An architectural rendering of a modern building with a stone and brick facade, featuring a large glass canopy over the entrance. In the foreground, there is a paved plaza with a covered seating area and a large grassy lawn. Several people are shown walking and sitting on the lawn, suggesting a public or community space. The entire scene is overlaid with a semi-transparent blue filter.

LETTER OF INTRODUCTION

T A B 1

The Aurora Center for Health, Wealth & Well-Being aims to promote safety, health, wealth, and overall well-being of Aurora residents. The 24.97-acre site is located at the southwest corner of E. Colfax Avenue and N. Airport Blvd. The Aurora Center for Health, Wealth & Well-Being will prioritize residents of the three zip codes surrounding the site (80010, 80011, and 80012) which, taken together, have among the top five worst self-reported health outcomes in Colorado and are home to around 45,000 residents that lack a regular primary healthcare provider.

The Aurora Center for Health, Wealth & Well-Being will also address some of the social determinants of health such as, affordable housing, food insecurity and early childhood development. The Salud Family Health Center will be the anchor program for the development, constructed in the first project phase to provide an integrated primary care model, which includes physical, oral, behavioral health and certain specialty care services to address the shortages in Aurora.

The Master Plan is being developed by Salud Family Health. Salud Family Health is a Federally Qualified Health Center (FQHC), 501©3 nonprofit, operating 13 clinic locations, 10 school sites and a mobile unit. Salud Family Health provides medical, dental, pharmacy and behavioral health care services for low-income, medically underserved populations as well as the migrant and seasonal farmworker population. Salud Family Health accepts Medicaid, Medicare, CHP+, and most private insurance plans.

## CRITERIA OF APPROVAL

The Salud Family Health Center represents an urgent medical intervention to expand healthcare access in Aurora, while the rest of The Aurora Center for Health, Wealth & Well-Being, represents the opportunity to further advance community health by co-creating capacity-building resources for people to thrive. The Aurora Center for Health, Wealth & Well-Being complies with the Master Plan Criteria of Approval in the following ways:

**1) The proposed project is consistent with the Comprehensive Plan.** The northern portion of the property is located within the City Corridor Comp Plan Placetype, and is zoned Mixed-Use Corridor District (MU-C). The Aurora Center for Health, Wealth & Well-Being will contribute to the economic and fiscal success of the city. Corridors are intended to be centered along the city's major roadways, such as E. Colfax Avenue to the north and N. Airport Blvd to the east. The Aurora Center for Health, Wealth & Well-Being will include all of the primary uses associated with the City Corridor Placetype, which include commercial, retail, institutional, service and some residential. The development will also include amenities such as sidewalks to connect and complete pedestrian connections to existing neighborhoods, crosswalks, benches, pedestrian-scale lighting and landscaping to promote safety for site users.

The southern portion of the site consists of three (3) zone designations and is located in the Established Neighborhood Placetype. The zoning districts consist of Rural Residential (R-R), Medium-Density Multifamily Residential (R-3) and Accident Potential Zone II North (APZ). Established Neighborhood Placetypes are characterized by predominantly residential areas with a variety of unit types, including single-family attached and multifamily. The development will provide multifamily residential units that will support limited retail, service and office uses located within The Aurora Center for Health, Wealth & Well-Being. The proposed residential units will provide an affordable housing option for health care staff and students that will support the Salud Family Health Center.

**2) The project will allow future development of the property to comply with all applicable standards in the Unified Development Ordinance (UDO).** For the Master Plan approval, the applicant is requesting a change in zoning so the potential future land uses will comply with the permitted uses for each of the Planning Areas. Planning Areas were designed to allow for the required setbacks and buffers without hindering the developable site area so that future site plan submittals for each Planning Area will have adequate space for building footprints and parking areas.

