

Board Officers

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AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, September 2, 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 an opportunity to speak on specific items on the Metro Vision Plan between the staff presentation and committee discussion.
3. Summary of August 5, 2015 Meeting
(Attachment A)

ACTION ITEMS

4. *Discussion of 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year
(Attachment B) Brad Calvert, Metro Vision Manager, Regional Planning & Operations and Jerry Stigall, Director of Organizational Development, Executive Office
Time will be allotted after the staff presentation for the public to provide comment on this item prior to MVIC discussion. Those providing comment will be limited to 3 minutes.

ADMINISTRATIVE ITEMS

7. Other Matters
8. **Next Meeting – October 7, 2015**
9. Adjournment

***Motion requested**

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
August 5, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Nancy Sharpe – Arapahoe County; Bob Fifer – Arvada; 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; Roger Partridge – Douglas County; Daniel Dick – Federal Heights; Saoirse Charis-Graves – Golden; Ron Rakowsky – Greenwood Village; 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; John Hilgers – City and County of Broomfield; Joe Fowler – Douglas County; Kent Moorman – Thornton; Cate Townley – Colorado Department of Public Health & Environment; Annie Larson – Senator Cory Gardner's Office; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:02 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of July 1, 2015 Meeting

The summary was accepted as submitted.

Discussion of 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year

Jerry Stigall, DRCOG Director of Organizational Development, briefed members on the concept of using DRCOG's Strategic Planning Model as a template for Metro Vision. Brad Calvert provided information on the draft document. Members discussed the first 3 Overarching Theme & Outcomes, reaching consensus on Outcome 1, with further work needed on Outcomes 2 and 3. Staff was requested to provide a list of definitions for terms used in Metro Vision (freestanding communities, urban centers, diverse, livable, etc.); to shorten the Outcome narratives to no more than 3 sentences; and combine Objectives where possible to resolve redundancy issues. Members agreed on the definition of multimodal to mean "more than one mode."

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for **September 2, 2015**.

Adjournment

The meeting adjourned at 6:00 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 #
September 2, 2015	Information	4

SUBJECT

Using DRCOG's Strategic Framework, review/markup the 2040 Metro Vision Plan Draft

PROPOSED ACTION/RECOMMENDATIONS

Review and discuss recommend modifications to the 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year.

ACTION BY OTHERS

N/A

SUMMARY

In August MVIC began its full review and markup of the 2040 Metro Vision Draft Plan. Using the Strategic Framework presented at the July MVIC meeting, the committee started its review by focusing on the Plan Draft's "Overarching Themes and Outcomes". Overarching Themes and Outcomes are high-level business strategies focused on the organization's Vision and provide destination points for DRCOG's overall strategy. They are areas in which we must excel to achieve our vision and serve as the basis for developing the strategic objectives (see Attachment 1 – DRCOG's Strategic Planning Model).

At the August MVIC meeting, staff was directed to go through the outcomes and narratives to make them more concise and define key terms. At the September MVIC meeting, the committee will compare the original draft language with any modifications made by MVIC and those suggested by staff.

Attachment 2 is the discussion document for the September meeting and includes:

- **Outcome statements from the 2040 Metro Vision Plan Draft (March 2015)**
- **Outcome statements as modified by MVIC in August (Outcomes 1 & 3) only**
- **Outcome statements as modified by staff after MVIC direction in August**
- Suggested staff revisions to outcome narratives
- Definitions for key terms (any key terms defined in Metro Vision 2035 or the Draft Plan are identified in Attachment 2.)

The bulleted items above which are also **bolded and underlined** will be the primary focus of your discussions. Please review the 16 outcome statements in Attachment 2 in advance of the MVIC meeting.

Attachment 3 and Attachment 4 were provided to the committee in August. Attachment 3 contains verbatim text from the 2040 Metro Vision Plan Draft. Using the colors red and green, staff has identified text and/or concepts from the 2035 Plan which also appear in the 2040 Metro Vision Draft Plan from text or concepts which are new in the 2040 Plan Draft. Text in black represents content from the Metro Vision 2035 Plan. While not necessarily verbatim, any changes in this text are minor and provide clarity. Attachment 4 is a summary of written comments from Board members and alternates on Metro Vision 2040 Plan Draft's Themes and Outcomes as of August 26, 2015

September Meeting Reminder

To assist the Chair in guiding the discussion, MVIC members will be provided with 8 tokens to identify the outcomes needing further discussion before recommending them to the full Board. As such:

- Please use your tokens to select outcomes you want to discuss most
- Do not feel compelled to use all 8 tokens – if there is only one outcome you strongly feel warrants further discussion, select only that item
- Outcomes receiving the most tokens will be discussed first

Next Steps

Once MVIC completes its review of the Draft Metro Vision 2040 Plan's Themes and Outcomes, the committee will begin review and markup of the Draft Plan's objectives and objective's narrative.

Throughout MVIC's review and markup, staff will be redlining the Draft Plan and Attachment 3 as recommended by MVIC. Staff will post new redline versions to the DRCOG website and DRCOG Board Web Portal once MVIC has reviewed and approved entire strategic items, e.g. outcomes and narratives, objectives and narratives, performance measures, etc.

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
July 1, 2015 – MVIC Meeting Summary
August 5, 2015 – MVIC Meeting Summary

PROPOSED MOTION

Motion to recommend to the DRCOG Board of Directors the Metro Vision 2040 Plan Draft's Overarching Themes and Objectives as amended.

ATTACHMENT

Attachment 1 – DRCOG's Strategic Planning Model revised

Attachment 2 – Metro Vision Plan – DRAFT Themes, Outcomes, Outcome narratives and definitions

Attachment 3 – Metro Vision Plan - DRAFT Themes, Outcomes and Objectives, including narratives, and relationship to Metro Vision 2035

Attachment 4 – Summary of written comments on draft Metro Vision 2040 Plan Draft's Themes and Outcomes as of August 26, 2015

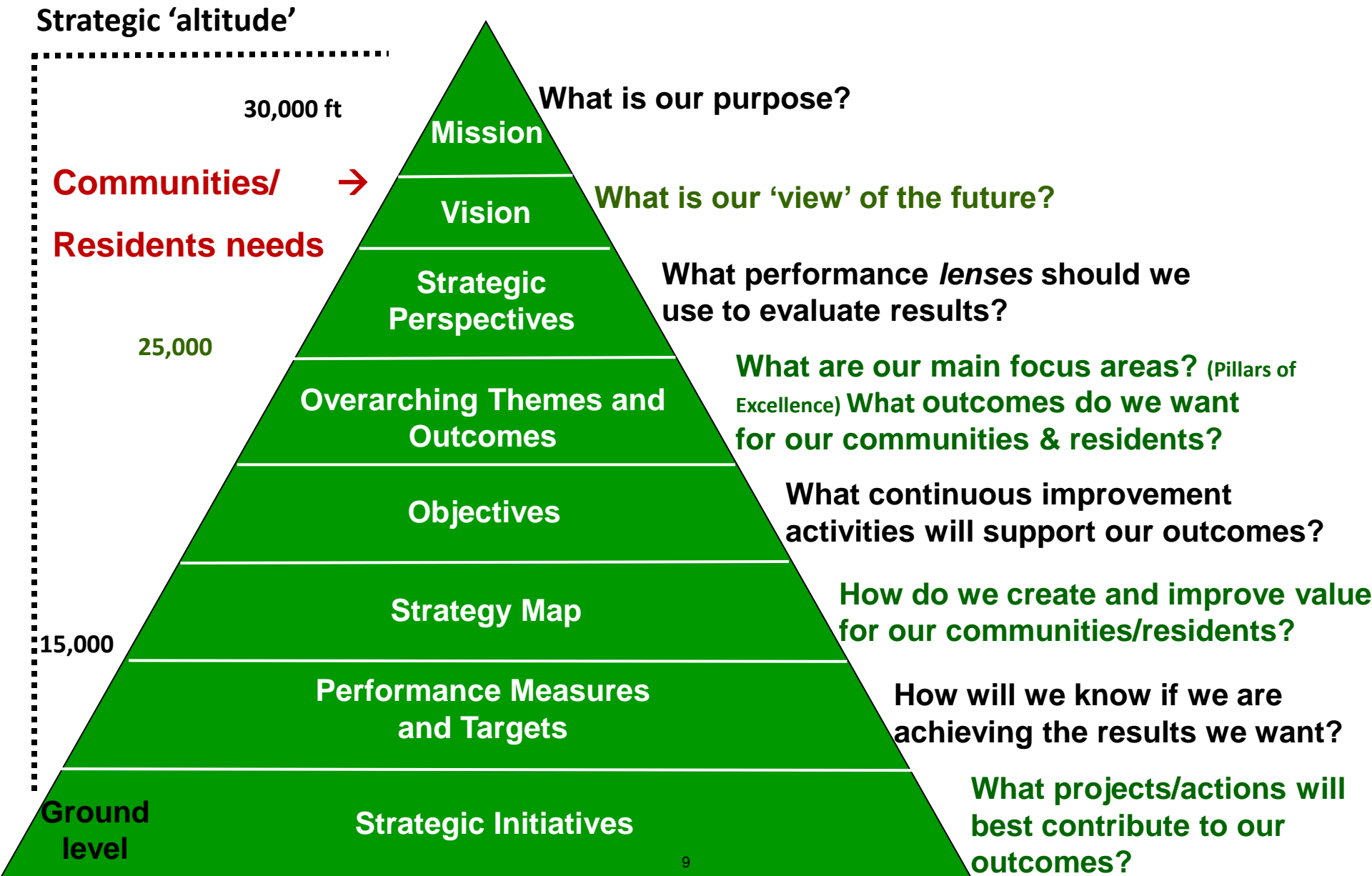
Link: [2040 Metro Vision Plan Draft](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Jerry Stigall, Director of Organizational Development, Executive Office at 303-480-6780 or jstigall@drcog.org

