

Board Officers

Elise Jones, Chair
Bob Roth, Vice Chair
Herb Atchison, Secretary
Bob Fifer, Treasurer
Jackie Millet, Immediate Past Chair
Jennifer Schaufele, Executive Director



AGENDA
DRCOG Board Work Session
Wednesday, January 4, 2017
4 p.m.
1290 Broadway
First Floor Boardroom



1. Call to Order
2. Roll Call
3. Summary of November 2, 2016 Board Work Session
(Attachment A)
4. 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.
5. Review of Metro Vision Plan Comments
(Attachment B) Brad Calvert, Director, Regional Planning & Development
6. Adjourn

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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ATTACH A

BOARD WORK SESSION SUMMARY
November 2, 2016

Directors present:

Bob Roth, Vice Chair	Aurora
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Anthony Graves (Alternate)	City and County of Denver
Robin Kniech	City and County of Denver
Roger Partridge	Douglas County
Bob Fifer	Arvada
Aaron Brockett	Boulder
George Teal	Castle Rock
Doris Truhlar	Centennial
Laura Christman	Cherry Hills Village
Rick Teter	Commerce City
Carolyn Scharf (Alternate)	Federal Heights
Lynette Kelsey	Georgetown
Casey Brown (Alternate)	Golden
Ron Rakowsky	Greenwood Village
Shakti	Lakewood
Phil Cernanec	Littleton
Jackie Millet	Lone Tree
Ashley Stolzmann	Louisville
John Diak	Parker
Rita Dozal	Superior
Herb Atchison	Westminster

Directors participating via WebEx

Steve Conklin	Edgewater
Kyle Mullica	Northglenn

Others present: Wynne Shaw, Lone Tree; Jamie Hartig – Douglas County; Kent Moorman, Glenda Lainis –Thornton; Doug Rex, Director, Transportation Planning & Operations, and DRCOG staff.

Board Vice Chair Bob Roth facilitated the work session. The session began at 4:01 p.m.

Summary of October 5, 2016 Board Work Session

The summary was accepted as presented.

Director Roth introduced Carolyn Scharf, a new alternate for the City of Federal Heights.

Director Roth briefed members on the process for selecting members of the Nominating Committee.

Public Comment

No public comment was received.

Review of Draft Metro Vision Regional Transportation Plan (MVRTP)

Jacob Riger, Transportation Planning Manager, provided an overview of the draft Metro Vision Regional Transportation Plan sections related to active transportation (including bicycle/pedestrian) and freight activities. Active Transportation includes modes that are self-powered; bicycling, walking, etc. A question was asked about how or whether bicycle deliveries (such as courier) and bicycle trips as first or final mile trips to and from transit are captured in DRCOG's travel model. Staff noted that the travel mode to work data is Census data, not from the model, and that staff is working to further improve the traffic model to better capture the intricacies of multimodal trips. Staff further noted that the level of bicycle and walking activity is therefore probably even higher than is captured by either the Census or the travel model. It was noted that B-cycle and other bicycle sharing companies (such as Zagster in Westminster) keep records of their usage data. Staff noted the bicycle/pedestrian and freight elements are intended as a significant expansion of sections previously included in the 2035 MVRTP. On the issue of a freight, it was noted that the Colorado Department of Transportation (CDOT) is preparing a freight plan. DRCOG staff is involved in the CDOT process and will use whatever information is useful for the MVRTP.

Review of Urban Growth Boundary/Area

Brad Calvert, Director of Regional Planning and Development, continued discussion of the UGB/A, focusing on the relation between UGB/A and annexations. Members discussed the implications of annexations on UGB/A allocations. Directors requested that the current policy and what is being requested should be clearly stated. It was noted discussion of UGB/A policy will continue.

The work session ended at 5:58 p.m.

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Director, Transportation Planning & Operations
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
January 4, 2017	Information	5

SUBJECT

Staff will share suggested revisions to the draft Metro Vision plan in response to comments received.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

The DRCOG Board last adopted a major update to Metro Vision in February 2011. Since 2012, DRCOG staff has continuously engaged the public, stakeholders, and local government staff to prepare a draft plan update for the Board's consideration. In September, the Board directed staff to release the draft plan for public review and comment. A public hearing on the draft plan was held on November 16, 2016.

Comments on the Draft Metro Vision Plan

DRCOG received 26 sets of comments on the draft Metro Vision plan – totaling nearly 300 individual comments. The Board also heard oral testimony from five individuals at the public hearing on November 16, 2016.

DRCOG's public involvement plan calls for staff to compile public issues, comments and concerns into complete and concise documents for the Board. This memo includes four attachments related to comments received on the draft plan:

- Attachment 1: All written comments received in original format
- Attachment 2: Summary of oral testimony offered at November 16, 2016 public hearing (all speakers also submitted more detailed written comments)
- Attachment 3: Written comments organized by topic and staff responses
- Attachment 4: Local government correspondence/comments received after the public hearing

Attachment 3

DRCOG received comments on all five overarching themes in the draft plan.

Attachment 3 includes comments received on each of the five overarching themes, as well as topics within those themes that received a substantial number of comments (e.g. urban growth boundary/area, urban centers, need for passenger rail connections, etc.). The attachment also includes comments that span all of the themes (e.g. performance measures, plan development and ongoing collaboration, suggested improvements to

the document, etc.) as well as high-level responses from staff on each set of topical comments. Staff responses are located after the tables outlining comments received on each topic.

Other Comments Received

DRCOG received two letters from member governments and one additional set of comments after the public comment period. Those letters/comments are included in Attachment 4.

Staff Proposed Revisions to the Draft Metro Vision Plan

DRCOG staff extended invitations to meet with each member government that submitted comments, which resulted in several meetings in December. In response to those meetings and in review of all comments received, staff has edited the draft plan for the Board's discussion. In December, the Board directed staff to be judicious in making changes to the draft due to the tremendous amount of time the Board spent crafting the public review draft. A redlined version of the revised draft can be found [here](#). Similarly, the clean version of the revised draft can be found [here](#).

Most of the proposed changes to the draft Metro Vision Plan are to strategic initiatives (both regional and local) and supporting information – often contained in blue boxes. The suggested revisions do include a limited number of proposed changes to outcomes and objectives. Suggested changes to outcomes and objectives were brought forward in cases where member governments expressed significant concern in both their comments and during the outreach meetings staff conducted in December. Revisions to the plan's outcomes and objectives are highlighted below:

- Outcome 2 – suggested revisions throughout the outcome, including a revised performance measure tied to Outcome 2
- Outcome 3 – suggested revisions to outcome statement and outcome narrative
- Outcome 4 – suggested revisions to Regional Objective 4, including supporting objectives
- Outcome 7 – suggested revision to outcome narrative

January Work Session Discussion

While it is expected Directors will carefully consider all comments received, as well as staff-suggested revisions based on those comments, staff encourages the Directors to reserve sufficient time to focus on suggested revisions to Outcome 2, which include the most substantial changes to the draft document.

DRCOG received numerous comments and concerns related to the region's Urban Growth Boundary/Area (UGB/A) program. Staff anticipated the Directors would conduct a thorough review of the existing program after adopting the Metro Vision plan, but given the numerous member governments that expressed significant reservations about the existing program, staff is proposing revisions to Outcome 2 that attempt to highlight the importance of a coordinated approach to regional growth management without speaking directly to the existing UGB/A program.

Next Steps

If the Directors are comfortable moving a revised version of the draft forward, the Board would potentially take action on the plan at the January 18th Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

Board Action

[January 20, 2016](#) – Board approval of Metro Vision outcomes and outcome narratives

[May 18, 2016](#) – Board approval of Metro Vision regional objectives, regional objective narratives, and supporting objectives

[July 20, 2016](#) – Board approval of Metro Vision performance measures, strategic initiatives, and “preamble”

[September 21, 2016](#) – Board directed staff to release the draft Metro Vision plan for public review and comment.

[November 16, 2016](#) – Public hearing on draft Metro Vision plan

[December 7, 2016](#) – Providing comments on the draft Metro Vision plan

PROPOSED MOTION

N/A

ATTACHMENTS

Attachment 1: All written comments received in original format

Attachment 2: Summary of oral testimony offered at November 16, 2016 public hearing

Attachment 3: Written comments organized by topic and staff responses

Attachment 4: Local government correspondence/comments received after the public hearing

Attachment 5: Staff presentation

[Link](#): Redlined version of revised plan (incorporating staff suggestions)

[Link](#): Clean copy of revised plan (incorporating staff suggestions)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Transportation Planning and Operations Director, at 303-480-6747 or drex@drco.org; or Brad Calvert, Regional Planning and Development Director at 303-480-6839 or bcalvert@drco.org.

ATTACH 1

Written comments on the draft Metro Vision plan received during public comment period (9/22/2016 – 11/16/2016)

1. Adams County – Jeanne Shreve, Intergovernmental Relations Manager
2. Arapahoe County – Bryan Weimer, Transportation Division Manager
3. City of Arvada – Rita McConnell, Community Development Director
4. City of Aurora – Karen Hancock, Planning Supervisor
5. City and County of Broomfield – Kevin Kreeger, Council Member (Ward 4)
6. City and County of Broomfield – John Hilgers, Planning Director
7. City of Centennial – Andrew Firestine, Assistant City Manager
8. City of Commerce City – Steve Timms, Planning Manager
9. City and County of Denver – Brad Buchanan, Executive Director, Community Planning and Development
10. City and County of Denver – Gretchen Armijo, Built Environment Administrator
11. Jefferson County - Donald Rosier, District No. 3 Commissioner
12. City of Lone Tree – Kelly First, Community Development Director
13. Town of Parker – Bryce Matthews, Planning Manager
14. City of Thornton – Adam Matkowsky, City Councilmember
15. Colorado Department of Public Health and Environment - Cate Townley, Built Environment Specialist
16. Colorado Rail Passenger Association - James Souby, President
17. Metro Denver Public Health Partnership - Dr. John Douglas (Tri-County Health Department), et al.
18. Mile High Connects – Dace West, Executive Director
19. Regional Transportation District – Chris Quinn, Project Manager
20. Southwest Energy Efficiency Project – Mike Salisbury, Senior Associate
21. Robert Brewster - Citizen
22. Jon Etsy – Citizen
23. Jay Jones – Citizen
24. Pete Rickershauser - Citizen
25. Chris Waggett – Citizen (CEO, D4 Urban LLC)
26. Jack Wheeler - Citizen

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
Multi-Departmental comments on Urban Centers and UGB/A	<p>The use of UGB and UGA should be reconsidered to address concerns regarding annexations, DRCOG should consider formulating policy and process where all localities have an allocation of urban growth area so they have the ability to plan for development with the assurance they will not lose urban growth allocation.</p>			
	<p>The urbanized areas in southwest Adams County have transit oriented development opportunities near stations that are not designated as urban centers. DRCOG should look at a more reasonable and meaningful set of criteria to evaluate urban centers in a fair and equitable way, prior to a call for projects for the TIP allocation process.</p>			
	<p>There should be consideration under UGB/A to incentivize municipalities to annex unincorporated enclave areas that are within a city's planning area.</p>			<p>Under voluntary regional/local strategies for UGB/A: include the following:</p> <p>Modify the UGB/A process to allow cities to annex developed areas without utilizing their UGB/A allocation for express purpose of reducing enclave neighborhoods that do not have contiguous services.</p>

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
Multi-Departmental	<p>Page 19 -- Outcome 3: <i>"Connected urban centers and multimodal corridors..."</i></p> <p>In blue box, between <i>"Urban centers: Anything but one-size-fits-all"</i> and <i>"Downtown Castle Rock"</i>, consider inserting an updated definition for 'urban centers', noted in the proposed rewrite to the right.</p> <p>The current urban center definition according to the 2014 'Infill & Redevelopment Issue Paper':</p> <p>"... areas that encompass a balanced mixture of housing, employment, and retail opportunities in areas accessible to a wide cross-section of transportation options. These areas include employment centers, transit station areas, traditional downtowns, and greenfield development areas (never developed before and surrounded by mostly undeveloped land) consistent with Metro Vision characteristics for urban centers."</p> <p>'Urban center' should be redefined to specifically identify suburban development. If 'greenfield development' was originally included as an appropriate definition for suburban development, it should be replaced with 'neighborhood oriented development' as a means to identify compact mixed use development in suburban areas.</p>	<p>"... areas that encompass a balanced mixture of housing, employment, and retail opportunities in areas accessible to and connected via a wide cross-section of transportation options. These areas include employment centers, transit station areas, traditional downtowns, greenfield development areas (never developed before and surrounded by mostly undeveloped land), and suburban centers and suburban neighborhood oriented development consistent with Metro Vision characteristics for urban centers."</p>		<p>Proposed working 'definition' of NOD:</p> <p>A compact mixed commercial center located at major arterial intersections scaled to serve the adjacent residential walking neighborhoods and other neighborhoods within 3-4 miles.</p> <p>-- adapted from, "Making Suburbs Sustainable" Siembab and Boarnet, 2012</p>
Planning	Youth			
	Page 11. Create lifelong communities leaves out youth as a primary focus. Lifelong communities should address those in the sunrise and sunsets of their lives.			
	Page 12. Helping older adults remain healthy and independent(healthy and provided opportunity) should be a theme for youth as well. The word independent may be replaced with popporuntiy.			

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
Planning	Page 13. A strategic Initiative should include youth specifically. In addition, ethnicity should be included with meet the needs of people of all ages, incomes, ethnic backgrounds and abilities. (this is captured somewhat on page 51 but may warrant reiteration in this section.)			
	Page 51. Youth support should be added as an item to create healthy, inclusive, and livable communities.			
	Page 68. Youth and the elderly should be added to the list of improve access for traditionally underserved populations , youth and the elderly. Youth success pipelines should be added to the strategy component.			
	Environmental remediation			
	Page 17. Environmental/Brownfield remediation should be include to enhance health and provide economic development opportunities and transit access.			
	Environmental considerations in addition to air and water.			
	p. 39 should include language about recycling and reuse support.			
	Water			
	Page 44			
	Although water is addressed in others areas, it would be unfortunate to not include water efficiency and suitability practice for agriculture as that use consumes the majority of the states supply.			

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
Planning	Page 45. Supporting objectives should be to keep water for agriculturally producing land in urban conservation areas attached to the land for viable production.			
	Health			
	Page 55. Heath outcome focus should be added to page 55. In addition, should we limit ourselves to only items listed in the regional equity atlas? (repeated on Page 58 as well)			
	TDR			
	Page 62. Transfer of Development Rights should be added toe encouraged tools.			
	Regionalism			
	Page 73. An option could include consolidation of regional data by county, inclusive of the cities, to encourage efficiency and collaboration.			
	Parks & Open Space	Outcome 8 under "Supporting Objectives", language should include protection and conservation of water as well as the land. Without water it would be extremely difficult to viably bring additional land or operations in production as Regional Objective 8 states.	"Conserve significant agricultural lands and associated water resources "	

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
County Manager's Office	Pages 12 -14: Outcome 1: "...region is comprised of diverse, livable communities."	<p>Add below statement after, "...that meet the needs of people of all ages, incomes and abilities."</p> <p>"To accomplish this, the region will need to focus on balancing the unique opportunities and strategies needed for land uses, economic development, housing and transportation necessary to maintain its urban, suburban and rural diversity."</p>	Page 13 -- "Adopt policies, regulations and incentives to support the implementation of universal design strategies."	Pages 13-14 -- Achieve a concentrated mix of uses in suburban neighborhood oriented developments to attract residents, commuters and other users for a variety of purposes, that helps shape these nodes of mixed use development as focal points within the community.
	<p>Page 14 -- Investments -- Add Proposed strategy under '<i>Voluntary Options Available to Regional Organizations</i>',</p> <p>***contingent upon acceptance of new definition of 'urban center' that includes compact suburban development.</p>			***Consider multi-modal investments in public infrastructure, public/private partnerships and catalytic projects that connect urban centers.
	Page 18 under 'Investment outside UGB/A -- for " <i>Outcome 2: ...New urban development occurs within...</i> "		Ensure development outside the Urban Growth Boundary/Area pays its own way, to the extent practical.	
	<p>Pages 19-22 -- <i>Outcome 3: "Connected urban centers and multimodal corridors..."</i></p> <p>Suburban compact development (NODs) should be connected to other 'types of urban centers, such as large employment centers or transit oriented developments via multimodal corridors.</p>			<p>Include under investment strategies for both regional and local --</p> <p>Consider multi-modal investments in public infrastructure, public/private partnerships and catalytic projects that connect suburban compact development (NODs) to larger urban centers.</p>

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
County Manager's Office	<p>Page 28 -- <i>Regional Objective 4: Improve and expand the region's multimodal transportation system, services and connections.</i></p> <p><i>It is concerning there are no references to completing FasTracks in Regional Objective 4.</i></p>	<p>Under 'Supporting Objectives;', include additional bullet:</p> <p>"Complete FasTracks."</p>		<p>Under Voluntary Options Available to Regional Organizations, include:</p> <p>Work with the Regional Transportation District, other transit providers, agencies and the private sector to develop a strategic plan to complete FasTracks.</p>
	<p>Page 32 -- <i>Regional Objective 5: Operate, manage and maintain a safe and reliable transportation system.</i></p>			<p>Under Voluntary Options Available to Local Organizations, include:</p> <p>Promote Crime Prevention through Environmental Design (CPTED) planning concepts in local planning efforts.</p>
	<p>Page 62 -- Regional Objective 12" Diversify the region's housing stock.</p> <p>The county's position is that access to good transportation is a key consideration for the location of affordable housing.</p> <p>The Adams County Housing Authority has provided a set of recommendations on how the county can maintain affordable housing near TODs.</p> <p>One area of emphasis centers around unfunded 'Residential Services Programs' as a two-generation approach to family self-sufficiency and future upward mobility for children.</p>			<p>Under Voluntary Options Available to Local Organizations, include:</p> <p>Consider supporting residential services programs in affordable housing communities.</p>

Annexations and UGB/A (Arapahoe County was previously designated as a UGB entity, but is now designated as a UGA entity at our request, which was approved by DRCOG staff):

In 2015 Arapahoe County presented a case for consideration of UGB/UGA relative to Counties being able to keep area that is annexed by Cities (current DRCOG documentation states that, if no agreement exists between an annexing City and the County, the UGB/A will go to the City – provides no incentives for the cities to have agreements with the counties).

The use of UGB and UGA should be reconsidered to address concerns regarding annexations. In addition, DRCOG should consider formulating policy and process where all localities have an allocation of urban growth area so they have the ability to plan for development with the assurance they will not lose urban growth allocation. This allocation needs to not only consider cities and counties, but also regional allocation of area and growth estimates.