**3) The proposed project will result in a coordinated street network.** The project team has been coordinating with the City of Aurora, Colorado Department of Transportation, the Station 60 developer to the north, StorQuest to the west, and the nearby neighborhood groups to the south to coordinate a full movement signalized intersection at E. Colfax Ave. and Norfolk St. This is a critical access point for the existing community to the south and for the future community as well as the Salud Family Health Center which will be located on the southeast corner of the intersection. This will also include shifting the existing StorQuest R/O access to the west away from Norfolk Street and providing StorQuest with full movement access to Norfolk Street aligning with E. 14th Avenue as part of the internal site roadway connectivity. Salud has obtained signed agreements from Station 60 and StorQuest that support the relocation and the extension of Norfolk Street. Salud Family Health is also working cooperatively with Station 60 to submit an updated ISP plan for Station 60 that reflects the modification to the Norfolk St. alignment to create a safer signalized intersection for the community and future users of both the Aurora Center for Health, Wealth & Well-Being and the Station 60 project. Two documents have been uploaded as supplemental information to show the coordinated efforts between Station 60 and the applicant. These include 1) A Letter of Authorization from Station 60 for THK and Salud to complete the Station 60 ISP Amendment for the new road alignment (Norfolk Ave.) and 2) a Statement of Coordination.

The signalized intersection of E. Colfax Ave. and Norfolk St. will complement the existing regional signalized intersection of E. Colfax Ave. and N. Airport Blvd. N. Airport Blvd. currently has a higher traffic volume than E. Colfax Ave. and will increase over time as it is a gateway to Denver International Airport to the north.

The proposed internal streets are intended to create walkable blocks that blend into the existing context of the surrounding neighborhoods. The internal streets are proposed as an extension of existing roads that help create complete streets and walkable blocks. Norfolk St. is proposed to continue north on the west side of the site to create a full signalized intersection at E. Colfax Ave. Currently the road dead ends at E. 14th Ave., although there is evidence that vehicles still use this as access to E. Colfax Ave., through the site on an illegally created dirt road. The extension of Norfolk St. to the north will also create a connection north of E. Colfax Ave. to the Station 60 project. This will ultimately create a safer vehicular and pedestrian connection for the surrounding community due to the signalized intersection and controlled pedestrian crossing associated with the signalized intersection.

E. 14th Ave. will also extend from the existing intersection at Norfolk St. to the east to complete the block and intersection at N. Airport Blvd. This is proposed as another signalized intersection and will also provide safer vehicular and pedestrian movements in and around the Aurora Center for Health, Wealth & Well-Being.

Nulca St. will remain a stub street on the south side of the property. During the Community Meeting on Tuesday, May 23, many residents expressed concern for the extension of Nucla St. The extension would have created more traffic through their neighborhood. The applicant proposed a non-vehicular connection via a walkway so the residents to the south could access the site by biking and/or walking. Please see Community Comments below forwarded to me by Kerri Drumm.

The applicant worked with Julie Bingham (City of Aurora Traffic Engineer) and Steve Gomez (City of Aurora Senior Engineer - Traffic) to bring this issue to their attention. Steve Gomez stated that the City of Aurora is not opposed to not having the Nucla St. connection to 13th Ave based on the assertion that the majority of the public contacted would prefer to not have the connection. The email correspondence is shown on the following page.

----- Forwarded message -----

From: Kerri Drumm <kerri@purposealigned.com>  
Date: Wed, May 31, 2023 at 9:33 AM  
Subject: Re: Community Meeting  
To: Fuselier, Liz <efuselie@auroragov.org>  
Cc: ERIC SAKOTAS <esakotas@thkassoc.com>

Hi,

We don't take detailed notes as part of this, but here is a summary:

**Meeting Name: The Aurora Center for Health, Wealth and Well-Being (The Aurora Center for Health)**

**Meeting Date/Time: May 23, 2023**

Total Attendees: 18, including city staff and the development team

Liz discussed the development review process in the city of Aurora, which includes community meetings, reviews, and approvals from the planning commission and city council. She also explained the criteria for approving a master plan, which includes compliance with the comprehensive plan and unified development ordinance, infrastructure planning, and consideration of surrounding areas and multi-modal connections. John Sanestiva, president and CEO at Salud Family Health, gave an overview of their organization and their plans to develop a healthcare center and community hub in Aurora, Colorado. The development will include a clinic, affordable housing, an urban farm, and community gardens to serve low-income individuals and families in the area.