ATTACH 1

Attachment 1 - DRCOG Strategic Planning Model



ATTACH 2

Overarching Theme: An Efficient and Predictable Development Pattern

March DRAFT Outcome 1:

Diverse, livable communities offer a continuum of lifestyle options.

Aug. MVIC Outcome 1:

Diverse, livable communities

Staff Suggestion Outcome 1 (to be consistent with other outcomes):

The region is comprised of diverse, livable communities.

March DRAFT Outcome 1:

Diverse, livable communities offer a continuum of lifestyle options.

Aug. MVIC Outcome 1:

Diverse, livable communities

Staff Suggestion Outcome 1 (to be consistent with other outcomes):

The region is comprised of diverse, livable communities.

Outcome 1 Narrative – Approved by MVIC in August:

The Denver metro region will continue to embrace its diverse urban, suburban and rural communities. Varied housing and transportation options, access to employment and a range of services and recreational opportunities will promote livable communities that meet the needs of people of all ages, incomes, and abilities.

Definitions

*Diverse communities*¹: ranging from urban downtown areas to suburban communities as well as freestanding cities and towns

*Livable communities*²: varied housing options, access to employment and a range of services and recreational opportunities, and the successful integration of multimodal transportation choices meet the needs of people of all ages, incomes, and abilities.

¹ As defined in MVIC reviewed narrative

² As defined in MVIC reviewed narrative

March DRAFT Outcome 2:

Urban development is focused within the region's defined urban growth boundary/area.

Staff Suggestion Outcome 2:

Urban development occurs within the urban growth boundary/area.

March DRAFT Outcome 2:

Urban development is focused within the region's defined urban growth boundary/area.

Staff Suggestion Outcome 2:

Urban development occurs within the urban growth boundary/area.

Staff Suggestion Outcome 2 Narrative (informed by August MVIC):

A defined UGB/A leads to an orderly and more compact pattern of future development. Locally adopted policies and market demand determine the location of urban development. Commitment to the UGB/A leads to better use of regional resources for infrastructure, reduced regional vehicle travel and conservation of open land outside the boundary/area.

Definitions

*urban development*³: Residential subdivisions or other groupings of 10 or more residential parcels with an average residential lot size of less than 1 acre; commercial and industrial subdivisions; commercial activity on isolated parcels, not within platted subdivisions, with more than 50 employees; enclaves of other development within the urban area.

*Urban growth boundary/area (UGB/A)*⁴: the urban growth boundary/area defines where urban development will take place in the region over the next 25 years

orderly and more compact pattern of future development: New urban development contiguous to the larger urban area, urban areas associated with freestanding communities or rural town centers, or undeveloped land that is both planned for and with infrastructure capacity for urban development contiguous to these urban areas.

urban area: Land that is currently classified as urban development.

larger urban area: The contiguous urban area associated with Denver and its neighboring communities.

³ As defined in the Board adopted Metro Vision Growth and Development Supplement

⁴ As defined in Metro Vision 2035

March DRAFT Outcome 3:

Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment needs

Tentative Aug. MVIC Outcome 3:

Accommodate a growing share of the region's housing and employment in connected urban centers or multimodal corridors.

Staff Suggestion Outcome 3:

Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

March DRAFT Outcome 3:

Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment needs

Tentative Aug. MVIC Outcome 3:

Accommodate a growing share of the region’s housing and employment in connected urban centers or multimodal corridors.

Staff Suggestion Outcome 3:

Connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment.

Staff Suggestion Outcome 3 Narrative:

The location and context of each center define its unique character. 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 services without sole reliance on having to drive. Urban centers provide public 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.

Definitions

*Urban centers*⁵: Urban centers will:

- be active, pedestrian-, bicycle-, and transit-friendly places that are more dense and mixed in use than surrounding areas;
- 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;
- promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
- respect and support existing neighborhoods.

multimodal: more than one travel mode

⁵ As defined in Metro Vision 2035

March DRAFT Outcome 4:

Freestanding communities and rural town centers remain distinct from the larger urban area.

Staff Suggestion Outcome 4

Freestanding communities and rural town centers remain geographically separated from the larger urban area.

March DRAFT Outcome 4:

Freestanding communities and rural town centers remain distinct from the larger urban area.

Staff Suggestion Outcome 4

Freestanding communities and rural town centers remain geographically separated from the larger urban area.

Staff Suggestion Outcome 4 Narrative:

Freestanding communities are separate from the larger urban area, surrounded by an open space or rural buffer, with an adequate mix of jobs and housing, an internal transportation system with regional transportation connections, and a town center at its core. Rural town centers remain unique places that provide services, employment, and entertainment for the surrounding community, as well as for tourists and travelers.

Definitions

*freestanding communities*⁶: the outlying communities of Boulder, Brighton, Castle Rock and Longmont are recognized as freestanding. They will continue to be distinguished by their historic town centers, their separation from the larger urban area, and their capacity to absorb future population and employment growth.

*rural town centers*⁷: Small, established towns and villages found in rural places beyond the region's urban area will provide services, employment and entertainment for residents of the surrounding trade area, and tourists and travelers.

larger urban area: The contiguous urban area associated with Denver and its neighboring communities.

⁶ As defined in Metro Vision 2035

⁷ As defined in Metro Vision 2035

Overarching Theme: A Connected Multimodal Region

March DRAFT Outcome 5:

A well-connected, regional multimodal transportation system

Staff Suggestion Outcome 5:

The regional transportation system serves all modes of personal and freight travel.

March DRAFT Outcome 5:

A well-connected, regional multimodal transportation system

Staff Suggestion Outcome 5:

The regional transportation system serves all modes of personal and freight travel.

Outcome 5 Narrative:

The transportation system integrates regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The transportation system connects the region to the rest of the state and beyond, and will evolve to include future technology and mobility innovations as appropriate.

Definitions

*transportation system*⁸: a system of rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, railroads, and associated system and travel demand management services.

freight rail linkages: e.g. railroad yards, auto/rail transfer centers, similar facilities

mobility innovations: e.g. connected vehicles autonomous/driverless vehicles, other technologies

⁸ As defined in Metro Vision 2035

March DRAFT Outcome 6:

A safe, dependable, and efficiently-operated transportation system

Staff Suggestion Outcome 6:

The transportation system is safe, reliable and well-maintained.

March DRAFT Outcome 6:

A safe, dependable, and efficiently-operated transportation system

Staff Suggestion Outcome 6:

The transportation system is safe, reliable and well-maintained.

Staff Suggestion Outcome 6 Narrative:

Educational, enforcement, and engineering approaches enhance safety to reduce crashes, serious injuries, and fatalities. Coordinated operations and management of the system maximizes capacity and reliability for all users. Transportation system physical components are well-maintained to extend their useful life and provide a quality travel experience.

