

Board Officers

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Jennifer Schaufele, Executive Director

AGENDA

METRO VISION ISSUES COMMITTEE

Wednesday, July 1, 2015

4 p.m.

1290 Broadway

First Floor Boardroom

1. Call to Order

2. Public Comment

The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors. Please note the public will have the opportunity to speak on specific items on the Metro Vision Plan between the staff presentation and committee discussion.

3. Summary of June 3, 2015 Meeting
(Attachment A)

INFORMATIONAL ITEMS

4. Presentation on A Safe and Resilient Built and Natural Environment element of the draft Metro Vision Plan
(Attachment B) Brad Calvert, Metro Vision Manager, Regional Planning & Operations
Time will be allotted after the staff presentation for the public to provide comment on this item prior to MVIC deliberation. Those providing comment will be limited to 3 minutes.
5. Next steps on Metro Vision Issues Committee's review of draft Metro Vision Plan
(Attachment C) Brad Calvert, Metro Vision Manager, Regional Planning & Operations

ADMINISTRATIVE ITEMS

7. Other Matters
8. Next Meeting – August 5, 2015
9. Adjournment

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701

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METRO VISION ISSUES COMMITTEE MEETING SUMMARY
June 3, 2015

MVIC Members Present: Bob Roth – Aurora; Bill Holen – Arapahoe County; Sue Horn – Bennett; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Rick Teter – Commerce City; Robin Kniech, Anthony Graves – Denver; Don Rosier – Jefferson County; Tom Quinn – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; John Diak – Parker; Val Vigil – Thornton; Herb Atchison – Westminster.

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Heather Lamboy – Castle Rock; Kent Moorman – Thornton; Gretchen Armijo – Denver Environmental Health; Max Gibson – Jeffco Public Health; Tim Kirby – CDOT; Ted Heyd – Bicycle Colorado; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:04 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of May 6, 2015 Meeting

The summary was accepted as submitted.

Presentation on key elements from the *Connected Region (transportation)* element of Metro Vision

This item was moved up on the agenda, as it was carried over from the May meeting. Jacob Riger, DRCOG staff, briefed members on key elements from the transportation element of Metro Vision.

Move to direct staff to work with the Transportation Advisory Committee to develop 2016-2021 TIP Waiting List recommendations for MVIC's consideration

Steve Cook, DRCOG staff, provided background information on the TIP waiting list. Staff recommends that the Transportation Advisory Committee work to define a waiting list for the Metro Vision Issues Committee to review. A suggestion was made to include a process to update the list as the value of the list deteriorates over time.

Elise Jones **moved** to direct staff to work with the Transportation Advisory Committee to develop 2016 -2021 TIP Waiting List recommendations for MVIC's consideration. The motion was **seconded** and **passed** unanimously.

Move to recommend to the Board of Directors Metro Vision foundational measures and targets as agreed to during the meeting

Brad Calvert, Metro Vision Manager, continued the discussion on the foundational measures (FM) as outlined in the agenda materials. No public comment was offered after the staff presentation.

The Chair noted that since the group has a hard stop at 6 p.m., any open items not resolved during this meeting would be moved forward to the Board with no recommendation. The

Chair suggested that there are a few options for the group to consider: the group can talk about just the measures, without talking about a target; talk about a target without a measure, or move a foundational measure to a secondary measure.

Jackie Millet asked for a definition of foundational measures, and why these specific measures are considered foundational. Staff noted the Plan is performance oriented. There are 75 items in the Plan that staff suggests should be tracked over time. The only difference between a foundational measure and other measures is that it has a target. It was noted the foundational measures and targets were defined through the stakeholder engagement process, primarily through the work of the Metro Vision Planning Advisory Committee and the Transportation Advisory Committee. Ms. Millet noted that she believes there should be a foundational measure related to freight, as well as the transportation funding gap.

Elise Jones **moved** to favorably recommend to the Board of Directors foundational measures 2, 6, 7, 8, 9a, 9b, and 10. The motion was **seconded** and **passed** with 1 opposed.

George Teal noted he would group foundational measures 1 and 5 together. He stated that he wants an assurance that communities will have the opportunity to grow their urban centers. He and others noted that while some types of health care facilities are being built in urban centers, hospitals are not. Members discussed foundational measures 1 and 5.

George Teal **moved** to move foundational measures 1 and 5 to secondary measures. The motion was **seconded**. There was discussion

Ashley Stolzmann **moved** to substitute a motion to favorably recommend foundational measure 1 to the Board of Directors. The substitute motion was **seconded**. There was discussion.

Herb Atchison **moved** the previous question. The motion to stop debate was **seconded** and passed with 16 in favor and 2 opposed.

The substitute motion to favorably recommend foundational measure 1 to the Board of Directors **passed** with 11 in favor and 8 opposed.

Members continued discussion on foundational measure 5.

Tim Plass **moved** to favorably recommend foundational measure 5 to the Board of Directors. The motion was **seconded**.

Don Rosier **moved** to substitute a motion to move foundational measure 5 to a secondary measure. The substitute motion was **seconded**. There was discussion.

Jackie Millet **moved** the previous question. The motion to stop debate was **seconded** and **passed** unanimously.

Metro Vision Issues Committee Summary

June 3, 2015

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The substitute motion to move foundational measure 5 to a secondary measure **passed** with 13 in favor and 5 opposed.

The Chair noted that foundational measures 3 and 4 would be moved forward to the Board of Directors with no recommendation.

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for **July 1, 2015**.