During the community meeting, various members expressed their support for walkability and access to the Highline Canal. One community member raised concerns about the safety of the proposed road on Nuclear. John stated that their plan is to do everything they can to ensure connectivity and to put a pedestrian/ bikeway on Nuclear. Participants expressed support for the project's focus on health, walkability, housing, food access, and resources for the community.

## RE: Aurora Center for Health (DA-2332-00)

1 message

Gomez, Steven <segomez@auroragov.org>

Mon, Aug 21, 2023 at 3:27 PM

To: ERIC SAKOTAS <esakotas@thkassoc.com>, "Bingham, Julie" <jbingham@auroragov.org>

Cc: Doug Bach <doug.m.bach@gmail.com>, "Thomas W. Beck" <thomas@twbeckarchitects.com>, "Harline, Carl" <charline@auroragov.org>, "csmcgranahan@lsctrans.com" <csmcgranahan@lsctrans.com>

Good afternoon Eric,

COA Traffic is not opposed to not having the Nucla St connection to 13<sup>th</sup> Ave based on the assertion that the majority of the public contacted would prefer to not have the connection. It is unfortunate that additional documentation regarding public comment could not be provided.

Steve

Steve Gomez, P.E., PTOE

Senior Engineer – Traffic| City of Aurora

office 303.739.7300 | email [segomez@auroragov.org](mailto:segomez@auroragov.org)

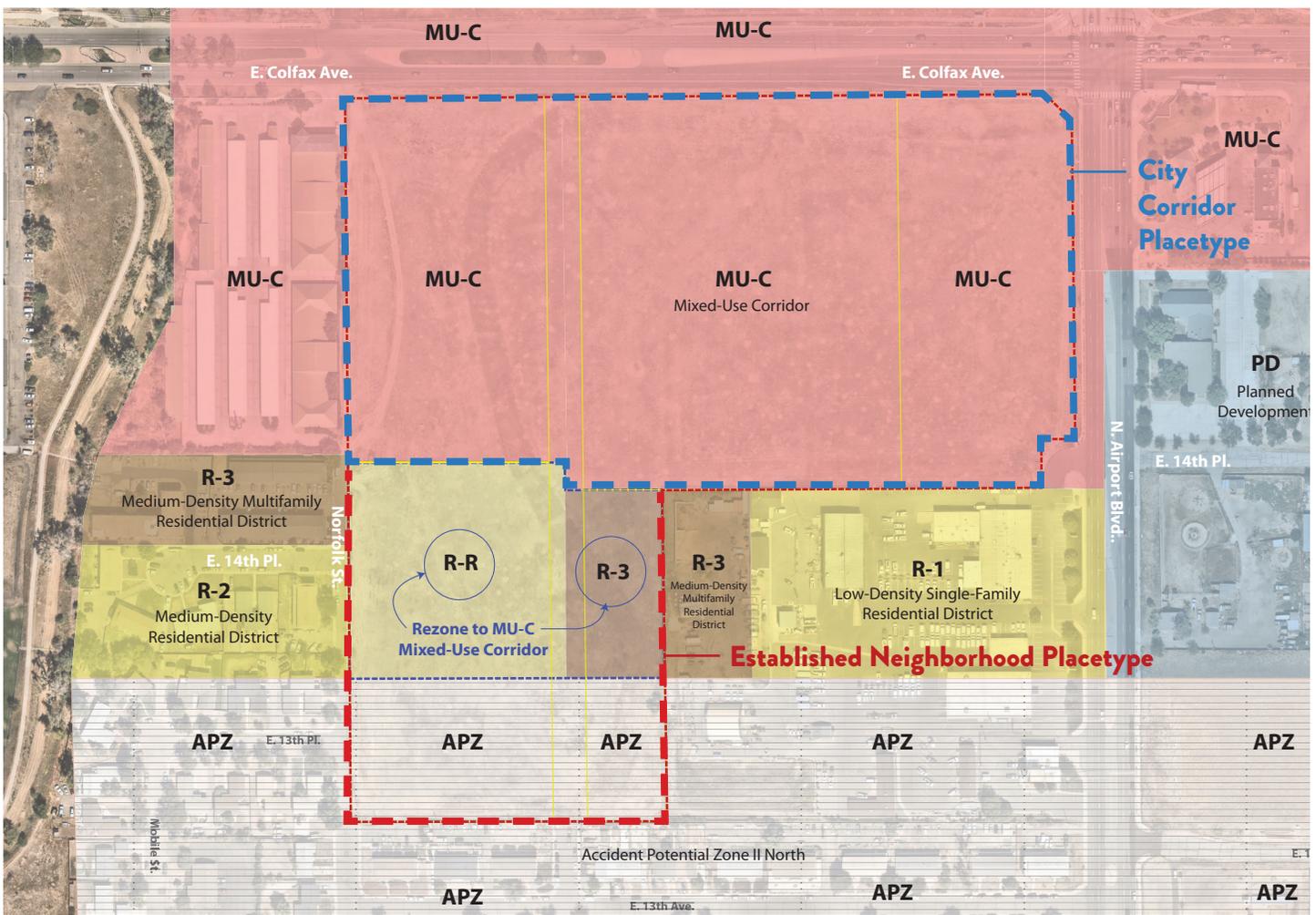
4) The proposed development will expand on multi-modal connections planned in the area and promote the creation of a health care, retail, and residential neighborhood node. The proposed development will be ADA accessible and will provide ADA accessibility along sidewalks and trails. The proposed development incorporates all street standards for public streets within the development. Further, it will create connections via E. Colfax Ave. to the existing High Line Canal regional trail system located to the west. The plan will provide clear connections between all buildings to the future sidewalks along both E. Colfax Ave. and N. Airport Blvd.