Comments from Bryan Weimer:

- I find it interesting that Arapahoe County does not have any designation of an Urban Center, which puts the County in a disadvantage when competing for growth/transportation dollars (Current criteria for allocations)/etc.
- In addition to Urban Centers, stand-alone rural communities are not considered. Note from Jan Yeckes: Arapahoe County commented during the development of strategies that counties within the DRCOG region have important agricultural communities and industries that should be recognized and valued.
- In addition, once size does not fit all, and one could argue that the Prosper and Sky Ranch developments and their planned mixed uses are urban centers or “suburban centers”. There are many examples on the list of “greenfield” developments that are within cities that are urban centers and current definitions seem to exclude Counties under this consideration.
- Note from Jan Yeckes: Inverness/Vallagio includes the Dry Creek Light Rail RTD Station, along with a pedestrian walk-over to provide connectivity between the mixed-use residential/commercial developments and is a center for a number of other nearby higher-density residential uses and business uses. This would seem to be an appropriate candidate for consideration as an urban/suburban center shared by City of Centennial and unincorporated Arapahoe County.

I am concerned about how the goals of the plan will integrate into the TIP Criteria, and thus transportation funding allocations. One major concern would be the use of housing and transportation costs measure. Counties in particular are put at a disadvantage for this type of metric.

Also, the measure related to employment and housing located within urban center measure is a challenging for Arapahoe County as we do not have any urban center designation and such designation is narrowly defined.

There is focus in the plan related to transit, but the plan does not reference Fast Track as a regional effort. I would suspect that some type of reference is needed as that is the primary transit effort and for which the measure will tie to.



COMMUNITY DEVELOPMENT
FACSIMILE: 720-898-7437 ▲ TDD: 720-898-7869
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November 15, 2016

Brad Calvert
Director, Regional Planning and Development
DRCOG
1290 Broadway, Suite 100
Denver, CO 80203

RE: Comments on the Draft Metro Vision Plan

Dear Brad,

Thank you for the opportunity to review the draft Metro Vision Plan. City of Arvada staff has reviewed the draft plan, and has the following comments. First of all, we'd like to say that we appreciate the direction of the draft plan and the effort that DRCOG staff has invested over the past couple of years to invite the many stakeholders to participate in developing the plan. We've grouped our comments into the following categories:

1. General comments on the format of the draft plan.
 - a. We found the plan somewhat confusing to follow and we attribute this primarily to the layout of the document rather than the organization of content. As a suggestion, if the major themes of the document were numbered and/or color coded, it would be easier for the reader to identify the sections and the structure of each section. We noted that there was some color coding introduced on pages 6, 7, 8 and 9, and if this had been carried throughout the document, it would have been helpful.
 - b. The maps are quite small and are difficult to read, especially Maps 2, 3 and 5.
 - c. Will there be a consolidation of all the regional initiatives that DRCOG could lead and an action plan to accomplish them? There are several collaborative initiatives that are of interest to the City, and we would welcome the opportunity to discuss these with you in more detail.

2. Performance measures.
 - a. It is not clear how the performance measures were derived. For the paragraphs preceding each theme's performance measure, it would be helpful if there was a more detailed explanation of how the numbers were obtained.
 - b. Page 24. How did DRCOG obtain the 2040 Target numbers for Housing (25 percent), Employment (50 percent) and housing density (25 percent increase from 2014)?

- c. What are the expectations for the individual jurisdictions to meet the performance measures?
 - d. How will these performance measures be monitored to track progress on meeting the 2040 targets?
3. Theme 1: An Efficient and Predictable Development Pattern.
- a. Page 19, 2nd paragraph. For the Urban Centers, please identify who DRCOG surveyed for information on the urban centers, and why many of the jobs are lower paying (i.e., are these jobs in the service sector?).
 - b. Page 22, 2nd bullet point that states “Coordinate with local governments, developers and other partners to establish an online clearinghouse of potential development sites in urban centers”. This may be a time consuming task to establish and keep current, as well as market the information to potential developers. Any thought about using a website such as OppSites (<https://oppsites.com/>) which identifies potential development sites in cities?
 - c. Page 22. There are several collaborative regional initiatives, particularly for connections between urban centers and different jurisdictions, that would require funding for implementation. Are there ways to provide funding through DRCOG for the implementation of these initiatives?
 - d. Page 24, Performance Measures. The performance measure of increasing share of region’s employment in urban centers from 36.3 percent to 50 percent by 2040 seems realistic as a variety of Arvada’s new jobs are already in these centers; however it’s not clear if our centers are defined the same way DRCOG’s may be in respect to TOD or multimodal transit corridors.
 - e. Page 24, Performance Measures. For the UGB/A 2040 Target, instead of stating a 25 percent increase from 2014, please revise to the target number of 1,500 units per square mile. Using a number rather than a percentage makes it easier to comprehend.
4. Theme 2: A Connected Multimodal Region.
- a. The draft Metro Vision plan speaks to aspirations that are appropriate for a regional level plan. At the same time, the plan should also address regional level barriers (e.g. Railroads, Ditch/Creeks, etc.) and encourage policy that enables easier and less costly transportation improvements to be able to achieve the vision.
 - b. The latest transportation theme within the plan is managed lanes (e.g., HOV, HOT, Transit Lanes) that require ITS infrastructure. In order to make the transportation system prepared for ITS improvements, it makes sense to include a vision for shared Fiber Optic or (at a minimum) Conduit system for the metro region.
 - c. Page 29, bullet point under “Voluntary Options Available to Local Organizations” that is “Fund roadway preservation, operational and expansion projects through local capital improvement programs”. Funding for capital projects is a continuous challenge as cities, such as Arvada, struggle to meet and balance the requirements for necessary road repair with new capital projects. A broader base of funding opportunities may be needed to accomplish this initiative.
 - d. Page 34, Performance Measures. For the 2040 Target, please revise the Daily VMT target to a numerical target of 22.95 VMT rather than 10 percent decrease from 2010.
5. Theme 3: A Safe and Resilient Natural and Built Environment.

- a. Page 35. "Resilience" depends on more than just the natural and built environment. Many, including the Governor's Resiliency and Recovery Office, would argue that resilience-building is a holistic effort rooted in community empowerment, adaptive learning, and partnership. We suggest changing the theme title to include the human element of disasters (i.e., "A Region of Safe and Resilient Communities and Environments"). We suggest revising or adding additional outcomes:
 - i. The region prioritizes hazard-focused community preparedness, risk management, and mitigation actions that reduce long-term vulnerabilities and promote a culture of resilience;
 - ii. The region strengthens intrinsic community functions that are critical for absorbing, rebounding from, and adapting to hazard risks; and
 - iii. The region prioritizes mitigation action in areas that have both high hazard risks AND high levels of social vulnerability.
- b. Page 39. Under "Investments" in "Voluntary Options available to Regional Organizations", there are several initiatives identified related to air quality. Aren't there any investment initiatives that can be included that relate to water quality and/or conservation?
- c. Page 50. The potential measures are incongruous with the theme of resilience. Again, the human element of disaster risk and recovery is not addressed.
- d. Page 50. Would it be possible to include a performance measure for agriculture and local food production? Also, there are no performance measures for water quality or water conservation, and we are curious as to why there are no performance measures for this topic area.

6. Theme 4: Healthy, Inclusive and Livable Communities.

- a. Page 56. For the voluntary local initiative "Provide incentives for grocers who locate in urban centers...", this could be expanded to include the thought that it may be more realistic to encourage existing stores (e.g., 7-Eleven) to carry more fresh produce and food items. From the City's point of view, it is challenging to attract small-format grocery stores in areas where they are needed, and it may be more effective to encourage existing stores to expand their inventory of fresh produce and grocery items.

7. Theme 5: A Vibrant Regional Economy.

- a. This theme ties directly into Arvada Economic Development Association's (AEDA) mission and Arvada City Council Strategic goals around employment and capital investment, however economic development is also connected to the other overarching themes and respective outcomes including:
 - i. "Efficient and Predictable Development Pattern (DP) - Connected urban centers and multimodal corridors accommodate a growing share of the region's employment";
 - ii. "A Connected Multimodal Region (CMR)";
 - iii. "Healthy, Inclusive, and Livable Communities (LC) - Diverse housing options meet the needs of residents". This is becoming a more prevalent aspect of business retention as proximity of talent to industry is a large driver of lowered hiring and turnover costs for businesses.
- b. Page 68. The regional initiative "Convene a technical committee to identify best practices in addressing first- and final-mile barriers" is very similar to a regional initiative on page 30. Could you please clarify the differences between these two initiatives?

- c. Page 74. For the second performance measure "Share of the region's housing and employment near high-frequency transit", could you please provide a definition of "near"? Is this only for a half-mile distance from a station (or bus stop), or does it include an entire corridor?

Again, thank you for the opportunity to comment, and please let us know if you have any questions on our comments.

Sincerely,

A handwritten signature in black ink that reads "Rita McConnell". The signature is written in a cursive style with a large initial "R" and a long horizontal stroke at the end.

Rita McConnell
Director ,
Community Development Department

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

Overall comment: In 2002, the Census Bureau officially designated our region as the Denver-Aurora Region. There is no longer a federal designation for the "Denver" region. Please revise text throughout the document to be consistent with the federal Denver-Aurora Region designation.

Page 1, para 2: Add "...or incorporated by reference in the jurisdiction's Comprehensive Plan" after the second sentence.

Page 3: List communities that have signed the Compact or map.

Page 4, 4th bullet: How does MV help reduce per capita water use and ensure a sustainable water supply? There is no conclusive data yet that density alone reduces water use significantly. Denver Water and Aurora Water are still evaluating meters in different zone district typologies.

Page 4: under "Why Do We Need Metro Vision." – "Major infill and redevelopment projects including Stapleton, Belmar, the Central Platte Valley, *and the Anschutz Medical Campus* [added]."

Pages 8-9: Performance Measures (Pages 8 & 9): Additional travel measures seem appropriate to monitor. Bicycle and pedestrian travel are discussed in the plan and reporting associated measures would be of value.

Page 12: Add Aurora's rankings:
Aurora is No. 13 in the Trust for Public Land's 2015 Best Park Systems in the U.S.
Aurora is Better Doctor's No. 1 Fittest City in the U.S. on its 2015 Fit Cities Index.
Aurora is NerdWallet Finance's No. 1 Best Large Cities for Women in the Workforce for 2014.

Page 14, top of page, left side: "Consider investments" is pretty generic for something tied to funding. Please change it to "Identify opportunities for investment..." or better yet, use the same positive language as bottom left, Page 29.

Overall, many of the Voluntary Options throughout the document are qualified by "consider" which is not an action in itself. Please revise language in all Voluntary Options to be active tense such as "Adopt policies," "Allow," and "Incentivize." Remove weak language such as "Consider" and "Examine."

Page 17: As regional organization, DRCOG should advocate for local governments to use jurisdiction-specific fiscal impact analysis to quantify the consequences of sprawling development patterns.

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

Page 19, Blue Box: Add "Aurora Light Rail Train TODs" There is room for another paragraph to fill out Page 20.

Population and employment estimates for urban centers may be appropriate to depict to assist in the assessment of travel demand and modal alternatives capable of serving forecast trip demands. Additionally, these population and employment estimates will logically inform the type and extent of needed transportation network improvements.

Page 25, Map 3. This map is way too small to be useful.

Page 26: This blue box could be expanded to fill the page. "The Sharing Economy" might be a subject by itself. The City of Aurora takes into consideration scooters and wheelchairs as other modes when planning connections to transit stations.

Page 31, Blue Box: Consider moving some of the RAQC overlap on Page 37 to Congestion management process.

Page 32, A supplement to Regional Objective 5 – Operate, Manage and Maintain a Safe and Reliable Transportation System is citing the need and role of high frequency and accessible transit service throughout the metro area.

Delivery of a comprehensive alternative fuels/energy dispensing/charging system seems to be an important element that needs to be mentioned in this section.

Page 39, Left side, 5th bullet: The state requires low-flow plumbing devices (Water Sense). Because hardscape heats up adjacent buildings which then cause the buildings to use more energy to cool, please add the word "natural" to "landscaping" as frequently as possible throughout this section and anywhere else it's appropriate. Add another bullet that describes Low Impact Development and Green Infrastructure. One additional bullet might describe the benefit of xeric trees.

In Voluntary Options for local governments, please include bullets for adoption of alternative fuel/electric vehicles and fueling infrastructure outside of transportation projects, renewable energy, and smart grid infrastructure

Page 41: Map of Open Space is too small to be useful.

Page 42, bottom left: consider re-thinking promoting fee-in-lieu for open space which reduces the number of opportunities for LID and GI in urban areas.

Page 45, Food waste is not addressed.

Page 56: Add bullet: Identify and prioritize funding for increasing investment for multi-modal connections in underserved neighborhoods.

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

Page 57, Fitzsimons: Since this is 2040 plan, we might mention the VA hospital, its clients and its impact.

Page 59: There is a photo of the Anschutz Medical Campus. The caption should say "Anschutz Medical Campus in Aurora."

Page 65: This section could use a paragraph about the need for resiliency in the boom/bust economic cycles.

Page 68: In the first bullet in the left column, add employee access to showers and assessing multi-modal travel accommodations. Please include in the bullet list on the left equitable access to human services.

Page 69: Map 5 is too small to be useful.

General Comments on A Connected Multimodal Region Section

1. Performance Measures – The following additional elements should be included in the Plan in the appropriate Performance Measures sections:
 - A Specific Tracking and Measuring System – The current performance measures are set to be achieved by 2040, which is difficult to be monitored and evaluated. A specific tracking or measuring system should be developed to measure the progress of plan implementation on a much shorter term basis, such as every year if possible.
 - Analyses of Metro Vision 2035 Performance Measures – Various performance measures similar to the 2040 Metro Vision plan were identified in the Metro Vision 2035 Plan. A progress report and analysis of the performance measures of the 2035 Metro Vision should be included in the 2040 Metro Vision plan to document the achievements and deficiencies. For example, Metro Vision 2035 established a baseline of 1493 housing units per square mile in 2006 with a goal of increasing the density by 10% by 2035. However, the housing density dropped to 1200 units per square mile, three years after the plan adoption in 2014, as identified in the 2040 Metro Vision Plan.
 - Scenario Analyses – Many specific transportation and land use performance measures have been identified in the plan, such as the increase of non-SOV modal share for work trips from 25.1% in 2014 to 35% by 2040, which requires trade off and policy choices in land use and transportation planning and funding allocations. To better understand the policy and funding implication of various performance measures, additional transportation and land use modeling and forecasting efforts should be undertaken. Specifically, detailed data should be provided

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

regarding ranges of land use and transportation polices and investment decisions, such as parking pricing, transportation funding allocation, etc., needed to achieve the performance measures.

2. New Technologies and Innovations – In addition to some general discussions of the importance of embracing new technologies and innovations, such as car-share, bike-share, connected and driverless cars, etc., specific analyses and recommendations should also be developed to address how exactly the region should be better prepared and take the best advantage of the new technologies and innovations.
3. An Interconnected Regional Bicycle Network - In addition to emphasize the importance of funding the first and last mile bike/pedestrian access to transit services, strategies should also be developed to implement an interconnected regional bicycle network which will facilitate an increase of bicycle mode share throughout the region. Specifically, a hierarchical regional bicycle network should be developed which may include bicycle highway, major regional bicycle facilities, etc.

Please note that the city of Aurora may elect to submit additional questions/comments in written format.

----- Forwarded message -----

From: **Kevin Kreeger** <kkreeger@broomfieldcitycouncil.org>

Date: Wednesday, September 28, 2016

Subject: Metro Vision plan available for comment

1. P. 8/9: Table says 29.7% of housing in DRCOG's region is near high frequency transit, and DRCOG's goal is to get it to 35.0% by 2040. A 5.3% increase in 24 years sounds pretty small for what must be a huge and costly lift. Also, by 2040 transit will change as we know it.
2. I'm not sure how many people are in DRCOG's area, but if it's 3,500,000, and 1,000,000 more people are forecast to move to the same area by 2040, then this is ~ 238,500 more people near high frequency transit after 24 years. And since a disproportionate number of people moving to CO will move to Denver, or other areas with high frequency transit, some of this will occur naturally.
3. RTD also has a giant budget shortfall for next year, and my guess is they will struggle every year to meet demand. My opinion would be to have a smaller timeline (maybe in addition) and do what's feasible in the near and foreseeable future. Personally, I'd start planning on how alternative forms of transit will impact the picture. I'd also push RTD to engage in PPP's to help solve the transit issues. P. 26 mentions some of this. I'd like to see this plan built more around implementing new solutions.
4. The same table says 48.4% of employment is near high frequency transit. Goal is 60% by 2040. If the homes aren't catching up, promoting more transit near employment will lead to first/last mile issues. These should potentially be more balanced.
5. I like the idea of connected urban centers and multi-modal corridors a lot.
6. P. 26 says 1,000,000 new residents by 2040 and P. 28 says 1,200,000. I know these are estimates, but it's a 20% difference. DRCOG may want to consider using one number throughout the document.
7. I think future transit will be impacted by ridesharing more than anything between now and 2040. There are some legal restrictions to PPPs with innovative ridesharing companies, like Bridj, that exist now. And RTD also doesn't seem inclined to work with these companies. Maybe there should be a goal of setting up a regulatory structure to accommodate new type of services, and a push to get underfunded RTD to engage outside their normal boundaries.
8. I like the water conservation goals. I think we could do more of this in Brmd. We require non-native plantings that need lots of water for instance (like grass in parkways).
9. P. 50: I like the goal of 60% decrease in greenhouse gas emissions from surface transportation per capita from 2010-2040. Any idea how that compares to the US's commitment for stemming from current policies and agreements like the Paris accord? Those goals would include heavy industrial areas, like Chicago, Pittsburgh, etc. We should exceed the national

standard in CO, since it's an average and there will be areas that fall below. I would also recommend shooting for total reduction, not only from surface transit.

10. Education got a short mention on P. 62. Maybe other places too, but not a lot. Since the doc wades into areas like healthy foods, cultural facilities, safety, healthy lifestyles, etc, I think education should get a big mention. It needs to evolve faster than it is. It's underfunded, one of the first places the state cuts when there is a shortfall, and its all we can do to fall behind other countries as slowly as possible. We need to re-think our approach. In addition, this is critical to healthy communities.

I know DRCOG doesn't generally influence education as much as other things, but the doc goes pretty far into many lifestyle and community issues. My opinion would be to add more around what's potentially the most important issue for our kids and their future.

I hope that's helpful. I would appreciate knowing what (if any) of these are proposed and/or accepted by the board.

Kevin

Kevin Kreeger
City Council Member: Ward 4
City and County of Broomfield
1 DesCombes Drive
Broomfield, CO 80020
(720) 982-3751
KKreeger@BroomfieldCityCouncil.org

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Hi Brad:

On behalf of the City and County of Broomfield, please find a comment below regarding the Metro Vision 2040 Draft Plan.

The recently adopted Broomfield Transportation Plan continues to support the full buildout of RTD's North Metro Rail / N Line to State Highway #7 and the buildout of RTD's Northwest Rail / B Line extending to Westminster-Broomfield-Louisville-Boulder-Longmont.

