



Technical Memorandum #1: Phase 1 Public and Stakeholder Involvement Summary

The intent of this Technical Memorandum is to provide a summary of the public and stakeholder involvement activities conducted during Phase 1 (*Inventory and Information Gathering*) of the Adam’s County Making Connections Plan.

Public and Stakeholder Involvement Plan

At the beginning of Phase 1 a Public and Stakeholder Involvement Plan (PSIP) was prepared that provided an outline for the audiences to engage, when to engage them, and the intent of the engagement activity. The Consultant Team would be responsible for the majority of all activities. Adams County would be responsible for providing a list of the key stakeholders to engage with, conducting print production and mailing of all public involvement materials, and providing a project website. The table below summarizes the public and stakeholder involvement activities that occurred during Phase 1.

Table 1 | Public and Stakeholder Involvement Activities Complete in Phase 1, "Inventory and Information Gathering"

PSIP Activity	Date	Audience in Attendance
Technical Advisory Committee Workshop 1	November 02, 2015	TAC members
Website/Email Blasts/Meeting Advertisements	ongoing	Residents and Businesses within study area
Planning Commission Study Session	November 12, 2015	Planning Commissioners
Focus Group Forum	November 18, 2015	Stakeholder List (196 invited, 60 attended)
Community Open House	November 18, 2015	Invitation mailed to all addresses within zip code, estimated 40 people in attendance.
Board of County Commissioners Study Session	November 24, 2015	County Commissioners
ACED Infrastructure Task Force Meeting	December 02, 2015	Task Force members (approximately 20 in attendance)

Throughout much of these engagement activities the consultant team collected input and feedback related to several key topic or category groupings including:

- Land Use, Economic Development, Neighborhoods, and Housing;
- Transportation;
- Drainage and Utilities; and
- Environment, Health, Parks and Trails.

The text that follows provides a brief summary of the input received related to each of these categories. Additional details on the input received during Phase 1 of the project will be provided at the conclusion of the project as a Public Involvement Appendix document. Ultimately, the public and stakeholder input received during Phase 1 will be used to guide further work to be conducted as part of *Phase 3: Recommendations*.

Land Use, Economic Development, Neighborhoods and Housing

A wide variety of comments were received during both the Open House and the Focus Group Forum on the topics of land use, economic development, neighborhoods and housing. In general, the reoccurring theme or discussions was, how can we improve communities and neighborhoods but also keep it affordable? These comments are summarized below:

- 12 Plans in 12 years; 13,000 acres of land unincorporated; and 1,700 acres around 6 train station areas. But there is a need to look further than the station areas radius!
- The words “redevelopment” and “density” are scary for the existing residents. There is a concern about existing residents being “priced out” of the community as the cost of housing rises. There is a need for senior housing options. Land use coordination should include housing and housing affordability.
- Health should be an integrated topic with transportation, land use and development.
- Many expressed interest in connectivity improvements to the future stations as well as connections to plans occurring in the City and County of Denver.
- Some expressed concerns that the mix of commercial options does not match the retail preferences of the residents in the area. Many expressed that they have to travel outside of the area for their shopping needs.
- There is a range of excitement levels about the potential development about to happen in the area: some welcome it, some are against the idea of new development and do not want any new development in the area.

Transportation

A wide variety of comments were received during both the Open House and the Focus Group Forum on the topic of Transportation within the study area. There were a handful of comments related to traffic calming, speed limits, and traffic operations, including traffic light synchronization on major roadways. However, the majority of comments indicated that transportation options are more important than providing improved transportation capacity. The comments are summarized as follows:

- Good pedestrian connections are needed around existing and proposed schools
- Improving and providing multimodal connections for the area is needed more than roadway/intersection improvements
- Coordinate adjacent jurisdiction bicycle plans (i.e. City and County of Denver) and roadway improvement plans (i.e. Federal Blvd) into the development of the study area improvement plans
- Provide bicycle facilities on scenic roadway corridors within study area.
- Some of the major roadways need traffic signal synchronization which could improve peak hour efficiencies (i.e. Federal and Pecos)
- A lot of missing or damaged sidewalks on the roadway corridors.
- Health should be an integrated topic with transportation, land use and development.
- Some streets remain “unfinished” (i.e. narrow roadway width, no shoulder, no sidewalk, and ditches present)

Drainage and Utilities

Little public comment was received during the Open House related to drainage and utilities issues or concerns; however, detailed information and opinions were shared during the Focus Group Forum which provides a good understanding of what some view as the highest priorities for this essential infrastructure network. In general, the drainage infrastructure needs are well documented although there is some concern about how quickly repairs and maintenance can be executed. In regards to utility infrastructure, most of these facilities are operated by outside organizations which poses a challenge with making areas development-ready. The Focus Group provided information related to recommended areas of improvement, which generally include improvements to the following areas:

- Federal Boulevard,
- 60th Street at Federal Boulevard,
- Clear Creek,
- 52nd and Washington,
- Lowell Boulevard (62nd to Clear Creek),
- Clay Community Outfall,
- Kalcevik Gulch, and
- Improvements to infrastructure in older neighborhoods (i.e. curb/gutter, sidewalks, and storm pipes).

The Focus Group agreed that the greatest hardships to implementing these ideas occur because of lack of funds for the projects as well as the difficulty in coordinating projects between the various Water and Sanitary Districts.

Environment, Health, Parks and Trails

The topics of environment, health, parks and trails covered a variety of discussion points. Up front it was discussed that the topic of health should be an integrated conversation and not a set aside group. Much of the conversation revolved around a lack of amenities which provide a safe environment for active transportation. Some of the major issues and problems identified include:

- A significant amount of missing sidewalk infrastructure on Federal Boulevard as well as in surrounding neighborhoods.
- Improving quality of life will act as encouragement for residents to stay in the community.
- There is an issue with the Federal Boulevard Framework Plan recommending redevelopment in an area with affordable housing.
- New roadway standards should provide for an improved pedestrian environment (i.e. buffered sidewalks, transit shelters, safe crossings, lighting, etc).
- Prioritize converting brownfield locations to development rather than negatively impacting existing neighborhoods and residents.
- There is a lack of grocery stores in study area.
- Clear Creek trail lacks amenities, is poorly lit, and has few access points.