



Metro Vision
A program of DRCOG

Metro Vision:

Overarching Themes and Outcomes

MVIC – August 5, 2015



Agenda Packet

- ◆ **Summary Memo**
- ◆ **Attachment 1: DRCOG's Strategic Planning Model**
- ◆ **Attachment 2: Metro Vision Themes, Outcomes and Objectives**
- ◆ **Attachment 3: Metro Vision Strategic Framework Table**
- ◆ **Attachment 4: Metro Vision Adoption Schedule**
- ◆ **Attachment 5: Comments received from Board members/alternates on Overarching Themes and Outcomes**



Primary Discussion Document

- ◆ Summary Memo
- ◆ Attachment 1: DRCOG's Strategic Planning Model
- ◆ **Attachment 2: Metro Vision Themes, Outcomes and Objectives**
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Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 3: Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment needs The Denver region has been recognized as an international model for healthy, livable communities in response to its focus on creating vibrant urban centers connected by a strong network of multimodal corridors throughout the metro area. While the location and context of each center and corridor will help define its unique character and density/intensity; they share a common set of characteristics. They are transit-, pedestrian-, bicycle-friendly places that contain a more dense and diverse mix of land uses than the surrounding areas; are designed to allow people of all ages, incomes and abilities to access a range of housing, employment, and service opportunities without sole reliance on having to drive. They also provide spaces where people can gather; aid in reducing per capita VMT, air pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.	Objective 3.1: Accommodate a Growing Share of the Region's Housing and Employment in Urban Centers	
	<ul style="list-style-type: none"> 3.1(a): Direct new housing and employment growth to urban centers 	Direct new housing and employment growth to urban centers, recognizing that the ability for individual urban centers to absorb future growth will vary based on the characteristics of each center—location, availability of infrastructure, type (infill vs. greenfield), status (existing vs. new), existing and planned mix of uses and development intensity, proximity to transit, and surrounding development context.
	<ul style="list-style-type: none"> 3.1(b): Promote public/private investment and partnerships in urban centers 	Provide resources and direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers.
	<ul style="list-style-type: none"> 3.1(c): Prioritize investment in urban centers served by transit 	Prioritize investment in urban centers located around existing or proposed rapid transit stations or in areas with high-frequency bus service and encourage the development of urban centers on infill and redevelopment sites within the UCC/PA.
	<ul style="list-style-type: none"> 3.1(d): Promote diverse housing options 	Support the development of a variety of housing options in urban centers where jobs, services, and other opportunities may be accessed without driving. Encourage a mix of housing types within each urban center offering options for individuals and families at the full spectrum of life stages and physical abilities and attainable for a wide range of incomes.
	<ul style="list-style-type: none"> 3.1(e): Foster the use of innovative tools and strategies 	Foster the use of innovative planning, zoning, urban design, and parking management strategies and tools to support the implementation of higher-density, mixed-use development, pedestrian activity, and accessible public space within urban centers.
	<ul style="list-style-type: none"> 3.1(f): Plan for a balanced growth 	Initiate collaborative planning to ensure the market demand for particular uses, such as retail, is taken into account for urban centers and multimodal corridors located within a shared trade area.

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Staff Roles in Today's Discussion

Jerry Stigall

- ◆ Strategic Framework context
- ◆ Assist MVIC Chair with meeting facilitation

Brad Calvert

- ◆ Resource for Metro Vision content questions
- ◆ Record committee input for deliberation



Visual Cue for MVIC Chair

Discussion should continue.



Discussion item should move forward – move on to next item.



DRCOG Strategic Planning Model

Attachment 1 Strategic Planning Model

Strategic 'altitude'

30,000 ft

Communities/
Residents needs →

Mission

What is our purpose?

Vision

What is our 'view' of the future?

Strategic Perspectives

What performance *lenses* should we use to evaluate results?

Overarching Themes and Outcomes

What are our main focus areas? (Pillars of Excellence)
What outcomes do we want for our communities & residents?

Objectives

What continuous improvement activities will support our outcomes?

Strategy Map

How do we create and improve value for our communities/residents?

Performance Measures and Targets

How will we know if we are achieving the results we want?