Based on Broomfield's Transportation Plan vision, we would encourage DRCOG to consider the following language, or something similar, to add to the Metro Vision 2040 Plan (within the Connected Multimodal Region section):

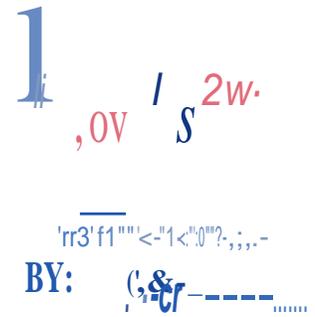
Work with RTD, other transit providers, agencies, and the private sector to develop a strategic plan to complete FasTracks.

Thank you for the opportunity to review and comment. Let us know if you have any questions

Sincerely,

John Hilgers
Planning Director
City and County of Broomfield

Centennial



November 10, 2016

Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, CO 80203

Re: Comments on Metro Vision Plan Public Review Draft, Released September 22, 2016

The City of Centennial has reviewed the Metro Vision Public Review Draft, released by DRCOG on September 22, 2016. Through this review, we have identified a concern about the timing of the adoption of the Metro Vision Plan and the separate and independent effort by DRCOG to make modifications to the UGB/A system. While we do not object to the core principles contained within the Metro Vision plan or the premise of the UGB/A, Centennial objects to the adoption of the Metro Vision plan until such time that the UGB/A system, including the classification of urban areas and the allocation of urban area throughout the metro area, has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG Board.

Our objection is specifically that the Metro Vision Public Review Draft increases linkages between the UGB/A and DRCOG funding while we have outstanding concerns about the extent of urban development that was established through the Metro Vision 2035 Plan, particularly its maintenance since 2011 and whether the previous allocations accurately reflect growth trends within the region. Increasing linkages between the UGB/A and DRCOG funding in the absence of a process by which the assumptions of the UGB/A can be reaffirmed, including its methodology and the growth allocations, may have the effect of penalizing member governments that have undergone significant growth or annexations since the Metro Vision 2035 Plan was adopted or have planned for growth through their comprehensive plans where this growth may not have been anticipated through the Metro Vision 2035 Plan. Centennial is one such example.

The DRCOG Metro Vision 2035 plan, through Appendix A, establishes an extent of urban development throughout the metro area. The 2006 base year urban area in Centennial was set at 23.3 square miles and our 2035 allocation was established at 23.6 square miles - a difference of 0.3 square miles. As a point of reference, the City's current (2016) incorporated area is 29.1 square miles and the State Demography Office estimates the City's July 1, 2015 population at 108,886, making it the 10th largest city in the State of Colorado and the 7th largest in the Denver metro area. Centennial is an inner-ring suburban community whose historic growth has maintained a compact and urban style development pattern. The community is in the process of updating its comprehensive plan that will continue to advocate for sound planning principles and logical and orderly growth. Despite this, the Centennial growth allocation in absolute area and as a percentage change, however, remains among the lowest of all communities identified in the DRCOG Metro Vision 2035 plan.

Centennial conducted nine (9) annexations between 2007 and 2011 and an additional nine (9) annexations from 2012 to present, all of which were consistent with the City's long range plans and future vision. We expect that Centennial will continue to grow and develop and that it may continue to annex where those annexations are logical extensions of the City. We understand both the DRCOG development classification system and the methodology by which urban area is reallocated or shared as a result of an annexation. Centennial, however, lacks confidence in the urban area allocations that were set in the DRCOG Metro Vision 2035 plan, particularly in the application of the development classification system to parcels within the City and how both the City's historic annexations and prospective annexation opportunities may change its urban area

allocation. Centennial staff have been working with DRCOG staff on these matters but to date have not reconciled either to the level that we can confidently endorse an increased linkage between the UGB/A and DRCOG funding.

The Metro Vision Public Review Draft contains the following references to the UGB/A:

- Page 6 (page 10 in the *.pdf). The Theme "An Efficient and Predictable Development Pattern (DP)" describes an outcome where "new urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A)." This is repeated on page 10 (page 14 of the *.pdf).
- Page 11 (page 15 *.pdf). The first paragraph in the table titled "Why is this Important?" describes linkages between land use, transportation planning and investments, and concentrating urban development within the UGB/A."
- Page 15 (page 19 of the *.pdf). "Outcome 2" describes a vision where new urban development occurs within the contiguous and designated areas identified **in** the UGB/A. This acknowledges that decisions made at a local level determine the location of urban development but that the UGB/A should be used to allocate regional resources for infrastructure.
- Page 17 (page 21 of the *.pdf). Under "Regional Objective 2," the draft plan both advocates for containing development within the UGB/A and increasing and prioritizing funding to serve areas within the UGB/A. This is repeated in the header "Investments" in the table titled "What might we do to make progress?" that suggests DRCOG "invest in infrastructure and transportation systems within the UGB/A."
- Page 18 (page 22 of the *.pdf). While clearly designated as a voluntary option for local governments to implement the Metro Vision Plan, this encourages local governments to adopt policies and regulations that limit development outside the UGB/A and that development outside the UGB/A pays its own way.

With the aforementioned reservations about the UGB/A in mind, Centennial cannot support increasing or prioritizing funding within the UGB/A or limiting development and funding outside the UGB/A through the Metro Vision plan, at least until Centennial has some greater assurance that the UGB/A system comports with growth that has occurred within Centennial to date and as may occur **in** the future.

In closing, Centennial has offered to collaborate with DRCOG staff on a review of the development classification system in 2015 and sought opportunities to work with DRCOG staff to evaluate both Centennial's current and future UGB/A allocation. We remain committed to this proposition and are committed concurrently to seeking a regional solution that enables the continued implementation and enforcement of the principles embedded in the Mile High Compact and the core principles of Metro Vision. In the meantime, we strongly encourage DRCOG to either remove the references to the UGB/A in the Metro Vision Public Review Draft or otherwise delay adoption of the plan until such time that the UGB/A system has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG Board.

Should you have any questions on these comments, please contact me directly at 303-754-3336 or afirestine@centennialco.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew R. Firestine". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

Andrew R. Firestine AIC P
Assistant City Manager

Cc: Elisha Thomas, Interim City Manager
Cathy Noon, Mayor
Doris Truhlar, Councilmember, DRCOG Board Director
Carrie Penalzoza, Councilmember, DRCOG Board Director Alternate
Steve Greer, Community Development Director
Derek Stertz, GIS and Data Analytics Supervisor

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Brad-

Thank you for allowing Commerce City to comment on the Metro Vision Public Review Draft document. The city has reviewed the document and has one comment, which echoes the comment from Adams County regarding UGB/A and annexation of enclaves. We recommend that DRCOG update the draft to modify the UGB/A process to allow cities to annex developed areas without utilizing their UGB/A allocation for express purposes of reducing enclave neighborhoods that do not have contiguous services.

Commerce City is supportive of the regional and supporting objectives and associated narratives found in the document, and appreciates the collaborative and flexible nature of the document and the importance of respecting local planning documents and studies at the municipal level. In addition, the baseline and 2040 targets seem to advance the region in a positive and strategic direction.

As one of the area's fastest growing communities, Commerce City recognizes the importance of regional collaboration and planning on a variety of topics, including air quality, aging, and transportation, all of which are important to Commerce City. The City also sees a benefit in urban centers and will be exploring this concept in the next update of the City's Comprehensive Plan.

Commerce City has worked well in the past with DRCOG and looks forward to many future years of an ongoing partnership to achieve common regional goals. The City is supportive of adoption of this 2040 Metro Vision Plan document.

Sincerely,

Steve Timms, AICP
Planning Manager
Commerce City, Colorado



November 15, 2016

Brad Calvert
Regional Planning and Development Director
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, CO 80203-5606

Re: Comments to the Proposed 2040 Metro Vision Plan

Dear Mr. calvert:

The City and County of Denver's Community Planning and Development Department is pleased to submit comments to the proposed draft: 2040 Metro Vision Plan. The plan builds upon the previous Metro Vision Plan and a robust stakeholder engagement process to lay out the shared aspirational vision for the Denver region through a set of overarching themes and outcomes. This regional vision **sets a** starting point for Denver citywide and small area plans, including our ongoing update to Blueprint Denver, the City's integrated land use and transportation plan. As we continue to plan for Denver's future, the Metro Vision Plan's strategic initiatives, especially the voluntary options available to local jurisdictions, will prove as a valuable tool to ensure Denver does its part to make progress towards our shared vision. Even of greater potential value, Metro Vision's performance metrics is a critical step in following through with implementation of the plan and will provide our Department an example of local performance standards to be integrated into our own plans.

Denver Community Planning and Development shares Metro Vision's aims to deliver an efficient, well-connected region that provides safe, healthy, and vibrant places for its citizens to live. Metro Vision provides the needed direction to support land use planning and transportation investments for the betterment of the region as a whole. We look forward to working with DRCOG staff on implementing the plan, including key elements such as the Urban Growth Boundary/Area and designated Urban Centers.

If you have any further questions or concerns, please feel free to contact David Gaspers at david.gaspers@denvergov.org or call me at 720.865.2936.

Sincerely,

Brad Buchanan, FAIA
Executive Director



November 16, 2016

DRCOG Chair
1290 Broadway, Suite 100
Denver, CO 80203-5606

RE: Comments on Metro Vision DRAFT plan

Dear DRCOG Chair:

Thank you for the opportunity to comment on the Metro Vision DRAFT Plan. As the City of Denver's health department, Denver Environmental Health has advised the Metro Vision Planning Advisory Committee (MVPAC) over the past 2 years on evidence-based strategies to improve health through regional transportation and land use planning.

Our comments correspond to the [DRAFT Metro Vision Plan](#) on DRCOG's website. The page numbers cited below refer to the page numbers of the plan (not pdf page numbers).

Overall comments

1. We commend the addition of two new overarching theme areas in this Metro Vision update:
 - A Safe and Resilient Natural and Built Environment
 - Healthy, Inclusive and Livable Communities

These sections connect transportation, land use and development strategies with human and environmental health outcomes, to ensure that residents of all ages, incomes and abilities live and work in environments that support health and social well-being.

2. We mention our senior population often and the need to provide communities for 'aging in place'. What about our children and youth? Perhaps we should reference them throughout the plan as appropriate.

Specific comments

1. Page 28 **add**:

Work with partners to expand the regional travel demand management program consisting of outreach, promotion, trip-planning and marketing activities to shift commute choices to non-single-occupant vehicle modes, including carpools, vanpools, transit, bicycling and walking, as well as telework and alternative work schedules. Continue and expand marketing consisting of advertising campaigns such as "Stop Being an SOV" and events such as Bike to Work Day **and Walk and Bike to School Day**

2. Page 30: **Change to**

~~Conduct educational and promotional events to encourage bicycling and walking~~

Change to:

Promote educational events and programs that encourage bicycling and walking, such as *Safe Routes to School*.

3. Page 32: **add**

Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users, **such as *Safe Routes to School* and *Vision Zero*.**

4. Page 40: **add/delete**

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, parks and trails—is essential as the region continues to grow. Access to these areas provides the opportunity to participate in a variety of recreational pursuits that support **both physical and mental** ~~community~~ health and wellness.

5. Page 47: **add**

Planning for resiliency is a collaborative approach between land-use planners, emergency planners, elected and appointed officials, **health departments**, public works staff, citizens, community advocates, business owners, developers and numerous other stakeholders.

6. Page 48-49:

The Strategic Initiatives for Outcome 9a and 9b all refer to one-time hazards, nothing about becoming more resilient to ongoing changing conditions (such as more hot days, more severe storms, more flooding, etc). These are at least as important to prepare for and may impact larger numbers of people than one-time events. Ongoing climate events should be referred to in these Initiatives.

7. Page 52:

“Address growing health disparities” talks only about the cost of health care. Did we mean “Addressing growing health **care cost** disparities”? Or did we mean differences in health outcomes among demographic groups that are avoidable (such as higher obesity in children living in communities with low access to parks and recreation, for example)? If the latter, we should add a few sentences about health disparities among demographic groups, and how land use and transportation planning can reduce these disparities.

8. Page 52: **add/delete**

Last sentence in “Make the healthy choice the easy choice”:

Improved access to these recreational opportunities, as well as a built environment that ~~supports~~ **provides** more physical activity opportunities, **can lead to reductions in chronic diseases such as hypertension, obesity and diabetes.** ~~can increase healthy choices for residents.~~

9. Page 53:

Health impact assessments: An emerging practice

Planners and health professionals are increasingly recognizing that health and wellness have social and environmental implications. Health impact assessments (HIAs) are an emerging practice in many communities. ~~The tools~~ **This tool helps** planners evaluate the health effects of

proposed projects, plans and policies; **highlights** health disparities; **provides evidence-based** recommendations **to improve health**; **makes** health effects more explicit; and **engages and empowers** communities to improve the health of their residents. HIAs are a tool to help achieve a “health in all policies” approach throughout communities.

10. Page 56: **add**

Investments

Support projects that consider all users of roadways (such as Complete Streets **and Safe Routes to School objectives**)

11. Page 57: **add**

Older adults often need transportation support in order to maintain their health and wellness—to **access health care providers and pharmacies**, maintain social interaction and reach community and social services.

Thank you,

Gretchen Armijo
Built Environment Administrator
Denver Environmental Health



November 3, 2016

Mr. Brad Calvert
Regional Planning and Development Director
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Ms. Elise Jones
Chairman of the Board
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Ms. Jennifer Schaufele
Executive Director
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Re: Comments to the Proposed Draft Metro Vision Plan

Dear Mr. Calvert:

Jefferson County is pleased to submit comments to the Proposed Draft Metro Vision Plan. Please note that the comments made are based on a detailed analysis of the proposed update from numerous departments within Jefferson County including but not limited to: Planning & Zoning, Transportation & Engineering, County Managers Office, Road & Bridge, and the Board of County Commissioners office.

The draft Metro Vision plan is based on a theme and outcome-based approach, rather than the three plan elements, including growth and development, transportation, and environment of previous versions. The outcomes are common and sound planning theory that all stem from an urban core, high density theoretical region approach to planning and development.

Although the draft Metro Vision Plan clearly labels the strategic local initiatives as "voluntary," the previous Metro Vision Plan elements have always been used in the scoring process for Federal funding. Thus, the initiatives are not voluntary if a participating governmental entity wishes to utilize Federal funding opportunities but are unable to "meet" the stated goals as outlined in the Metro Vision Plan. Combining the activities of a Metropolitan Planning Organization (MPO) into activities of a Council of Governments (COG) and stating that the COG has authority over MPO funding activities strips away local control and takes away elected governance. As stated in previous DRCOG meetings by numerous members, the link between Transportation Improvement Program (TIP) project scoring needs to be disconnected from the Metro Vision Plan. At a minimum, before approving the draft Metro Vision Plan,

it should be clear how a local entity's progress toward these measures of success relate to scoring in the TIP allocation formula.

Additionally, a potential challenge with the performance measures for regional goals, is that there is no real basis for why these levels of progress are deemed to be adequate. Certainly, these measurement levels are in a direction consistent with success as defined by the goals, but it is unclear if any one measure of success is in line with any other measures in terms of investment or effort.

Aside from the plan's application to funding, there are a number of poorly defined (or undefined) terms as well as other conflicts that should be addressed. Additional Jefferson County comments are as follows:

An Efficient and Predictable Development Pattern Theme

- There is a conflict between the desire to allow seniors to "age in place" and with having a diverse community. If the majority of the baby boomers stay in a community, the housing stock will not be available for young families or other ages.
- Outcome #2 is very poorly defined. What is the "contiguous and designated area identified in the Urban Growth Boundary/Area (UGB/A)"?
- Regional Objective #2 is to increase and prioritize funding to serve areas within the UGB/A. These are the types of objectives that can be used to score Jefferson County transportation projects low. Our transportation networks get people to the UGB/A. It also provides transportation options between Urban Centers. This penalizes counties.
- The term "Urban Reserve Area" should be defined.
- Several of the voluntary options encourage parking management by the local organizations. However, decisions by RTD on routes and frequency significantly impact riders and/or drivers decisions. Jeffco would be penalized for decisions made by another governmental agency.
- The "Share of the region's housing and employment located in urban centers" performance measure seems completely unrealistic. Currently there are 3,000,000 people in the region. With the assumption that there are three people per household, this equates to 1,000,000 units, today. Ten percent of this total equals 100,000 units in Urban Centers, today. The plan states the population in 2040 is estimated to total 4,300,000. Using the same three people per household assumption, this equates to 1,433,333 housing units in 2040. This is an increase of 433,333 units. Additionally, twenty-five percent of the total number of housing units in 2040 would total 358,000. This goal proposes that nearly 60% of all new housing units between 2014 & 2040 should be in urban centers. The only way this can happen is by creating "new" urban centers or totally displacing existing housing options for extremely high density housing stock. This contradicts the "age in place" discussion.

A Connected Multimodal Region Theme

- The term "major activity center" is used in the voluntary options for outcome #4. This term has not been defined.

- One voluntary option encourages local agencies to address the needs of mobility-limited populations. This usually falls under the statutory authority of regional governments, not local.
- The voluntary option to develop supporting infrastructure for alternative fuels, fleet conversions, environmental preservation, and related topics is not a way to obtain a well-connected regional transportation system. This should be moved to the environmental section.
- The investment strategy that states "fund roadway preservation, operational, and expansion projects through local capital improvement programs" is extremely alarming. Does this indicate that only local funding should be used? If that is the intention, where are the transportation dollars going if not to transportation needs?
- The voluntary option to conduct educational and promotional events to encourage bicycling and walking is not a local government function.
- A supporting Objective to Objective #5 should address public transportation system frequency and accessibility, not just system performance and reliability. Jefferson County has numerous areas within the RTD District that are not serviced by RTD.
- The performance measure of a "less than 10 minute" daily person delay per capita will not be attainable if federal funding is never awarded to transportation corridors that transport people to/from urban centers.

A Safe and Resilient Natural and Built Environment Theme

- Much of the background assumes that the damage caused in the 2013 floods was because of structures that were placed in the floodplain. This is not the case.
- The voluntary option to adopt parking management strategy that reduces idling for Outcome #6 is not a local function.
- The adoption of policies and regulations that prevent ground water contamination may be a regional government authority, not a local government's authority.
- Updating business fleets to alternative fuel vehicles is not a local government authority.
- Jefferson County Open Space has over 54,000 acres of land and more than 230 miles of trails. The majority of the growth in the region will be occurring in the northeast and east of the region, whereas the majority of the open space is contained within the west and south of the region. There should be specific goals for preserving open space in the area where new growth will occur.
- The voluntary option of "using open space as a tool to shape growth and development patterns" does not necessarily correlate to the strategies of conserving valuable natural resources and lands while going against Jefferson County core values of respecting individual property rights.
- Outcome #8 should evaluate water conservation and water quantity goals with the value of preserving agricultural lands.

- Outcome #9 should evaluate the improbability of reducing risks from hail, tornadoes, and wildfire. There is no amount of open space, limited development, or planning that would protect from these high risk threats.
- If wildfire is a concern, the investment strategy for regional organizations should be to fund local fire protection districts and forest management activities such as logging.
- The term "high risk area" is used again in Outcome #9. This has not been defined. It is also not possible to reduce "development" in high risk areas due to property entitlements and individual property rights. Is the Wildfire Urban Interface included in the "high risk area" definition and calculations of the performance measures?