Definitions

*transportation system*⁹: a system of rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, railroads, and associated system and travel demand management services.

reliable: consistent and dependable travel time

well-maintained: maintained to meet federal and state condition requirements. Minimize potholes, transit vehicle problems and other deterioration impacts on the traveling public.

enforcement: legislative laws, regulations and police, etc. enforcement level and priority

operations and management: signal timing, ramp-metering, Intelligent Transportation Systems, and similar strategies related to day-to-day operation of all components of the transportation system

physical components: infrastructure – pavement, striping, bus stops and vehicles, sidewalks, etc.

useful life: how long a physical component can be used and maintained before it must be replaced or rebuilt

quality travel experience: minimize potholes, bumps, gaps, and poor condition of infrastructure

⁹ As defined in Metro Vision 2035

March DRAFT Outcome 7:

A transportation system contributing to a better quality of life

Staff Suggestion Outcome7:

Coordinated transportation and land use improves personal mobility and air quality.

March DRAFT Outcome 7:

A transportation system contributing to a better quality of life

Staff Suggestion Outcome7:

Coordinated transportation and land use improves personal mobility and air quality.

Staff Suggestion Outcome 7 Narrative:

Transportation planning and investments should be integrated with land use and environmental planning. Integrated transportation planning can support a broad range of travel options for persons of all ages, incomes, and abilities; and minimize VMT growth, a key component to reducing ground level ozone, greenhouse gas emissions, and other pollutants.

Definitions

personal mobility: viable travel options to enable people to meet essential needs – drive, transit services, walk, wheelchair, bicycle, taxis, volunteer driver programs, home delivery services, etc.

Overarching Theme: A Safe and Resilient Built and Natural Environment

March DRAFT Outcome 8:

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

Staff Suggestion Outcome 8:

The region has clean water and air, and lower greenhouse gas emissions.

March DRAFT Outcome 8:

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

Staff Suggestion Outcome 8:

The region has clean water and air, and lower greenhouse gas emissions.

Staff Suggestion Outcome 8 Narrative:

The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.

Definitions

greenhouse gas (GHG): a gas that contributes to the earth's greenhouse effect by absorbing infrared radiation. In the transportation sector these gases are typically carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O)

March DRAFT Outcome 9:

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

Staff Suggestion Outcome 9:

The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails.

March DRAFT Outcome 9:

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

Staff Suggestion Outcome 9:

The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails.

Staff Suggestion Outcome 9 Narrative:

The region's protection and restoration of its diverse natural resource areas—its mountain backdrop, unique prairie landscapes, extensive riparian corridors, and other open space areas is essential as the region continues to grow. Connecting residents to these areas provides the opportunity to participate in a variety of recreational pursuits that support community health and wellness.

Definitions

*natural resource areas*¹⁰— resource areas include the region's mountain backdrop, riparian corridors, and other key open space and wildlife habitat. Natural resources include surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, wildlife and wildlife habitat, other environmentally sensitive lands and commercial mineral deposits.

riparian corridors: Plant and wildlife areas near a river, stream, lake, or other natural body of water, delineated by the existence of plant species normally found near freshwater.

brownfield: an area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.

¹⁰ As defined in Metro Vision 2035

March DRAFT Outcome 10:

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

Staff Suggestion Outcome 10:

Working agricultural lands are conserved for current and future generations.

March DRAFT Outcome 10:

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

Staff Suggestion Outcome 10:

Working agricultural lands are conserved for current and future generations.

Staff Suggestion Outcome 10 Narrative:

Working agricultural lands are essential to the region’s heritage, health, and economic and cultural diversity. 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.

Definitions

*working agricultural lands*¹¹: lands used for livestock production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops.

¹¹ As defined in the narrative of the draft Metro Vision plan (March 2015 version)

March DRAFT Outcome 11:

Reduced risk and effects from natural hazards.

Staff Suggestion Outcome 11:

The risk and effects of natural and human-created hazards is reduced.

March DRAFT Outcome 11:

Reduced risk and effects from natural hazards.

Staff Suggestion Outcome 11:

The risk and effects of natural and human-created hazards is reduced.

Staff Suggestion Outcome 11 Narrative:

Hazard mitigation planning reduces injuries and loss of life; trauma; and damage to property, equipment, and infrastructure. Communities are more resilient when planning also accounts for disaster response and recovery.

Definitions

hazard: a situation that poses threat to life, health, property, or environment

*natural hazards*¹²: avalanches, drought, earthquakes, floods, hail, heat wave, landslides, land subsidence, thunderstorms and lightning, tornados, severe storms and winds, winter storms and freezing, wildfire and public health hazards

human-created hazards: hazardous materials, power service disruption, terrorism, war, structural collapse, fire, transportation incidents (air, rail, road)

resilient: possessing the attributes and ability to minimize community disruptions, respond to, and recover from events.

¹² Hazard types as identified in 2010 Denver Regional Natural Hazard Mitigation Plan (prepared by DRCOG)

Overarching Theme: Healthy, Inclusive, and Livable Communities

March DRAFT Outcome 12:

A built and natural environment that supports healthy and active choices.

Staff Suggestion Outcome 12:

The built and natural environment supports healthy and active choices.

March DRAFT Outcome 12:

A built and natural environment that supports healthy and active choices.

Staff Suggestion Outcome 12:

The built and natural environment supports healthy and active choices.

Staff Suggestion Outcome 12 Narrative:

Expanding opportunities for the region's residents to lead healthy and active lifestyles requires a deliberate focus on where growth occurs, mobility choices, the quality of the built environment, access to the natural environment, and the individual needs of the region's diverse populations.

Definitions

built environment: features that have been constructed and modified by people that form the physical character of a community

natural environment: conditions and settings occurring naturally, including all living and non-living things present in or produced by nature

March DRAFT Outcome 13:

The region's residents have expanded connections to health services

Staff Suggestion Outcome 13:

The region's residents have access to quality health services.

March DRAFT Outcome 13:

The region's residents have expanded connections to health services

Staff Suggestion Outcome 13:

The region's residents have access to quality health services.

Staff Suggestion Outcome 13 Narrative:

A range of factors impact access to health services, including the location and convenience of health care facilities and service providers, the types of health services available, and the ability of the region's residents to pay for the health services offered.

Definitions

*health services*¹³: the full spectrum of health care facilities and service providers, including, but not limited to, hospitals, clinics, pharmacies, emergency rooms, urgent cares, community clinics, doctors' offices, and social service providers

health care facilities: places for the treatment and prevention of disease and infirmity, as well as promoting physical, mental, and social wellness.

¹³ As defined in the draft Metro Vision plan (March 2015 version)

March DRAFT Outcome 14:

Diverse housing options meet the needs of residents of all ages, incomes, and abilities

Staff Suggestion Outcome 14:

Diverse housing options meet the needs of residents of all ages, incomes, and abilities.

March DRAFT Outcome 14:

Diverse housing options meet the needs of residents of all ages, incomes, and abilities

Staff Suggestion Outcome 14:

Diverse housing options meet the needs of residents of all ages, incomes, and abilities.

Staff Suggestion Outcome 14 Narrative:

A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities. Housing choices allow individuals and families to find desirable housing affordable and accessible to them in the communities where they want to live and stay in their community of choice as their economic or life circumstances change.

Definitions

*housing options*¹⁴: housing choices allow individuals and families to find desirable housing affordable and accessible to them in the communities where they want to live and stay in their community of choice as their economic or life circumstances change

abilities: the physical and cognitive functions of a person

economic or life circumstances: financial, ableness, or other conditions that affect personal or household choices

¹⁴ As defined in the narrative of the draft Metro Vision plan (March 2015 version)

Overarching Theme: A Vibrant Regional Economy

March DRAFT Outcome 15:

Access to opportunity for all residents.

Staff Suggestion Outcome 15:

All residents have access to opportunity.

March DRAFT Outcome 15:

Access to opportunity for all residents.

Staff Suggestion Outcome 15:

All residents have access to opportunity.

Staff Suggestion Outcome 15 Narrative:

The region's economy prospers when all residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities. The region's transportation network plays a critical role in enabling commerce and providing access to basic needs and quality of life amenities that allow the region's residents to succeed.

Definitions

*access to opportunity*¹⁵: residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities

basic needs: physical requirements for human survival, such as air, water, food, clothing, and shelter, as well as public safety, health services and economic opportunity

amenities: civic elements of a community with which residents and visitors engage (e.g. arts, entertainment, cultural attractions, recreation areas, educational institutions, etc.)

