



2024 City Clerk Final City Council District Plan

The City of Colorado Springs has a Council-Mayor form of government. The nine-member City Council acts as the City's legislative body and the members are elected by the people to serve a four-year term of office. The nine members include three at-large members and six district members. The Mayor, a fulltime position, acts as the Chief Executive Officer of the City and is elected by the people to serve a four-year term of office.

City Clerk Redistricting Process and Requirements

- City Charter requires the City Clerk to redraw the six City Council district boundaries every four years.
- Only complete El Paso County voting precincts will be moved from one City Council district to another.
- City Council Districts must be substantially equal in population, contiguous, comply with the Voting Rights Act, City Charter, City Code and in so far as practicable, keep neighborhoods and communities of interest together.
- The City Clerk works closely with the District Process Advisory Committee throughout the process.
- Protest hearings to receive feedback on the City Clerk Preliminary Plan were held on October 30, 2024, at 3:30 PM and on November 13, 2024, at 1:00 PM in Room 102 of the City Administration Building for in-person or virtual participation.
- The final district report, setting the district boundaries for the next four years, will be released by no later than November 22, 2024

District Process Advisory Committee

- The District Process Advisory Committee, one person from each City Council district and one at-large person plus two alternates, was appointed by City Council in June 2024, and was charged to oversee the public process, educate the public, assist the City Clerk and advise City Council on the redistricting process.
- The District Process Advisory Committee conducted seven meetings to solicit input from the public.
- The District Process Advisory Committee filed their preliminary District Process Advisory Committee report to the City Clerk and City Council on October 1, 2024.
- The District Process Advisory Committee will prepare a final District Process Advisory Committee report which they will submit to City Council in December.

Colorado Springs Population Data

City Council Redistricting requires City population to be reported for each county precinct. To meet this need, El Paso County precinct boundaries, limited to the city boundaries of the City of Colorado Springs, were uploaded along with by-precinct reports to generate maps using Esri's Business Analyst Online (BAO) program. Esri is the GIS Industry standard for geographic information system software, web GIS and geodatabase management applications. The specific source used for the by-precinct reports was the 'Esri forecasts for 2023 and 2028. U.S. Census Bureau 2020 decennial Census data converted by Esri into 2020 geography'.

Colorado Springs 2024 Population by City Council District

	2024 Population
District 1	79,546
District 2	91,767
District 3	80,031
District 4	81,138
District 5	79,195
District 6	88,688
City	500,345

Final City Council District Plan

This document as well as supporting maps and information can be downloaded from the City Clerk’s redistricting web page at <http://coloradosprings.gov/2024redistricting>.

	2020 Plan	Deviation from 2020 Ideal District Population		2024 ¹ Plan	Deviation from 2024 Ideal District Population	
District 1	81,707	1405	1.7%	82,834	-557	-0.7%
District 2	79,904	-398	-0.5%	80,614	-2,777	-3.3%
District 3	80,788	486	0.6%	84,646	1,255	1.5%
District 4	79,847	-455	-0.6%	83,783	392	0.5%
District 5	80,254	-48	-0.1%	83,508	117	0.1%
District 6	79,314	-988	-1.2%	84,960	1,569	1.9%
City	481,814	(deviation spread ²)	(3.0%)	500,345	(deviation spread ²)	(5.2%)
Ideal District Population	80,302	(6-district population)		83,391	(6-district population)	

¹ This table shows 2020 population as distributed by the final district report.

² Overall deviation spread is the total percentage from minimum to maximum.

25 Precincts Change City Council Districts

Precinct	2020 District	2024 District
92	5	3
93	5	3
94	1	5
95	1	5
96	1	5
99	1	5
122	1	5
123	1	5
126	1	5

Precinct	2020 District	2024 District
127	1	5
135	6	1
139	6	4
141	6	1
149	6	1
150	5	1
178	5	3
179	5	3
188	5	4

Precinct	2020 District	2024 District
242	2	1
243	2	1
244	2	1
251	2	1
252	2	1
253	2	6
455	2	6

Pros and Cons of the Proposed Changes (with associated precincts)