Healthy, Inclusive, and Livable Communities Theme

- The caption of the photo on page 51 implies the nutrition value of a locally grown fruit is more nutritious than the same fruit grown in another state. That is definitely not the case and gives a false indication of nutritional value based on location.
- The term "active choices" is not defined.
- The voluntary options for regional organizations do not support Outcome #10. They only support the supporting objectives.

Please note that Jefferson County may elect to submit additional questions and or comments at a later date either at the DRCOG board meeting and or in written format.

Sincerely,



Donald Rosier
Jefferson County Commissioner

9220 Kimmer Drive
Suite 100
Lone Tree, Colorado 80124



Ph: 303-708- 181 8
Fax: 303-225 -4949
, ,vw w.ci tyoflonetree.com

CITY OF LONE TREE
Community Development Department

November 16, 2016

Brad Calvert
Regional Planning and Development Director
DRCOG
303-480-6839/ bcalvert@drcog.org

RE: Draft Metro Vision Plan

Dear Brad,

Thank you for the opportunity to review and offer public comment on the draft Metro Vision plan. On behalf of the City of Lone Tree Community Development staff we would like to commend the Board of Directors and the entire Metro Vision planning team on their efforts.

Staff supports the principles and overarching themes described in the draft, including the theme of an "efficient and predictable development pattern", that describes an outcome where urban growth occurs within the Urban Growth Boundary/Area (UGB/A). However, we have a number of concerns and questions about UGB/A allocations, methodologies, classification systems, and maintenance. For example, one concern is that Urban is defined as "Residential subdivisions or groupings of 10 or more residential parcels with an average residential lot size of less than 1 acre." We recommend using a density approach rather than lot size. That would afford greater flexibility for communities to practice smart growth in non-urban areas by allowing smaller lots, clustered together to preserve larger areas of open space.

In speaking with staff from some other jurisdictions, and even among our own staff, there seems to be considerable confusion about the basic mechanics of the UGB/A. Given the prominence of the UGB/A in the draft Metro Vision plan, it would be prudent to revisit and resolve the UGB/A prior to, or concurrent with, Metro Vision adoption rather than after. Alternatively, if Metro Vision will be adopted prior to resolution of the UGB/A, we recommend re-wording or eliminating references throughout the plan that link regional transportation funding and UGB/A until the UGB/A issue is addressed.

Thank you for your consideration. Should you have any questions, please contact me at 720-509-1274 or Kelly.first@cityoflonetree.com

tf:::e

t
Community Development Director



MEMORANDUM

TO: Brad Calvert, Director, Regional Planning and Development
Denver Regional Council of Governments (DRCOG)

FROM: Carolyn Washee-Freeland, Associate Planner
Bryce Matthews, Planning Manager

DATE: November 16, 2016

SUBJECT: Review Comments – DRCOG 2040 MetroVision Plan

The Town of Parker’s planning staff completed a review of the DRCOG 2040 MetroVision Public Review Draft Released 9/22/2016 (Plan). Overall, Town staff is supportive of continued collaboration among jurisdictions seeking to ensure our region is vibrant and connected with a broad spectrum of housing, transportation and employment. However, as we read through the MetroVision 2040 plan, we had specific comments to some themes and outcomes and how they relate to the Town of Parker and other member jurisdictions in the region if implemented. The comments are as follows:

DRCOG MetroVision Theme: An Efficient and Predictable Development Pattern (DP)

Outcome No. 1 - The region is comprised of diverse, livable communities. (Page 12)

Staff Comment No. 1: The Town is supportive of this outcome in concept, but is unclear if all members of DRCOG would agree on what it means to achieve this outcome.

The Town of Parker was one of three Colorado cities to make the top 20, ranking No. 17 on WalletHub.com’s list of the “Best Small Cities in America” for 2016. We would like to request that this be added to the list on page 12 under the “Home of the Best Places to Live” section. (Source: <https://wallethub.com/edu/best-worst-small-cities-to-live-in/16581/>)

Outcome No. 2 - New urban development occurs within the contiguous and designated areas identified in the UGB/A. (Page 17)

Staff Comment No. 2: The Town of Parker has attempted to work diligently with DRCOG to ensure that the DRCOG UGB/A aligns with the Town’s Master Plan and our UGA agreed upon with Douglas County through intergovernmental agreement. However, the Town is concerned that DRCOG has proposed a new UGB/A methodology, while the current boundary methodology has not been consistently managed or interpreted. With the current methodology and allocation, municipalities may be put in a position where they would exceed their allocation based on zoning that is approved today. It is important to ensure that jurisdictions have adequate UGB/A to allow for

growth while continuing to encourage a better regional land use. Also city and county “boundary swapping” associated with annexation has been inconsistent. The Town is supportive of improving the current system, but is concerned about the unknown impacts a new system may have. **DRCOG should determine how UGB/A will be addressed prior to the finalization of the MetroVision 2040 plan.**

Outcome No. 3 - Connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment. (Page 17)

Staff Comment No. 3: Parker continues to be concerned about the impacts of TIP funding availability, which can be heavily weighted towards urban infill projects. The Town believes that without investment in new multimodal infrastructure we are setting ourselves up for more expensive reconstruction investment in the future. **DRCOG should expand the TIP funding criteria to include transportation options for new infrastructure investment in expanding communities for appropriate multimodal facilities supporting local development patterns.**

DRCOG MetroVision Theme: A Connected Multimodal Region (CMR)

Outcome No. 4 - The regional transportation system is well-connected and serves all modes of travel. (Page 28)

Staff Comment No. 4: The RTD Tax District does not cover all areas within UGB/A and RTD does not provide service to all areas within the UGB/A. This will continue to affect RTD transit service delivery to Parker and other jurisdictions in the future. **Suggest DRCOG adding a strategy to work with RTD and other transit and para-transit providers to provide improved transit service throughout the UGB/A boundaries.**

Outcome No. 5 - The transportation system is safe, reliable and well-maintained. (Page 29, 32)

Staff Comment No. 5: Parker’s current Call-N-Ride and para-transit services are limited in area and time availability, making it difficult for seniors and those with disabilities to access public transportation. Also, current transit service times align with traditional commuter hours, but do not align with retail and other service sector jobs which are common throughout the metro area. **The Town recommends DRCOG add a strategy that would address the challenges that communities face with limited services for its mobility-limited population and that address transportation options for employment sectors that have work schedules, outside of the traditional.**

End of Staff Comments. If you have any questions, please feel free to contact me at 303-805-3336.

-' City of l,-Thornton

City Hall
9500 Civic Center Drive
Thornton, CO 80229

Mayor and Council Office
303-538-7200
FAX 303-538-7562
www.cityofthornton.net

November 15, 2016

Board of Directors
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Re: Comments to the Proposed Draft 2040 Metro Vision Plan

Dear DRCOG Board of Directors:

On behalf of the Mayor and City Council, please accept the City of Thornton's comments on the Draft 2040 Metro Vision Plan. This letter includes major policy level concerns that we have shared with City Council as well as more technical, detailed comments. The major policy concern the City has with the 2040 Metro Vision Plan is that it continues to focus on urban centers. The policies, plans, and most importantly, federal funding that comes out of the 2040 Metro Vision Plan, will continue to focus on urban centers to the detriment of suburban communities such as Thornton. While we appreciate the importance and usefulness of urban centers and promoting development patterns and multimodal corridors connecting urban centers, the Plan should be about targeting jobs, transportation and housing improvements where people live and not just urban centers. The document's focus on urban centers needs to be broadened to encompass housing and employment going to locations throughout the DRCOG area that are well situated and have the opportunity to provide well-planned mixed use communities in the suburbs and not just along major interstate corridors.

Below are the primary concerns and specific issues related to the Themes, Outcomes, and Objectives found in the Plan.

Theme 1 - An Efficient and Predictable Development Pattern

The Metro Vision Plan focuses on **Urban Centers** as the cornerstone of the Plan and as a way to help reduce per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption through transit-, pedestrian-, and bicycle-friendly places that contain a diverse mix of land uses and are denser than their surrounding areas. Metro Vision Plans of the past, including the 2035 Plan, have stated that the goal is to locate 50 percent of new housing and 75 percent of new employment within urban centers. The Metro Vision 2040 Plan identifies a target of having 25 percent of new housing and 50 percent of new employment by 2040. Although DRCOG states that Metro Vision accommodates a wide array of unique urban centers, referencing the 104 designed

Urban Centers that include traditional downtowns, transit station areas, existing and emerging employment centers, and greenfield areas with development plans, the criteria for obtaining an urban center designation tends to support larger, more substantial centers with a considerable mix of housing and jobs. As can be seen by the attached map of DRCOG 2014 Urban Centers, the majority are located in the Denver central corridor and along the 1-25 (mostly south), US36, and 1-70 corridors. Out of the 104 designated urban centers, Thornton has four: Eastlake, I-25/HY7 Activity Center, North End Station, and Thornton City Center. All four are centered on key transit/transportation hubs and have plans for employment as well as higher density housing.

This is an issue because the transportation resources are targeted to reward growth and development within the Urban Centers, not to connect suburban communities with jobs in other parts of the metro area. Thornton has very few opportunities to fit the urban center profile. In particular, the North Metro line is located on a rail line previously used for freight, which runs through the center of Thornton and in most cases, is located far away from major arterials where higher employment densities normally locate. Market studies done with recently completed Station Area Master Plans (STAMPs) for stations along the North Metro Line in Thornton do not show a great demand for jobs and commercial activity. This reduces the ability for urban center criteria to apply to these areas and in turn the viability to create urban centers at some of these stations. One of Metro Vision's overall goals is to create denser areas to attract transit to help relieve overall transportation pressures. In the suburbs, the opportunity to densify is at a much smaller scale than in more urban areas, and quite frankly, oftentimes meets with resistance from residents who moved to the suburbs because they want to live in less dense neighborhoods. The development of smaller centers within a suburban community is still important for a variety of reasons including helping the overall goal of Metro Vision. Unfortunately, this is not recognized and so the urban centers that are located in efficient (transportation wise) locations, are well served by transit, and have the opportunity for high density housing and jobs, receive the recognition, and therefore, the resources.

Where urban centers are mentioned in Metro Vision, even though DRCOG says urban centers come in many shapes and sizes, the term really means the high-density/transit focused urban centers and not the smaller urban centers. While we appreciate DRCOG's vision to promote development patterns that promote urban centers and multimodal corridors to accommodate a growing share of the region's housing and employment, it appears to be at the expense of promoting good development patterns and multimodal connections in the suburbs surrounding the core city. Not everyone wants to live in a high-density urban center and they should not be penalized if they chose to live in a less dense residential community. The Metro Vision needs to give recognition to this and should be focusing on the region's housing and employment being located in location

efficient places, including urban centers, high opportunity areas, and areas well served by transit as opposed to just "urban centers".

For example, in Regional Objective 3: Increase housing and employment in urban centers under this Theme, the Metro Vision 2040 documents lists "increase transit service and ridership within and to urban centers" as a supporting objective. It seems more appropriate to have a document that has an objective of increasing transit service and ridership not only within and to urban centers but to the entire community.

Outcome 2: New urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A)

- Page 15, second paragraph, third sentence, after the word continued add the word to or change continued to continually.
- Page 16, Photo identified as Thornton is mainly Northglenn with a little part of Thornton shown at the very top.

Regional Objective 2: Contain urban development within the Urban Growth Boundary/Area (UGB/A)

- The City's current UGB/A allocation does not cover Thornton's growth area .

Outcome 3: Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

Regional Objective 3: Increase housing and employment in urban centers.

- Multimodal corridors need to be reflected in Regional Objective 3 (page 22), Strategic Initiatives (page 22-23) and the Performance Measures (page 24).
- Metro Vision's aspirational vision is for denser housing within the UGB/A. Density of housing does not necessarily embrace the individual visions of each local government.

Theme 2 - A Connected Multimodal Region

The overall vision for the region's transportation system is organized around two regional outcomes: (1) the regional transportation system is well-connected and serves all modes of travel; and (2) the transportation system is safe, reliable and well-maintained. While it touts the advances made in expanding regional mobility through FasTracks, the document fails to mention that FasTracks is not completed nor does it affirmatively state that FasTracks needs to be completed. FasTracks has expanded regional mobility to virtually every area of Denver metro except to the north and northwest yet was approved by the voters to be built. The document also seems to imply that every part of the DRCOG area has equal access to bus service. The majority of Thornton is not served by transit and there doesn't seem to be any recognition of this or suggestion that this needs to be addressed.

Theme 3 - A Safe and Resilient Natural and Built Environment

Outcome 8: The region's working agricultural lands and activities contribute to a strong regional food system.

Regional Objective 3: Support continued agricultural capacity in the region.

- One of the supporting objectives is to conserve significant agricultural lands. This coupled with the strategic initiative from the regional level to encourage land trusts could hamper developable areas in Thornton and its growth area. At this time the plan does not include a performance measure for this objective.

Theme 4 - Healthy, Inclusive, and Livable Communities

One of the regional objectives under this theme is regarding diversification of the region's housing stock and objectives to (a) increase the regional supply of housing attainable for a variety of households, and (b) increase opportunities for diverse housing accessible by multimodal transportation. Providing housing choices that allow individuals and families to find desirable housing that is affordable and accessible to them in communities throughout the region is certainly a laudable goal. The Metro Vision looks to collaboration with local partners, including housing authorities, to help address this but the measure used to determine progress toward meeting these goals looks at the share of the region's population living in areas with housing and transportation costs affordable to the typical household in the region. The stated target is that by 2040, 50 percent of the region's population will live in areas with housing and transportation costs that are affordable to the typical household. What this fails to recognize is that many job centers do not provide enough affordable housing close by for workers thus straining the transportation system and creating the need to develop affordable housing in other communities. The plan should not only encourage more affordable housing near the job but more jobs near places where affordable housing is available.

Outcome 12: Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Regional Objective 12: Diversify the region's housing stock

- On page 62, under Strategic Initiatives, Collaboration, on both regional and local, the first bullet should eliminate the words "workforce and senior". Limiting efforts to these types of housing is too specific to meet the supporting objectives listed above. Further the data indicates that poverty is on the rise (below 50% area median income) in working families. Also, data for Thornton indicates that the fastest growing segment of the disabled population is

children. Focusing efforts on workforce and senior housing will miss these needs.

Theme 5 - A Vibrant Regional Economy

Outcome 13: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.

Regional Objective 13: Improve access to opportunity

- (Page 70) The concern is the last sentence in the first paragraph on page 68, that states "to leverage investments in transit by concentrating new housing and employment in centers accessible by transit". The majority of Thornton is not served by transit, thus, there is not a way to implement this regional objective in most of Thornton. This also seems to be contradictive of Outcome 13 which is a range of transportation.
- The performance measure regarding share of the region's housing and employment near high-frequency transit. Until RTD expands transit, BRT, express bus, and passenger rail, this may put Thornton at a disadvantage when competing for housing and employment. Note in Appendix B, Thornton has only one high frequency transit stop in a designated urban center.

Appendix B: Designated Urban Centers

Page 79, Eastlake is not shown as a high-frequency stop but will be end of line with 20 minute headways starting in 2018.

Thank you for the opportunity to provide feedback and for your consideration of the City of Thornton's recommendations.

Sincerely,



Adam Matkowsky
City Councilmember, City of Thornton

cc: Mayor and Council

From: Townley - CDPHE, Cate <cate.townley@state.co.us>
Sent: Wednesday, November 16, 2016 11:13 AM
To: Metro Vision
Subject: Written comment for the Metro Vision plan public Hearing

Hello DRCOG Board,

Please consider the following comments on the Metro Vision Plan:

A Connected Multimodal Region

Outcome 4: the regional transportation

Pg 29:

- Work with partners to expand the regional travel demand management program consisting of outreach, promotion, Continue and expand marketing consisting of advertising campaigns such as "Stop Being an SOV" and events such as Bike to Work Day **[ADD: and Walk and Bike to School Day]**

Pg30:

- "Conduct educational and promotional events to encourage bicycling and walking"

Change to:

- "Promote educational events and programs that encourage bicycling and walking, such as *Safe Routes to School.*"

Pg 32

- Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users, **[ADD: such as *Safe Routes to School and Vision Zero*]**

A Safe and Resilient Natural and Built Environment

Outcome 9: The risks and effects of natural and human-created hazards are reduced.

Page 47:

Characteristics of resilient communities

- "Planning for resiliency is a collaborative approach between land-use planners, emergency planners, elected and appointed officials, **[ADD: health departments,]** public works staff, citizens, community advocates, business owners, developers and numerous other stakeholders."

Healthy, Inclusive, and Livable Communities

Outcome 10: The built and natural environment supports healthy and active choices

Pg 53, Factors affecting individual health

- Consider adding language on health impacts of physical activity and active transportation.

[Suggestion to Add:

Regular physical activity is one of the most important things Coloradans can do to improve their health. An active lifestyle promotes healthy weight and reduces the risk of developing chronic diseases such as heart disease, diabetes, and some cancers.

A growing body of research links this inactivity to community design that limits walking and biking. The connection is simple: people are less inclined to walk and bike in places that feel unsafe or unpleasant, which limits physical activity and social interaction.

People who live in neighborhoods with sidewalks on most streets are 47 percent more likely to be active at least 30 minutes a day, which meets the Center for Disease Control's recommendation for physical activity.(1) They are also less likely to be overweight or obese than people that live in neighborhoods with low walkability. Our communities can promote active living by designing streets that are safe and attractive places to walk and bike.

- (1) Sallis J, Bowles H, Bauman A, et al. Neighborhood Environments and Physical Activity among Adults in 11 Countries. Am J Prev Med 2009;36(6): 484–490.]

Regional Objective 10: Increase access to amenities that support healthy, active choices.

Page 52:

Make the healthy choice the easy choice.

- is recognized as a key contributor to our residents' quality of life and ability to lead active lifestyles. Improved access to these recreational opportunities, as well as a built environment that ~~supports~~ provides more physical activity opportunities, can lead to reductions in chronic diseases such as hypertension, obesity and diabetes. ~~can increase healthy choices for residents.~~

Pg 55

- Policies and Regulations: "Promote the development of shade canopy and/or appropriate vegetative cover to create/maintain a safe, comfortable pedestrian environment"
- Skin cancer is the most commonly diagnosed cancer in Colorado. This local policy supports the goals and objectives of 2016- 2020 Colorado Cancer Plan to reduce the incidence of skin cancer.

Pg 55

- Collaboration
- Pursue agreements to share public properties or facilities that increase access to recreation areas or community gathering places.[ADD: known as "shared use agreements"].

Pg 54,56

- Add photos - This would be a great opportunity to highlight metro area multimodal trails, protected bike lanes, complete streets, farmers markets.

Outcome 11: The region's Residents have expanded connections to health services.

Page 57:

Older adults often need transportation support in order to maintain their health and wellness—to access health care [**ADD: providers and pharmacies,**] maintain social interaction and reach community and social services.