# ZONING MAP AMENDMENT

The site consists of four (4) zone designations which includes the Mixed-Use Corridor District (MU-C) on the northern portion of the site, along E. Colfax Ave. The southern portion of the site consists of three (3) zone designations of Rural Residential (R-R), Medium-Density Multifamily Residential (R-3) and Accident Potential Zone II North (APZ).

To create a cohesive Master Plan that reflects the current land uses and residential densities of the surrounding neighborhood, The Aurora Center for Health, Wealth & Well-Being requests a zoning map amendment for two (2) parcels from their existing zone district to Mixed-Use Corridor (MU-C). These parcels include the Rural Residential (R-R) parcel and the Medium-Density Multifamily Residential (R-3) parcel, which is immediately adjacent to the east of the R-R parcel. The Team has submitted a Zoning Inquiry for this parcel and has received a 'neutral' stance from the City.

The exhibit below identifies the existing zoning of the project site and surrounding parcels.



## ZONING MAP AMENDMENT- CRITERIA OF APPROVAL

Per the Criteria of Approval for a Zoning Map Amendment per the UDO (Section 146-5.4.1.C.3.a.ii), the change to the zoning map is required because of changed conditions or circumstances on the property or in the surrounding area.

a.) The applicant has demonstrated that the proposed initial zoning or 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(s).

Both of the existing zone districts of R-R and R-3 are located in the Established Neighborhood Placetype. Primary land uses include: single-family detached, attached and multifamily residential of various densities. The proposed development for the site is a Health Care focused campus with a proposed Health Care Facility. The higher-density product would provide an affordable housing option for current and future residents in the community.

