

ATTACHMENT A

MEETING SUMMARY Metro Vision Planning Advisory Committee (MVPAC) Wednesday, June 19, 2013

MEMBERS PRESENT:

Gretchen Armijo	CO Dept. of Public Health & Environment
Christopher Auxier	Adams Cty. Housing Authority
Lesli Ellis	City of Boulder
Erin Fosdick	City of Longmont
Steve Glueck (Chair)	City of Golden
Steve Gordon	City and County of Denver
Steve Hebert	City of Lone Tree
Leanne Jeffers	Regional Instit. for Health & Envrnmntl. Leadership
Steve Klausung	Denver South Economic Dev. Partnership
Glenda Lainis	City of Thornton
Bryce Merrill	Western States Arts Federation
Lynn Merwin	City and County of Broomfield
Anne Miller	CO Dept. of Local Affairs
Katherine (Kati) Rider	Douglas County
Frederick Rollenhagen	Clear Creek County
Jerome Tinianow	City and County of Denver
Will Toor	Southwest Energy Efficiency Project
Bill Van Meter	Regional Transportation District
Robert Watkins	City of Aurora

DRCOG staff: Brad Calvert, Nicole Klepadlo, Ashley Kaade, Jennifer Schaufele

Call to Order

Chair Steve Glueck called the meeting to order at 9:31 a.m.

Public Comment

No public comment was heard.

Summary of May 15, 2013 Meeting

The summary was distributed to the committee at the meeting. At the end of the meeting, the summary was accepted.

ACTION ITEMS

Motion to select, clarify, and prioritize additional regional planning topics that may be explored during the process to develop Metro Vision 2040.

Brad Calvert asked the committee for input on eight additional topics to consider for 2040 Metro Vision planning. The purpose of the discussion was to get a sense that the committee was agreeable to further development of these additional topics during the plan update. Brad said that based on feedback from the Board over the last 6-8 months, the Board was amenable to further development on these additional topics suggested by Stakeholder groups:

- Six topics (transit-oriented development, parks and open space, multimodal transportation, urban growth boundary, aviation, and infill development) are currently in Metro Vision.
- Two topics (health and fiscal impacts/cost of growth) are not currently in Metro Vision.

The agenda attachments B1 and B2 provided specific guidance requests for the committee. Chair Steve Glueck asked for feedback on the following topics:

Transit-oriented Development

Member comments:

- TODs are currently designated as urban centers in many jurisdictions.
- There doesn't need to be a new section or policies for TOD, but would encourage incorporating health into the topic. Important to note that TOD is as much about process as it is a plan.
- More emphasis on transit aspect of urban centers and noted research shows that the "t" (transit) in TOD is not as important as walkability, relating back to incorporating health.
- Noted the original definition of TOD is more of a "corridor" (or a process) rather than being synonymous with a place, or a center where there's a light rail station.
- TODs do not have to be located in urban centers – these two issues areas are not synonymous.

Summary Recommendation:

- MVPAC agreed that TOD is more of a process and not solely geographically specific. TOD deserves a significant emphasis, separate from how urban centers are addressed in Metro Vision. Additional research on the topic is not suggested as there are significant resources/groups that address TOD.
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Parks and Open Space

Should Metro Vision 2040 advance a regional strategy and pursue a more coordinated parks/open space effort?

Member comments:

- A missing element is the connection between regional open space acquisition and the urban growth boundary (UGB).
- Consideration of the role of parks/open space in the design of urban places (e.g. plazas, well-done streets, and other public spaces) rather than a general focus on large concentrated areas of open space.
- Parks and open space are key amenities for growing families—can this be accommodated in urban centers.
- Advocated for strong, holistic policy role in MV. More direct connection to urban growth boundary, green infrastructure, protecting wildlife, riparian corridors etc.
- Metro Vision has a significant regional role for connections for regional trails/bicycle routes.
- Consideration for a more clearly defined/enhanced design features for open spaces including, accessibility, and tie-in to urban centers, growth boundaries and multimodal components.
- Exploration of the tie to access to local foods and local agriculture and their connection to parks and open space.

Summary Recommendation:

- MVPAC summarized the importance of developing new and or enhanced parks and open space policy improvements within Metro Vision 2040. MVPAC members encouraged the integration of meaningful strategies such as integration of a green

infrastructure plan, trails plan, etc. rather than very broad non-specific policy statements. The committee further suggested that this issue should be integrated with elements of the plan that focus on growth (vs. a strictly environmental focus as in Metro Vision 2035).

Multimodal Transportation

Should Metro Vision 2040 respond specifically to multimodal issues?

Member comments:

- Consideration of emerging new modes, such as electric bikes should be considered for regional policy discussions
- A strong emphasis on bike connections, last mile challenges and more enhanced bus corridors with more frequent service to drive development should be considered.
- While current MV focus is on major capital projects, there's opportunity in multimodal corridor development along arterials. Suggested working on improving funding streams for multimodal development that don't fit in existing TIP categories.
- A more "local" focus should be emphasized as impact of equity issues and access to opportunity is important between major projects.
- How to better evaluate projects that don't fit "neatly" into categories—should we emphasize project elements that contribute to an overall regional network of multimodal facilities.
- The traditional focus has been major projects—a more appropriate focus might be on smaller projects that fill gaps in the network.
- Concept of living streets should be considered including enhancing development along the public right of way.
- Health should be a consideration in the discussion of multimodal transportation.

Summary Recommendation:

- MVPAC suggested there needs to be strong policy tied to multimodal transportation within Metro Vision 2040. More detailed policies that stress the importance of multimodal connections including trails, cycling and walkability should be considered. Access to opportunity should be an overall consideration throughout the policy discussion.