Regional Objective 12: Diversify the region's housing stock

Pg 63,

- Consider selecting different photos: These photos do not depict a “variety of housing types” and they do not illustrate a “mix of densities”.
- The bottom photo shows a development that appears to lack sidewalks which are an important component of promoting healthy active transportation for all ages.
- The top right is likely an office buildings off 225 in DTC. Is this photo is illustrating housing?

Thank you,

Cate

--

Cate Townley, MURP, MUD
Built Environment Specialist
Prevention Services Division

303-692-2074

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P.O. Box 9613
Denver, CO 80209
303-355-7985, President@ColoRail.org

November 16, 2016

Jennifer Schaufele, Executive Director
Denver Regional Council of Governments (DRCOG)
Attn: Metro Vision 2040 Planning Staff
1290 Broadway #100, Denver, CO 80203

Re: Metro Vision 2040 draft plan comments

Dear Ms. Schaufele:

Thank you for providing an opportunity to comment on the Metro Vision 2040 draft plan. This plan is an important update and step toward preparing the Denver metro region for the population growth and related demands our citizens will face over the next 25 and more years. These demands are laid out or implied in the plan including the rapid changes that technology development will bring to bear on the region. Naturally, ColoRail's primary interest falls within the Connected Multimodal Region (CMR) theme and outcomes but as indicated throughout the plan, this theme is deeply interrelated with the other themes in the plan.

In view of the huge issues facing the region, we find the draft plan misses an important transportation opportunity for the Denver Metro Region. This opportunity is a Front Range Passenger Rail system both serving and linking the Region with the other cities, Councils of Government, and Metropolitan Planning Organizations, from Fort Collins to the North and Pueblo to the south. Eventually this system could extend into our neighboring states of Wyoming and New Mexico, and later yet, connect with Texas.

Such a system will help the communities and civic organizations within the region achieve many of their goals. For example, such a system will stimulate strong economic development while also helping to generate more predictable, compact and higher density developments in communities with stations along the route. With the advent of driverless vehicles, which experts say will be maturing by 2040, and more robust bicycle and pedestrian access, these rail services will be well served with few first mile last mile connection issues. Such a system will serve as an efficient spine for residents traveling to and from destinations all along the Front Range including Denver International Airport. Furthermore, such a system would provide important mobility to the more elderly citizens we expect in Colorado by 2040.

Costs for passenger rail service are now comparable if not more economical than roadways and often provide much more capacity. This situation is being borne out by the large sums currently estimated for I-25 North and I-70 improvements in the Denver Metro region. With participation of neighboring communities north south of the Denver Metro region and federal support, a Front Range Rail system could be brought in even with the fiscal constraints that often prevent leaders from properly considering the best transportation alternatives.

In this regard, ColoRail would strongly recommend that either a new Regional Objective be added to the plan or Regional Objective 4 be modified in include recommending support for a Front Range Passenger Rail system to be developed and constructed as soon as practicable. This objective would support Front Range Rail Corridor planning in cooperation with communities, RTD, freight railroads (which own rights of way that could be improved to entertain passenger rail services), as well as other possible operators including Amtrak and private concerns, the Southwest Chief Rail Line Commission (which is working on passenger service from La Junta to Pueblo and beyond), as well as COG, MPO and related organizations.

ColoRail would be delighted to meet with the DRCOG planning staff on this matter. We recently conducted a passenger rail planning seminar at Denver University which may provide some valuable insights to the DRCOG staff.

Sincerely,

A handwritten signature in cursive script that reads "James M. Souby".

James M. Souby,
President

November 16, 2016

Board of Directors
Denver Regional Council of Governments
1290 Broadway
Denver, Colorado 80226

Dear DRCOG Board of Directors:

The Public Health Directors of the Metro Denver Public Health Partnership commend Denver Regional Council of Governments (DRCOG) for the thoughtful inclusion of policies to promote healthy, inclusive and livable communities in the Metro Vision Plan. Adoption of this plan continues the region's history of supporting policies, programs and partnerships that ensure residents of all ages and income levels live and work in environments that support health and social well-being. As the regional leadership for local public health, we are pleased by the themes, outcomes, objectives and policies that support population health in the final draft of the Metro Vision Plan.

The greatest public health threats in our communities are chronic, often preventable conditions such as obesity, heart disease, and diabetes. Research increasingly shows that the way we build our communities impacts the health of those who live and work there. Local governments are uniquely positioned to implement innovative and sustainable solutions to support civic, social and work environments that increase access to healthy and affordable food and opportunities for physical activity. We in public health are committed to supporting healthy communities with data and technical assistance.

The effectiveness of a metropolitan planning organization often depends upon leadership. DRCOG is recognized nationally as a strong leader in regional planning because of its success in working together across municipal and county boundaries to coordinate and align plans for transportation, public services and economic development. This kind of good governance supports population health by ensuring that all residents, including those most at-risk for poor health, have access to public services and opportunities for jobs, housing, health care, physical activity and healthy food.

DRCOG has historically been a champion for health. Metro Vision 2035 identified public health risks as a key challenge and promoted policies friendly to walking, bicycling and mass transit. The vision also supports housing and employment opportunities for all ages, abilities and income levels. DRCOG continued their efforts to support public health with the 2014 Community Health and Wellness Issues Paper.

The Metro Vision plan expands this important focus on health with a robust, multi-staged process that includes public health expertise. We are pleased to see the overarching theme of

Healthy, Inclusive and Livable Communities and the focus on health-related policies on multi-modal transportation, access to healthy foods, and connections to health services.

The Metro Denver Public Health Partnership is committed to supporting your efforts and working together to promote regional collaboration on issues that extend beyond jurisdictional boundaries. We can provide the health data and technical assistance you need to support your efforts on building healthy, safe, sustainable and thriving multi-generational communities.

We hope that our Public Health Partnership can grow in the future through our involvement in DRCOG's planning efforts, promotion of grant opportunities and sharing of lessons learned across the region. We thank DRCOG for serving as a state and national model on healthy community issues and support the adoption of a robust Metro Vision plan.

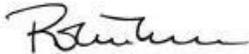
Sincerely,



John M. Douglas, Jr., MD
Executive Director
Tri-County Health Department



Mark B. Johnson, MD, MPH
Executive Director
Jefferson County Public Health



Robert McDonald
Executive Director, Public Health
Administrator
Denver Department of Environmental
Health



Judith C. Shlay, MD, MSPH
Director
Denver Public Health



Jason Vahling, MPH
Public Health Director
Broomfield Public Health and Environment



Jeffrey J. Zayach, MS
Executive Director
Boulder County Public Health



November 3, 2016

To the DRCOG Board of Directors:

On behalf of Mile High Connects, thank you for the opportunity to comment on the updated MetroVision 2040 draft. Mile High Connects (MHC) is a broad partnership of organizations from the private, public and nonprofit sectors committed to increasing access to housing choices, good jobs, quality schools and essential services through accessibility to and use of public transit. Our mission is to ensure the Metro Denver regional transit system fosters communities that offer all residents the opportunity for a high quality of life.

MHC staff and many of our member organizations have been deeply engaged with DRCOG and the MetroVision update process. We provided funding to support the successful Sustainable Communities Initiative Grant application and matching dollars for its implementation. Multiple MHC members served on both the Executive and Coordinating Committees for the SCI as well as the Metro Vision Planning and Advisory Committee. We also continue to partner with DRCOG on data efforts like the Regional Equity Atlas and the Denver Project Pipeline.

Because of our involvement in this process, MHC is well aware of the collective hours by DRCOG staff, board, and stakeholders that went into creating the updated MetroVision draft. Overall, MHC commends DRCOG for making great strides in improving the overall quality of the MetroVision plan by incorporating themes, outcomes, and objectives relating to community health, housing affordability, and diversity/inclusiveness. These are difficult challenges to address, particularly across a multitude of jurisdictions as diverse as those that comprise DRCOG. We maintain that DRCOG has a critical role to play in setting regional expectations and goals around equitable access to opportunity, and we will continue to push on regional planning efforts to ensure they continually make progress in this regard.

Our primary concerns do not relate to the content of the MetroVision plan, but in its implementation and influence in allocating resources. We continue to see a disconnect between the value and goals outlined in MetroVision, and the processes and procedures established by the DRCOG Board for evaluating applications for transportation and planning funds. As an example, in the 2016-2021 TIP Policy document, the scoring criteria under any given category of funding only allocates a maximum 25 out of 100 point for MetroVision alignment, and even those points are more specific to geography (Urban Centers, Urban Growth Boundary, etc) than to the fulfillment of the overall regional vision laid out in MetroVision. We strongly urge the DRCOG Board to honor the robust and detailed process undertaken to establish MetroVision 2040 by aligning funding and investment decisions directly with the goals of MetroVision. In evaluating and awarding funds, DRCOG should incentivize member jurisdictions to provide evidence of commitment to achieving the laudable outcomes and objectives of MetroVision 2040. This can be accomplished by directly aligning competitive funding criteria with those outcomes and objectives.



MileHighConnects

Opportunity for all through transit

DRCOG is in a unique position as the regional Metropolitan Planning Organization to move its member jurisdictions toward achievement of a regional vision, but that grand vision will only be realized if DRCOG chooses to use its most valuable resource – transportation funding – to incentivize member jurisdiction alignment with MetroVision 2040. Mile High Connects remains committed to supporting DRCOG and its member jurisdictions in this effort, and we look forward to working in partnership to ensure a vibrant, connected, equitable, and opportunity-rich region.

Thank you again for this opportunity to provide feedback and for your consideration of our recommendations.

Sincerely,

Dace West
Executive Director, Mile High Connects

Chris Quinn	Project Manager	RTD	How does RTD prioritize Metro Vision plans?
Chris Quinn	Project Manager	RTD	Pg 8. Number of traffic fatalities measure: How does this take into account municipalities with vision zero goals?
Chris Quinn	Project Manager	RTD	Pg. 8. Share of the region's housing and employment in high risk areas measure: what is a high risk area?
Chris Quinn	Project Manager	RTD	Pg. 8 Share of the region's population living in areas with housing and transportation (H+T)..... Measure: Would it make sense to further quantify a percent of the region's affordable housing that should be within these areas?
Chris Quinn	Project Manager	RTD	Pg. 9 Share of the region's housing and employment near high frequency measure: How is high frequency defined? And does it include span of service?
Chris Quinn	Project Manager	RTD	Pg. 16 blue box, "Testing alternative growth scenarios, 2013: Why only focus on work trips? Wouldn't the goal be to have an increase in multi-modal trips for all types?
Chris Quinn	Project Manager	RTD	Pg. 23 description under pictures: Again I would expand this beyond home and work - should have multi-modal access for shopping and recreation activities as well
Chris Quinn	Project Manager	RTD	Pg. 25 map 3: Where are transit projects not shown on the map? ~Agree. Why do you show a roadway capacity map as the first graphic in the multimodal section? Is there a map that shows roadway, transit and bike and ped on 1 map? Maybe show 3 different maps at once.
Chris Quinn	Project Manager	RTD	Regional Objective 4 Supporting Objectives, last bullet: How do we evaluate whether TDM services have been "expanded". What are the measures for all of these objectives?
Chris Quinn	Project Manager	RTD	Pg. 28. Voluntary Options Available to Regional Organizations, 4th bullet under Collaboration: Why only coordination with RTD on major projects? I guess this is ok for Regional Organizations but need to add a new bullet about coordination with RTD for smaller initiatives in the Local options. Added as a separate
Chris Quinn	Project Manager	RTD	Pg. 28. Voluntary Options Available to Local Organizations, 1st bullet under Collaboration: Coordination with RTD should focus on station elements providing a "level playing field" of access across all modes.
Chris Quinn	Project Manager	RTD	Pg. 28. Voluntary Options Available to Local Organizations, 3rd bullet under Collaboration: There should be another bullet for coordination with RTD to improve services with things like service buy-ups for increased frequency. Should also add coordination on small projects to improve transit service with transit priority elements (bus bulbs, TSP, queue jump lanes, etc)
Chris Quinn	Project Manager	RTD	Pg. 29 Voluntary Options Available to Local Organizations, 9th bullet under Policies and Regulations: Support innovation in First/Last Mile connections to major transit stations including but limited to ridesharing, bike/ped infrastructure, integrated fare payment systems and trip planning.
Chris Quinn	Project Manager	RTD	Outcome 5 narrative: sounds like this is directly from RTD's mission statement.
Chris Quinn	Project Manager	RTD	Pg. 69, Map 5: Central Park Station is existing, not new (even before A-Line)
Chris Quinn	Project Manager	RTD	Pg. 60, Map 5: Do we have definite plans for PnR's at: -E-470/Smoky Hill? I-76/E-470? I-25/SH-7?
Chris Quinn	Project Manager	RTD	pg. 76: Where is Ralston Fields, and what high-frequency transit serves it? Arvada? Gold Line?
Chris Quinn	Project Manager	RTD	Pg. 77: Where is Smoky Hill, and what high-frequency transit serves it?
Chris Quinn	Project Manager	RTD	Pg.78: Where is Denargo Market and what high-frequency transit serves it? Same question for Lowry Town Center, MLK Jr. Town Center, Golden Downtown, Fehringier Ranch & CO 470 Corridor?
Chris Quinn	Project Manager	RTD	Pg. 79: Shouldn't Ridge Gate West Village and City Center show high-frequency transit?
Chris Quinn	Project Manager	RTD	Pg.79: High-frequency transit at SH 66, Downtown Louisville, I-25 Corridor, Northglenn City Center, Thornton City Center, West 120th Ave?

ONLINE COMMENTS SUBMITTED BY MIKE SALISBURY (SWEEP)
NOVEMBER 16, 2016 - 1:44PM

I would like to thank the Board, the Metro Vision Issues Committee, DRCOG staff and the other stakeholders who worked so hard to put this document together.

I know it's been a long process but I believe it has produced a true vision for the region that gives DRCOG and its participating local governments a guide to creating a more sustainable region.

Metro Vision is a great example of the region being greater than the sum of its parts or all its individual jurisdictions. Working together through DRCOG, the region is able to achieve more than the individual communities separately. Traffic, pollution and new development impact all of the region's communities regardless which jurisdiction they originate from.

As the document I think very straightforwardly states the plan lays out how to 'make life better for the region's residents'. This is accomplished by cleaning up the air we breathe, giving people better transportation options, making places easier for pedestrians and cyclists to access among other outcomes discussed.

This Metro Vision recognizes the challenges that a region growing and changing as quickly as ours faces and provides the framework to make sure we grow sustainably. The performance measures included in Metro Vision provide quantifiable metrics that we all can use to see if we're on track to achieving the desired outcomes of Metro Vision.

As Metro Vision is formally adopted, I urge the Board to begin considering how the tenants of Metro Vision will be incorporated into the funding decisions that are made by DRCOG. The Transportation Improvement Program or TIP, is the main vehicle by which DRCOG provides funding for transportation projects around the region. The policies that guide the TIP project selection process are critical to ensuring that the region will be able to achieve the outcomes laid out in Metro Vision. Past TIPs have made an effort to incorporate the outcomes of Metro Vision into the selection criteria used to score the TIP projects that are submitted. So for example, a project that was shown to reduce vehicle travel or improve air quality could receive additional points. Over the last year there has been a process to review and recommend changes to the TIP program. While this process is still ongoing, it is possible it will result in significant changes to how funding is distributed in the region. The new TIP may look quite different from past TIPs. Regardless of the form the TIP takes, I urge the Board and all other involved stakeholders to ensure that all the hard work that has gone into this Metro Vision is incorporated into the transportation funding decisions that the region makes in the future.

**ONLINE COMMENTS SUBMITTED BY ROBERT BREWSTER
NOVEMBER 16, 2016 - 1:39PM**

My comments reflect on my over 44 years of commercial driving in the Denver, Boulder, Longmont triangle (passenger buses). I could write a book on the inadequacy of our highway system, CDOT's lack of proper maintenance, lack of any meaningful highway law enforcement, and our leaders not leading in securing funding to change this inexcusable dynamic. The worst oversight is the gross failure to focus on adapting existing freight rail corridors to gradual implementation of passenger rail, the one component mostly ignored. Instead, we get pie-in-the-sky high speed rail proposals costing tens of billions of dollars with absolutely no way to pay for them. The studies dutifully sit on shelves and the public suffers. Even if feasible, the time frame for buildout is unacceptable.

I tire of the endless parade of expensive studies, consultant largesse, and the highway lobby dominance in decision making. They steal valuable resources and eternities of time. Action needs to be taken NOW! The needs are decades old. Enough bureaucracy.

The most productive thing to do is form a partnership with BNSF and UP to incrementally expand their rail infrastructure and focus on peak hour passenger rail service along the I-25 corridor, with greatly expanded Bustang service in the off-peak hours. Bustang is woefully inadequate and a bit expensive to ride but long overdue. Credit CDOT for that program still in its infancy. It needs expansion immediately. With more destinations.

Improving the existing rail infrastructure also opens a pathway to aggressively solicit intermodal freight, shifting large trucks from the roads to the rails, creating multiple winners. Intermodal freight trains and passenger trains have compatible speeds. Improving existing rail infrastructure has the capability to be affordable and doable in reasonable time frames. Doing it incrementally allows the benefits to flow far more timely for the population, which is desperate for transportation alternatives.

Colorado's population is growing by leaps and bounds with no signs of slowing. Relying only on highways is a non-starter, though they, too, must be improved. Everyday, the highway system fails us due to crashes (real people die on our roads at unacceptable levels - often due to lack of law enforcement - pre-emptive action is needed), construction, weather, and sheer volume. It will only get worse. Drivers competing for limited space often act out in all-too-common road rage events. The urban and exurban sprawl further exaggerate this paradigm. The existence of rail corridors would help direct this growth in a more orderly fashion, as has been proven in the Denver metro area with the current blossoming of rail.

Developing a rail alternative along the I-25 corridor is essential for sane transportation policy, particularly to the south. Adapting the BNSF corridor to the north, likewise. We must stop wasting time and act. There are economic consequences to doing nothing. From a personal perspective, I avoid driving as much as possible. So I minimize spending money at state venues. Rather, I wait until I take more lengthy vacations and spend my money elsewhere. I refuse to risk my life and sanity on I-25, I-70, and other death-defying arterials. Driving for a living has taught these invaluable lessons. I've seen it all!

Our state needs more transportation options other than the private automobile. And we need them NOW!

Derrick Webb

From: Jon Esty <jonesty4@gmail.com>
Sent: Wednesday, November 16, 2016 11:24 AM
To: Metro Vision
Subject: Comment on Metro Vision Plan

Dear DRCOG Staff,

As a former Denver resident and current resident of Ridgway, I would like to see an expansion of the discussion Under Strategic Initiatives, page 30 of the draft: "Improve transportation linkages to major destinations and attractions beyond the region." There needs to be attention paid to the development of transportation linkages, other than highways, to the other major Front Range population centers where most of the state's population resides. Rail corridors do exist between Pueblo and Fort Collins that have the potential of providing speedy and efficient transportation as long as the necessary upgrades to the rail line infrastructure are made. Denver Union Station would serve as the centerpiece for such a Front Range passenger rail system. The draft should outline specific efforts to be made in cooperation with, RTD, C-DOT and other regional councils of governments to achieve the goal of passenger rail connectivity along the Front Range. This suggestion coincides nicely with numerous observations made in the draft plan about the growing pressures of regional population growth and the need to provide efficient transportation services to the Denver region and beyond.