The R-R zoning is too restrictive for the proposed development, which has R-2, R-3 and MU-C zoning districts adjacent to the property. This zoning designation is not compatible with the existing surrounding land uses which includes self-storage, multi-family residential and more industrial uses. Rezoning of the existing R-R and R-3 parcels, with the exception of the APZ district, to MU-C was also suggested to us by the City of Aurora in the Pre-App notes (#1532099) dated April 29, 2021. A Zoning Inquiry response was also received from the City on June 28, 2023 which gave a 'neutral' stance on the rezoning of both the R-R and R-3 parcels to MU-C.

b.) The applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed initial zoning or rezoning are compatible with surrounding development or can be made compatible with surrounding development through approval conditions.

With the wide range of uses proposed on this site, including a 5-story health clinic, 3-story mixed-use buildings, retail/commercial uses and attached residential housing, this project is more aligned with the goals of the City Corridor Placetype identified in the Comprehensive Plan. The primary land uses associated with this Placetype include commercial retail/services and multifamily residential. These primary uses are currently adjacent to the site with a gas station to the east, multifamily housing and self-storage to the west and a new commercial/retail development to the north with the Station 60 project. Our project will complement the current adjacent uses and help complete the multi-modal traffic patterns with the completion of the north/south Norfolk Ave and east/west E. 14th Ave connections that connect to existing streets.

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.

The Site is currently vacant, so there would be no significant dislocations of tenants or occupants.

The Aurora Center for Health, Wealth & Well-Being will meet the land dedication requirements set forth by the City of Aurora to provide parks and open space opportunities for future users and the surrounding community. At this time, no neighborhood park or school site is proposed or anticipated.

The development of The Aurora Center for Health, Wealth & Well-Being is likely to take place over a phased time period, with the Salud Health Center being developed first. This will provide an anchor for the site and provide much needed healthcare services to the surrounding community. It is anticipated that a Site Plan application will be submitted to the City once the Master Plan has been approved. The other remaining parcels will then be sold to developers that have the same vision and goals outlined in this Master Plan in order to create a holistic health care campus.

All response to comments from the 2nd Submission are included in Tab 5 - Response to Comments. The comments from the external agencies are also located in this Tab.

Salud Family Health Center and the design team look forward to working with the City of Aurora on this exciting project.

A handwritten signature in black ink, appearing to read 'Eric Sakotas', with a long horizontal line extending to the right.

Eric Sakotas, Senior Planner, THK Associates, Inc.



The ownership and design team are comprised of the following members:

Property Owner / Applicant:

Salud Family Health Centers

203 S. Rollie Avenue

Fort Lupton, CO 80621

303.892.6401

Attn: John Santistevan, CEO



Architect / Lead Design Consultant

TW Beck Architects

P.O. Box 57

Estes Park, CO 80517

970.586.3913

Attn: Thomas Beck, AIA, NCARB



Lead Planning Consultant

THK Associates, Inc.

2953 S. Peoria Street, Suite 101

Aurora, CO 80014

303.770.7201

Attn: Eric Sakotas



Engineer / Surveyor:

R&R Engineers

1635 W. 13th Ave.

Denver, CO 80204

303.753.6730

Attn: Doug Dunkin, PE



Traffic Consultant:

LSC Transportation Consultants, Inc.

1889 York St

Denver, CO 80206

303.333.1105

Attn: Chris McGranahan, PE, PTOE

## COMMENT RESPONSES FROM EXTERNAL AGENCIES

It was noted to provide Comment Responses for the CDOT Letter that was attached to the 3rd round of Planning Comments. In going through the CDOT letter, there were NO NEW COMMENTS from the previous submission. We are including the same comments from the last submission per your request to include them.

### CDOT Comments (from 2nd submittal review)

#### Drainage Comments:

Steve, please provide us the drainage memo/calcs if available to review and provide comments, also available to meet at the site to take a closer look at the drainage features if needed

Samer 4-3-2023

Master Drainage Report and associated calculations are to be included in these submittals.

