



December 16, 2024 (Revised 4/7/25)

Erik Gates
Case Manager
Office of Development Assistance
City of Aurora
15151 E. Alameda Parkway, Suite 5200
Aurora, CO 80012

Reference: Nine Mile Station Pedestrian/Bicycle Bridge over Parker Road (SH 83)
Federal Aid Project No. STU M055-056
CDOT Sub-Account No. 23594

Subject: Letter of Introduction

Dear Mr. Gates:

The City of Aurora is proposing to design and construct a new pedestrian/bicycle bridge in proximity of RTD's Nine Mile Light Rail Station parking garage and transit station. The purpose of the bridge is to provide a safe and more direct crossing for users over Parker Road (SH 83) between the existing RTD transit and light rail stations on the south side with The Point development currently under construction on the north side of Parker Road. The bridge will also provide safer access for bicyclists and pedestrians traveling along Parker Road. The proposed bridge location also provides improved regional connectivity from various areas north of Parker Road to and from Cherry Creek State Park. Stakeholders for the project including the City of Aurora, RTD, The Point Development (MHK is the Developer), and CDOT.

The proposed bridge will be a stand-alone structure, isolated from the RTD parking garage and all structures within The Point development. The bridge will have one span and will have ADA compliant ramps and a set of stairs at each end for access to the bridge. The bridge structure will be partially enclosed for weather protection, including a roof and transparent vertical finishes. The bridge will not be climatized.

The City of Aurora will be responsible for the bridge and ramp construction. The City is also responsible for the implementation of the aesthetics on the bridge that has been developed by the City's Art in Public Places team (AIPP). All site improvements at the south (RTD) site are being constructed by the City, while the north plaza will be designed and constructed by The Point development (MHK).

Land Use

The north side of Parker Road is zoned as Mixed-Use Transit-Oriented Development (TOD), and the south side zoned as Mixed-Use-Corridor. The bridge will land within and serve mixed-use transit-oriented development on the north side of Parker Road within The Point, a redevelopment project initiated with assistance from the Aurora Urban Redevelopment Authority (AURA). The Point will have a combination of commercial multi-family housing, low-income housing and retail development. A pedestrian bridge linking the development with the RTD Park-n-Ride on the south side of Parker Road had long been part of the master plan for the redevelopment. The south end of the bridge will land within a plaza serving RTD's Nine Mile Park-n-Ride, which provides bus and light rail service at the site, which is all on CDOT property.

Project Size

The north bridge landing will be confined within a 0.28 Acre parcel that has been acquired by the City of Aurora. The total project disturbance within the CDOT property at the south landing will be approximately

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0.26 Acres. The project does not currently have a specific boundary defined on the CDOT property. RTD currently has construction, operation and maintenance agreements in place for its infrastructure on the site. It is anticipated that the City of Aurora will secure a similar agreement with CDOT for the new bridge landing. The bridge spanning Parker Road will have a 246'-0" clear span and 10'-0" cantilevers at each end. The approach ramp and stair structures at each end of the bridge will be independent of the bridge.

Intensity of Development

The Proposed Use for the project is a Pedestrian Bridge. The Character Area for the project Zoning Areas has been classified Subarea A, on which Pedestrian Bridge use is allowed.

The total area of the proposed north landing structure, including the ADA ramps and stairs from the bridge to the ground level, is 2,400 square feet. The building floor area ratio (FAR) within the designated parcel for the landing (0.28 Acres) is thus 0.20.

The total area of the proposed south landing structure, including the ADA ramps and stairs from the bridge to the ground level, is also 2,400 square feet. The building floor area ratio (FAR) within the designated parcels for the landing (CDOT Rec. No. 1808651 in Book 2915, Page 2915 = 4.69 Acres, and CDOT Quit Claim from USA, Book 901, Page 203 = 5.44 Acres) is thus 0.0054.

Waivers

The project has not identified the need for nor is seeking any waivers of the City Code.

Contact Information

The owner of the pedestrian bridge and landing structures will be the City of Aurora, with the following contact information:

City of Aurora
15151 E. Alameda Parkway
Aurora, CO 80012
Phone: 303.739.7339
Bret Banwart, PE

The Prime Consultant for the project, working on behalf of the City of Aurora is:

Felsburg Holt & Ullevig
6400 S. Fiddlers Green Circle, Ste. 1500
Greenwood Village, CO 80111
Phone: 303.721.1440
Bill Marcato, PE

Justification for Site Plan Conformance

The proposed Pedestrian Bridge spanning Parker Road at this location has for a long time been part of the redevelopment plan for the north side of Parker Road, and was featured in the Nine Mile Station Area Plan developed by the City of Aurora in 2012. The bridge will connect the transit oriented development (TOD) currently being built by The Point development team (MHK) with the RTD Park-n-Ride and light rail on the south side of Parker Road. The Master Plan for The Point project accounted for the addition of the pedestrian bridge. The City is currently leading the design and construction of the bridge in order complete the City's TOD plan for the area, to serve the development, RTD riders, and pedestrian and bicyclists travelling along the Parker Road corridor. The City will be the owner and provide maintenance for the bridge and each ramp and stair approach area.

The pedestrian bridge provides a great local and regional improvement for transportation mobility. The bridge and ramp/stair facilities will offer a safe and attractive mid-block crossing of Parker Road, enhancing pedestrian

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and bicycle mobility for multi-use traffic along Parker Road, The Point development, the Nine Mile Station RTD facilities, as well as users of Cherry Creek State Park and the Cherry Creek Trail.

The bridge and ramp element designs have been developed through stakeholder outreach. Design discussions have been conducted to collect input from the City of Aurora, The Point, RTD and CDOT, and incorporate design concerns for each stakeholder. The City of Aurora has also employed a Public Artist to develop aesthetic enhancements to the bridge structure, which have been vetted through a public process, and approved for incorporation into the project by the City. The proposed ramp landing within The Point development has also considered elements of The Point Master Plan to maintain consistency with other buildings and features in the development. All ramp, stair and pedestrian bridge facilities are being designed to meet ADA accessibility requirements.

The plaza and landscaping design at the north landing site will be completed by The Point development team. This project will provide a landscaping plan at the south landing that will re-establish the areas disturbed by the project, and provide enhancements in the immediate area of the landing. A majority of the existing RTD plaza will remain intact. All structure landings and connections to existing sidewalks and pathways are being designed to meet ADA accessibility requirements.

The only roadway impacts from the project are along Parker Road, which is a CDOT state highway. Continuous coordination has been conducted with CDOT in accordance with its Local Agency project requirements for projects being financed with federal aid. The bridge will fully adhere to all CDOT requirements for bridges spanning its right-of-way. Environmental requirements for clearing NEPA permitting is being conducted, as required for federal aid projects.

To the best of our understanding, the Site Plan submittal for this project has been presented with details conforming to City Code requirements. The final design will adhere to the City Code, as required.

Sincerely,

FELSBURG HOLT & ULLEVIG



Bill Marcato, PE
Project Manager

Cc: Bret Banwart – City of Aurora