Adjournment

The meeting adjourned at 6:02 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 1, 2015	Information	4

SUBJECT

Staff will provide an overview of the element, *A Safe and Resilient Built and Natural Environment*, from the draft *Metro Vision* plan.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Background

The DRCOG Board last adopted a major update to *Metro Vision* in February 2011. For nearly three years, DRCOG staff worked with the Board, member governments, partner agencies, regional stakeholders and the public to transform the *Metro Vision* plan into a shared vision for action.

At the Board's 2013 workshop, resilient infrastructure and communities were noted as potential points of emphasis for the current update. This area of emphasis was echoed by stakeholders throughout the plan development process. Board members and alternates present at the 2015 Board workshop began an initial conversation on the importance of regional resiliency as an overarching theme in *Metro Vision*. In April, MVIC discussed the idea of applying a "resiliency lens" to the entire *Metro Vision* plan.

Staff noted in April that objectives and strategies that may increase regional resiliency are included throughout the plan, but *A Safe and Resilient Built and Natural Environment* most directly addresses the issue.

Today's Discussion

As drafted, *A Safe and Resilient Built and Natural Environment* element in the draft *Metro Vision* replaces the *Environment* element of *Metro Vision 2035*. The draft element was shaped by stakeholder input, including surveys, Metro Vision Idea Exchanges, interviews, focus groups and discussions with the Metro Vision Planning Advisory Committee (MVPAC) and the Citizens Advisory Committee (CAC). Regional outcomes in the draft element emphasize:

- Continuing efforts to ensure our region has clean water and air, and lower greenhouse gas emissions.
- As our region grows seeking an interconnected network of widely accessible open space, parks, and trails that can provide recreation and environmental benefits.

- Proactively conserving working agricultural lands of significance for current and future generations.
- Planning and actions to reduce the risk and effects from natural hazards including minimizing community disruption and economic, environmental, and other losses.

All draft plan elements include potential strategies, regional actions and local actions that may contribute to achieving the desired outcomes outlined. Each element also identifies a series of performance measures. Using regular tracking, DRCOG and its local and regional partners can verify whether our collective actions to implement the plan are moving the region toward the desired outcomes.

In June, MVIC recommended a series of performance measures and targets (foundational measures) to the Board for their consideration. Included in the recommended measures is a targeted 60 percent reduction in greenhouse gas emissions per capita by 2040. This foundational measure is identified in several plan elements, including *A Safe and Resilient Built and Natural Environment* element.

Next Steps

With today's presentation on *A Safe and Resilient Built and Natural Environment*, MVIC has now seen all of the individual draft plan elements. MVIC will discuss the next steps in the committee's review of the draft plan under a separate agenda item.

PREVIOUS DISCUSSIONS/ACTIONS

Previous MVIC Metro Vision Discussions/Actions:

May 7, 2014 – MVIC Meeting Summary
June 4, 2014 – MVIC Meeting Summary
July 2, 2014 – MVIC Meeting Summary
August 6, 2014 – MVIC Meeting Summary
October 1, 2014 – MVIC Meeting Summary
February 4, 2015 – MVIC Meeting Summary
March 4, 2015 – MVIC Meeting Summary
April 1, 2015 – MVIC Meeting Summary
May 6, 2015 – MVIC Meeting Summary
June 3, 2015 – MVIC Meeting Summary

PROPOSED MOTION

N/A

ATTACHMENT

Attachment: *A Safe and Resilient Built and Natural Environment* – Draft plan element

Link: [Draft Metro Vision Plan](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; Brad Calvert, Metro Vision Manager, Regional Planning and Operations at 303-480-6839 or bcalvert@drcog.org

A Safe and Resilient Built and Natural Environment

INTRODUCTION

The Denver region's unique setting and natural environment is one of our greatest assets. Mountain views, an abundance of natural amenities and outdoor recreation opportunities, and a pleasant climate have helped spur steady and sustained growth in the region for decades. As the area becomes more populous, our region must maintain these assets and the quality of life enjoyed by so many.

In the nearly 20 years since Metro Vision was first adopted, the region has made great strides in its efforts to protect significant open space and agricultural lands—both at the local level and through collaborative regional efforts. Progress on the development of numerous parks and an interconnected regional trail and greenway system has also been significant, although a number of “missing links” remain. One consequence of the region's growth has been the increase in the number of residents who live in areas that, while scenic, are at higher risk for natural disasters such as flooding and wildfire. As a result, the region's resiliency—or ability to respond to and recover from major events—has been tested by the significant social and economic costs associated with the multiple natural disasters that occurred during a relatively short period of time. Achieving a safe and resilient built and natural environment depends on the region's ability to collectively work toward the following outcomes.

OUTCOMES FOR A SAFE AND RESILIENT BUILT AND NATURAL ENVIRONMENT:

- **A region with clean water and air, and lower greenhouse gas emissions;**
- **An interconnected network of widely accessible open space, parks, and trails;**
- **Working agricultural lands of significance are conserved for current and future generations; and**
- **Reduced risk and effects from natural hazards.**

The objectives and strategies in this section seek to protect our region's natural resources, increase access to recreational opportunities, and promote more resilient communities.

CONNECTING THE DOTS: WHY IS THIS IMPORTANT?

An Efficient and Predictable Development Pattern. How we grow and get around the region has a significant effect on our air and water quality, and the health of our natural environment. Slowing the expansion of the urban area; supporting mixed, higher-intensity land uses; and increasing density in urban centers will be key development strategies to increase transit usage and reduce growth in vehicle trips and miles of travel—all of which help reduce harmful emissions. Incorporating smaller parks, community gardens, and other types of open space as part of, or adjacent to, urban centers will also help reduce the need for vehicular trips.