- Pros:
- Equalizes the population in all six districts to the extent possible while keeping neighborhoods and communities of interest together.
 - Moving precincts 242, 243, 251, 252 and 244 into CD1 reduces the population of CD2.
 - Precinct 242 unites the Pulpit Rock neighborhood into CD1.
 - Precinct 244 keeps Falcon Estates neighborhood in one Council District.
 - Precinct 251 and 252 unites the Vista Grande neighborhood into CD1.
 - Precinct 150 and precinct 149 unites the Vista Grande neighborhood into CD1
 - Moving precincts 96, 95, 94, 99, 122, 123, 126 and 127 into CD5 establishes the boundary line between CD1 and CD5 to be Garden of the Gods Road/Austin Bluffs Parkway.
 - Moving precinct 253 and 455 into CD6 reduces the population of CD2.
 - Moving precincts 219, 253 and 455 establishes the boundary line between CD 2 and CD6 to be Black Forest Road.
 - Moving precincts 92, 93, 178 and 179 into CD3 reduces the population of CD5.
 - Precincts 93, 92 and part of 178 unites the Middle Shooks Run neighborhood into CD3.
 - Precincts 179, 178 unites the Divine Redeemer neighborhood into CD3.
 - Moving precincts 178 and 179 also establishes the boundary line between CD3 and CD4 to be North Union Blvd.
 - Moving precinct 188 into CD4 unites the Knob Hill neighborhood into CD4
 - Moving precinct 139 into CD 4 unites the area around Peterson Airforce Base and the Colorado Springs Airport into one Council District.
 - Moving precincts 95 and 96 into CD5 unites the Kitty Hawk/Bonnyville neighborhood into CD5.
 - Moving precinct 94 into CD5 unites the Wasson neighborhood into CD5.
 - Moving precincts 99, 123 and part of 127 into CD5 maintains and moves the Cragmor neighborhood into CD5.
 - Moving precincts 122, 126 and part of 127 into CD5 maintains and moves the North Nevada/The Studio neighborhood into CD5.
 - Moving precincts 141, 135 and 149 into CD1 reduces the population of CD6.
 - Moving precincts 253 and 455 into CD6 unites all school district 49 territory inside the city limits into one Council District.

- Cons:
- The Cottonwood Creek neighborhood is still divided between two City Council Districts. Previously divided between CD2 and CD6, now divided between CD1 and CD6.
 - The Sunset Mesa neighborhood is now divided between CD1 and CD6.
 - The Pleasant Valley Neighborhood is still divided between two City Council Districts, CD1 and CD3.
 - The Woodmen Heights/Dublin North neighborhood is still split between two City Council Districts, CD2 and CD6.
 - The population for CD6 is still slightly above the ideal district size.

Comments and/or Protests on the Preliminary City Council District Plan

Public comments and/or protests on the Preliminary District Map were received either by letter, email, online surveys, and then virtually or in-person during the Protest Hearings. The majority of the comments received were positive/in favor of the preliminary map, highlighting the equalization/balancing of population among the City Council districts, the unification of more neighborhoods in each City Council district, and the lack of gerrymandering boundaries for political reasons. There was a comment regarding the source of population data used. A few comments mentioned concerns about the precinct moves from one City Council district to another City Council district. The first online Redistricting Survey which presented three Option maps favorably ranked Option C map which was selected as the Preliminary District Map. The second online Redistricting Survey reflected those participants agreed with the following categories for the Preliminary District Map: does not divide recognized neighborhoods, follows obvious geographic boundaries, and does not divide communities of interest.

City Clerk Final Decision on the City Council District Plan

After careful consideration of all the comments, review of the City Charter and Code, and scrutiny of the population data used in the preliminary map, the District Process Advisory Committee and I have decided to make no changes to the City Clerk Preliminary Redistricting map. This final plan unites more communities of interest and neighborhoods than the 2020 district plan and provides for future population growth in Districts 2, 4, and 6. These new City Council Districts are effective now for the upcoming April 1, 2025 Municipal election for the six City Council District seats. A candidate must live in these new districts to run for the respective district seat and maintain a residence in the district during the duration of their term in office.

