 14TH AVE	1973-03-2-53-004
9100 E COLFAX AVE	1973-03-2-00-007
9021 E 14TH AVE	1973-03-2-53-003
Adams County	
Property Address	Parcel Number
	0182334324001
1570 YOSEMITE ST	0182334324003
1558 YOSEMITE ST	0182334324004
1554 YOSEMITE ST	0182334324005
1550 YOSEMITE ST	0182334324006
1542 YOSEMITE ST	0182334324007
1532 YOSEMITE ST	0182334324008
1524 YOSEMITE ST	0182334324009
	0182334324010
8905 E COLFAX AVE	0182334324011
	0182334324014
	0182334324015
8969 E COLFAX AVE	0182334324017
	0182334325001
	0182334325002
9005 E COLFAX AVE	0182334325003
1511 ALTON ST	0182334325006
1519 ALTON ST	0182334325007
1537 ALTON ST	0182334325008
1551 ALTON ST	0182334325009
1585 ALTON ST	0182334325010
9080 E 16TH AVE	0182334325011
9075 E COLFAX AVE	0182334325012
1588 ALTON ST	0182334326001
1550 ALTON ST	0182334326002
1544 ALTON ST	0182334326003
1540 ALTON ST	0182334326004
1538 ALTON ST	0182334326005
1536 ALTON ST	0182334326006
1522 ALTON ST	0182334326007

1517 BEELER ST	0182334326009
9115 E COLFAX AVE	0182334326015
9131 E COLFAX AVE	0182334326016
1571 BEELER ST	0182334326017
1590 BEELER ST	0182334327001
1570 BEELER ST	0182334327002
1568 BEELER ST	0182334327003
1530 BEELER ST	0182334327005
9201 E COLFAX AVE	0182334327006
1533 BOSTON ST	0182334327008
1549 BOSTON ST	0182334327009
1551 BOSTON ST	0182334327010
1555 BOSTON ST	0182334327011
1565 BOSTON ST	0182334327012
1575 BOSTON ST	0182334327013
1587 BOSTON ST	0182334327014
1563 BOSTON ST	0182334327015
1523 BOSTON ST	0182334327016
1544 BEELER ST #1	0182334327017
1544 BEELER ST #2	0182334327018
1544 BEELER ST #3	0182334327019
1544 BEELER ST #4	0182334327020
1544 BEELER ST #5	0182334327021
1544 BEELER ST #6	0182334327022
1544 BEELER ST #7	0182334327023
1544 BEELER ST #8	0182334327024
1544 BEELER ST #9	0182334327025
1554 BOSTON ST	0182334328003
1550 BOSTON ST	0182334328004
9355 E COLFAX AVE	0182334328008
9357 E COLFAX AVE	0182334328009
1515 CHESTER ST	0182334328010
1525 CHESTER ST	0182334328011
1535 CHESTER ST	0182334328012
1551 CHESTER ST	0182334328015
1559 CHESTER ST	0182334328016
1581 CHESTER ST	0182334328017
1585 CHESTER ST	0182334328018
1592 BOSTON ST	0182334328019
1540 BOSTON ST	0182334328021
9333 E COLFAX AVE	0182334328022

1547 N CHESTER ST	0182334328023
1549 CHESTER ST	0182334328024
1590 CHESTER ST	0182334329001
1580 CHESTER ST	0182334329002
1572 CHESTER ST	0182334329003
1564 CHESTER ST	0182334329004
1556 CHESTER ST	0182334329005
1548 CHESTER ST	0182334329006
1534 CHESTER ST	0182334329007
1520 CHESTER ST	0182334329008
1520 CHESTER ST	0182334329009
1520 CHESTER ST	0182334329010
9417 E COLFAX AVE	0182334329011
9429 E COLFAX AVE	0182334329012
9445 E COLFAX AVE	0182334329013
1541 CLINTON ST	0182334329015
1545 CLINTON ST	0182334329016
1553 CLINTON ST	0182334329017
1555 CLINTON ST	0182334329018
1561 CLINTON ST	0182334329019
1563 CLINTON ST	0182334329020
1575 CLINTON ST	0182334329021
1525 CLINTON ST	0182334329025
1590 CLINTON ST	0182334330001
1580 CLINTON ST	0182334330002
1576 CLINTON ST	0182334330003
1568 CLINTON ST	0182334330004
1560 CLINTON ST	0182334330005
1538 CLINTON ST #1	0182334330006
1530 CLINTON ST	0182334330007
1520 CLINTON ST	0182334330008
1525 DALLAS ST	0182334330015
1527 DALLAS ST	0182334330016
1541 DALLAS ST	0182334330017
1545 DALLAS ST	0182334330018
1557 DALLAS ST	0182334330019
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1569 DALLAS ST	0182334330021
1591 DALLAS ST	0182334330022
9501 E COLFAX AVE	0182334330023
9541 E COLFAX AVE	0182334330024