A Connected Multimodal Region. While the region's trails and greenways are often viewed primarily as recreational amenities, they play a critical role in the transportation system by increasing multimodal options for residents and linking neighborhoods, employment hubs, and other activity centers. Increased options for transportation and overall mobility can have a profound influence on public health and community livability. Transportation modes and commuting patterns also directly affect regional air quality. By reducing air pollution levels, the Denver region can reduce the burden of disease from stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma.

Healthy, Inclusive, and Livable Communities. The conservation and stewardship of our region's air, water, and other natural resources are critical in maintaining the health of people, as well as the other ecological systems that support life. In addition, access to parks, trails, and open space affect regional and community health and wellness. People who live or work near these amenities are more likely to incorporate regular physical activity into their daily lives and, as a result, are more likely to maintain healthy weights and benefit from regular physical fitness. Moreover, safe and convenient access to transportation options such as walking and biking provides opportunities for populations to experience less stress and blend physical activity and transportation needs, which can positively influence overall health.

A Vibrant Regional Economy. Businesses and residents alike choose to move to—and stay in—the region because of its scenic natural environment and access to outdoor recreational opportunities and numerous other quality of life amenities. These features play an important role in the region's success in recruiting companies and skilled employees and attract visitors from around the globe who travel to the region to hike, bike, ski, and pursue a host of other outdoor pursuits. The ability of our region to maintain the quality of these assets and the ability for residents and visitors to readily access them is critical to continued economic health.

Outcome 8: A region with clean water and air, and lower greenhouse gas emissions.

Ongoing efforts to reduce ground level ozone, greenhouse gas emissions (GHG), and other pollutants will be necessary to improve the region's air quality over time, and reduce dependence on fossil fuels. In addition, the wise use and protection of the region's limited water resources will be promoted through efficient land development, implementation of BMPs, conservation programs, and other strategies to ensure future growth complies with applicable standards and requirements at the federal, state, and local levels.

OBJECTIVE 8.1: IMPROVE AIR QUALITY AND REDUCE GREENHOUSE GAS EMISSIONS**Strategy 8.1(a): Promote efficient development patterns**

Promote regional and local development patterns that help reduce the need to make motor vehicle trips and thereby reduce growth in vehicle emissions.

Strategy 8.1(b): Incentivize alternative fuel vehicles and infrastructure

Incentivize the purchase of alternative fuel vehicles and implementation of supporting infrastructure and services, reducing the need for fossil fuels, enhancing energy security, and promoting environmental stewardship. .

Strategy 8.1(c): Expand multimodal transportation options

Increase multimodal transportation options such as ridesharing, transit, bicycling, or walking, as a means to reduce VMT.

Strategy 8.1(d): Improve the efficiency of transportation facilities

Improve the efficiency of the transportation system in the region for all modes by establishing multi-jurisdiction operational improvements, implementing HOV toll lanes and other congestion pricing strategies, providing dependable travel information, and reducing the impact of traffic incidents.

Strategy 8.1(e): Collaborate with local and regional partners on air quality initiatives

Collaborate with local and regional partners, such as the Regional Air Quality Council (RAQC), CDOT, and RTD on efforts to improve air quality through reductions in ground level ozone concentrations, and Carbon Monoxide (CO) and PM₁₀

OZONE—A PERSISTENT PROBLEM

Ground-level ozone is formed when emissions from everyday items combine with other pollutants and “cook” in the heat and sunlight. Sources of such emissions include local industry; power plants; oil and gas production; gasoline-powered vehicles and lawn equipment; and household paints, stains, and solvents. At ground level, ozone is a health hazard for all of us—especially the young, elderly, and people with pre-existing respiratory conditions such as asthma and Chronic Obstructive Pulmonary Disease. Those who are active and exercising outdoors may also experience breathing difficulties and eye irritation; prolonged exposure may result in reduced resistance to lung infections and colds.

In 2007, the 7-county Denver metro area plus parts of Larimer and Weld counties were designated as marginal nonattainment under 1997 National Ambient Air Quality Standard (NAAQS) for ozone. In 2008, the ozone standard was revisited by the U.S. Environmental Protection Agency (EPA) to be more protective of human health, and in 2012, the region was once again designated as marginal nonattainment under this tighter standard. While the region has not exceeded the 1997 ozone standard since 2008, the deadline to come into compliance with the revised standard is December 2015. With the Denver metro area and North Front Range Ozone Action Plan as a guide, significant progress continues to be made toward attaining this goal. However, due to a mandate that requires EPA to reevaluate the NAAQS every five years, it is anticipated an even more stringent standard will be recommended in the near future. With the region not yet meeting the current standard and a tighter standard on the horizon, there will continue to be a need for regional partnerships to help address the issue of air quality and further promote strategies that reduce pollution, including clean vehicle programs, multimodal transportation options, and progressive land use policies.

emissions.

Strategy 8.1(f): Increase public awareness of air quality issues

Continue to increase public awareness of the direct role individual actions play in pollutant and greenhouse gas emissions while promoting the benefits of behaviors that protect regional air quality and reduce greenhouse gases.

REGIONAL ACTIONS

- Continue to support programs and public awareness campaigns, such as Way to Go and others that promote behavior shifts on an individual level.
- Incentivize the use of cleaner technologies, such as alternative fuel vehicles.
- Facilitate communication and project implementation between state, regional, and local agencies to maximize the efficiency of the transportation network.

LOCAL ACTIONS

- Review and modify local comprehensive plans and development regulations to improve community accessibility and to enhance pedestrian, bicycle, and transit travel opportunities.