I have reviewed the attached drainage report and plans, I recommend that the developer take a closer look at all of the hydraulic features adjacent to the property at both Airport Rd and Colfax, It is recommended to inspect them to insure that they are functioning hydraulically and clean and remove sediment if needed

I am available to meet at site to discuss further if needed

Acknowledged. Minimal impacts to N. Airport Blvd. will take place as a result of this project and the existing E. Colfax Ave. roadside ditch will be removed and replaced with proposed curb and gutter. This curb and gutter was modeled in Hydroflow Express and can be found in Appendix B of the Master Drainage Report. Inspection and cleaning shall be specified at the construction document phase.

#### Environmental Comments:

No planning or zoning concerns

#### Water Quality: How will the roadside ditch be modified and what is contributing to it?

The existing East Colfax Avenue roadside ditch will be removed and replaced with proposed curb and gutter. This tributary area is defined in the drainage map as basin U-3. The proposed six-inch curb and gutter was modeled in Hydroflow Express and can be found in Appendix B of the master drainage report.

#### For ANY future ground disturbance/work within CDOT ROW---

##### Required:

Arch/History/Paleo:

Since this is a permit, a file search for Arch, Paleo and History is required. If the file search identifies anything, a more extensive report will be required. If nothing is identified, then the file search should be sufficient. For the file search contact:

Cultural/History File Search: <https://www.historycolorado.org/file-access> Email: [hc\\_filesearch@state.co.us](mailto:hc_filesearch@state.co.us)

Paleo File Search: Colorado University Museum of Natural History - Email: [jacob.vanveldhuizen@colorado.edu](mailto:jacob.vanveldhuizen@colorado.edu) and <https://www.dmns.org/science/earth-sciences/earth-sciences-collections/> and/or Denver Museum of Nature and Science – Email: [kristen.mackenzie@dmns.org](mailto:kristen.mackenzie@dmns.org) <https://www.dmns.org/science/earth-sciences/earth-sciences-collections/>

Noted.

The ECIS will be used to support HazMat requirements.

Non-historic 4f does not apply.

If any non-historic 6f properties will be impacted or disturbed applicant shall coordinate with Veronica McCall [veronica.mccall@state.co.us](mailto:veronica.mccall@state.co.us)

Noted.

## COMMENT RESPONSES FROM EXTERNAL AGENCIES

### **Info for Applicant/Contractor:**

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

Noted.

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

Noted.

**Clear Zone:** It is the responsibility of the engineer/architect who stamps the plans to ensure that: any new landscaping/trees are outside of the clear zones for any State Highway/CDOT ROW and that the new landscaping/trees do not interfere with site lines from any State Highway/CDOT ROW.

Noted.

**Landscape:** Any new or changes to existing landscaping within CDOT ROW must be reviewed and approved by CDOT. Landscaping plans should be submitted and should include details of all proposed plant species and seed mixes/ratios.

Noted.

### Traffic Comments:

Both east and west of the project site, the Colfax Ave corridor has dedicated EBR decel lanes. However, The EBR decel lane at Norfolk St and the RIRO access is shown as a thru-right. It is best to maintain consistency throughout the corridor if possible. Please explain why the thru-right movement was chosen.

The Citadel on Colfax project to the west was proposed with dedicated right-turn lanes in the short-term and will be converted to shared through/right lanes over time to provide three eastbound through lanes. This was due to the existing corridor being relatively tight for dedicated right-turn lanes plus three through lanes.

The existing length of the EBR decel lane at Colfax Ave and Airport Blvd intersection is substandard per the projected 2040 traffic counts. A continuous auxiliary lane from the RIRO access to Airport Blvd would meet these requirements. A minimum lane width of 11ft is required.

This lane is to be lengthened as appropriate.

The existing lengths of the EB and WB dual lefts at Airport Blvd are substandard per the projected 2040 traffic counts. These lanes need to be extended to meet the access code requirements. Since the extension of the EB dual left will determine the median design, early coordination with the Developer to the north (Trolley Station) will be needed.

The Station 60 developer to the north plans to lengthen the EB LT lane per their traffic study. The Salud traffic study shows the lengthening required for the WB LT lane.