¹⁵ As defined in the narrative of the draft Metro Vision plan (March 2015 version)

March DRAFT Outcome 16:

Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

March DRAFT Outcome 16:

Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

March DRAFT Outcome 16 Narrative:

The Denver region's economic vitality depends on providing a high quality of life in diverse communities. Quality of life is a major factor in the location decisions of businesses and individuals. Our region's weather, recreational and cultural assets, and diverse living settings have contributed to our success attracting talented labor. The region must also focus on efforts to promote economic advancement for our communities so that all residents share and contribute to sustained regional prosperity.

Definitions

amenities: civic elements of a community with which residents and visitors engage (e.g. arts, entertainment, cultural attractions, recreation areas, educational institutions, etc.)

ATTACH 3

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><u>An Efficient and Predictable Development Pattern</u></p> <p>Outcome 1: Diverse, livable communities offer a continuum of lifestyle options.</p> <p>The Denver metro region will continue to embrace its diverse communities, ranging from urban downtown areas to suburban communities as well as freestanding cities and towns. Varied housing options, access to employment and a range of services and recreational opportunities, and the successful integration of multimodal transportation choices will promote livable communities that meet the needs of people of all ages, incomes, and abilities.</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>	<p>Recognize that the way(s) in which rural, urban, or suburban communities support the implementation of the region’s objectives may be distinctly different, based upon local context.</p>
	<ul style="list-style-type: none"> 1.1(a): Embrace the unique characteristics of the region’s communities 	<p>Promote investment/reinvestment in established centers, corridors, and neighborhoods to help make them more livable and economically competitive, leverage the region’s investment in transit and other transportation infrastructure, and limit the need for the expansion of development outside the UGB/A.</p>
	<ul style="list-style-type: none"> 1.1(b): Promote investment/reinvestment in existing communities 	<p>Promote development patterns that make walking, bicycling, or taking transit viable options; enhance the independence of people who prefer not to drive or are unable to because of age, income, or ability; and increase access to services, such as housing for older adults near social service providers, medical offices, and shopping.</p>
	<ul style="list-style-type: none"> 1.1(c): Promote compact, mixed-use development patterns 	<p>Provide continuous sidewalks, narrowed street crossings in heavily pedestrian-traveled areas, curb ramps, adequate crosswalk signal timing, medians as midway stopping points, traffic calming measures, improved bike paths and trail systems, and other improvements to enhance safety and mobility.</p>
	<ul style="list-style-type: none"> 1.1(d): Create pedestrian- and bicycle-friendly environments 	<p>Increase access to, and availability of, affordable rental and for-sale units and other housing types that expand housing options for residents throughout life’s various stages. Locate housing in areas where transit service exist or is planned or where access to employment, services, shopping, volunteer and educational opportunities, entertainment and cultural venues is maximized.</p>
	<ul style="list-style-type: none"> 1.1(e): Encourage a diversity of housing types 	<p>Develop built environments that enable the widest spectrum of people—regardless of age, income or ability—to more easily participate in community life. Design buildings and spaces that are accessible to people of all ages and abilities; ensure safety and comfort; support wayfinding; facilitate social interaction, learning and social enrichment; and can be easily adapted to meet changing needs.</p>
	<ul style="list-style-type: none"> 1.1(f): Integrate universal design strategies 	<p>Develop built environments that enable the widest spectrum of people—regardless of age, income or ability—to more easily participate in community life. Design buildings and spaces that are accessible to people of all ages and abilities; ensure safety and comfort; support wayfinding; facilitate social interaction, learning and social enrichment; and can be easily adapted to meet changing needs.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 2: Urban development is focused within the region’s defined urban growth boundary/area.</p> <p>A defined UGB/A promotes an orderly, compact and efficient pattern of future development within the region. Continuing to focus urban development within the UGB/A will prevent unnecessary and inefficient extension of roads, transit services, water and wastewater treatment plants, and other infrastructure; thereby reducing associated costs. In addition, it will reduce regional vehicle travel, help achieve greater density, conserve open land outside the boundary/area and maintain separation between communities. A limited amount of semi-urban or rural development will continue to occur beyond the UGB/A in response to locally adopted policies and market demand, contributing to the region’s diversity of land uses. This may include very low-density residential development as well as industrial/employment uses and commercial activities in targeted locations.</p>	Objective 2.1: Contain Urban Development Within the Urban Growth Boundary/Area	
	<ul style="list-style-type: none"> 2.1(a): Maintain and monitor the Urban Growth Boundary/Area 	Ensure that urban development occurs within the defined UGB/A. Continue to maintain the UGB/A and update the growth allocations for each community in the region annually, or as needed.
	<ul style="list-style-type: none"> 2.1(b): Direct growth to areas with infrastructure and services 	Direct future urban growth within the UGB/A to areas where a complete package of infrastructure and services—including streets, water and wastewater, transit, police, fire, parks—already exist, or where plans are in place to provide such services.
	<ul style="list-style-type: none"> 2.1(c): Encourage and plan for infill and redevelopment 	Encourage infill and redevelopment on overlooked vacant parcels and on under-developed parcels as a means to increase housing and employment options and density in existing developed areas. Identify appropriate infill locations that will use existing infrastructure and reduce the need for costly infrastructure expansion. Create plans and regulations that thoughtfully match desired public- and private-sector outcomes.
	<ul style="list-style-type: none"> 2.1(d): Coordinate on municipal annexations of unincorporated areas within the Urban Growth Boundary/Area 	Annexation of unincorporated areas within the UGB/A is encouraged when it represents a logical extension of a municipality’s boundaries and is consistent with local comprehensive plans and annexation procedures. Cities and counties should develop intergovernmental agreements that provide for the resolution of any UGB/A issues.
	<ul style="list-style-type: none"> 2.1(e): Protect the long-term viability of significant regional facilities 	Ensure the intensity or types of uses associated with future development will not conflict with or affect the day-to-day operations of or long-term viability of an existing or proposed facility of regional significance. Significant regional facilities may include airports, solid waste disposal sites, and other facilities with unique access and land use compatibility considerations.
	<ul style="list-style-type: none"> 2.1(f): Minimize conflicts with extractive resources 	Discourage development in areas with commercially viable deposits of sand, gravel, quarry aggregate, or other extractive resources until these deposits are extracted to minimize potential conflicts with surrounding land uses and maintain access to these resources within the region.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 2 continued	Objective 2.2: Manage the Extent of Development Occurring Beyond the Urban Growth Boundary/Area	
	<ul style="list-style-type: none"> 2.2(a): Prioritize funding to serve urbanized areas 	Prioritize regional transportation infrastructure funds and other services in urbanized areas within the UGB/A by not expending regional funds to serve development in other locations.
	<ul style="list-style-type: none"> 2.2(b): Limit development in Priority Preservation Areas 	Avoid development in areas identified as Priority Preservation Areas, and in other sensitive environmental areas in need of preservation or restoration, or that enhance connections between designated areas.
	<ul style="list-style-type: none"> 2.2(c): Conserve opportunities for future urban development 	Plan for and conserve appropriate areas for urban development beyond 2040, maintain separation between the larger urban area and smaller outlying communities, and avoid open spaces and environmentally sensitive areas.
	<ul style="list-style-type: none"> 2.2(d): Require adequate facilities and services 	Ensure that adequate water supply, wastewater treatment, and other facilities and services can be provided in areas where development outside the UGB/A is necessary.
	<ul style="list-style-type: none"> 2.2(e): Discouraging development on non-conforming parcels 	Discourage development on mining claim parcels that do not meet the development standards of the jurisdiction, especially access and setback requirements.