- Develop regulations and infrastructure needed to support the use of alternative fuel vehicles and the use of alternative modes, such as charging stations, bicycle parking, and shower facilities for employees.
- Update business and government fleets to alternative fuel vehicles.
- Develop specific plans and strategies to operate roadways more efficiently (e.g., traffic signal coordination and better manage traffic incidents).

OBJECTIVE 8.2: RESTORE AND MAINTAIN THE QUALITY OF THE REGION'S WATERS

Strategy 8.2(a): Require adequate wastewater treatment systems to serve new development

Support development only in areas where off-site wastewater treatment systems are already available or are planned, where new on-site wastewater treatment systems can be established consistent with state-adopted stream standards or in areas where on-site or individual sewage disposal systems are deemed appropriate.

Strategy 8.2(b): Promote best management practices

Ensure development in the region follows BMPs for addressing nonpoint pollution, such as stormwater retention or on-site wastewater treatment technologies; and grading, erosion, and sediment control ordinances to minimize sediment and other pollutant runoff into the region's waters.

Strategy 8.2(c): Pursue water protection and management initiatives

Define water quality protection and water resource management initiatives that will support a balanced community of aquatic life. Take into account the needs of both the natural environment and other resource uses, such as water supply.

Strategy 8.2(d): Limit groundwater contamination

Discourage the location of waste injection wells, sanitary landfills, and other uses that present potential for harmful discharge over alluvial aquifers or above recharge areas to bedrock aquifers to avoid groundwater contamination. Encourage appropriate mitigation measures, as adopted by the Colorado Water Quality Control Commission, for development over areas with permanently high groundwater levels.

REGIONAL ACTIONS

- Coordinate with the Colorado Water Quality Control Commission and other stakeholders monitor land use changes in basins with adopted water quality plans and programs.
- Maintain data and mapping of aquifers, recharge areas, well heads, landfills, and other information, as available to help inform local land use decisions that may affect the region's groundwater resources.

LOCAL ACTIONS

- Adopt and implement grading, erosion, and sediment control ordinances to minimize sediment and other pollutant runoff.
- Adopt policies and regulations for industrial uses to limit opportunities for potential groundwater contamination.

OBJECTIVE 8.3: REDUCE GROWTH IN REGIONAL PER-CAPITA WATER CONSUMPTION

Strategy 8.3(a): Reduce overall water consumption

Encourage compact development, innovative building design, drought-tolerant landscape materials and irrigation, graywater reuse, and other strategies to help reduce water consumption and related infrastructure costs. Consider these

factors in making service provision decisions. Overall, the regional increase in water consumption should be proportionally less than the population increase.

Strategy 8.3(b): Facilitate collaborative efforts to promote water conservation

Facilitate collaborative efforts among local governments, water providers, agricultural producers, the design and development community, and other regional stakeholders to promote water conservation.

Strategy 8.3(c): Require adequate long-term water service

Require adequate long-term water service in areas where urban development is occurring or is planned, either from existing or newly established service providers.

REGIONAL ACTIONS

- Collaborate with local and regional partners to increase the awareness and implementation of best management practices (BMPs) and incentives available to support regional water conservation efforts among all users.

LOCAL ACTIONS

- Promote water conservation through ordinance revisions and public information activities that encourage the use of low-flow plumbing devices, drought-tolerant and native vegetation for landscaping, conservation-oriented irrigation techniques, and other low-impact site development techniques in new development and rehabilitation projects.
- Collaborate with adjoining communities, water districts, and other providers on efforts to promote the efficient delivery and use of water and infrastructure for commercial, residential, and agricultural purposes.

Outcome 9: An interconnected network of widely accessible open space, parks, and trails.

As the region continues to grow, the protection of its diverse natural resource areas—its mountain backdrop, unique prairie landscapes, extensive riparian corridors, and other open space areas will be essential. Likewise, the restoration of natural features and open spaces, including those on brownfield sites that have been impacted by mining or other heavy industrial uses, will be important as they are redeveloped over time. Together, these areas will help define the urban area, maintain separation between individual communities, provide important wildlife habitat, and protect the health of our water and ecological systems. In conjunction with local and regional parks and the extensive trails and greenways that connect them, these areas will also provide the region's residents with the opportunity to participate in a variety of recreational pursuits that support community health and wellness.

OBJECTIVE 9.1: PROTECT AND RESTORE OPEN SPACE OF LOCAL AND REGIONAL SIGNIFICANCE

Strategy 9.1(a): Protect important natural resources and other preservation focus areas

Conserve and protect important natural resources, such as surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, wildlife habitats, other environmentally sensitive lands, commercial mineral deposits, and other preservation focus areas (as identified on page X).

Strategy 9.1(b): Preserve features of scenic, historic, and educational value

Preserve prominent geologic and geographic features and important cultural resources for the visual, historic, and educational value they provide to the region.

PRIORITY PRESERVATION AREAS

Metro Vision encourages preserving open space in priority preservation areas, as shown in Figure X. Existing parks and open space managed by all levels of government are also shown. Priority preservation areas reflect places characteristic of the region's unique landscape and/or playing an important role in achieving an interconnected and widely accessible network of open space, parks, and trails. Key focus areas include:

Mountain preservation areas—intended to protect views of the foothills and high peaks, conserve unique geologic features such as the red rock hogbacks that span the length of the southern Denver metropolitan area, and visually distinguish urbanized parts of the region from its mountain backdrop.

Plains preservation areas—intended to protect areas of regional significance, including important habitat area along Box Elder Creek and the wildlife corridor from the Rocky Mountain Arsenal to the Lowry Range property, among others.

Reservoirs and rivers preservation areas—intended to protect six major reservoirs in the region and an extensive network of river and other drainage corridors. These corridors include the 100-year floodplain and, where practical, additional lands that buffer the floodplain and protect important wildlife habitat and other valuable resources.