Urban Growth Boundary

Is there a desire to enhance this conversation?

Member comments:

- There is currently no enforced DRCOG policy regarding the Urban Growth Boundary (unlike previous role DRCOG played in reviewing wastewater treatment facilities); communities are not required to meet any specific regulations.
- MVPAC members considered exploring unintended consequences to current UGB policy (i.e., small developments that require urban level services).
- The committee noted that there does not appear to be a major, pressing demand for additional UGB—but the full details of potential local need will not be known until after the plan is adopted (the DRCOG Board voted to delay the allocation process to that time).

Summary Recommendation:

- MVPAC members indicated this was not a topic that should be a point of focus during the plan update. There may be a need to identify and understand the regional role of the UGB in the absence of DRCOG's role as a key review agency for wastewater facilities and service areas. More will be known about the need for UGB after the plan has been adopted.

Aviation

Is there a desire to enhance this conversation?

Member comments:

- Direct flights from and to DIA are a major economic development strategy.
- Air/Rail freight development should be a consideration within Metro Vision.
- Consideration of land use issues specifically for local airports may be more applicable from an economic development standpoint.
- Economic development role of airports should be accessed on a regional scale.

Summary Recommendation:

- MVPAC agreed there is an interest in exploring aviation and its relationship to the region specifically looking at aviation land use, transportation and economic development. The committee agreed the role of aviation in the Metro Vision 2040 needs more definition.
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Infill Development

What policies/strategies can be promoted at regional level that recognize the importance of local content?

Member comments:

- A key DRCOG policy issue has been to what extent our investment in transportation infrastructure should focus on supporting infill, and to what extent it should be focused in supporting new development at the edges. DRCOG's adopted policy over recent years has been on urban centers. Policy question to explore—is there a broader theme, not just about urban centers, in investments to support infill in general.
- Suggested a toolkit or exploration of best practices as the majority of urban centers are infill and resources to guide communities would be beneficial.
- Brownfield issues should be explored, including where infill development is help up and risk assumptions.
- DRCOG could help communities overcome resistance to infill density/height by showing regional-community best practices.
- Emphasis on historic preservation.
- Development of best practices for infill techniques would address implementation strategies within Metro Vision.

Summary Recommendation:

- In general, the importance of infill as a regional strategy is adequately stressed in the current plan—what is likely needed are more implementation-oriented strategies that assist as local governments address the specific context of local infill opportunities. Examples could include brownfields, infrastructure funding for infill development, and a clearinghouse of best practices.
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Health

What is DRCOG's role and the role of Health within Metro Vision? How to consider leveraging existing resources and expertise around the concept of health?

Member comments:

- There are health implications to consider throughout Metro Vision—it may be most appropriate to explore connections in each section of the plan, rather than creating a health-specific element.

- Suggested that health in the context of the Metro Vision 2040 plan be more clearly defined.

Summary Recommendation:

- MVPAC agreed that health should be a consideration in the Metro Vision 2040 plan. More discussion was encouraged to define what health means in the context of the plan and on a regional scale. It was agreed that health should be an overarching theme and can help translate to considering equity throughout the plan as well.

Fiscal Impacts/Cost of Growth

What is needed, more information or additional analysis, local tools, case studies, policies, best practices, etc?

Member comments:

- Suggested there are regional implications but this is a local issue.
- Suggested Metro Vision 2040 have a resource section to provide information on this issue, potentially a toolkit for local governments.

Summary Recommendation:

- MVPAC members encouraged exploring potential resources to add to the Metro Vision 2040 plan that would serve as a best practice or toolkit guide for local communities. Overall members agreed this was a localized issue that does impact the region.

Other issues to consider – MVPAC suggested other issues that should be considered during the Metro Vision update.

- Advocated for recognizing equity issues throughout each topic. Cited being attentive to having policies to at least slow the rate of geographic disparity and increase access to opportunities.
- Suggested policy development specific to address aging communities.
- Suggested the plan consider a regional food system.
- Consideration to discuss education as part of the Metro Vision 2040 process.
- Consideration of demographic changes, long-term implications of changing demand in single family homes, not enough transportation.
- Tourism and visitor use is a huge economic development and transportation consideration.
- Consideration of the regional role for planning for electric vehicle infrastructure due to changing demographics and the changing use of autos and alternative vehicles.
- Integrating arts and culture.

Potential resources – Staff requested MVPAC members provide any initial thoughts on resources that might be helpful as the issues identified above are explored.

- [The Denver Regional Equity Atlas](#)
- [Building Better Budgets – A National Examination of the Fiscal Benefits of Smart Growth Development](#)
- [A New Direction: Our Changing Relationship with Driving and the Implications for America's Future.](#)

ADMINISTRATIVE ITEMS

Brad noted:

- [MVPAC Issues Tracking](#)
- [2014 New Partners for Smart Growth Conference-Feb. 13-15, 2014 at Hyatt Regency-Denver](#)

A suggestion was made to start meetings earlier than 9:30 a.m. It was decided not to change the usual meeting time of 9:30 a.m., but should a future meeting be expected to be longer than normal, the group would meet at an earlier time rather than extend time out longer.

A suggestion was made to have agenda materials provided to members as soon as possible prior to the meeting.

Steve Glueck asked Jerome Tinianow if he would consent to submit a less than 2 page paper on how the conversation for a regional food system could be done and Jerome agreed to provide.

Next Meeting

The meeting was adjourned at 10:57 a.m. The next meeting (Joint TAC/MVPAC) will be held on a different time/date on Monday, July 29 at 1:00 p.m. (*Note: Joint TAC/MVPAC was cancelled*)