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 UGB/A.
	<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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 3 continued	<ul style="list-style-type: none"> 3.1(g): Enhanced internal and regional connectivity 	Establish a network of clear and direct multimodal connections within and between urban centers and major destinations within the region that encourage transit usage, walking, or bicycling.
	Objective 3.2: Continue to Create and Revitalize Multimodal Corridors that Connect and Support the Vitality of the Region's Urban Centers	
	<ul style="list-style-type: none"> 3.2(a) Invest in multimodal enhancements along corridors 	Retrofit auto-oriented corridors to include more transit, pedestrian, and bicycle facilities that will improve safety, enhance first- and final-mile connections to existing/planned transit, strengthen links to and between urban centers, and stimulate public/private investment.
	<ul style="list-style-type: none"> 3.2(b): Transition existing corridors through infill, redevelopment, and adaptive reuse 	Transition low-density, auto-oriented land use patterns along corridors to compact, pedestrian- and friendly development through targeted infill, redevelopment, and adaptive reuse. Promote intensifying existing uses where frequent transit service exists or is planned, accommodating an increasing portion of the region's population and employment.
	<ul style="list-style-type: none"> 3.2(c): Provide direct connections between urban centers and surrounding neighborhoods 	Provide direct pedestrian and bicycle linkages between corridors and adjacent neighborhoods, prioritizing connections that enhance first- and final-mile connections to transit and access to other services and urban center amenities.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 4: Freestanding communities and rural town centers remain distinct from the larger urban area.</p> <p>The Denver metro area will continue to distinguish Boulder, Brighton, Castle Rock, and Longmont as freestanding communities, each of which will remain separate from the larger urban area, surrounded by an open space or rural buffer, and has an adequate mix of jobs and housing, an internal transportation system with regional transportation connections, and a town center at its core. Likewise, the role of the region's rural town centers will be reinforced as unique places that provide services, employment, and entertainment for the surrounding community, as well as for tourists and travelers.</p>	Objective 4.1: Strengthen the Vitality of Freestanding Communities	
	<ul style="list-style-type: none"> 4.1(a): Encourage self-sufficiency 	Achieve a balance between employment and population and provide a diversity of housing types so people can live and work in the same community. Maintain a vibrant mixed-use town center or downtown core within freestanding communities to preserve each community's unique identity, protect historic resources, and support the needs of residents.
	<ul style="list-style-type: none"> 4.1(b): Maintain physical separation from the large urban area 	Establish permanent open space or rural buffers to maintain physical separation from the larger urban area and retain a sense of community identity. Locate highway interchanges or transit stations away from these buffers to minimize development pressure.
	<ul style="list-style-type: none"> 4.1(c): Develop internal and regional transportation options 	Develop multimodal transportation systems within each freestanding community that include pedestrian and bicycle facilities, and internally- and externally-oriented transit services. Communities will be linked to the larger urban area with rapid transit and highway facilities.
	Objective 4.2: Strengthen the Vitality and Self-Sufficiency of Rural Town Centers	
	<ul style="list-style-type: none"> 4.2(a): Maintain the unique characteristics of rural town centers 	Maintain the unique characteristics of rural town centers by promoting infill and redevelopment and, the adaptive reuse of existing structures, protecting historic and cultural resources; and enhancing multimodal connections throughout the community.
	<ul style="list-style-type: none"> 4.2(b): Support growth within rural town centers 	Encourage growth within rural town centers where basic infrastructure, including central water and sewer, can be provided efficiently and cost-effectively.
	<ul style="list-style-type: none"> 4.2(c): Foster economic development 	Encourage economic development efforts that support the ability of rural town centers to be self-sufficient by focusing on issues such as jobs/housing balance, the availability of services to meet current and future needs of the larger surrounding community that supports the center, increasing affordable housing options, improving access to jobs in neighboring communities, and increasing access to health services.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<u>A Connected Multimodal Region</u> Outcome 5: A well-connected, regional multimodal transportation system A balanced, well-connected, multimodal transportation system will include regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The integrated components of this system will provide reliable mobility choices to all users throughout the DRCOG region. The system will permit efficient regional, state, and nationwide connections for people and freight, and will evolve to address future technology and mobility innovations as appropriate.	Objective 5.1: Provide a Multimodal Roadway System that enables People, Goods, and Services to Travel Safely and Reliably	
	<ul style="list-style-type: none"> 5.1(a): Maintain and enhance a regional roadway system 	Maintain and enhance a regional roadway system comprised of freeways, tollways, major regional arterials, and principal arterials that provides regional and statewide multimodal connectivity for the safe movement of people, goods, and services reliably (predictable travel times, minimal infrastructure closures, efficient incident clearing, etc.).
	<ul style="list-style-type: none"> 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets 	Build new streets and roadways, and retrofit existing facilities, with applicable multimodal elements, where feasible, that enable safe, convenient, and comfortable travel and access for people using all modes—driving, transit, walking, and bicycling.
	<ul style="list-style-type: none"> 5.1(c): Expand the carrying capacity of existing regional roadways in the most critically congested corridors 	Expand the carrying capacity of existing regional roadways (people, vehicles, and freight) in the most critically congested corridors, at key traffic bottlenecks, and along major statewide connections—such as I-25 and I-70. Agencies should first consider travel demand management and transportation system management and operations strategies to optimize the use of existing capacity.
	<ul style="list-style-type: none"> 5.1(d): Consider the use of managed lanes in new capacity projects where feasible 	Consider the use of managed lanes in new capacity projects where feasible to optimize the use of the new capacity, help fund the project, provide more reliable travel times, and encourage carpooling and transit use.
	Objective 5.2: Expand Transit Facilities and Services to All People	
	<ul style="list-style-type: none"> 5.2(a): Complete FasTracks 	Complete FasTracks' remaining corridors, including extensions to existing corridors.
	<ul style="list-style-type: none"> 5.2(b): Develop and maintain an expanded metropolitan rapid transit system 	Develop, operate, and maintain an expanded metropolitan rapid transit system to provide connectivity for people traveling throughout the region. The rapid transit system includes FasTracks and future rail lines, Bus Rapid Transit (BRT) corridors, transit-capable managed lanes, and bus-on-shoulder facilities.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 5 continued	<ul style="list-style-type: none"> 5.2(c): Provide a comprehensive bus system 	Provide a comprehensive fixed-route bus system that includes high-frequency bus corridors, regional service, feeder routes to rapid transit lines, local route service, and call and rides.
	<ul style="list-style-type: none"> 5.2(d): Provide demand-response service for targeted needs 	Provide demand-response transit service to meet targeted needs for older adults and persons with disabilities, travelers in less densely developed areas, or for feeder service to rapid transit lines. Providers of such service include taxi companies, transportation network companies, and other for-profit companies and non-profit agencies.
	<ul style="list-style-type: none"> 5.2(e): Integrate bicycle and pedestrian elements with transit 	Integrate bicycle and pedestrian elements at transit facilities, such as secure bicycle parking (racks, lockers, bike stations), bikesharing, bicycle repair kiosks, and infrastructure that supports bicycle and pedestrian trip-making to and from stations, park-and-rides, and major transit stops.
	<ul style="list-style-type: none"> 5.2(f): Add transit service where needed 	Support the establishment of new or increased transit service where needed.
	Objective 5.3: Provide Robust Bicycle and Pedestrian Accessibility Throughout the Region	
	<ul style="list-style-type: none"> 5.3(a): Encourage pedestrian and bicycle accommodations along all roadways 	Encourage sidewalks or other pedestrian accommodations, as well as bicycle accommodations that meet applicable standards, along all roadways and within private developments.
	<ul style="list-style-type: none"> 5.3(b): Develop local and regional bicycle facilities 	Develop well-connected local and regional off-street and on-street bicycle corridor facilities to serve bicycle trips to all types of destinations.
	<ul style="list-style-type: none"> 5.3(c): Provide bicycle and pedestrian support facilities and services 	Provide bicycle and pedestrian support facilities and services, such as bikesharing, wayfinding, and bicycle parking in urban centers, at transit stations, and in association with major multi-use trails and other popular destinations.
	<ul style="list-style-type: none"> 5.3(d): Provide first- and final-mile bicycle and pedestrian connections to transit 	Provide specific bicycle and pedestrian facilities that connect transit services and stations to nearby neighborhoods, employment, schools, shopping areas, parks, and other major destinations.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 5 continued	Objective 5.4: Provide Efficient Interconnections of the Transportation System Within and Beyond the Region	
	<ul style="list-style-type: none"> 5.4(a): Facilitate the movement of goods and services throughout the region 	Facilitate the movement of goods and services throughout the region by roadway, rail, and air travel by reducing obstructions such as congestion, bottlenecks, and disconnections between facilities; while providing sufficient opportunities for intermodal freight connection to destinations outside the region.
	<ul style="list-style-type: none"> 5.4(b): Balance primary park-and-ride functions with opportunities for transit-oriented development 	Balance the need for dedicated parking at park-and-ride lots with future transit-oriented development opportunities, taking into account potential increases in transit ridership, housing and employment options, and other location-specific considerations.
	<ul style="list-style-type: none"> 5.4(c): Provide safe and convenient access for pedestrians and cyclists 	Provide safe and convenient access for pedestrians and bicyclists to access rapid transit stations, bus stops, and park-and-ride lots. Also provide secure bicycle parking and bike sharing at these locations and maintain and expand the capability of transit vehicles to carry bicycles.
	<ul style="list-style-type: none"> 5.4(d): Maintain Denver Union Station as the region's primary multimodal hub and further develop other transit mobility hubs 	Support and maintain DUS as the primary multimodal hub of the region's transportation system. Further develop transit mobility hubs to support other urban centers and major destinations across the region.
	<ul style="list-style-type: none"> 5.4(e): Improve transportation linkages to major destinations and attractions beyond the region 	Support existing linkages and plan for future intercity bus and rail linkages to destinations beyond the region.
	<ul style="list-style-type: none"> 5.4(f): Maintain multimodal access to Denver International Airport and the region's other airports 	Maintain convenient access to DIA and other regional airports for all applicable travel modes. Support DIA's important role in connecting the Denver region to the rest of the world.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 5 continued	<ul style="list-style-type: none"> 5.4(g): Maintain and enhance airport capacity throughout the region 	Maintain the capacity of DIA and general aviation airports throughout the region by supporting facility enhancements in response to air transportation demands, consistent with adopted plans.
Outcome 6: A safe, dependable, and efficiently-operated transportation system As the region continues to grow, maintaining the safety, dependability, and efficiency of the region's multimodal transportation system is essential. A variety of approaches will be used to monitor and manage the flow of people and goods throughout the system, and to identify ways to enhance safety and improve functionality. The region will maximize the multimodal transportation system's capacity through coordinated operations and management. As technology and mobility innovations occur, the multimodal system will evolve accordingly.	Objective 6.1: Assure Existing and Future Transportation Facilities Are Well-Maintained	
	<ul style="list-style-type: none"> 6.1(a): Maintain the transportation system infrastructure in good condition 	Fund and conduct maintenance and preservation efforts to keep roadways, multi-use trails, sidewalks, transit vehicles and all supporting infrastructure in good operating condition.
	<ul style="list-style-type: none"> 6.1(b): Develop and apply asset management principles and techniques 	Develop and apply asset management principles and techniques for operating, maintaining, and improving existing transportation infrastructure.
	Objective 6.2: Actively Operate, Manage, and Integrate Systems to Optimize Performance	