Regional greenways—greenways, such as the South Platte, High Line Canal, Sand Creek, Cherry Creek, Bear Creek, Mary Carter, Ralston Creek, Clear Creek, Little Dry Creek, C-470 and Colorado Trail, connect the region's communities, function as critical wildlife corridors, and provide a wealth of recreational opportunities. Other greenways that will ultimately complete the system include the Rocky Mountain Greenway, Colorado Front Range Trail, northern parts of the South Platte Greenway, and the St. Vrain Greenway.

< INSERT PRESERVATION FOCUS AREA MAPS HERE >

Strategy 9.1(c): Use open space as a tool to shape growth and development patterns

Protect or restore open space lands that will help support desired growth and development patterns by establishing linkages within or between communities, maintaining separation between freestanding communities, shaping urban centers or neighborhoods, limiting urban development outside the UGB/A, and/or providing increased access to open space.

REGIONAL ACTIONS

- Coordinate updates to the regional Preservation Focus Areas map as appropriate and leverage local, regional, and state funding available for parks, open space, and trails.
- Support the integration of parks, open space, and trails as part of the restoration of brownfields and other similar sites.

LOCAL ACTIONS

- Prioritize the protection or restoration of open space in preservation focus areas and other locations that help fill "missing links" in the regional open space and greenway system in local plans and funding programs.
- Adopt policies and establish guidelines or standards that promote the incorporation of natural features into new development and redevelopment.
- Adopt open space set-aside or fee-in-lieu requirements for future development or redevelopment.
- Coordinate with adjoining communities and municipalities and other organizations, such as Great Outdoors Colorado, to help leverage available funding.

OBJECTIVE 9.2: PROVIDE A PARKS SYSTEM THAT IS WIDELY ACCESSIBLE TO THE REGION'S RESIDENTS**Strategy 9.2(a): Support a diversity of parks to meet the region's needs**

Encourage the integration of active and passive parks of all sizes and a full system of recreational facilities as a core component of the region's overall growth framework.

Strategy 9.2(b): Increase park accessibility

Enhance multimodal connections to existing parks and locate new parks in neighborhoods and other areas that are accessible to residents on foot, by bicycle, or using transit, such as within or adjacent to urban centers.

REGIONAL ACTIONS

- Increase awareness of the need to plan for and accommodate smaller parks, greenspaces, and recreational amenities in and adjacent to urban centers.

LOCAL ACTIONS

- Adopt policies and regulations to enhance connections to parks and support the implementation of parks and recreational facilities in urban centers.

OBJECTIVE 9.3: ESTABLISH MULTIMODAL LINKAGES TO AND BETWEEN THE REGION'S PARKS, OPEN SPACES, AND DEVELOPED AREAS**Strategy 9.3(a): Complete "missing links" in the regional trail and greenways network**

Identify and prioritize the completion of "missing links" in the regional trail and greenways network—exploring all potential connections, including road and railroad rights-of-way, floodplains, ditch service roads, and utility corridors.

Strategy 9.3(b): Increase transit access to major greenways and open space areas

Align transit service plans, local trail and sidewalk networks, and other multimodal improvements with major greenways and open space areas to increase the accessibility of these areas to the region's residents.

REGIONAL ACTIONS

- Collaborate with local governments and other regional partners on the identification and implementation of priority trails and greenway expansion projects.

LOCAL ACTIONS

- Complete local links in the regional greenway and trails network through strategic acquisition or other means, prioritizing linkages that will enhance connectivity to or within the regional network, or to nearby communities or urban centers.

Outcome 10: Working agricultural lands of significance are conserved for current and future generations.

Working agricultural lands are an essential component of the region's heritage, health, and economic and cultural diversity. Whether used for livestock production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops, agricultural lands and operations of all sizes create jobs in the region, support economic vitality, and promote healthier communities by bringing people closer to their food source. In some parts of the region, protected agricultural lands also function as community separators, provide access to open space and trails, and provide agritourism and recreational services. Protection of existing agricultural land and the ability to bring additional land or operations into production, where viable, benefits local producers, saves energy resources, and offers a level of food security.

OBJECTIVE 10.1: MAINTAIN THE REGION'S AGRICULTURAL CAPACITY

Strategy 10.1(a): Conserve significant agricultural lands

Conserve agricultural resources of state or national significance, ranches and other grazing lands of local or regional importance, and other lands that play a key role in the health of regional economy, local and regional open space systems, and local food systems.

Strategy 10.1(b): Support diversity and continued innovation in the agricultural industry

Protect the region's capacity for agricultural production at a variety of scales and for a variety of purposes—livestock or crop production, food production, greenhouse and nursery crops, aquaculture, and others—recognizing that advances in technology and industry practices will continually evolve and new industries may emerge over time.

REGIONAL ACTIONS

- Monitor the quantity and distribution of the region's agricultural lands over time using resources, such as those provided by the American Farmland Trust. Consider both lands that are being actively used for agricultural purposes, as well as those that are zoned for agriculture, but not currently in use.
- Coordinate with local communities and local, regional, and state conservation programs to identify and protect—through conservation easements, purchase, or other means—significant agricultural resources at risk of being lost.

LOCAL ACTIONS

- Establish clear policy support for agricultural lands and operations in local comprehensive plans.
- Establish definitions for agricultural lands and operations at all scales in development regulations to ensure agricultural uses are allowed in appropriate areas. Identify and remove potential barriers to agritourism and other non-traditional agricultural uses.
- Direct landowners or individuals interested in preserving working lands or starting a new farming operation to programs and incentives available through the American Farmland Trust, Colorado Open Lands, and other organizations.