Sincerely,
Jon Esty
1137 Pleasant Point Dr.
Ridgway, CO 81432
970-626-3466

Derrick Webb

From: Jay Jones <boyhowdyltd@gmail.com>
Sent: Tuesday, November 15, 2016 2:07 PM
To: Metro Vision
Subject: Norail

Gentlepeople,

From our Denver offices, we are noticing
No Rail in your Vision @ all.

We realize the highway lobby has a strong hand here.

Do yourselves, a favor and work. In rail
For some illusion of vision.

Work in a rail plan NOW.

All other municipalities are working in a Rail
Plan after the fact.
Costing 2X~3Xs the initial costs.

With the steady growth in Denvers population

We just see another LA.

Your consultants have no vision, they produce what you. All ask for.

Very disappointed

Jay Jones
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Jay@boyhowdyltd.com

Derrick Webb

From: pjrcolorado@aol.com
Sent: Tuesday, November 15, 2016 7:45 PM
To: Metro Vision
Subject: DRCOG METRO VISION 9/22/16 DRAFT PLAN - Comments

Good evening! Referencing prior emails and the Metro Vision Public Review Draft released 9/23/16, I have the following comments:

The Plan is clear that key components of the Metro Vision involve land use and transportation planning. It also clearly lays out why a Metro Vision document is necessary. I would suggest some statistics on goods/freight movements or expected freight volume growth paralleling population growth be placed in the "Why Do We Need Metro Vision" section (p. 4) to ground the readers in the expectation and impact of this type of growth, and the need to plan for it. "Themes" covering transportation and land use include the following transportation-specific or related Outcomes:

Theme: An Efficient and Predictable Development Pattern (DP)

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

Theme: A Connected Multimodal Region (CMR)

> The regional transportation system is well-connected and serves all modes of travel.
> The transportation system is safe, reliable and well-maintained.

Theme: A Safe and Resilient Natural and Built Environment (NBE)

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

Theme: Healthy, Inclusive, and Livable Communities (LC)

> The built and natural environment supports healthy and active choices.

Theme: A Vibrant Regional Economy (RE)

> All residents have access to a range of transportation, employment, commerce, housing, education, cultural and recreational opportunities.
> Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Likewise, a number of the Measures have either a transportation component or are specifically driven by transportation, including:

Increasing the share of the region's housing and employment located in urban centers

Reducing non-single-occupancy vehicle (Non-SOV) mode share to work

Reducing the daily vehicle miles traveled (VMT) per capita

Limiting the growth of average travel time variation (TTV) (peak vs. off-peak)

Limiting the growth of daily person delay per capita

Reducing the surface transportation-related greenhouse gas emissions per capita

Improving the share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region

Increasing the share of the region's housing and employment near high-frequency transit

While a number of the Measures could apply to goods movement, there are no specific measures concerning goods movement, which will be as important to reaching the goals in many respects as are those Measures involving people/individual citizens.

Given the Themes, proposed/desired Outcomes, and the Measures, all against the backdrop of population growth and necessity of planned versus random development/redevelopment, I find the Vision draft severely lacking in the areas of transit development using existing or proposed rail corridors, and in recognizing and planning for multimodal freight mobility to, from and within a region where goods movement will grow proportionately to population growth and, at the same time, develop beyond the transportation infrastructure capabilities which now exist. What the readers need to understand is that most goods consumed in the metro area come from long distances away, and that planning to increase the capacity of those supply chains to seamlessly deliver what the growing metro area needs within the framework of the Metro Vision is important and needs to be addressed.

Existing freight rail corridors are privately owned, and are frequently on a right-of-way footprint which is wider than the current usage. Any traffic moving in these corridors, either passenger or freight, by definition does not move on the public streets and highways. Maximizing the use of these corridors and facilities needs to be considered collaboratively with their owners so that the passenger and goods-movement needs of the region take advantage of this additional, high capacity non-publicly-owned resource is brought to bear to meet the goals and desired outcomes of the Metro Vision. Likewise, the owners of these corridors invest in them with their funds, not public funds, to maintain and expand their capabilities;partnering with them on long-range plans to meet the metro area's capacity demands can provide the metro area with growth capacity and capabilities not entirely bought with public funds, permitting public funds to be applied to other projects. In line with my comments, I recommend the following be considered:

Under Regional Objective 1, Improve the diversity and livability of communities on pp. 13-14 of the Draft, under "Strategic Initiatives - Ideas for Implementation", under "Voluntary Options Available to Local Organizations", I suggest the first bulletpoint be changed to read "Consider investments in public and private infrastructure, public/private partnerships and catalytic projects that encourage infill, redevelopment and reinvestment in existing communities." Development of transit corridors using existing rail corridors could help achieve this goal.

Under Regional Objective 2, Contain urban development within the Urban Growth Boundary/Area (UGB/A), under Strategic Initiatives - Ideas for Implementation, under Collaboration, I applaud "Coordinate with local communities and infrastructure service providers to identify urban reserve areas that should be conserved for future growth", with the expectation that "infrastructure service providers" includes the privately-owned freight railroads. These rail corridors need to be protected from encroachment to facilitate future passenger and freight capacity growth without adverse impact on the surrounding communities. One need only consider the eradication of any feasible passenger rail corridor from the south into Denver Union Station to understand the impact of not preserving rail corridors and rights-of-way within urban areas in relation to future population growth and mobility needs.

Outcome 3: Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment, along with "Supporting Objectives" including "Increase transit service and ridership within and to urban centers" and "Invest in multimodal enhancements along corridors", while seemingly directed at strategies including equal consideration of passenger rail/transit, is nearly entirely dedicated to non-rail transit options on public corridors (highways, streets). Under Strategic Initiatives - Ideas for Implementation, I applaud and support, under Investments, "Continue to allocate resources to support corridor planning efforts, infrastructure improvements and other efforts to spur further public/private investment." However, corridors need to include private rail as well as public non-rail corridors, and include freight (the employment side of Regional Objective 3) as part of the planning processes.

The first mention of "goods" (freight, packages, etc.) in the Metro Vision occurs on p. 25 of the draft. However, the balance of this section is all about people movement/travel. As far as leveraging "a range of funding solutions to build and maintain transportation infrastructure and services", private funding of capacity growth in rail corridors and multimodal facilities needs to be specifically highlighted as part of the passenger and freight mobility solutions to be considered. After all, shifting goods movement from highway to rail, at a minimum, opens up and preserves highway/street capacity for people movement/travel.

Outcome 4: The regional transportation system is well-connected and serves all modes of travel, beginning on p. 27, seems to be all about personal mobility, not goods movement/freight mobility, though it does include a few references to freight rail. Supporting Objectives to Regional Objective 4, while mentioning goods, is totally focused on the movement of people. Supporting Objectives on p. 28 should be expanded to include the following:

- > Improve, extend and diversify the region's comprehensive transit system.
- > Improve the capacity of the region's freight rail system.
- > Improve interconnections of the multimodal transportation system within and beyond the region for the movement of people and goods.

Under Strategic Initiatives - Ideas for Implementation, under Voluntary Options Available to both Regional and Local Organizations, the following thought needs to be included:

Coordinate planning efforts to ensure properties needs for expansion of both public and private passenger/transit and goods/freight corridors and facilities are identified and preserved for such usages.

Under Strategic Initiatives - Ideas for Implementation - Voluntary Options Available to Regional Organizations, recommend the following changes be considered (changes in *italics*):

Collaboration:

> Conduct a regionwide evaluation of potential bus rapid transit corridors *and rail transit, commuter and intercity corridors* via a joint effort of the Regional Transportation District, DRCOG, the Colorado Department of Transportation, and other stakeholders. (p. 29)

Investments:

> Invest in, *encourage and participate in public private partnerships to invest in*, and manage (delete in) the region's multimodal transportation systems to improve freight and goods movement within and beyond the region. (p. 29)

> Improve transportation linkages to major destinations, attractions *and markets* beyond the region. (p. 30)

Under Strategic Initiatives - Ideas for Implementation - Voluntary Options Available to Local Organizations, recommend the following changes be considered (changes in *italics*):

Policies and Regulations:

> Adopt land-use standards around airports *and railroad lines and facilities*, to guide compatible long-range development (*passenger and/or freight, as applicable*). (p. 29)

> Reserve adequate rights-of-way in developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit (*bus and/or rail*) and roadway facilities. (p. 29)

Investments:

> Reserve adequate rights-of-way in developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit (*bus and/or rail*) and roadway facilities. (p. 30)

On p. 65, under "A Vibrant Regional Economy", I suggest a third bulletpoint be inserted between the first and second bullet to capture the following thought:

> Businesses and governments have access to national and international markets to competitively source and deliver goods and services in the most efficient and environmentally effective manner, to enhance the regional economy's performance for all residents.

This is important to permit the regional economy to attract and retain businesses and the region's workforce, as spelled out on p. 66. While this is touched on under Regional Objective 14: Improve the region's competitive position, I believe it needs to be highlighted earlier in this section.

This section has an appropriate balance included movement of people and the movement of goods.

In summary, I think the Metro Vision needs to more fully explore how freight railroad infrastructure and corridors can contribute to area people and goods mobility as growth occurs; I think a greater emphasis needs to be placed on ensuring, where the word "transit" is used, that the reader understands its use includes commuter and regional passenger rail; and I think planning on goods movement within, to and from the metro region is equally important to the mobility and movement of people, including maximizing the use of rail as part of a multimodal goods movement plan.

Appreciate the opportunity to offer these comments to the Metro Vision draft. These comments are my own, and while I have a long career as a freight railroader, these comments are not offered on behalf of any other individual or organization. If there are any questions, or additional information is needed, please let me know.

Pete Rickershauser
720-272-0896

From: Chris Waggett [<mailto:CWaggett@d4urban.com>]
Sent: Friday, October 07, 2016 1:45 PM
To: Brad Calvert <bcalvert@drcog.org>
Subject: RE: Metro Vision plan available for comment

Hi Brad,

As a guiding, Vision document, I think you have done a good job with this draft report.

A few comments:

- P.8/9 – *Measures*: some of these will be influenced by factors outside the influence of the Plan’s initiatives;
- P.11 – I’d suggest you replace the DIA construction- with a DIA completion photo;
- P.13/p.68 – the pagination is off with the heading “*investments*” appearing at the bottom of a page before the subsequent content;
- P.51 – *Livable communities* & affordability will be most effectively/positively impacted by increasing supply of all price-points and tenures of residential property. In that context, the lack of construction defect reform by the State is the biggest impact on new condo construction, and hence, affordability.

Otherwise, congrats to you and your team on a good job.

Regards
C



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**ONLINE COMMENTS SUBMITTED BY JACK WHEELER
NOVEMBER 16, 2016 - 10:19AM**

Thank for recognizing that our transportation system must be expanded to meet future demand of the metro area. Currently, 100,000 people are projected to move to Colorado each year for the next 34 years according to the department of local affairs.

Our transportation system needs to be robustly invested in in order to meet this population increase. However, investment in a transportation system does not mean simply adding new roadways or more buses (it is very important to note that after the current northern expansion of I25 is complete, I25 is at peak road, it can no longer be expanded). Good investments in transportation will be focused on creating vibrant, walkable, multi use neighborhoods. This type of economic development is achieved by investing and expanding RTD's fastracks program, Front Range Commuter Rail from Fort Collins to Pueblo, and investing in Street Car projects connecting downtown to the golden triangle and to cherry creek. For the suburbs, dedicated Bus Rapid Transit corridors will increase non car trips taken in areas that are not very dense.

I recommend that the DRCOG strongly define what kind of rail and bus improvements it sees important in this plan as it moves forward. This will help guide investment and strongly improve the economic viability of the metro area.

ATTACH 2

Draft Metro Vision Plan

Summary of Oral Testimony Received (During the Public Hearing, November 16, 2016)

This document summarizes the oral testimony received by the Denver Regional Council of Governments (DRCOG).

Oral testimony was provided at the public hearing by five speakers expressing support and opposition to the draft Metro Vision plan. The following oral testimony is provided as a summary of the support and concerns related to elements of the draft Metro Vision plan.

Name	Organization/Municipality Represented	Testimony
Dr. John Douglas	Tri County Health Department	<ul style="list-style-type: none"> • Supports the Metro Vision Plan, especially the outcomes that support the development of healthy, inclusive and livable communities to increase opportunities for safe walking and cycling, access to parks and trails, access to healthy foods and connection to health services. • Metro Denver Public Health Partnership views the Metro Vision Plan as an investment in community health and believes that implementing this visionary plan has the potential to substantially impact the health of our region. This is a step that isn't just good policy today, it's got great promise to reduce future healthcare costs, and increase the well-being of our communities. • Colorado is still the leanest state in the country, but we're losing ground. Over the last 15 years, the proportion of Colorado adults who are obese has more than doubled and we recently lost our top ranking for physical activity. The evidence shows us that physical activity is one of the most important things people in communities can do to improve and maintain their health. An active lifestyle promotes a healthy weight and reduces the risk of developing chronic diseases such as heart disease, diabetes and cancer. • Evidence indicates that the built environment, the way we design and build our communities can really have a positive impact on health. Pedestrian injuries from crashes are far less likely in places with sidewalks and streets with sidewalks on both sides have even lower rates. • Healthy aging in place in the community is unequivocally enhanced by walkability. • As community leaders of our region, you can help build health communities that create opportunities for our residents to lead healthy lives, and on behalf of the partnership we ask you to ensure that every resident in the community, in the region, has a fair chance to lead a healthy life regardless of which community they live in.
Mike Salisbury	Southwest Energy Efficiency Project	<ul style="list-style-type: none"> • Believes DRCOG and stakeholders has produced a vision for the region that gives DRCOG and its participating local governments a guide to creating a viable and more sustainable region. • Metro Vision is a great example of the region being greater than the sum of its parts. Working together through DRCOG the region is able to achieve more than the communities separately. Traffic, pollution and new development impact all of the region's communities regardless where they start. • As the document very straightforwardly states the plan lays out how to make life better for the region's residents. This is accomplished by cleaning up the air we breathe, giving people better transportation options, making places easier for pedestrian and cyclist to access, among other outcomes that are discussed. • Metro Vision recognizes the challenges a region growing and changing as quickly as ours faces and provides the framework to ensure we grow sustainably. • The performance measures listed in Metro Vision provide quantifiable metrics that we can all use to make sure we're on track to achieving desirable outcomes. • Urges the board to begin considering how the tenets of Metro Vision will be incorporated into the funding decisions that are made by DRCOG.

Draft Metro Vision Plan

Summary of Oral Testimony Received (During the Public Hearing, November 16, 2016)

		<ul style="list-style-type: none"> ○ The Transportation Improvement Program is one of the main vehicles by which DRCOG provides funding for transportation projects around the region. The policies that guide the TIP project selection process are critical to ensuring the region will be able to achieve the outcomes laid out in Metro Vision. Past TIPs have made an effort to incorporate the outcomes in Metro Vision into the selection criteria used to score TIP projects that are submitted. ○ Over the last year there has been an ongoing process to review and recommend changes to the TIP program. While this process is still ongoing, it is possible it will result in significant changes to how funding is distributed in the region. The new TIP may look different from past TIPs. With that in mind, and regardless of the direction the TIP takes, I urge the board and all relative stakeholders to ensure that all the hard work that has gone into Metro Vision is incorporated into the TIP and that the transportation funding decisions the region makes for its future.
Kent Moorman	City of Thornton	<ul style="list-style-type: none"> ● The major policy concern the City has with the 2040 Metro Vision Plan is that it continues to focus on urban centers. The policy, plans, and most importantly, federal funding that comes out of the 2040 Metro Vision Plan will continue to focus on urban centers to the detriment of suburban communities. ● Appreciate the importance and usefulness of urban centers and promoting development patterns and multimodal corridors connecting urban centers, the plan should be about targeting jobs, transportation and housing improvement where people live and not just urban centers. ● The document's focus on urban centers needs to be broadened to include housing and employment going to locations throughout the DRCOG area that are well situated and have opportunity to provide well planned mixed use communities in the suburbs and not just along major interstate corridors. ● While we appreciate DRCOG's vision to promote development patterns that promote urban centers and multimodal corridors to accommodate a growing share of the region's housing and employment, it appears to be at the expense of promoting good development patterns and multimodal connections in the suburban surrounding the core city. ● Metro Vision needs to be focusing on the region's housing and employment being located in efficient places including urban centers, high opportunity areas, and areas served by transit as opposed to just urban centers. ● While Metro Vision touts the advancements of expanding regional mobility through FasTracks, the document fails to state that it is not yet completed. This document also implies that every part of DRCOG has equal access to bus service. The majority of the City of Thornton is not served by transit and therefore does not seem to be any recognition of this for suggestion and this needs to be addressed.
Brad Weinig	Mile High Connects	<ul style="list-style-type: none"> ● Overall, MHC commends DRCOG for making great strides in improving the overall quality of the plan by incorporating themes, outcomes and objectives relating to the community health, housing affordability and diversity and inclusiveness. ● We maintain that DRCOG has a critical role to play in setting regional expectations and goals around the equitable access to opportunity and we will continue to push on regional planning efforts to ensure to continually make progress in this area. ● Our primary concerns do not relate to the content of Metro Vision, but in its implementation and plan in influencing and allocating resources. We continue to see a disconnect between the values and goals outlined in Metro Vision and the processes and procedures established by the DRCOG board for evaluating applications for Transportation and planning funds. ● We strongly urge the DRCOG board to honor the robust and detailed process undertaken to establish this Metro Vision by aligning funding and investment decisions directly with the goals of Metro Vision. In evaluating and awarding funds,

Draft Metro Vision Plan

Summary of Oral Testimony Received (During the Public Hearing, November 16, 2016)

		<p>DRCOG should incentivize member jurisdictions to provide evidence of commitment to achieving the laudable outcomes and objectives of Metro Vision 2040. This could be accomplished by directly aligning competitive funding criteria with those outcomes and objectives. DRCOG is in a unique position as the MPO to move its member jurisdictions toward achieving a regional vision but that vision will only be realized if DRCOG chooses to use its most valuable resources to incentivize member jurisdictions alignment with Metro Vision</p>
Jennifer Geutschow	City of Centennial	<ul style="list-style-type: none">• I am here to reiterate our concerns that were submitted in our letter to DRCOG by our assistant city manager, Andrew Firestine. In the letter, we are asking that DRCOG do either one of two things. Either eliminate the reference to the UGB/A in the Metro Vision public review draft or postpone the adoption of the plan until such time that the UGB/A system has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG board. This concern comes from the fact that there are linkages between the UGB/A and the Metro Vision draft plan.