1594 DALLAS ST	0182334331001
1586 DALLAS ST	0182334331002
1580 DALLAS ST	0182334331003
1560 DALLAS ST	0182334331004
1558 DALLAS ST	0182334331005
1542 DALLAS ST	0182334331006
1540 DALLAS ST	0182334331007
1536 DALLAS ST	0182334331008
1526 N DALLAS ST	0182334331009
9601 E COLFAX AVE	0182334331010
9605 E COLFAX AVE	0182334331011
9633 E COLFAX AVE	0182334331013
9637 E COLFAX AVE	0182334331014
9639 E COLFAX AVE	0182334331015
1527 DAYTON ST	0182334331016
1531 DAYTON ST	0182334331017
1555 DAYTON ST	0182334331018
1599 DAYTON ST	0182334331019
1521 DAYTON ST	0182334331025
9625 E COLFAX AVE	0182334331026
9722 E 16TH AVE	0182334423001
	0182334423002
1550 DAYTON ST	0182334423003
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9701 E COLFAX AVE	0182334423005
9709 E COLFAX AVE	0182334423006
9735 E COLFAX AVE	0182334423009
9745 E COLFAX AVE	0182334423011
9755 E COLFAX AVE	0182334423012
9715 E COLFAX AVE	0182334423023
9801 E COLFAX AVE	0182334423024
1565 ELMIRA ST	0182334424021
1575 ELMIRA ST	0182334424022
1595 ELMIRA ST	0182334424023
9801 E COLFAX AVE	0182334424029
1590 ELMIRA ST	0182334425001
1524 N ELMIRA ST	0182334425004
9915 E COLFAX AVE	0182334425006
9935 E COLFAX AVE	0182334425007
9975 E COLFAX AVE	0182334425008
9995 E COLFAX AVE	0182334425009

1553 FLORENCE ST	0182334425012
1593 FLORENCE ST	0182334425015
9990 E 16TH AVE	0182334425016
1590 ELMIRA ST	0182334425017
1564 ELMIRA ST	0182334425018
1550 ELMIRA ST	0182334425019
1544 ELMIRA ST	0182334425021
1571 FLORENCE ST	0182334425022
1570 FLORENCE ST	0182334426004
1556 FLORENCE ST	0182334426005
1540 FLORENCE ST	0182334426006
10033 E COLFAX AVE	0182334426010
10061 E COLFAX AVE	0182334426011
1545 FULTON ST	0182334426012
1555 FULTON ST	0182334426013
1561 FULTON ST	0182334426014
1571 FULTON ST	0182334426015
1581 FULTON ST	0182334426016
1591 FULTON ST	0182334426017
1590 FLORENCE ST	0182334426018
10005 E COLFAX AVE	0182334426019
10101 E COLFAX AVE	0182334427006
10155 E COLFAX AVE	0182334427007
10195 E COLFAX AVE	0182334427008
1575 GALENA ST	0182334427014
1564 FULTON ST	0182334427015
	0182334427018
	0182334427019
1590 FULTON ST	0182334427020
1564 FULTON ST	0182334427022
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1609 HAVANA ST	0182334417049
1590 GALENA ST	0182334428001
1574 GALENA ST	0182334428002
1570 GALENA ST	0182334428003
1560 GALENA ST	0182334428004
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1540 GALENA ST	0182334428006
1532 GALENA ST	0182334428007
1504 GALENA ST	0182334428008
10201 E COLFAX AVE	0182334428009