Outcome 11: Reduced risk and effects from natural hazards.

Careful planning with respect to the relationship between areas susceptible to natural hazards and land use, transportation, and infrastructure investments throughout the region can help reduce injuries and loss of life; trauma; and damage to property, equipment, and infrastructure. Having a hazard mitigation plan and disaster response plan in place can also help the region's communities be more resilient should a significant event occur in the future—minimizing community disruption and economic, environmental, and other losses.

OBJECTIVE 11.1: ENHANCE COMMUNITY RESILIENCY**Strategy 11.1(a): Limit expansion of the wildland-urban interface**

Limit new development or the expansion of existing development in areas recognized as having a high probability of being impacted by natural hazards. High-risk areas include, but are not limited to, floodplains, steep slopes, and areas located within the wildland-urban interface. Establish guidelines for existing or future development in these locations to minimize loss of life and property should a natural disaster occur.

WHAT IS THE WILDLAND-URBAN INTERFACE?

The wildland-urban interface, or WUI, is any area where manmade improvements are built close to, or within, natural terrain and flammable vegetation, and where high potential for wildland fire exists. Studies of the state's wildland-urban interface areas in relation to projected growth indicate these areas are likely to increase from 715,500 acres in 2000 to more than 2 million acres in 2030.¹ Much of the increase will be focused along the Front Range and within the DRCOG region. Over the last decade, the frequency and intensity of wildfires in Colorado has increased dramatically. In recent years, drought conditions—combined with forests that have been heavily impacted by beetle infestations—have triggered numerous wildfires near major population centers along the Front Range, raising awareness of the potential dangers of living within the WUI and sparking debate at the state and local level over possible strategies to minimize future risk.

Strategy 11.1(b): Promote integrated planning and decision making

Integrate hazard mitigation considerations into plans and policies at the local and regional levels to increase awareness of the associated risks and costs, identify strategies to minimize threats for existing development in high-risk areas, and to promote informed decision making when future development within high-risk areas is proposed.

Strategy 11.1(c): Foster interagency coordination

Foster interagency coordination to promote a greater understanding of what resources are available to support hazard mitigation planning and disaster recovery efforts within the region, minimize duplication of efforts, and ensure open lines of communication are established in advance of a major event.

Strategy 11.1(d): Prioritize open space protection in high-risk areas

Prioritize open space protection efforts in areas recognized as being at risk of being impacted by natural hazards, including but not limited to floodplains, steep slopes, and areas located within the WUI. Consider the protection of properties adjacent to, but not within high-risk areas, as opportunities arise to provide additional protections in the event of unique storm events or other natural disasters in the future.

FLOOD RECOVERY EFFORTS

In September 2013, many communities in the DRCOG region and in other parts of the Front Range experienced massive flooding triggered by an unprecedented rainfall event. Damage to personal property and critical infrastructure was extensive; eight lives were lost. While the immediate urgency of the situation has passed, the physical, emotional, and economic toll on area communities has not subsided. The reconstruction of critical infrastructure, such as roadways and bridges, in some locations will take many years—forcing the redirection of resources from other priority projects and hindering the ability of local businesses and residents to move forward. In conjunction with recovery efforts, many communities are actively looking to explore ways in which they can reduce risk and develop plans that will increase their resiliency in the future.

In the aftermath of the September 2013 flooding, community members from the Town of Lyons charted a course toward recovery. The town formed Recovery Work Groups (RWGs) to identify issues, generate ideas, and identify recovery projects. Each RWG followed a nine-step process to create Project Development Guides for each long-term recovery project. The process helped community residents, business, and stakeholders identify a common understanding of the impact of the flood and a shared set of outcomes for each recovery project. The town's Comprehensive Plan served as a framework for identifying key issues, topics, and recovery projects.

REGIONAL ACTIONS

- Seek support necessary to update the Denver Regional Hazard Mitigation Plan every five-years and make available to local communities all mapping and accompanying databases of county-level hazard profiles to support local planning efforts.
- Coordinate with the Colorado Department of Local Affairs, the Federal Emergency Management Agency, emergency responders, and others local, state, and federal stakeholders to help advance planning efforts, assemble BMPs, and increase local and regional preparedness.
- Assist local governments impacted by natural disasters with recovery planning efforts.

LOCAL ACTIONS

- Integrate hazard mitigation considerations into local comprehensive plans and development regulations, either through an integrated plan update process, or by reviewing and updating existing policies and regulations on a more targeted basis.
- Adopt a hazard mitigation plan or consider working with regional partners to develop a regional plan if creating a locally tailored plan is not feasible.
- Collaborate with emergency responders in the identification of critical facilities, and the review of local plans, regulations, and development projects of significance.
- Incorporate Colorado State Forest Service guidelines into the land development and building permit approval process.

TRACKING OUR PROGRESS: A SAFE AND RESILIENT NATURAL AND BUILT ENVIRONMENT

The table below contains some preliminary measures to track our progress toward a safe and resilient natural and built environment. Key considerations in selecting measures included the overall availability of data and the extent to which measures are currently being tracked by DRCOG or others in the region to minimize overlap and promote efficiency.