Written Descriptions of the Boundary Lines for each City Council District

District No. 1

District No. 1 shall be composed of all lands within the City Limits within the following described line:

At the point of beginning (P.O.B.) at the Western-most City Limit boundary line at the Air Force Academy boundaries; then East parallel with Woodmen Rd. to its intersection; then North on West Woodmen Rd.; then East on West Woodmen Rd.; then South on West Woodmen Rd. to its intersection with Woodmen Rd.; then East West Woodmen Rd. until its intersection; then North on Winding Oaks Dr.; then West on Cap Rock Wy along the County boundary line; then North along the County boundary line until its intersection; then East along the County boundary line until its intersection; then South/East Winding Oaks Dr.; then East/Southeast along the intersection with the County boundary line; then East from that point to the intersection with the Interstate 25 and Gillen Rd.; then East of Interstate 25; then North along East Interstate 25 to its intersection with North Academy Blvd.; then South on North Academy Blvd. to its intersection with Fuller Rd.; then East on Fuller Rd. to its intersection with North union Blvd.; then North on North union Blvd. to its intersection with Tecumseh Rd.; then East on Tecumseh Rd. to its intersection with Taos Rd.; then South on Taos Rd. to its intersection with East Woodmen Rd.; then East on East Woodmen Rd. to its intersection with Austin Bluffs Pkwy.; then Southwest on Austin Bluffs Pkwy. until its intersection with Deliverance Dr. and Rangewood Dr.; then South on Rangewood Dr. until its intersection along Saddle Rock Rd.; then South along Saddle Rock Rd. to its intersection with County boundary line; then East along Saddle Rock Rd. and County boundary line until its intersection with Montebello Dr.; then South on Montebello Dr. along County boundary line until its intersection with Austin Bluffs Pkwy.; then East/Northeast Austin Bluffs Pkwy. along the County boundary line until its intersection with Copper Dr.; then South on Copper Dr. until its intersection with West Austin Bluffs Pkwy.; then West on Austin Bluffs Pkwy. until its intersection with Park Vista Blvd.; then North on Park Vista Blvd until its intersection with Pearl dr.; then West on Pearl Dr. until its intersection with Meadowland Blvd.; then West on Meadowland Blvd. until its intersection with North Academy Blvd.; then South on North Academy Blvd. until its intersection with Austin Bluffs Pkwy.; then West on Austin bluffs Pkwy. until its intersection with Garden of the Gods Rd.; then West on Garden of the Gods Rd. until its

intersection with Interstate 25; then South along Interstate 25 until its intersection with West Fillmore St.; then West on West Fillmore St. which becomes Fontmore Rd. which becomes W. Fontanero St. to its intersection with Echo Ln.; then South on Echo Ln. to its intersection with W. Platte Ave.; then West on W. Platte Ave. extended to its intersection with the Eastern-most parcel boundary line of 3202 W. Platte Ave.; then Southwest along the property line of 3202 W. Platte Ave. to its intersection with W. Platte Ave.; then Northwest on W. Platte Ave. to its intersection with N. 33rd St.; then Southwest on N. 33rd St. to its intersection with W. Bijou St.; then Northwest on W. Bijou St. to its intersection with Red Rock Ave.; then South on Red Rock Ave. to its intersection with an unnamed alley between 112 Red Rock Ave. and 3352 W. Kiowa St.; then Southwest on the unnamed alley to its intersection with N. 34th St.; then South on N. 34th St. to its intersection with W. Pikes Peak Ave.; then West on W. Pikes Peak Ave. to its intersection with Columbia Rd.; then North on Columbia Rd. to its intersection with El Paso Blvd.; then West on El Paso Blvd. to its intersection with the City Limit boundary line; then West, then South, then Southeast, then West, then North, then West, then North, the West along the Castle Concrete Access Rd., then North, then Northwest, then North, then East, then North, then East, then North, then East, then North, then East, then North, then West, then North, then East, then North, then West, then North, then West, then North, then East, then North, then East, then South to its intersection with West Woodmen Rd.; then South, then East, then North, then West, then North, then East, then North to its intersection with West Woodmen Rd.; then East on W. Woodmen Rd., then North, then West, then North, then Northeast, then North, then East, then South, then slightly East, then South, then west, then South to its intersection with East Woodmen Rd., then Southeast, then North, then East, then South, then East, then North, then Northwest following the City Limit boundary line to the P.O.B.