	<ul style="list-style-type: none"> 6.2(a): Monitor and manage transportation systems 	Deploy Intelligent Transportation Systems (ITS) such as roadway and traffic monitoring, transit monitoring, and coordinated and real-time traveler information systems (such as multimodal real-time trip planning technology) to improve the effectiveness and efficiency of the transportation system. Develop and deploy performance monitoring procedures and processes and integrate into system operations.
	<ul style="list-style-type: none"> 6.2(b): Implement Transportation Systems Management and Operations (TSM&O) projects 	Implement transportation systems management and operations (TSM&O) processes and projects, such as intersection improvements, transit queue jumps and signal priority, ramp metering, acceleration/deceleration lanes, active traffic management, and real-time traveler information, to reduce bottlenecks and improve personal mobility while balancing operational considerations for all modes.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 6 continued	<ul style="list-style-type: none"> 6.2(c): Implement access management projects to optimize the efficiency to roadways, reduce conflict points, and improve safety 	Manage access (curb cuts on arterials or interchange ramps on freeways) to optimize existing capacity, reduce conflict points, and improve safety for all users and travel modes.
	<ul style="list-style-type: none"> 6.2(d): Develop and deploy incident management procedures and processes 	Develop and deploy effective incident management to reduce the duration and impact of incidents, such as motor vehicle crashes or stalled vehicles, and to promote stakeholder collaboration and consistency across the region.
	<ul style="list-style-type: none"> 6.2(e): Implement and operate coordinated traffic signal systems 	Implement, operate, and manage coordinated traffic signal systems across jurisdictional lines that integrate transit signal priority and emergency vehicle pre-emption techniques.
	<ul style="list-style-type: none"> 6.2(f): Support the use of congestions pricing and other tolling techniques 	Where feasible, and when cooperatively decided, support congestion pricing and other tolling techniques on existing freeways, and implement a tolling component (price-management) on new freeway/highway lane-addition projects.
	<ul style="list-style-type: none"> 6.2(g): Implement other active demand management strategies 	Implement other active demand management strategies, including parking supply and pricing mechanisms, such as shared, unbundled, and priced parking, where appropriate.
	Objective 6.3: Develop and Maintain a Safe and Secure Transportation System	
	<ul style="list-style-type: none"> 6.3(a): Identify and implement safety enhancement projects 	Identify and implement safety enhancement projects that reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and all travel modes.
	<ul style="list-style-type: none"> 6.3(b): Develop and implement strategies that enhance security 	Develop and implement projects and strategies that enhance the security of all transportation facilities for users, including air and transit passengers, and aid in the efficient movement of people and vehicles during homeland security events.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 7: A transportation system contributing to a better quality of life Transportation planning and investments should be integrated with land use planning and the environment. Focusing new housing, employment, and services in urban centers, along multimodal corridors, and other areas served by transit will provide a broader range of travel options for residents of all ages, incomes, and abilities. Although specific needs will vary by location, development will be encouraged to incorporate – consistent with local jurisdictional plans – compact development patterns, a mix of land uses, complete streets, direct bicycle/pedestrian connections to transit and multiple land uses, and other features that can help reduce VMT, support aging in place, and enhance the region’s economic vitality and quality of life. These actions will also help protect the region’s essential natural resources—air and water, open space, parks, trails, and agricultural lands. Minimizing growth in VMT is also a key component to reducing ground level ozone, greenhouse gas emissions, and other pollutants.	Objective 7.1: Expand Transit-Supportive Land Use and Development Patterns	
	<ul style="list-style-type: none"> 7.1(a): Maintain and improve efficient transportation access to regional employment hubs 	Continue to support transportation improvements that enhance access to downtown Denver and other existing and future major employment hubs within the region.
	<ul style="list-style-type: none"> 7.1(b): Expand mobility options within urban centers and other areas of concentrated major activity centers 	Within urban centers and adjacent to transit, provide internal pedestrian, bicycle, and transit connections between uses, as well as more mixed and compact land uses. Provide and connect multiple travel modes in urban centers and in other concentrated areas of activity.
	<ul style="list-style-type: none"> 7.1(c): Focus roadway capacity increases within the urban growth boundary/area 	Focus roadway capacity increases and new interchanges primarily in areas within the UGB/A, in the most critically congested corridors, at key traffic bottlenecks, and along major statewide connections. Link the provision of new capacity to assuring a balanced, well-connected, safe, multimodal transportation system, and add capacity after first considering demand management strategies and implementing operational efficiencies to optimize the use of existing capacity.
	<ul style="list-style-type: none"> 7.1(d): Promote multimodal connectivity 	Design new development and retrofit established communities to facilitate the efficient movement of pedestrians, bicyclists, buses, cars, goods, and services within and between centers, corridors, and neighborhoods.
	<ul style="list-style-type: none"> 7.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities 	Target bus, other transit, bicycle, pedestrian, and other transportation improvements in locations where transit-oriented development (TOD) already exists or is planned.
	<ul style="list-style-type: none"> 7.1(f): Consider issues of land use compatibility 	Encourage coordinated decision-making to minimize potential incompatibility between high intensity uses—such as airport operations, intermodal facilities, or other similar uses—and neighboring land uses.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 7 continued	Objective 7.2: Expand Transportation Services and Access That Address the Needs of Persons with Mobility Obstacles or Impairments	
	<ul style="list-style-type: none"> 7.2(a): Provide local and regional transportation services that improve personal mobility, employment access, independence and well-being, and access to health services for those with mobility obstacles or impairments 	Provide transportation services, such as fixed route and specialized transit, ridesharing, travel training, and other services that improve personal mobility, employment access, independence and well-being, and access to health services for those with mobility obstacles or impairments (mobility-limited populations).
	<ul style="list-style-type: none"> 7.2(b): Address the transportation needs mobility-limited populations in land use planning and development 	Address the transportation needs of mobility-limited populations in short- and long-range land use planning and development decisions as feasible.
	<ul style="list-style-type: none"> 7.2(c): Address the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities 	Ensure traffic engineering and roadway redevelopment activities consider the needs of mobility-limited populations who are traveling on foot and/or with the use of mobility aids.
	Objective 7.3: Develop and Maintain a Transportation System that Protects and Enhances Air Quality, Energy Efficiency, and the Overall Environment	
	<ul style="list-style-type: none"> 7.3(a): Expand Travel Demand Management (TDM) services and strategies 	Expand Travel Demand Management (TDM) services and strategies, including new and diverse incentives and targeted promotions that will reduce VMT and the demand for single-occupant motor (SOV) vehicle trips, and improve personal mobility and regional air quality. TDM services and strategies include carpooling, vanpooling, carsharing, bicycling, walking, trip-planning, teleworking, and others.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 7 continued	<ul style="list-style-type: none"> 7.3(b): Provide efficient, low-polluting alternatives to single-occupant vehicles 	Provide varied transportation facilities, including rapid transit, bus service, high-occupancy vehicle (HOV) lanes, and bicycle and pedestrian facilities, that are more energy efficient and less polluting in aggregate than SOVs.
	<ul style="list-style-type: none"> 7.3(c): Ensure traditionally underserved populations receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts 	Ensure that minority, low-income, and older adult populations, as well as individuals with disabilities, receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts associated with transportation projects and facilities.
	<ul style="list-style-type: none"> 7.3(d): Reduce potential environmental impacts of roadway construction and maintenance 	Promote improvements in roadway construction and street maintenance activities to reduce dust and particulates, decrease associated energy consumption and pollutant emissions, and minimize and mitigate stormwater runoff.
	<ul style="list-style-type: none"> 7.3(e): Encourage the use of alternative fuel vehicles and infrastructure 	Encourage use of alternative fuel sources and clean-burning technology infrastructure and services for alternative fuels that lead to lower levels of pollutants and greenhouse gas emissions.
	<ul style="list-style-type: none"> 7.3(f): Support legislation that increases fuel economy standards and incentives 	Support legislation that to increase fuel economy standards; establish fuel economy standards for heavy-duty vehicles; incentivize the purchasing of high fuel economy or alternative fuel vehicles; and provide incentives for accelerated retirement of inefficient and/or high-polluting personal, commercial, and fleet vehicles beyond repair.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<u>A Safe and Resilient Built and Natural Environment</u> 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	
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 8.1(c): Expand multimodal transportation options 	Increase multimodal transportation options such as ridesharing, transit, bicycling, or walking, as a means to reduce VMT.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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 emissions.
	<ul style="list-style-type: none"> 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.
	Objective 8.2: Restore and Maintain the Quality of the Region's Waters	
	<ul style="list-style-type: none"> 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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 8 continued	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	Objective 8.3: Reduce Growth in Regional Per-Capita Water Consumption	
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 8.3(c): Require adequate long-term water services 	Require adequate long-term water service in areas where urban development is occurring or is planned, either from existing or newly established service providers.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 9: An interconnected network of widely accessible open space, parks, and trails.</p> <p>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.</p>	Objective 9.1: Protect and Restore Open Space of Local and Regional Significance	
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	Objective 9.2: Provide a Parks System that is Widely Accessible to the Region’s Residents	
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.
	Objective 9.3: Establish Multimodal Linkages to and Between the Region’s Parks, Open Spaces, & Developed Areas	
	<ul style="list-style-type: none"> 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.
	<ul style="list-style-type: none"> 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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 10: Working agricultural lands of significance are conserved for current and future generations.</p> <p>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.</p>	Objective 10.1: Maintain the Region’s Agricultural Capacity	
	<ul style="list-style-type: none"> 10.1(a): Conserve significant agricultural lands 	<p>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.</p>
	<ul style="list-style-type: none"> 10.1(b): Support diversity and continued innovation in the agricultural industry 	<p>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.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 11: Reduced risk and effects from natural hazards.</p> <p>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.</p>	Objective 11.1: Enhance Community Resiliency	
	<ul style="list-style-type: none"> 11.1(a): Limit expansion of the wildland-urban interface 	<p>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.</p>
	<ul style="list-style-type: none"> 11.1(b): Promote integrated planning and decision making 	<p>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.</p>
	<ul style="list-style-type: none"> 11.1(c): Foster interagency coordination 	<p>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.</p>
	<ul style="list-style-type: none"> 11.1(d): Prioritize open space protection in high-risk areas 	<p>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.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><u>Healthy, Inclusive, and Livable Communities</u></p> <p>Outcome 12: A built and natural environment that supports healthy and active choices.</p> <p>The way in which we live influences our health in many ways—whether the choice of walking or biking versus driving; the mix of uses in our communities; access to civic services; the ability to engage in community activities; safe and convenient access to parks, trails, open space, and other recreational opportunities; or accessibility of healthy food options. Expanding opportunities for the region’s residents to lead healthy and active lifestyles will require a deliberate focus on where we grow, how we get around, the types of places we build, access to the natural environment, and the individual needs of the diverse populations we serve.</p>	Objective 12.1: Increase Convenient and Safe Mobility Options for All Ages and Abilities	