Outcome 8. A region with clean water and air, and lower greenhouse gas emissions.		
OBJECTIVES		MEASURES
Objective 8.1	Improve air quality and reduce greenhouse gas emissions	Number of air quality violation days
		Foundational Measure 6: Surface transportation related greenhouse gas (GHG) emissions per capita*

		Compressed natural gas (CNG) and electric vehicles*
Objective 8.2	Restore and maintain the quality of the region’s waters	Miles of impaired water bodies
Objective 8.3	Reduce growth in regional per-capita water consumption	Per capita water use ¹¹
Outcome 9. An interconnected network of widely accessible open space, parks, and trails.		
OBJECTIVES		MEASURES
Objective 9.1	Protect and restore open space of local and regional significance	Amount of open space
		Amount of priority preservation areas protected
Objective 9.2	Provide a parks system that is widely accessible to the region’s residents	Recreational opportunities in areas with concentrations of low income populations as compared to the region on a per capita basis
Objective 9.3	Establish multi-modal linkages to and between the region’s parks, open spaces, and developed areas	Parks and open space areas in urban centers, within ½ mile of rapid transit stations, or within ¼ mile of high frequency bus stops
		Parks and open space areas within 1/2 mile of a bicycle travel way facility ¹²
Outcome 10. Working agricultural lands of significance are conserved for current and future generations.		
OBJECTIVE		MEASURES
Objective 10.1	Maintain the region’s agricultural capacity	Agricultural production employment
		Extent of cropland cover
Outcome 11. Reduced risk and effects from natural hazards.		
OBJECTIVE		MEASURE
Objective 11.1	Enhance community resiliency	Amount of high risk areas ¹³ protected as open space or park


* Indicates measure used in multiple elements

¹¹ County level estimates are only available from the US Geological Survey (USGS) every five years

* Indicates measure used in multiple elements

¹² A "bicycle travel way facility," based on the categories assigned in the DRCOG Bicycle Facility Inventory, includes all categories except "Shared Lane Bicycle Route," which are signed but otherwise unmarked.

¹³ Depending on data availability, may include floodplains, steep slopes, wildfire risk areas, etc.



Recent MVIC Discussions

- ◆ February: *Healthy, Inclusive and Livable Communities*
- ◆ March: *An Efficient and Predictable Development Pattern*
- ◆ March: *A Vibrant Regional Economy*
- ◆ June: *A Connected Multimodal Region*
- ◆ April – June: Foundational plan measures

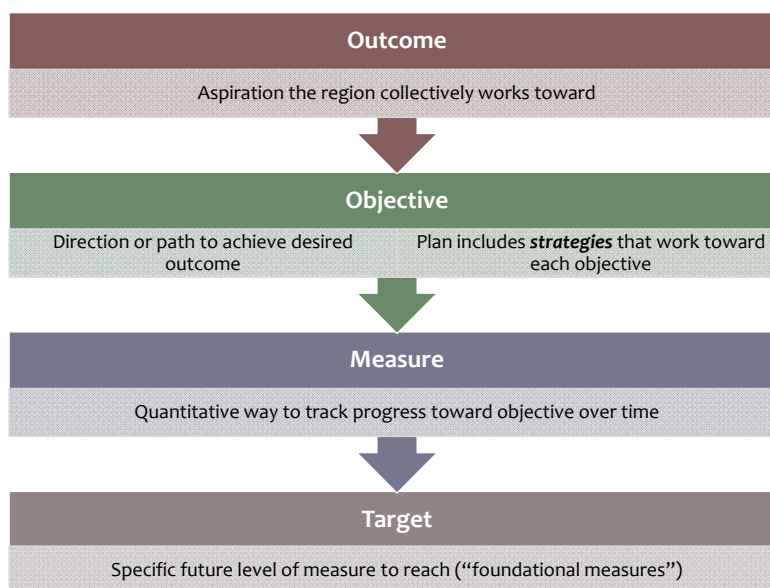


Overview

A Safe and Resilient Built and Natural Environment

- Formerly known as the environment element
- Focus on air, land and water carried over from Metro Vision 2035 (and preceding plans)
- New focus areas: working agricultural lands / regional and community resiliency
- Proposal to remove the noise section

Metro Vision Key Terms:



Outcomes

Region-wide Aspirations

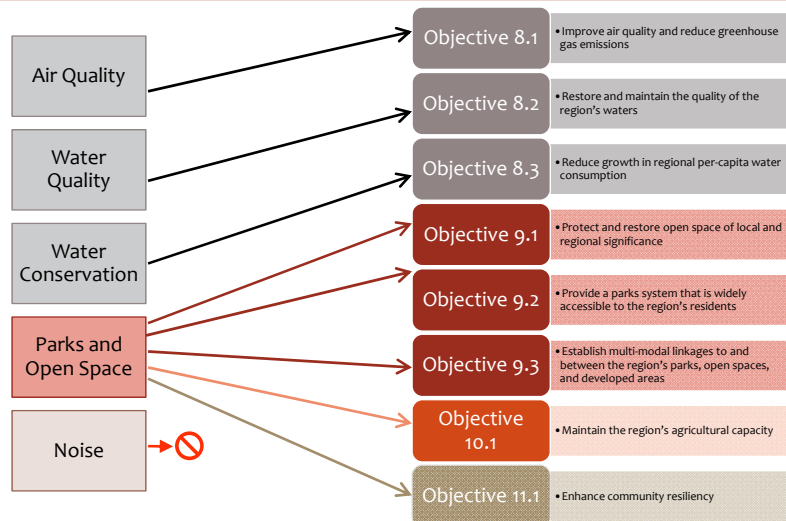
Metro Vision
A program of Metro



Overarching Theme (Plan Element)	Outcomes
A Safe and Resilient Built and Natural Environment	A region with clean water and air, and lower greenhouse gas emissions
	An interconnected network of widely accessible open space, parks, and trails
	Working agricultural lands of significance are conserved for current and future generations
	Reduced risk and effects from natural hazards

Metro Vision 2035 “Crosswalk”