## COMMENT RESPONSES FROM EXTERNAL AGENCIES

### Synchro:

A Yellow Time of 3.5 sec and All- Red Time of 1.5 sec was used. The yellow time should be 4 sec or show calculation on how 3.5 sec was determined. The all-red should be 2.0 sec; please explain how 1.5 sec was determined.

These values have been updated to 4.0 and 2.0.

Please explain how Lost Time Adjust and Total Lost Time were determined.

EL 7/27/2023

Generally speaking, the lost time adjustment and total lost time were increased for movements at or near capacity because drivers typically use more of the clearance interval when these conditions exist.

### Right of Way Comments:

MJO - 4/3/2023 - all the ROW Dedications are south of Colfax CDOT ROW Boundary. CDOT Region 1 ROW and Property Management do not opion on Zoning issues one way or the other. The proposed zoning change does not seem to impact CDOT ROW.

Noted.

Does the 30' wide sidewalk easement on the east side of the development continue on Lot 1 or is that sidewalk easement smaller?

This easement relates to a landscaped green space with a meandering sidewalk.

I assume sidewalk easement goes to city of Aurora

Correct. DOT should not have much input on this sidewalk/easement.

MJO - 7/13/2023 - no real changes in submittal. I was hard to find responses to 4/3/2023 questions detailed below, these may be covered in future revisions. No Comments at this time

Noted.

### Resident Engineer Comments:

7/18/23, PDF - Same comments as in April. I would like to see some civil plans showing details of proposed improvements along Colfax, including the median modifications for left turn lanes, removal limits, paving limits, pavement type and thickness, `sub-base requirrements, median cover, lane widths, sidewalk and ADA ramps. as well as any drainage modifications made along Colfax Ave.

Noted.

4/18/23, PDF - I have no comments on the conceptual plan. I will be interested in seeing the Civil plans showing details for improvements on Colfax Ave., that include the median modifications for left turn lanes, removal limits, paving limits, pavement type and thickness, `sub-base requirrements, median cover, lane widths, sidewalk and ADA ramps. as well as any drainage modifications made along Colfax Ave.

Noted.

### Permits Comments:

7-25-23 Please provide a comment response letter addressing all CDOTs comments with your next submittal. AE 7-25-23

Noted.

## COMMENT RESPONSES FROM EXTERNAL AGENCIES

### Permits Comments:

**7-25-23** Please provide a comment response letter addressing all CDOTs comments with your next submittal. **AE 7-25-23**

Noted.

4-17-23 No objection to the zoning map amendment. Because this location is adjacent to Colfax Ave (SH 40) please keep the following in mind as this project progresses:

Access permits will be required – one at the intersection of Norfolk and Colfax (full movement) and the other access (RIRO) further East of Norfolk. The access permit application can be found at:

<https://www.codot.gov/business/permits/accesspermits/forms/cdot0137>

Noted.

Any signing that will be visible from Colfax must comply with all applicable State rules governing outdoor advertising per 2 CCR 601-3. All signing must be on private property.

Noted.

This section of CDOT RoW on Colfax is in a contract maintenance area. A CDOT special use or utility permit is not needed. AE4-17-23

Noted.

### RTD Comments

10. Regional Transportation District/ C. Scott Woodruff/ 303-299-2943/ clayton.woodruff@rtd-denver.com

10A. RTD bus stop # 12941 on Colfax Ave & Norfolk St – EBFS and Airport Blvd & Colfax Ave – SBFS are both adjacent to this project, will likely be impacted, and require improvements. This will need to be coordinated with the plans as they develop as currently this is a planning document and does not have any of the details for these areas identified. Respond to comments in the Letter of Introduction with your next submission.

Improvements to both the identified RTD bus stops will be coordinated with RTD during the next phase of entitlements, which will be the more detailed Infrastructure Site Plan. It is anticipated that both of these stops will be improved and approved by RTD during the site plan approval process.