	<ul style="list-style-type: none"> 12.1(a): Build active, connected places 	Establish a mix of well-connected land uses and recreational amenities in communities throughout the region to create places that make active transportation and recreational physical activity safe for people of all abilities, part of an everyday routine, and foster opportunities for social interaction.
	<ul style="list-style-type: none"> 12.1(b): Improve first-and final-mile connections 	Improve first- and final-mile connections to important destinations across the region to ensure convenient and safe travel to and from transit to original and final destinations. Prioritize new or enhanced connections to and between health services, social service providers, schools, grocery stores and other retail services, parks, employment centers, particularly in areas with transit-dependent populations.
	<ul style="list-style-type: none"> 12.1(c): Build Complete Streets 	Build new streets, and retrofit existing streets, as Complete Streets, to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation, by integrating separate facilities for bicycles and pedestrians along with motorized vehicles.
	Objective 12.2: Increase Access to Healthy and Local Foods	
	<ul style="list-style-type: none"> 12.2(a): Expand opportunities for local food production and processing 	Expand opportunities for local food cultivation and sales to include—but not be limited to—personal and community gardens, edible landscaping in public spaces, traditional agricultural operations, and small specialty farms, as well as aquaculture, greenhouses, and other indoor facilities that allow the growing season to be extended.
	<ul style="list-style-type: none"> 12.2(b): Increase the efficiency of food distribution 	Promote the efficient distribution of food within the region—reducing food-shipping distance by supporting both traditional and non-traditional agricultural operations throughout the region; community supported agriculture (CSA), farmers’ markets, green markets, and other programs that directly connect producers with consumers; cottage food industry sales; and the addition of more healthy food outlets in urban/semi-urban settings throughout the region. Place a particular emphasis on increasing access and opportunities in low-income neighborhoods and areas with high levels for food insecurity.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 12 continued	Objective 12.3: Maximize Opportunities for Recreation and Access to the Natural Environment	
	<ul style="list-style-type: none"> 12.3(a): Expand the regional trail network 	Complete of “missing links” in the regional trail network, with a particular focus on completing linkages that serve as first- and final-mile connections between transit stations and trails and increase multimodal options for residents and commuters.
	<ul style="list-style-type: none"> 12.3(b): Improve transit connections to recreational opportunities 	Align transit service plans with the region’s network of recreational facilities and parks and open space areas to increase recreational opportunities, particularly for populations that are currently underserved. Support the integration of smaller-scale parks and recreation facilities as part of communities throughout the region.
Outcome 13: The region’s residents have expanded connections to health services To enhance the overall health and wellness of the regional population, a range of factors that shape access to health services must be considered—the types of health services available, the location, convenience, and accessibility of health care facilities and service providers, and the ability of the region’s residents to pay for the health services offered.	Objective 13.1: Improve Connections to Health Care Facilities and Service Providers	
	<ul style="list-style-type: none"> 13.1(a): Locate health services in areas that are readily accessible 	Support the integration of health care facilities and service providers of all sizes into centers throughout the region—both urban and rural— where residents can get to them by walking, biking, or using transit.
	<ul style="list-style-type: none"> 13.1(b): Improve transit accessibility to health services 	Align transit service—including on-demand and other specialized services—with health care facilities, social service providers, grocery stores and other retail outlets that offer health services, to low-income and economically disadvantaged populations. Support non-emergency transportation providers to relieve the burden on hospital emergency rooms in non-emergency situations.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 13 continued	Objective 13.2: Increase Awareness and Knowledge of Community Health and Wellness Issues and Support Networks	
	<ul style="list-style-type: none"> 13.2(a): Promote collaboration among stakeholders at the local, regional, and state level 	Identify and implement opportunities for collaboration among stakeholders at the local, regional, and state level on projects and initiatives that highlight connections between community health and wellness and the built environment. Place a particular emphasis on projects and initiatives that reduce or eliminate duplicative efforts.
	<ul style="list-style-type: none"> 13.2(b): Leverage existing health and wellness programs and services 	Build increased capacity on community health and wellness issues at the local government level by partnering with public health organizations, health care providers, local governments, school districts, and others leading the charge on community health and wellness issues on initiatives that help leverage available resources and increase the visibility and effectiveness of existing programs, services, and other efforts within the region.
	<ul style="list-style-type: none"> 13.2(c): Incorporate health considerations and strategies into local and regional plans 	Incorporate health considerations and strategies into plans at the local and regional level and increase formal roles for or participation by health professionals in long-range planning efforts and development activities.
	<ul style="list-style-type: none"> 13.2(d): Increase awareness of programs, services, and other assistance 	Promote awareness of the range of programs, services, and other assistance available to help residents lead healthier and more active lifestyles and opportunities for them to become involved in related efforts at the local and neighborhood level.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 14: Diverse housing options meet the needs of residents of all ages, incomes, and abilities</p> <p>A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities. Viable housing choices allow individuals and families to find desirable housing affordable and accessible to them in the communities where they want to live and stay in their community of choice as their economic or life circumstances change.</p>	<p>Objective 14.1: Increase the Regional Supply of Ownership and Rental Housing that is Affordable to a Variety of Households at All income Levels</p>	
	<ul style="list-style-type: none"> 14.1(a): Remove barriers and reduce cost of developing housing 	<p>Proactively pursue strategies that reduce barriers and expedite the development of housing in desired locations.</p>
	<ul style="list-style-type: none"> 14.1(b): Encourage creative approaches to foster the development of affordable, accessible workforce and senior housing 	<p>Coordinate with the private development community to understand and convey the need to produce units, including clarity on key challenges that must be overcome. Identify realistic and effective incentives that can stimulate the production of housing products that meet the needs of residents of all ages, incomes, and abilities.</p>
	<ul style="list-style-type: none"> 14.1(c): Monitor changing demands for new and different types of housing 	<p>Develop mechanisms to assess housing needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level.</p>
	<ul style="list-style-type: none"> 14.1(d): Promote better jobs-housing balance in employment rich areas 	<p>Expand the supply and range of housing, including affordable and accessible units, in and near to major employment centers around the region.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 14 continued	Objective 14.2: Encourage Opportunities for Diverse Housing by Leveraging Transit Investments	
	<ul style="list-style-type: none"> 14.2(a): Promote transit-oriented communities that ensure a mix of housing affordability in transit station areas, including preservation of existing affordable housing 	<p>Implement programs and policies that support the production and preservation of housing options in location-efficient places, including urban centers, high opportunity areas, and areas well-served by transit.</p>
	<ul style="list-style-type: none"> 14.2(b): Encourage transit investments where housing densities support transit already, or are guided to support such densities through local community planning process 	<p>Promote new and enhanced transit service in areas with densities that make bicycling, walking and taking transit viable options to reduce reliance on the automobile and enhance the independence of those who do not drive, by choice or by financial or physical circumstance.</p>
	<ul style="list-style-type: none"> 14.2(c): Elevate awareness of the catalytic role housing can play in transit-oriented community strategies 	<p>Develop small area plans for transit station areas that document future land uses, circulation needs, market conditions and implementation strategies. Prioritize catalytic developments that provide affordable, accessible workforce and senior housing and expand demand for other key amenities including commercial development and community services.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><u>A Vibrant Regional Economy</u></p> <p>Outcome 15: Access to opportunity for all residents.</p> <p>The region's economy prospers when all residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities. The region's transportation network plays a critical role in enabling commerce and providing access to basic needs and quality of life amenities that allow the region's residents to succeed and excel.</p>	Objective 15.1: Ensure the Efficient Flow of People, Goods, Services, and Information in and Through the Region	
	<ul style="list-style-type: none"> 15.1(a): Invest in the region's infrastructure to ensure the region' remains globally competitive 	Develop and maintain connected multimodal infrastructure that businesses depend on to access local, national, and global customers and markets.
	<ul style="list-style-type: none"> 15.1(b): Connect residents and visitors to cultural, educational, and natural amenities in the Denver region and across the state 	Capitalize on regional and state amenities through efforts to promote reliable connections to key destinations. Invest in planning, design and mitigation strategies and approaches that support positive resident and visitor experiences while protecting the character and integrity of the region's natural and cultural resources.
	<ul style="list-style-type: none"> 15.1(c): Preserve, protect and enable employment opportunities that are accessible to transit 	Concentrate a significant portion of the region's employment in centers accessible via transit. Through multi-sector partnerships, develop and implement strategies that safely and conveniently connect workers to final work destinations.
	Objective 15.2: Improve Access to and From the Region's Developed and Emerging Employment Centers	
	<ul style="list-style-type: none"> 15.2(a): Track, assess, and respond to the mobility needs of major employment centers 	Analyze commute data for major employment centers to understand specific patterns and mobility needs. Align public and private investment to create a diverse portfolio of mobility options and strategies including new and/or enhanced infrastructure and transportation demand programs in these centers.
	<ul style="list-style-type: none"> 15.2(b): Facilitate public/private partnerships to improve first- and final-mile connections to the region's high-capacity transit services 	Develop first- and final-mile strategies that consider local conditions around stations including: street layout, bicycle and pedestrian network, property ownership, infrastructure opportunities and barriers, existing and future development, and operational needs for transit.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 16: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.</p> <p>The Denver region’s economic vitality depends on providing a high quality of life in diverse communities. Quality of life is a major factor in the location decisions of businesses and individuals. Our region’s weather, recreational and cultural assets, and diverse living settings have contributed to our success attracting talented labor. The region must also focus on efforts to promote economic advancement for our communities so that all residents share and contribute to sustained regional prosperity.</p>	Objective 16.1: Increase awareness of key regional growth, transportation, and economic trends	
	<ul style="list-style-type: none"> 16.1(a): Assess whether the infrastructure our communities and residents depend on now and in the future will support the region’s near- and long-term economic vitality 	<p>Encourage coordinated economic and community development activities aimed at assuring the region’s infrastructure will maintain and grow the economic health and vitality of the region. Expand dialogues and partnerships that examine the role of the built environment in connecting residents to opportunities for economic stability and advancement.</p>
	<ul style="list-style-type: none"> 16.1(b): Develop monitoring and reporting programs to assess progress toward shared local and regional goals 	<p>Track key metrics and indicators that measure changes in economic vitality and progress toward achieving Metro Vision outcomes. Foster collaboration between planning, economic, and community development partners including efforts to develop and share data, information and analysis tools.</p>