Metro Vision
A program of Metro





Outcome 8:

Notes on changes to existing plan

A region with clean water and air, and lower greenhouse gas emissions

Overview of Modifications:

- ◆ Consolidation of air and water under single outcome
- ◆ Emphasis on collaboration – particularly in the areas of improving air quality and water conservation



Outcome 9:

Notes on changes to existing plan

An interconnected network of widely accessible open space, parks, and trails

Overview of Modifications:

- ◆ Emphasis on accessibility of the parks and open space network
- ◆ Completing the “missing links” in the network



Outcome 10:

Notes on changes to existing plan

Working agricultural lands of significance are conserved for current and future generations

Overview of Modifications:

- ◆ Elevated from previous Parks and Open Space section to stand-alone outcome
- ◆ Stresses multiple roles: open space, regional economy
- ◆ Recognizes the importance of production at a variety of scales




Outcome 11:

Notes on changes to existing plan

Reduced risk and effects from natural hazards

New Outcome:

- ◆ Builds on Board initiated Metro Vision 2035 Plan Amendment (“wildfire policy”)
- ◆ 2013 Board workshop input: Resilient infrastructure and communities should be an area of emphasis in the plan update
- ◆ Focus (as drafted): limit conflicts, integrated planning, coordination and strategic open space planning

<div>  Foundational Measure <i>A Safe and Resilient Built and Natural Environment</i> </div>			
Foundational Measure (FM)	Baseline	Target	Status
6 Surface transportation related greenhouse gas emissions per capita	26.8 lbs./person (2010)	60 percent decrease between 2010 and 2040	MVIC forwarded to Board with recommendation

<div>  Other Plan Performance Measures <i>A Safe and Resilient Built and Natural Environment</i> </div>	
<u>Other plan performance measures:</u>	
◆ Air and water quality:	
- Number of air quality violation days	- Miles of impaired water bodies
◆ Open space, parks and trails:	
- Amount of open space	- Parks, open space within ½ mile of bike travel way
◆ Agricultural lands:	
- Agricultural production employment	
◆ Reduced risks from natural hazards:	
- Amount of high risk areas protected as open space or park	

ATTACH C

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 1, 2015	Information	5

SUBJECT

Next steps in MVIC review of the draft *Metro Vision* plan.

PROPOSED ACTION/RECOMMENDATIONS

Provide staff direction on next steps in MVIC's review of the draft *Metro Vision* plan.

ACTION BY OTHERS

N/A

SUMMARY

Over the past three years, staff has engaged stakeholders throughout the region to update *Metro Vision* to a more performance-based, outcomes-oriented guiding vision for our region. As the primary policy committee of the DRCOG Board, MVIC has reviewed and provided input on draft plan elements.

The DRCOG Board of Directors was provided the draft *Metro Vision* plan in February. Leading up to the distribution of the draft plan MVIC received updates on plan development activities, stakeholder input and initial efforts to draft plan elements. Since February MVIC has received information and presentations on each of the five primary plan elements.

- February – *Healthy, Inclusive, and Livable Communities*
- March – *An Efficient and Predictable Development Pattern*
- March – *A Vibrant Regional Economy*
- June – *A Connected Multimodal Region*
- July – *A Safe and Resilient Built and Natural Environment*

MVIC focused on key plan performance indicators (foundational measures) in April, May and June – recommending a set of measures and targets to the Board in June.

Metro Vision Review and Adoption

In March the Board outlined the review and adoption process for the *Metro Vision* update. Highlights of the adopted process include:

- As the primary policy committee of the DRCOG Board, MVIC will work closely with staff to review and further develop draft plan elements.
- MVIC will consider draft elements and through consensus direct staff to make specific revisions to the draft plan.
- When draft plan elements are completed to MVIC's satisfaction, the committee will take action to recommend those element(s) to the Board.
- The Board will direct staff to release a draft plan for public review. The Board will then hold a public hearing on the draft plan.

- MVIC will recommend approval of the final *Metro Vision* plan.
- The Board has final approval of *Metro Vision*.

Staff Proposal for Next Steps

- The August MVIC will be used to provide a detailed briefing on a contextual framework for discussing the draft Metro Vision plan that will tie it more closely to the internal strategy work that is being done at DRCOG (see attachment).
- In September, MVIC will offer and consider revisions to the draft *Metro Vision* plan.
 - To assist with the discussion staff will collect initial committee suggestions prior to the September meeting.
- Based on direction received in September, staff will develop a revised draft for MVIC consideration in October. As noted above any direction to staff to make specific revisions will be reached via consensus.
- The MVIC agenda in October will include an action item to recommend the Board's release of the public review draft of the plan.

PREVIOUS DISCUSSIONS/ACTIONS

Previous MVIC Metro Vision Discussions/Actions:

May 7, 2014 – MVIC Meeting Summary
June 4, 2014 – MVIC Meeting Summary
July 2, 2014 – MVIC Meeting Summary
August 6, 2014 – MVIC Meeting Summary
October 1, 2014 – MVIC Meeting Summary
February 4, 2015 – MVIC Meeting Summary
March 4, 2015 – MVIC Meeting Summary
March 18, 2015 – Board Summary
April 1, 2015 – MVIC Meeting Summary
May 6, 2015 – MVIC Meeting Summary
June 3, 2015 – MVIC Meeting Summary

PROPOSED MOTION

N/A

ATTACHMENT

DRCOG's Strategic Planning Model

Link: [Draft Metro Vision Plan](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Brad Calvert, Metro Vision Manager, Regional Planning and Operations at 303-480-6839 or bcalvert@drcog.org

DRCOG Strategic Planning Model