District No. 2

District No. 2 shall be composed of all lands within the City Limits within the following described line:

At the point of beginning (P.O.B.) on Interstate 25 at the intersection with the County boundary line and North Academy Blvd.; the Northeast; then North along County boundary line and State Highway 83; then East; then South; then East; then North; then East; then North until its intersection with Old Ranch Rd.; then West; then South; then West; then South; then Northwest; then North until its intersection with Old Ranch Rd.; then West; then South; then Southwest/West; then North until its intersection with Old Ranch Rd.; then West on Old Ranch Rd. until County boundary line along Interstate 25 NB; then North, then Northeast, then Northwest, then slightly Northeast, then North, then West along an unnamed road, then North/Northwest, the West, then Southwest, then West, then Northwest into West/Southwest; then West, then Northwest, then North, then Northeast, then Northwest, then North, then Northeast, then East until its intersection with road 16334; then South on Road 16334 until its intersection with Interstate 25 SB; then East, then South, then East, then North until its intersection with North Gate Blvd.; then West on North Gate Blvd., then North, then East on North Gate Blvd. until its intersection with Struthers Rd.; then Northeast following the City Limit boundary to its intersection with East City Limit boundary along Westchester Dr.; then East following the City Limit boundary; then South following the City Limit boundary line; then West, then South, then West, then South until its intersection with North Gate Blvd.; then East along North Gate Blvd and City Limit boundary line until its intersection with Old North Gate Rd.; then North on Old North Gate Rd.; then Northeast on Old North Gate Rd to its intersection with City Limit Boundary line State Highway 83; then South on State Highway 83 to its intersection with the City Limit Boundary line, then North, then West, then South, then East, the Northeast, then East, then North, then West, then East, then Northeast following the City Limit Boundary line to its intersection with Shoup Rd., then East on Shoup Rd. to its intersection with the City Limit Boundary line and Howells Rd.; then South on Howells Rd. until its intersection with the City Limit boundary line, then West, then South, then East, following the City Limit Boundary line to its intersection with Howells Rd.; then South on Howells Rd. to its intersection with Old Ranch Rd.; then East on Old Ranch Rd. to its intersection with Black Forest Rd.; then South on Black Forest Rd. to its intersection with Research Pkwy.; then East, then South, then West to its intersection with Black Forest rd. and Research Pkwy.; then South on Black Forest Rd. until its intersection with Woodmen Rd.; then West on Woodmen Rd. E. until its intersection with Taos Dr.; then North on Taos Rd. to its intersection with Tecumseh Rd.; then West on Tecumseh Rd. until its intersection with North Union Blvd.; then South on North Union Blvd. until its intersection with Fuller Rd.; then West on Fuller Rd. until its intersection with North Academy Blvd.; then North on North Academy Blvd. following the City Limit Boundary line extended to the P.O.B. becomes on Interstate 25 at the intersection with the County Commissioner District 1/5 boundary line to the City Limit boundary line at the Air Force Academy to the P.O.B.

District No. 3

District No. 3 shall be composed of all lands within the City Limits within the following described line:

At the point of beginning (P.O.B.) at the intersection of the City Limit boundary line and El Paso Blvd.; then West on El Paso Blvd. to its intersection with Garden Dr.; then Northwest on Garden Dr. to its intersection with Black Canyon Rd.; then Northeast on Black Canyon Rd.; then Southeast to the intersection of El Paso Blvd.; then East on El Paso Blvd. to its intersection with Columbia Rd.; then South on Columbia Rd. to its intersection with W. Pikes Peak Ave.; then East on W. Pikes Peak Ave. to its intersection with N. 34th St.; then Northwest on N. 34th St. for 550 feet to its intersection with an unnamed alley between 3368 W. Kiowa St. and 119 Yale St.; then Northeast on the unnamed alley to its intersection with Red Rock Ave.; then North on Red Rock Ave. to its intersection with W. Bijou St.; then Southeast on W. Bijou St. to its intersection with N. 33rd St.; then Northeast on N. 33rd St. to its intersection with W. Platte Ave.; then Southeast on W. Platte Ave. to its intersection with the Southern-most parcel boundary line of 3202 W. Platte Ave.; then Northeast on said parcel boundary line to its intersection with W. Platte Ave. extended; then East on W. Platte Ave. extended to its intersection with Echo Ln.; then North on Echo Ln. to its intersection with W. Fontanero St.; then East, then North, then Northeast, then East on W. Fontanero St. which becomes Fontmore Rd. which becomes W. Fillmore St. to its intersection with Interstate 25; then South on Interstate 25 to its intersection with W. Uintah St.; then East on W. Uintah St. which becomes E. Uintah St. to its intersection with N. Prospect St.; then South on N. Prospect St. extended to its intersection with E. Yampa St.; then East on E. Yampa St. to its intersection with North Foote Ave.; then North until its intersection with E. Uintah St., then East on E. Uintah St. to its intersection with North Union Blvd.; then South on North Union Blvd. to its intersection with East Pikes Peak Ave.; then South on North Union Blvd that becomes South Union Blvd.; then South on S. Union Blvd. to its intersection with Martin Luther King, Jr. Bypass; then Northwest on Martin Luther King, Jr. Bypass to its intersection along Hancock Expressway.; then Northwest along Hancock Expressway. To its intersection with Hancock Dr.; then South, then West, then South to its intersection with Martin Luther King, Jr. Bypass, then South on Martin Luther King, Jr. Bypass to its intersection with Interstate 25 off ramp at mile marker 139; then Southwest on Interstate 25 off ramp at mile marker 139 to its intersection with Interstate 25; then South on Interstate 25 to its intersection with S. US Highway 85-87; then South on US Highway 85-87 to its intersection with Venetucci Blvd.; then Northwest on Venetucci Blvd to its intersection with Cheyenne Meadows Rd.; then Southwest on Cheyenne Meadows Rd. to its intersection with Stratmoor Dr.; then South following the City Limit boundary line to the intersection of S. Academy Blvd.; then West on S. Academy Blvd. to its intersection with State Highway 115; South on State Highway 115 to its intersection with the City Limit boundary line; then West, then South, then East following the City Limit boundary line to its intersection with State Highway 115; Southeast on State Highway 115; then South on State Highway 115 to its intersection with the City Limit boundary line; then West, then South, then East to its intersection with State Highway 115 following the City Limit boundary line; then South/Southwest on State Highway 115 following the City Limit boundary line; then Northwest/West, then West, then Northeast, then East, then North, then Southwest following the City Limit boundary line to its intersection with Norad Rd.; then Northwest on Norad Rd. to its intersection with the City Limit boundary line; then West, then North, then West, then North, then East, then North following the City Limit boundary line to its intersection with Sanford Rd.; then North, then Northwest, then North, then East, then North following the City Limit boundary line to the intersection of Gold Camp Rd.; then North following the City Limit boundary line to its intersection with Bear Creek Rd.; then Northeast on Bear Creek Rd. which becomes S. 26th St. to its intersection with the City Limit boundary line; then West, then North, then West, then North, then slightly East, then Northeast, then East, then Northeast following the City Limit boundary line and Red Rock Canyon Open Space to its intersection with the City Limit boundary line; then west, then South West, then east, then Northeast, then East to its intersection with S. 31st St.; then Southwest on S. 31st St. to its intersection with the City Limit boundary line, then East to its intersection with Howbert St., then Northeast to its intersection with St. Anthony St.; then East, then North to its intersection with Bott Ave.; then North, then East, then North, then Northwest to its intersection with S. 31st St., then North to W. US Highway 24; then Southeast on W. US Highway 24 to its intersection with the City Limit boundary line, then North following the City Limit boundary line to its intersection with W. Vermijo Avenue; then Northwest on W. Vermijo Ave. to its intersection with the City Limit boundary line, then Northeast, then Northwest following the City Limit boundary line to its intersection with S. 31st St.; then South on S. 31st St. to its intersection with the City Limit boundary line; then Northwest following the City Limit boundary line to the P.O.B.

District No. 4

District No. 4 shall be composed of all lands within the City Limits within the following described line:

At the point of beginning (P.O.B.) at the intersection of Martin Luther King, Jr. Bypass and S. Union Blvd.; then North on S. Union Blvd. to the intersection of E. Uintah St.; then East on E. Uintah St. to its intersection with N. Circle Dr. then South on N. Circle Dr. to its intersection with Galley Rd.; then West on Galley Rd. to its intersection with Bennett Ave.; then South on Bennett Ave. to its intersection with E. Dale St.; then East on E. Dale St. to its intersection with N. Circle Dr.; then South on N. Circle Dr. to its intersection with E. Platte Ave.; East on Platte Ave. E. to its intersection with S. Powers Blvd.; then South on Powers Blvd.; then East following the City Limit boundary line; then North, then East, then North, then West, then North, then East following the City Limit boundary line; then South, then East, then North, then East following the City Limit/Peterson Air Force Base boundary line; then South, then East, then North to the intersection of Space Village Ave.; then East on Space Village Ave. to its intersection with Peterson Blvd.; then South on Peterson Blvd., then East, then North to its intersection with Space Village Ave.; then East, then North on Air Ln. to its intersection with N. Marksheffel Rd.; then South on Marksheffel Rd. to its intersection with Hwy 94; then East on Hwy 94 to the City Limit boundary line; then South; then East to the City Limit boundary line; then South, then East, then North, then East, then South, then East, then South along the City Limit boundary line to its intersection with Shonts Rd and Draft Horse Ln.; then West on Draft Horse Ln. to its intersection with Mockingbird Ln.; then South on Mockingbird Ln. to its intersection with Drennan Rd.; then West on Drennan Rd. to its intersection with the City Limit boundary line; then Southerly, then East, then South, then East, then South, then East, then South, then West following the City Limit boundary line to its intersection with Silver Stirrup Dr.; then West to its intersection with City Limit Boundary line; the South to its intersection with Fontaine Blvd.; then West on Fontaine Blvd to its intersection with City Limit Boundary line; then North along City Limit Boundary line just past its intersection with Bradley Rd.; then East, then North to its intersection with Foreign Trade Zone Blvd to its intersection with Aerospace Blvd.; the East on Aerospace Blvd, then North following Aerospace Blvd.; then West, then South, then East, then South on Foreign Trade Zone Blvd.; then West, the South to its intersection with Bradley Rd.; then East on Bradley Rd. to its intersection with the City Limit boundary line; then West following the City Limit boundary line to its intersection with Alturas Dr.; then North/Northwest to its intersection with Milton E. Proby Pkwy.; then West to its intersection with Hancock Expressway.; then South on Hancock Expressway. until City Limit boundary line; then West, then North along S. Academy Blvd.; then West, then North to its intersection with Drennan Rd.; then South, then West, then South, then West, then slightly Northwest, then Southwest, then Northwest, the West, the North, then East, then Northwest, then West, then Southwest to its intersection with S. US Highway 85-87, then Northwest on S. US Highway 85-87 to the intersection of Interstate 25; then North on Interstate 25 to the intersection of Commercial Blvd.; then North on Commercial Blvd. to its intersection with the City Limit boundary line; then Southeast following the City Limit boundary line to the intersection of S. Circle Dr.; then East on S. Circle Dr. to the intersection of E. Las Vegas St.; then Northwest on E. Las Vegas Street to the intersection of Martin Luther King Jr. Bypass; then Northeast on Martin Luther King Jr. Bypass to the P.O.B.

District No. 5

District No. 5 shall be composed of all lands within the City Limits within the following described line:

At the point of beginning (P.O.B.) at the intersection of W. Uintah St. and Interstate 25; then North on Interstate 25 to its intersection with Garden of the Gods Rd.; then East on Garden of the Gods Rd.; then East on Garden of the Gods to Southeast which becomes Austin Bluffs Pkwy.; then East on Austin Bluffs Pkwy to its intersection with N. Academy Blvd.; then North on N. Academy Blvd. to its intersection with Meadowland Blvd.; then East on Meadowland Blvd. until its intersection with Pearl Dr.; then East on Pearl Dr. until its intersection with Park Vista Blvd.; then South along Park Vista Blvd to its intersection with Barnes Rd.; then Northeast along Austin Bluffs Pkwy to its intersection with Oro Blanco dr.; then Southeast/South of Oro Blanco Drive until it intersects with Barnes Rd.; then East on Barnes Rd. to its intersection with N. Powers Blvd.; then South on N. Powers Blvd. to its intersection with E. Platte Ave.; then West on E. Platte Ave. to its intersection with N. Circle Dr.; then North on N. Circle Dr. to its intersection with E. Dale St.; then West on E. Dale St. to its intersection along Bennett Av.; then North until its intersection with Galley Rd., then East on Galley Rd to its intersection with N. Circle Dr.; then North on N. Circle Dr. to its intersection with E. San Miguel St.; then West on E. San Miguel St. to its intersection with N. Union Blvd.; then South on N. Union Blvd. to its intersection with Uintah St.; then West on Uintah St. along N. Foote Ave.; then South to its intersection with E. Yampa St.; then West on E. Yampa St. to its intersection with N. Prospect St.; then North on N. Prospect St. to its intersection with East Uintah St.; then West on E. Uintah St. to its intersection with North Interstate 25 which becomes the P.O.B.