ATTACH 4

Summary of written comments on draft Metro Vision plan Themes and Outcomes (only) from Board members and alternates – as of July 27, 2015*

**This table includes only comments received that specifically address the current wording of draft Themes and Outcomes. Over the past few months MVIC has discussed each of the 5 themes in the draft plan. Staff collected committee comments and will share when those items are discussed (e.g. all committee comments have been directed at plan objectives, measures and strategic initiatives vs. themes and outcomes that will be discussed at the meeting in August).*

Theme or Outcome	Board member/alternate comment
Outcome 8: A region with clean water and air, and lower greenhouse gas emissions	Define "lower"
Outcome 8 (narrative): <i>"...ensure that future growth complies with applicable standards and requirements at the federal, state, and local levels."</i>	This appears to be a mandate that land use decisions must follow MV in order to receive TIP funding. Thus linking COG requirements and demands to MPO
Outcome 9: An interconnected network of widely accessible open space, parks and trails	Define "widely"
Outcome 9 (narrative): <i>"...maintain separation between individual communities..."</i>	Why is this important? This is a Boulder "thing". They want to be exclusive and not inclusive. They try to set themselves apart from everyone else and feel that mixing with other communities will degrade their elite status. This is another way of using Open Space programs to eliminate and prohibit development. I strongly oppose this language.
Outcome 9 (narrative): <i>"...provide important wildlife habitat..."</i>	What wildlife are they expecting to protect in an urban environment?
Outcome 9 (narrative): <i>"...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."</i>	More greenways require more irrigation that goes against water conservation programs. We live in a high desert
Outcome 10: Working agricultural lands of significance are conserved for current and future generations	I do not follow this statement of "lands of significance". Conservation may take the ability of the farmer to sell his or her property
Outcome 11: Reduced risk and effects from natural hazards	Reduce using what measurement? Is this a claim of man made climate change reduction or ?????
Outcome 11: Reduced risk and effects from natural hazards	This is already a requirement of the State. Why are we discussing this at DRCOG?