10247 E COLFAX AVE	0182334428010
10249 E COLFAX AVE	0182334428011
1515 GENEVA ST	0182334428012
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1535 GENEVA ST	0182334428016
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1575 GENEVA ST	0182334428018
1579 GENEVA ST	0182334428019
10210 E 16TH AVE	0182334428020
1519 GENEVA ST	0182334428021
1586 GENEVA ST	0182334429001
10346 E 16TH AVE	0182334429002
1584 GENEVA ST	0182334429003
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1530 GENEVA ST	0182334429007
1529 HANOVER ST	0182334429014
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1535 HANOVER ST	0182334429016
1547 HANOVER ST	0182334429017
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1595 HANOVER ST	0182334429020
1565 HANOVER ST	0182334429023
10321 E COLFAX AVE	0182334429024
10305 E COLFAX AVE	0182334429025
1596 HANOVER ST	0182334430001
1566 HANOVER ST	0182334430002
1564 HANOVER ST	0182334430003
1554 HANOVER ST	0182334430004
1548 HANOVER ST	0182334430005
10455 E COLFAX AVE	0182334430010
1525 N HAVANA ST	0182334430012
1537 HAVANA ST	0182334430013
1543 HAVANA ST	0182334430014
1549 HAVANA ST	0182334430015
1557 HAVANA ST	0182334430016
1565 HAVANA ST	0182334430017
1573 HAVANA ST	0182334430023
10401 E COLFAX AVE	0182334430024

10520 E 16TH AVE	0182335324001
1550 HAVANA ST	0182335324002
10675 E COLFAX AVE	0182335324005
10550 E 16TH AVE	0182335324008
10580 E 16TH AVE	0182335324009
	0182335324010
10501 E COLFAX AVE	0182335324012
10857 E COLFAX AVE	0182335325002
1525 JOLIET ST	0182335325003
10707 E COLFAX AVE	0182335325005
10809 E COLFAX AVE	0182335325006
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10809 E COLFAX AVE	0182335325008
11021 E COLFAX AVE	0182335326002
11025 E COLFAX AVE	0182335326003
11075 E COLFAX AVE	0182335326004
11095 E COLFAX AVE	0182335326005
1585 KINGSTON ST	0182335326006
10909 E COLFAX AVE	0182335326008
10929 E COLFAX AVE	0182335326009
10941 E COLFAX AVE	0182335326010
11102 E 16TH AVE	0182335327013
11152 E 16TH AVE	0182335327014
1592 LANSING ST	0182335328001
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	0182335328003
	0182335328004
	0182335328005
	0182335328006
1579 LIMA ST	0182335328010
	0182335328011
1569 LIMA ST #1	0182335328012
1575 LIMA ST #2	0182335328013
1569 LIMA ST #3	0182335328014
1575 LIMA ST #4	0182335328015
11249 E COLFAX AVE	0182335329001
	0182335329002
11201 E COLFAX AVE	0182335329003
11211 E COLFAX AVE	0182335329004
11297 E COLFAX AVE	0182335329005
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11101 E COLFAX AVE	0182335330006
1525 LANSING ST	0182335330007
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10908 E 16TH AVE	0182335332001
1544 LIMA ST	0182335425003
11315 E COLFAX AVE	0182335425004
11385 E COLFAX AVE	0182335425008
1545 MACON ST	0182335425009
11300 E 16TH AVE	0182335425011
1598 MACON ST	0182335426001
1588 MACON ST	0182335426002
1578 MACON ST	0182335426003
1568 MACON ST	0182335426004
11417 E COLFAX AVE	0182335426009
1535 MOLINE ST	0182335426012
1585 MOLINE ST	0182335426015
11440 E 16TH AVE	0182335426016
1536 MACON ST	0182335426017
1555 N MOLINE ST	0182335426018
1565 MOLINE ST	0182335426019
11479 E COLFAX AVE	0182335426020
11500 E 16TH AVE	0182335427001
11505 E COLFAX AVE	0182335427002
11697 E COLFAX AVE	0182335427005
1549 NOME ST	0182335427006
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11600 E 16TH AVE	0182335427008
11555 E COLFAX AVE	0182335427013
11607 E COLFAX AVE	0182335427014
11554 E 16TH AVE	0182335427015
1580 NOME ST	0182335428001
1570 NOME ST	0182335428002
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1528 NOME ST	0182335428004
11703 E COLFAX AVE	0182335428005
11707 E COLFAX AVE	0182335428006
11792 E 16TH AVE	0182335428008
11762 E 16TH AVE	0182335428009
11852 E 16TH AVE	0182335428010
11889 E COLFAX AVE	0182335428012
1521 OSWEGO ST	0182335428015

11809 E COLFAX AVE	0182335428016