ATTACH 3

Metro Vision Comments by Topic - An Efficient and Predictable Development Pattern

Topic	Commenter	Comment
Theme: An Efficient and Predictable Development Pattern	Jefferson County (Rosier)	There is a conflict between the desire to allow seniors to "age in place" and with having a diverse community. If the majority of the baby boomers stay in a community, the housing stock will not be available for young families or other ages.
Theme: An Efficient and Predictable Development Pattern	Jefferson County (Rosier)	The term "Urban Reserve Area" should be defined.
Theme: An Efficient and Predictable Development Pattern	Jefferson County (Rosier)	Several of the voluntary options encourage parking management by the local organizations. However, decisions by RTD on routes and frequency significantly impact riders and/or drivers decisions. Jeffco would be penalized for decisions made by another governmental agency.
Theme: An Efficient and Predictable Development Pattern	Adams County (Shreve)	Outcome 1 narrative add, " To accomplish this, the region will need to focus on balancing the unique opportunities and strategies needed for land uses, economic development, housing and transportation necessary to maintain its urban, suburban and rural diversity."
Theme: An Efficient and Predictable Development Pattern	Adams County (Shreve)	Pg. 13, the county does not support, " Adopt policies, regulations and incentives to support the implementation of universal design strategies."
Theme: An Efficient and Predictable Development Pattern	Adams County (Shreve)	Proposed strategy that is missing to pg. 13's, "what might we do to make progress": Achieve a concentrated mix of uses in suburban neighborhood oriented developments to attract residents, commuters and other users for a variety of purposes, that helps shape these nodes of mixed use development as focal points within the community.
Theme: An Efficient and Predictable Development Pattern	Pete Rickershauser	Pg.13. Under voluntary options available to local organizations, I suggest the first bullet point be changed to read "Consider investments in public and private infrastructure, public/private partnerships and catalytic projects that encourage infill, redevelopment and reinvestment in existing communities." Development of transit corridors using existing rail corridors could help achieve this goal.
Theme: An Efficient and Predictable Development Pattern	Pete Rickershauser	Pg. 17. I applaud "Coordinate with local communities and infrastructure service providers to identify urban reserve areas that should be conserved for future growth", with the expectation that "infrastructure service providers" includes the privately-owned freight railroads. These rail corridors need to be protected from encroachment to facilitate future passenger and freight capacity growth without adverse impact on the surrounding communities. One need only consider the eradication of any feasible passenger rail corridor from the south into Denver Union Station to understand the impact of not preserving rail corridors and rights-of-way within urban areas in relation to future population growth and mobility needs.
Theme: An Efficient and Predictable Development Pattern	Pete Rickershauser	Outcome 3 along with "Supporting Objectives" including "Increase transit service and ridership within and to urban centers" and "Invest in multimodal enhancements along corridors", while seemingly directed at strategies including equal consideration of passenger rail/transit, is nearly entirely dedicated to non-rail transit options on public corridors (highways, streets). Under Strategic Initiatives - Ideas for Implementation, I applaud and support, under Investments, "Continue to allocate resources to support corridor planning efforts, infrastructure improvements and other efforts to spur further public/private investment." However, corridors need to include private rail as well as public non-rail corridors, and include freight (the employment side of Regional Objective 3) as part of the planning processes.
Theme: An Efficient and Predictable Development Pattern	City of Thornton (Matkowsky)	Regional objective 3: Multimodal corridors need to be reflected in Regional Objective 3 (page 22), Strategic Initiatives (page 22-23) and the Performance Measures (page 24).

Metro Vision Comments by Topic - An Efficient and Predictable Development Pattern

Theme: An Efficient and Predictable Development Pattern	City of Aurora (Hancock)	Aurora is No. 13 in the Trust for Public Land's 2015 Best Park Systems in the U.S. Aurora is Better Doctor's No. 1 Fittest City in the U.S. on its 2015 Fit Cities Index. Aurora is NerdWallet Finance's No. 1 Best Large Cities for Women in the Workforce for 2014.
Theme: An Efficient and Predictable Development Pattern	City of Aurora (Hancock)	Page 14, top of page, left side: "Consider investments" is pretty generic for something tied to funding. Please change it to "Identify opportunities for investment..." or better yet, use the same positive language as bottom left, Page 29. Overall, many of the Voluntary Options throughout the document are qualified by "consider" which is not an action in itself. Please revise language in all Voluntary Options to be active tense such as "Adopt policies," "Allow," and "Incentivize." Remove weak language such as "Consider" and "Examine."
Theme: An Efficient and Predictable Development Pattern	City of Aurora (Hancock)	Page 17: As regional organization, DRCOG should advocate for local governments to use jurisdiction-specific fiscal impact analysis to quantify the consequences of sprawling development patterns.
Theme: An Efficient and Predictable Development Pattern	City of Aurora (Hancock)	Page 19, Blue Box: Add "Aurora Light Rail Train TODs" There is room for another paragraph to fill out Page 20.
Theme: An Efficient and Predictable Development Pattern	City of Aurora (Hancock)	Population and employment estimates for urban centers may be appropriate to depict to assist in the assessment of travel demand and modal alternatives capable of serving forecast trip demands. Additionally, these population and employment estimates will logically inform the type and extent of needed transportation network improvements.
Theme: An Efficient and Predictable Development Pattern	City and County of Denver (Armijo)	Pg. 29. Voluntary Options Available to Regional Organizations, "Work with partners to expand the regional travel demand management..." add at the end, "and Walk and Bike to School Day"
Theme: An Efficient and Predictable Development Pattern	City and County of Denver (Armijo)	Pg. 30 Voluntary Options Available to Local Organizations, replace, "Conduct educational and promotional events to encourage bicycling and walking" with, "Promote educational events and programs that encourage bicycling and walking, such as Safe Routes to School."
Theme: An Efficient and Predictable Development Pattern	City and County of Denver (Armijo)	Pg. 32 Voluntary Options Available to Local Organizations, "Partners with local law enforcement agencies..." add to the end, "such as Safe Routes to School and Vision Zero.
Theme: An Efficient and Predictable Development Pattern	Town of Parker (Matthews)	Outcome 1: The town is supportive of this outcome in concept, but is unclear if all members of DRCOG would agree on what it means to achieve this outcome.
Theme: An Efficient and Predictable Development Pattern	Town of Parker (Matthews)	Pg.12: The Town of Parker was one of three Colorado cities to make the top 20, ranking No. 17 on WalletHub.com's list of the "Best Small Cities in America" for 2016. We would like to request that this be added to the list on page 12 under the "Home of the Best Places to Live" section. (Source: https://wallethub.com/edu/best-worst-small-cities-to-livein/16581/)
Theme: An Efficient and Predictable Development Pattern	Arapahoe County (Weimer)	Stand-alone rural communities are not considered. Arapahoe County commented during the development of strategies that counties within the DRCOG region have important agricultural communities and industries that should be recognized and valued.

Staff Response – Metro Vision Comments: An Efficient and Predictable Development Pattern

An Efficient and Predictable Development Pattern is one of five overarching themes identified in the draft Metro Vision plan. These themes begin to describe the region's desired future and organize additional plan components, including outcomes, objectives, initiatives and plan performance measures. This theme encourages growth patterns tailored to the needs of local communities while also continuing the region's long-standing emphasis on a more compact development pattern.

The draft plan includes a focus on the region's urban centers, which are formally designated and recognized in Metro Vision. The Board-adopted *Metro Vision Growth and Development Supplement* further details the process to amend the Metro Vision plan to include additional centers brought forward by member governments. The draft also notes the importance of pursuing greater livability through private development, built environment and economic development strategies in urban, suburban and rural communities. Building on the assets of our region's individual communities will support a stronger, more livable region.

The draft plan builds on the foundation of Metro Vision 2035 which noted the importance of building communities that work for the widest spectrum of people, regardless of age, income or ability. This is particularly important in the Denver region where the older population will grow faster than other age groups during the planning period. The vast majority of older adults surveyed in the Denver region prefer to age in their existing community – which may require public and private initiatives to create communities and amenities that can more fully meet their changing preferences and needs.

Additionally, the draft plan carries forward the region's intention to promote the orderly expansion of the region's urban growth, including potential areas identified by local communities for urban growth beyond the planning horizon – urban reserve areas.

Metro Vision Comments by Topic - Urban Growth Boundary/Area (UGB/A)

Topic	Commenter	Comment
Urban Growth Boundary/Area (UGB/A)	City of Centennial (Firestine)	Through this review, we have identified a concern about the timing of the adoption of the Metro Vision Plan and the desperate and independent effort by DRCOG to make modifications to the UGB/A system
Urban Growth Boundary/Area (UGB/A)	City of Centennial (Firestine)	While we do not object to the core principles contained within the Metro Vision plan or the premise of the UGB/A, Centennial objects to the adoption of the Metro Vision plan until such time that the UGB/A system, including the classification of urban areas and the allocation of urban area throughout the metro area, has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG Board.
Urban Growth Boundary/Area (UGB/A)	City of Centennial (Firestine)	The 2006 base year urban area in Centennial was set at 23.3 square miles and our 2035 allocation was established at 23.6 square miles- a difference of 1.3 square miles. As a point of reference, the City's current (2016) incorporated area is 29.1 square miles and the State Demography Office estimates the City's July 1, 2015 population at 108,886, making it the 10th largest city in the State of Colorado and the 7th largest in the Denver metro area. Centennial is an inner-ring suburban community whose historic growth has maintained a compact and urban style development pattern. The community is in the process of updating its comprehensive plan that will continue to advocate for sound planning principles and logical and orderly growth. Despite this, the Centennial growth allocation in absolute area and as a percentage change, however, remains among the lowest of all communities identified in the DRCOG Metro Vision 2035 plan.
Urban Growth Boundary/Area (UGB/A)	City of Centennial (Firestine)	We expect that Centennial will continue to grow and develop and that it may continue to annex where those annexations are logical extensions of the City. We understand both the DRCOG development classification system and the methodology by which urban area is reallocated or shared as a result of an annexation. Centennial, however, lacks confidence in the urban area allocations that were set in the DRCOG Metro Vision 2035 plan, particularly in the application of the development classification system to parcels within the City and how both the City's historic annexations and prospective annexation opportunities may change its urban area allocation. Centennial staff have been working with DRCOG staff on these matters but to date have not reconciled either to the level that we can confidently endorse an increased linkage between the UGB/A and DRCOG funding.
Urban Growth Boundary/Area (UGB/A)	City of Centennial (Firestine)	We remain committed to this proposition and are committed concurrently to seeking a regional solution that enables the continued implementation and enforcement of the principles embedded in the Mile High Compact and the core principles of Metro Vision. In the meantime, we strongly encourage DRCOG to either remove the references to the UGB/A in the Metro Vision Public Review Draft or otherwise delay adoption of the plan until such time that the UGB/A system has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG Board.
cUrban Growth Boundary/Area (UGB/A)	Adams County (Shreave)	There should be consideration under UGB/A to incentivize municipalities to annex unincorporated enclave areas that are within a city's planning area.
Urban Growth Boundary/Area (UGB/A)	Adams County (Shreave)	Under voluntary regional/local strategies for UGB/A: include the following: Modify the UGB/A process to allow cities to annex developed areas without utilizing their UGB/A allocation for express purpose of reducing enclave neighborhoods that do not have contiguous services.
Urban Growth Boundary/Area (UGB/A)	Adams County (Shreave)	Pg. 18. the county cannot support, "ensure development outside the UGB/A pays its own way, to the extent practical.

Metro Vision Comments by Topic - Urban Growth Boundary/Area (UGB/A)

Urban Growth Boundary/Area (UGB/A)	City of Thornton (Matkowsky)	Page 15, second paragraph, third sentence, after the word continued add the word to or change continued to continually.
Urban Growth Boundary/Area (UGB/A)	City of Thornton (Matkowsky)	Regional objective 2: the city's current UGB/A allocation does not cover Thornton's growth area.
Urban Growth Boundary/Area (UGB/A)	City of Thornton (Matkowsky)	Metro Vision's aspirational vision is for denser housing within the UGB/A. Density of housing does not necessarily embrace the individual visions of each local government.
Urban Growth Boundary/Area (UGB/A)	City of Commerce City (Timms)	The city has reviewed the document and has one comment, which echoes the comment from Adams County regarding UGB/A and annexation of enclaves. We recommend that DRCOG update the draft to modify the UGB/A process to allow cities to annex developed areas without utilizing UGB/A allocation for express purposes of reducing enclave neighborhoods that do not have contiguous services.
Urban Growth Boundary/Area (UGB/A)	City of Lone Tree (First)	Staff supports the principles and overarching themes described in the draft, including the theme of an "efficient and predictable development pattern", that describes an outcome where urban growth occurs within the Urban Growth Boundary/Area (UGB/A). However, we have a number of concerns and questions about UGB/A allocations, methodologies, classification systems, and maintenance. For example, one concern is that Urban is defined as "Residential subdivisions or groupings of 10 or more residential parcels with an average residential lot size of less than 1 acre." We recommend using a density approach rather than lot size. That would afford greater flexibility for communities to practice smart growth in non-urban areas by allowing smaller lots, clustered together to preserve larger areas of open space.
Urban Growth Boundary/Area (UGB/A)	City of Lone Tree (First)	In speaking with staff from some other jurisdictions, and even among our own staff, there seems to be considerable confusion about the basic mechanics of the UGB/A. Given the prominence of the UGB/A in the draft Metro Vision plan, it would be prudent to revisit and resolve the UGB/A prior to, or concurrent with, Metro Vision adoption rather than after.
Urban Growth Boundary/Area (UGB/A)	City of Lone Tree (First)	Alternatively, if Metro Vision will be adopted prior to resolution of the UGB/A, we recommend re-wording or eliminating references throughout the plan that link regional transportation funding and UGB/A until the UGB/A issue is addressed .
Urban Growth Boundary/Area (UGB/A)	Town of Parker (Matthews)	Outcome 2: The Town of Parker has attempted to work diligently with DRCOG to ensure that the DRCOG UGB/A aligns with the Town's Master Plan and our UGA agreed upon with Douglas County through intergovernmental agreement. However, the Town is concerned that DRCOG has proposed a new UGB/A methodology, while the current boundary methodology has not been consistently managed or interpreted. With the current methodology and allocation, municipalities may be put in a position where they would exceed their allocation based on zoning that is approved today. It is important to ensure that jurisdictions have adequate UGB/A to allow for growth while continuing to encourage a better regional land use. Also city and county growth while continuing to encourage a better regional land use. Also city and county supportive of improving the current system, but is concerned about the unknown impacts a new system may have. DRCOG should determine how UGB/A will be addressed prior to the finalization of the Metro Vision 2040 plan.

Metro Vision Comments by Topic - Urban Growth Boundary/Area (UGB/A)

Urban Growth Boundary/Area (UGB/A)	Arapahoe County (Weimer)	<p>Arapahoe County was previously designated as a UGB entity, but is now designated as a UGA entity at our request, which was approved by DRCOG staff</p> <p>In 2015 Arapahoe County presented a case for consideration of UGB/UGA relative to Counties being able to keep area that is annexed by Cities (current DRCOG documentation states that, if no agreement exists between an annexing City and the County, the UGB/A will go to the City – provides no incentives for the cities to have agreements with the counties).</p> <p>The use of UGB and UGA should be reconsidered to address concerns regarding annexations. In addition, DRCOG should consider formulating policy and process where all localities have an allocation of urban growth area so they have the ability to plan for development with the assurance they will not lose urban growth allocation. This allocation needs to not only consider cities and counties, but also regional allocation of area and growth estimates.</p>
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Staff Response – Metro Vision Comments: Urban Growth Boundary/Area

Between 1995 and 1997, the Denver Regional Council of Governments established an urban growth policy framework and regional growth target for urban development in the region. This commitment was formalized in the adoption of the first Metro Vision Plan, Metro Vision 2020. It emerged out of concerns about continuing historical development trends observed between 1990 and 1995 and impacts on quality of life (e.g. land consumption, increased need for transportation infrastructure, increased congestion, and environmental impacts).

Establishing and managing these urban growth allocations became formalized after the adoption of Metro Vision 2020 through extensive outreach; regional, sub-regional, and local analysis; and Board involvement through ad hoc committees and other Board/committee discussion. The resulting Urban Growth Boundary/Area (UGB/A) program is reflected in the Board-adopted *Metro Vision Growth & Development Supplement*. No major changes to the “Extent of Urban Development” chapter of this supplement have been made since 2009. Additionally, no significant changes have been made to local urban growth allocations since that time.

There has been little activity within or evolution of the UGB/A program since the onset of the Great Recession. DRCOG has begun to discuss how the program might be updated or changed, as significant parts of the program struggle to operate within the context of new growth patterns, changing technological capacity, and evolving local plans.

Given that the UGB/A review isn’t scheduled to occur until after Metro Vision is adopted, DRCOG staff suggest removal of specific references to the existing UGB/A program. Instead, the suggested revisions to the plan focus on the long-standing intent of the existing UGB/A program– the importance of coordinated efforts to pursue a compact urban form. This provides flexibility for the Board to consider adjustments to the “mechanics” of a soon-to-be-decided programmatic approach.

Metro Vision Comments by Topic - Urban Centers

Topic	Commenter	Comment
Urban Centers	Adam County (Shreave)	The urbanized areas in southwest Adams County have transit oriented development opportunities near stations that are not designated as urban centers. DRCOG should look at a more reasonable and meaningful set of criteria to evaluate urban centers in a fair and equitable way, prior to a call for projects for the TIP allocation process.
Urban Centers	Adam County (Shreave)	<p>Pg. 19 Outcome 3: in the blue box between the title and Castle Rock, consider inserting an updated definition for urban centers. Updated definition, " areas that encompass a balanced mixture of housing, employment, and retail opportunities in areas accessible to and connected via a wide cross-section of transportation options. These areas include employment centers, transit station areas, traditional downtowns, greenfield development areas (never developed before and surrounded by mostly undeveloped land), and suburban centers and suburban neighborhood oriented development consistent with Metro Vision characteristics for urban centers."</p> <p>'Urban center' should be redefined to specifically identify suburban development. If 'greenfield development' was originally included as an appropriate definition for suburban development, it should be replaced with 'neighborhood oriented development' as a means to identify compact mixed use development in suburban areas.</p> <p>Consider adding a proposed working definition of NOD: A compact mixed commercial center located at major arterial intersections scaled to serve the adjacent residential walking neighborhoods and other neighborhoods within 3-4 miles. -- adapted from, "Making Suburbs Sustainable"Siembab and Boarnet, 2012</p>
Urban Centers	Adam County (Shreave)	Pg. 14 "Investment" add to options available to regional organizations, "contingent upon acceptance of new definition of urban center that includes compact suburban development"
Urban Centers	Adam County (Shreave)	Pg. 14. Proposed strategy that is missing: Consider multi-modal investments in public infrastructure, public/private partnerships and catalytic projects that connect urban centers."
Urban Centers	Adam County (Shreave)	Outcome 3: Suburban compact development (NODs) should be connected to other 'types of urban centers, such as large employment centers or transit oriented developments via multimodal corridors.
Urban Centers	Adam County (Shreave)	Pg. 22. include under investment strategies for both regional and local, "Consider multi-modal investments in public infrastructure, public/private partnerships and catalytic projects that connect suburban compact development (NODs) to larger urban centers."
Urban Centers	City of Thornton (Matkowsky)	The major policy concern the City has with the 2040 Metro Vision Plan is that it continues to focus on urban centers. The policies, plans, and most importantly, federal funding that comes out of the 2040 Metro Vision Plan, will continue to focus on urban centers to the detriment of suburban communities such as Thornton. While we appreciate the importance and usefulness of urban centers and promoting development patterns and multimodal corridors connecting urban centers, the Plan should be about targeting jobs, transportation and housing improvements where people live and not just urban centers. The document's focus on urban centers needs to be broadened to encompass housing and employment going to locations throughout the DRCOG area that are well situated and have the opportunity to provide well-planned mixed use communities in the suburbs and not just along major interstate corridors.