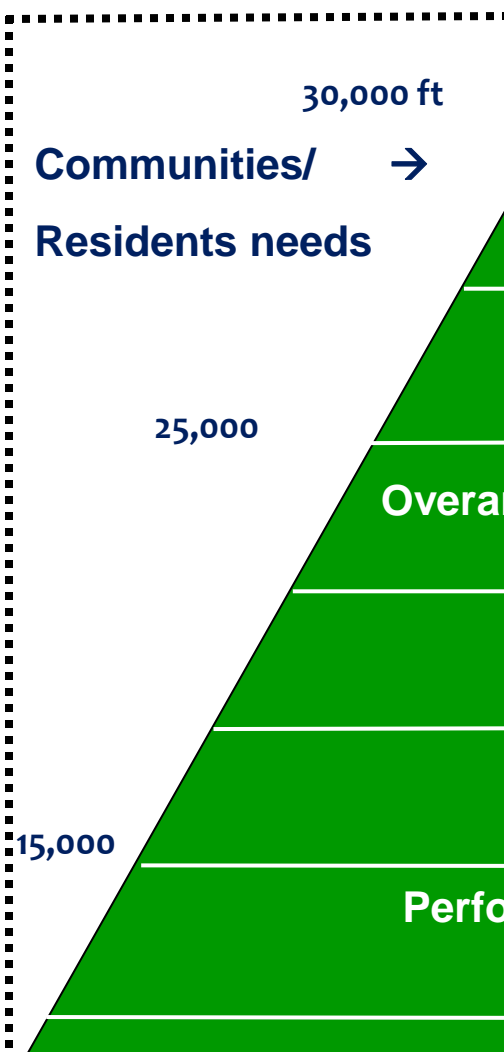
Ground level

Strategic Initiatives

What projects/actions will best contribute to our outcomes?

DRCOG Strategic Planning Model

Strategic 'altitude'



Mission

The Denver Regional Council of Governments is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of:
Transportation and Personal Mobility
Growth and Development
Aging and Disability Resources

Vision

Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation and employment, complemented by world-class natural and built environments.

Strategic Perspectives

Communities & Residents, Financial Stewardship, Business Operations, Skilled Workforce

Overarching Themes and Outcomes

An Efficient and Predictable Development Pattern, A Connected Multimodal Region, A Safe and Resilient Built and Natural Environment, Healthy, Inclusive, and Livable Communities, A Vibrant Regional Economy

Objectives

Maintain and monitor the Urban Growth Boundary/Area, Minimize conflicts with extractive resources, Increase Non-SOV Modeshare, Reduce GHG, Improve Air Quality

Strategy Map

Performance Measures and Targets

Foundational Measure 3: Combined cost of housing and transportation as a percent of income for a median-income family

Strategic Initiatives

Invest/reinvest in established centers, corridors, and neighborhoods; make walking, bicycling, or taking transit viable options; Continuous sidewalks, narrowed street crossings

Sample (linear) Strategic Framework

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Performance Measures	Targets	Action Strategies
<p>An Efficient and Predictable Development Pattern</p> <p>Outcome 1: Diverse, livable communities offer a continuum of lifestyle options.</p> <p>Outcome 2: Urban</p>	<p>Objective 1.1: Promote Development Patterns and Community Design Features that Meet the Needs of People of All Ages, Incomes, and Abilities</p> <ul style="list-style-type: none"> 1.1(a): Embrace the unique characteristics of the region's communities 1.1(b): Promote investment/reinvestment in existing communities 1.1(c): Promote compact, mixed-use development patterns 1.1(d): Create pedestrian- and bicycle-friendly environments 1.1(e): Encourage a diversity of housing types 1.1(f): Integrate universal design 	<p>Seniors living independently</p> <p>Foundational Measure 3: Combined cost of housing and transportation as a percent of income for a median-income family⁴</p> <p>Combined cost of housing and transportation as a percent of income for a moderate-income family and working individual</p> <p>Regional housing unit type mix</p>	<p>Decrease to percent by 2040</p> <p>25 percent</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none"> Provide education and technical assistance in support of local efforts to integrate land use and transportation, promote increased diversity in housing options, and meet the needs of people of all ages, incomes, and abilities <p>LOCAL ACTIONS</p> <ul style="list-style-type: none"> Adopt policies, regulations, and incentives to support the implementation of universal design strategies. Manage parking near rail and along corridors with frequent bus service to promote increased ridership. Consider allowing accessory dwelling units in appropriate zoning districts. Target local funds to expand bicycle facilities and to create pedestrian-friendly environments Establish street design guidelines and standards that improve the environment for pedestrians.



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