District No. 6

District No. 6 shall be composed of all lands within the City Limits within the following described line:

At the point of beginning (P.O.B.) at the intersection of Austin Bluffs Pkwy. and E. Woodmen Rd.; then Southwest on Austin Bluffs Pkwy. until its intersection with Deliverance Dr. and Rangewood Dr.; then South on Rangewood Dr. until its intersection along Saddle Rock Rd.; then South along Saddle Rock Rd. to its intersection with County boundary line; then South, then East, then North, then East, then South following the county boundary line, then East, then slightly South, then South along county boundary line and Copper Dr.; then East, then South, then West to its intersection with Copper Dr.; then South on Copper Dr. to its intersection with county boundary line; then West, then South, then East, then Southeast, then Southwest, then slightly Southeast to its intersection with Austin Bluffs Pkwy.; then West on Austin Bluffs Pkwy. to its intersection with Oro Blanco Dr.; then South on Oro Blanco Dr. to its intersection with Barnes Rd.; then East on Barnes Rd. to its intersection with North Powers Blvd.; then South on Powers Blvd. to its intersection with City Limit boundary line close to Waynoka Pl.; then East along City Boundary line and Wynoka Pl.; then North/Northeast following the City Boundary line to its intersection with Constitution Ave.; then East on Constitution Ave.; then Northeast; then East along City Limit Boundary line to its intersection with Richmond Dr.; then North on Richmond Dr.; then East to its intersection with Peterson Rd.; then East to its intersection with City Boundary line; then North to its intersection with Bonnie Brae Ln.; then East on Bonnie Brae Ln. to its intersection with City Boundary line; then North to its intersection with Barnes Rd.; then East on Barnes Rd. to its intersection with N. Marksheffel Rd.; then North on N. Marksheffel Rd.; then East, then North following the City Boundary line to its intersection with Dublin Blvd.; then East on Dublin Blvd. to its intersection with City Boundary line along Vista del Valley Dr.; then South, then West, then West on Huber Rd.; then South, then West following the City Boundary line to its intersection with N. Marksheffel Rd.; then South on N. Marksheffel Rd. to its intersection with City Boundary line; then Northeast, then South, then West, then South, then West following the City Boundary line to its intersection with N. Marksheffel Rd.; then South on N. Marksheffel Rd. to its intersection with Constitution Ave.; then East on Constitution Ave. to its intersection with US Highway 24; then West on US Highway 24; then South along City Limit Boundary line, then Southwest, then West, then Northeast to the intersection with US Highway 24; then South on US Highway 24 to its intersection with N. Marksheffel Rd.; then South N. Marksheffel Rd.; then Southeast, then slightly Northeast to its intersection with Highway 94, then East on Highway 94 along the City Limit Boundary line; then North along City Limit Boundary line, then West, then North, then East, then North, then East, then South along Corral Valley Rd.; then East, then South, then East, then South, then West, then South to its intersection with US Highway 94; then East on US Highway 94 to its intersection with City Boundary line; then North, then East, then North, then slightly Southeast, then North, then East, then North following the City Boundary line to its intersection with Davis Rd.; then West on Davis Rd.; then North, then East, then North, then East, then North, then West, then South, then West following the City Boundary line, then North to its intersection with S. Blaney Rd.; then East on S. Blaney Rd. to its intersection with City Boundary line; then North, then West, then North, then West to its intersection with Dodge Rd.; then North on Dodge Rd. to its intersection with E. US Highway 24; then South, then North following the City Boundary line, then East, then South to its intersection with E. US Highway 24; then Northeast E. US Highway 24; then West, then North, then slightly Northeast to its intersection with Falcon Hwy.; then East on Falcon Hwy. to its intersection with N. Meridian Rd.; then North on N. Meridian Rd. to its intersection with City Boundary line; then Southwest, then Northwest to its intersection with E. US Highway 24; then West on E. US Highway 24, then slightly West following City Boundary line along Almur Trl.; then West along Almur Trl. to its intersection with Dodge Rd.; then South on Dodge Rd., then West, then North following the City Boundary line, then West, then North, then East, then North, then West, then slightly Northwest, then North, then West, then North, then West, then South, then West, then South to its intersection with E. Woodmen Rd.; then East to its intersection with Mustang Rd.; then North on Mustang Rd. to its intersection with City Boundary line; then West, then South to its intersection with Cowpoke Rd.; then West on Cowpoke Rd.; then North to its intersection with Vollmer Rd.; then West to its intersection with Black Forest Rd.; then South on Black Forest Rd. to its intersection with E. Woodmen Rd.; then West on E. Woodmen Rd. extended to its intersection with the County boundary line; then West on E. Woodmen Rd. to its intersection with Austin Bluffs Pkwy. to the P.O.B.