Metro Vision Comments by Topic - Urban Centers

Urban Centers	City of Thornton (Matkowsky)	Although DRCOG states that Metro Vision accommodates a wide array of unique urban centers, referencing the 104 designated urban centers that include traditional downtowns, transit station areas, existing and emerging centers, and greenfield areas with development plans, the criteria for obtaining an urban center designation tends to support larger, more substantial centers with a considerable mix of housing and jobs. The majority are located in the Denver central corridor and along I-25 (mostly south), US 36, and I-70 corridors.
Urban Centers	City of Thornton (Matkowsky)	This is an issue because the transportation resources are targeted to reward growth and development within the Urban Centers, not to connect suburban communities with jobs in other parts of the metro area. Thornton has very few opportunities to fit the urban center profile. In particular, the North Metro line is located on a rail line previously used for freight, which runs through the center of Thornton and in most cases, is located far away from major arterials where higher employment densities normally locate. Market studies done with recently completed Station Area Master Plans (STAMPs) for stations along the North Metro Line in Thornton do not show a great demand for jobs and commercial activity. This reduces the ability for urban center criteria to apply to these areas and in turn the viability to create urban centers at some of these stations.
Urban Centers	City of Thornton (Matkowsky)	One of Metro Vision's overall goals is to create denser areas to attract transit to help relieve overall transportation pressures. In the suburbs, the opportunity to densify is at a much smaller scale than in more urban areas, and quite frankly, oftentimes meets with resistance from residents who moved to the suburbs because they want to live in less dense neighborhoods. The development of smaller centers within a suburban community is still important for a variety of reasons including helping the overall goal of Metro Vision. Unfortunately, this is not recognized and so the urban centers that are located in efficient (transportation wise) locations, are well served by transit, and have the opportunity for high density housing and jobs, receive the recognition, and therefore, the resources.
Urban Centers	City of Thornton (Matkowsky)	Where urban centers are mentioned in Metro Vision, even though DRCOG says urban centers come in many shapes and sizes, the term really means the high-density/transit focused urban centers and not the smaller urban centers. While we appreciate DRCOG's vision to promote development patterns that promote urban centers and multimodal corridors to accommodate a growing share of the region's housing and employment, it appears to be at the expense of promoting good development patterns and multimodal connections in the suburbs surrounding the core city. Not everyone wants to live in a high-density urban center and they should not be penalized if they chose to live in a less than dense residential community. The Metro Vision needs to give recognition to this and should be focusing on the region's housing and employment being located in location efficient places, including urban centers, high opportunity areas, and areas well served by transit as opposed to just urban centers.
Urban Centers	City of Thornton (Matkowsky)	Regional objective 3 supporting objective, it seems more appropriate to have a document that has an objective if increasing transit service and ridership not only within and to urban centers but to the entire community.
Urban Centers	City of Arvada (McConnell)	Page 19, 2nd paragraph. For the Urban Centers, please identify who DRCOG surveyed for information on the urban centers, and why many of the jobs are lower paying (i.e., are these jobs in the service sector?).

Metro Vision Comments by Topic - Urban Centers

Urban Centers	City of Arvada (McConnell)	Page 22, 2nd bullet point that states “Coordinate with local governments, developers and other partners to establish an online clearinghouse of potential development sites in urban centers”. This may be a time consuming task to establish and keep current, as well as market the information to potential developers. Any thought about using a website such as OppSites (https://oppsites.com/) which identifies potential development sites in cities?
Urban Centers	City of Arvada (McConnell)	Page 22. There are several collaborative regional initiatives, particularly for connections between urban centers and different jurisdictions, that would require funding for implementation. Are there ways to provide funding through DRCOG for the implementation of these initiatives?
Urban Centers	City of Commerce City (Timms)	The city also sees a benefit in urban centers and will be exploring this concept in the next update of the City's Comprehensive Plan.
Urban Centers	Arapahoe County (Weimer)	I find it interesting that Arapahoe County does not have any designation of an Urban Center, which puts the County in a disadvantage when competing for growth/transportation dollars (Current criteria for allocations)/etc.
Urban Centers	Arapahoe County (Weimer)	One size does not fit all, and one could argue that the Prosper and Sky Ranch developments and their planned mixed uses are urban centers or “suburban centers”. There are many examples on the list of “greenfield” developments that are within cities that are urban centers and current definitions seem to exclude Counties under this consideration.
Urban Centers	Arapahoe County (Weimer)	Inverness/Vallagio includes the Dry Creek Light Rail RTD Station, along with a pedestrian walk-over to provide connectivity between the mixed-use residential/commercial developments and is a center for a number of other nearby higher-density residential uses and business uses. This would seem to be an appropriate candidate for consideration as an urban/suburban center shared by City of Centennial and unincorporated Arapahoe County.

Staff Response – Metro Vision Comments: Urban Centers

In 1992, the Denver Regional Council of Governments identified urban centers as a critical component of the region's growth aspirations. This commitment was formalized in the adoption of the first Metro Vision plan, Metro Vision 2020. Successful urban centers help individual communities and the region capitalize on growth by providing efficient public infrastructure, regional mobility, integrated land uses, housing for all life stages and incomes, public health benefits, economic vitality, a sense of community, and environmental protection.

The region's existing centers are spread among 23 cities, towns and counties. These centers vary in scale, character, density, access to jobs, housing, alternative transportation, and their locations within the region. In 2014, 10 percent of the region's housing units and 36 percent of the region's jobs were located in urban centers recognized in the Metro Vision plan. Many designated centers are currently undeveloped, but have development plans consistent with key characteristics of urban centers as described in Metro Vision.

The *Metro Vision 2035 Growth and Development Supplement*, adopted by the Board in 2012, outlines the process to designate an urban center in the Metro Vision plan. The 2012 update to the *Growth and Development Supplement* removed the previous focus on housing and employment densities as the primary evaluation criteria used to recognize urban centers. The designation process now focuses on the core attributes of urban centers outlined in Metro Vision and follows an evaluation process that considers local circumstances and emphasizes local commitment and actions that will create successful centers throughout the region.

The *Growth and Development Supplement* will be revisited after the adoption of the updated Metro Vision plan to ensure alignment between Metro Vision, the region's guiding vision, and the Board adopted policies that govern the evaluation and designation of new centers. For example, the draft Metro Vision plan places new emphasis on multimodal corridors and their role as location-efficient places where development could be prioritized; and public-private partnerships, collaboration and investments that contribute to urban center development.

Metro Vision Comments by Topic - A Connected Multimodal Region

Topic	Commenter	Comment
Theme: A Connected Multimodal Region	Jefferson County (Rosier)	The term "major activity center" is used in the voluntary options for outcome #4. This term has not been defined.
Theme: A Connected Multimodal Region	Jefferson County (Rosier)	One voluntary option encourages local agencies to address the needs of mobility-limited populations. This usually falls under the statutory authority of regional governments, not local.
Theme: A Connected Multimodal Region	Jefferson County (Rosier)	The voluntary option to develop supporting infrastructure for alternative fuels, fleet conversions, environmental preservation, and related topics is not a way to obtain a well-connected regional transportation system. This should be moved to the environmental section.
Theme: A Connected Multimodal Region	Jefferson County (Rosier)	The voluntary option to conduct educational and promotional events to encourage bicycling and walking is not a local government function.
Theme: A Connected Multimodal Region	Adams County (Shreve)	Pg. 32. Under voluntary options available to local organizations include, "Promote Crime Prevention through Environmental Design (CPTED) planning concepts in local planning efforts."
Theme: A Connected Multimodal Region	Pete Rickershauser	<p>Pg.28. under voluntary options for both regional and local organizations, the following needs to be included: coordinate planning efforts to ensure properties needs for expansion of both public and private passenger/transit and goods/freight corridors and facilities are identified and preserved for such usages. Under voluntary options available to regional organizations, recommend the following changes be considered (changes in italics):</p> <p>Conduct a region wide evaluation of potential bus rapid transit corridors <i>and rail transit, commuter and intercity corridors</i> via a joint effort of the Regional Transportation District, DRCOG, the Colorado Department of Transportation, and other stakeholders. (p. 29)</p> <p>Invest in, <i>encourage and participate in public private partnerships to invest in</i> , and manage (delete in) the region's multimodal transportation systems to improve freight and goods movement within and beyond the region. (p. 29)</p> <p>Improve transportation linkages to major destinations, attractions, <i>and markets</i> beyond the region.</p> <p>Adopt land-use standards and around airports and <i>railroad lines and facilities</i> , to guide compatible long-range development (<i>passenger and/or freight, as applicable</i>) (pg. 29)</p> <p>Reserve adequate right-of-ways in developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit (<i>bus and/or rail</i>) and roadway facilities (pg. 29)</p>
Theme: A Connected Multimodal Region	City of Arvada (McConnell)	The draft Metro Vision plan speaks to aspirations that are appropriate for a regional level plan. At the same time, the plan should also address regional level barriers (e.g. Railroads, Ditch/Creeks, etc.) and encourage policy that enables easier and less costly transportation improvements to be able to achieve the vision.
Theme: A Connected Multimodal Region	City of Arvada (McConnell)	The latest transportation theme within the plan is managed lanes (e.g., HOV, HOT, Transit Lanes) that require ITS infrastructure. In order to make the transportation system prepared for ITS improvements, it makes sense to include a vision for shared Fiber Optic or (at a minimum) Conduit system for the metro region.

Metro Vision Comments by Topic - A Connected Multimodal Region

Theme: A Connected Multimodal Region	City of Arvada (McConnell)	Page 29, bullet point under “Voluntary Options Available to Local Organizations” that is “Fund roadway preservation, operational and expansion projects through local capital improvement programs”. Funding for capital projects is a continuous challenge as cities, such as Arvada, struggle to meet and balance the requirements for necessary road repair with new capital projects. A broader base of funding opportunities may be needed to accomplish this initiative.
Theme: A Connected Multimodal Region	City of Aurora (Hancock)	Page 26: This blue box could be expanded to fill the page. “The Sharing Economy” might be a subject by itself. The City of Aurora takes into consideration scooters and wheelchairs as other modes when planning connections to transit stations.
Theme: A Connected Multimodal Region	City of Aurora (Hancock)	Page 31, Blue Box: Consider moving some of the RAQC overlap on Page 37 to Congestion management process.
Theme: A Connected Multimodal Region	City of Aurora (Hancock)	Page 32, A supplement to Regional Objective 5 – Operate, Manage and Maintain a Safe and Reliable Transportation System is citing the need and role of high frequency and accessible transit service throughout the metro area. Delivery of a comprehensive alternative fuels/energy dispensing/charging system seems to be an important element that needs to be mentioned in this section.
Theme: A Connected Multimodal Region	City of Aurora (Hancock)	New Technologies and Innovations – In addition to some general discussions of the importance of embracing new technologies and innovations, such as car-share, bike-share, connected and driverless cars, etc., specific analyses and recommendations should also be developed to address how exactly the region should be better prepared and take the best advantage of the new technologies and innovations.
Theme: A Connected Multimodal Region	City of Aurora (Hancock)	An Interconnected Regional Bicycle Network - In addition to emphasize the importance of funding the first and last mile bike/pedestrian access to transit services, strategies should also be developed to implement an interconnected regional bicycle network which will facilitate an increase of bicycle mode share throughout the region. Specifically, a hierarchical regional bicycle network should be developed which may include bicycle highway, major regional bicycle facilities, etc.
Theme: A Connected Multimodal Region	Jack Wheeler	Thank for recognizing that our transportation system must be expanded to meet future demand of the metro area. Currently, 100,000 people are projected to move to Colorado each year for the next 34 years according to the department of local affairs.
Theme: A Connected Multimodal Region	Jack Wheeler	Our transportation system needs to be robustly invested in in order to meet this population increase. However, investment in a transportation system does not mean simply adding new roadways or more buses (it is very important to note that after the current northern expansion of I25 is complete, I25 is at peak road, it can no longer be expanded).
Theme: A Connected Multimodal Region	Jack Wheeler	Good investments in transportation will be focused on creating vibrant, walkable, multi use neighborhoods. This type of economic development is achieved by investing and expanding RTD's fastracks program, Front Range Commuter Rail from Fort Collins to Pueblo, and investing in Street Car projects connecting downtown to the golden triangle and to cherry creek. For the suburbs, dedicated Bus Rapid Transit corridors will increase non car trips taken in areas that are not very dense.
Theme: A Connected Multimodal Region	Jack Wheeler	I recommend that the DRCOG strongly define what kind of rail and bus improvements it sees important in this plan as it moves forward. This will help guide investment and strongly improve the economic viability of the metro area.
Theme: A Connected Multimodal Region	SWEEP (Salisbury)	As the document I think very straightforwardly states the plan lays out how to ‘make life better for the region’s residents’. This is accomplished by cleaning up the air we breathe, giving people better transportation options, making places easier for pedestrians and cyclists to access among other outcomes discussed.

Metro Vision Comments by Topic - A Connected Multimodal Region

Theme: A Connected Multimodal Region	Robert Brewster	I could write a book on the inadequacy of our highway system, CDOT's lack of proper maintenance, lack of any meaningful highway law enforcement, and our leaders not leading in securing funding to change this inexcusable dynamic.
Theme: A Connected Multimodal Region	Robert Brewster	The worst oversight is the gross failure to focus on adapting existing freight rail corridors to gradual implementation of passenger rail, the one component mostly ignored. Instead, we get pie-in-the-sky high speed rail proposals costing tens of billions of dollars with absolutely no way to pay for them. The studies dutifully sit on shelves and the public suffers. Even if feasible, the time frame for buildout is unacceptable.
Theme: A Connected Multimodal Region	Robert Brewster	I tire of the endless parade of expensive studies, consultant largesse, and the highway lobby dominance in decision making. They steal valuable resources and eternities of time. Action needs to be taken NOW! The needs are decades old. Enough bureaucracy.
Theme: A Connected Multimodal Region	Robert Brewster	The most productive thing to do is form a partnership with BNSF and UP to incrementally expand their rail infrastructure and focus on peak hour passenger rail service along the I-25 corridor, with greatly expanded Bustang service in the off-peak hours. Bustang is woefully inadequate and a bit expensive to ride but long overdue. Credit CDOT for that program still in its infancy. It needs expansion immediately. With more destinations.
Theme: A Connected Multimodal Region	Robert Brewster	Colorado's population is growing by leaps and bounds with no signs of slowing. Relying only on highways is a non-starter, though they, too, must be improved. Everyday, the highway system fails us due to crashes (real people die on our roads at unacceptable levels - often due to lack of law enforcement - pre-emptive action is needed), construction, weather, and sheer volume. It will only get worse. Drivers competing for limited space often act out in all-too-common road rage events. The urban and exurban sprawl further exaggerate this paradigm. The existence of rail corridors would help direct this growth in a more orderly fashion, as has been proven in the Denver metro area with the current blossoming of rail.
Theme: A Connected Multimodal Region	Robert Brewster	Developing a rail alternative along the I-25 corridor is essential for sane transportation policy, particularly to the south. Adapting the BNSF corridor to the north, likewise. We must stop wasting time and act. There are economic consequences to doing nothing. From a personal perspective, I avoid driving as much as possible. So I minimize spending money at state venues. Rather, I wait until I take more lengthy vacations and spend my money elsewhere. I refuse to risk my life and sanity on I-25, I-70, and other death-defying arterials. Driving for a living has taught these invaluable lessons. I've seen it all!
Theme: A Connected Multimodal Region	Robert Brewster	Our state needs more transportation options other than the private automobile. And we need them NOW!
Theme: A Connected Multimodal Region	RTD (Quinn)	Pg. 28. Voluntary Options Available to Regional Organizations, 4th bullet under Collaboration: Why only coordination with RTD on major projects? I guess this is ok for Regional Organizations but need to add a new bullet about coordination with RTD for smaller initiatives in the Local options. Added as a separate
Theme: A Connected Multimodal Region	RTD (Quinn)	Pg. 28. Voluntary Options Available to Local Organizations, 1st bullet under Collaboration: Coordination with RTD should focus on station elements providing a "level playing field" of access across all modes.
Theme: A Connected Multimodal Region	RTD (Quinn)	Pg. 28. Voluntary Options Available to Local Organizations, 3rd bullet under Collaboration: There should be another bullet for coordination with RTD to improve services with things like service buy-ups for increased frequency. Should also add coordination on small projects to improve transit service with transit priority elements (bus bulbs, TSP, queue jump lanes, etc)

Metro Vision Comments by Topic - A Connected Multimodal Region

Theme: A Connected Multimodal Region	RTD (Quinn)	Pg. 29 Voluntary Options Available to Local Organizations, 9th bullet under Policies and Regulations: Support innovation in First/Last Mile connections to major transit stations including but limited to ridesharing, bike/ped infrastructure, integrated fare payment systems and trip planning.
Theme: A Connected Multimodal Region	RTD (Quinn)	Outcome 5 narrative: sounds like this is directly from RTD's mission statement.
Theme: A Connected Multimodal Region	Town of Parker (Matthews)	Outcome 4: The RTD Tax District does not cover all areas within UGB/A and RTD does not provide service to all areas within the UGB/A. This will continue to affect RTD transit service delivery to Parker and other jurisdictions in the future. Suggest DRCOG adding a strategy to work with RTD and other transit and para- transit providers to provide improved transit service throughout the UGB/A boundaries.
Theme: A Connected Multimodal Region	Town of Parker (Matthews)	Outcome 5: Staff Comment No. 5: Parker's current Call-N-Ride and para-transit services are limited in area and time availability, making it difficult for seniors and those with disabilities to access public transportation. Also, current transit service times align with traditional commuter hours, but do not align with retail and other service sector jobs which are common throughout the metro area. The Town recommends DRCOG add a strategy that would address the challenges that communities face with limited services for its mobility-limited population and that address transportation options for employment sectors that have work schedules, outside of the traditional.
Theme: A Connected Multimodal Region	CDPHE (Townley)	Pg. 29. Voluntary Options Available to Regional Organizations, "Work with partners to expand the regional travel demand management..." add at the end, "and Walk and Bike to School Day"
Theme: A Connected Multimodal Region	CDPHE (Townley)	Pg. 30 Voluntary Options Available to Local Organizations, replace, " Conduct educational and promotional events to encourage bicycling and walking" with, "Promote educational events and programs that encourage bicycling and walking, such as Safe Routes to School."
Theme: A Connected Multimodal Region	CDPHE (Townley)	Pg. 32 Voluntary Options Available to Local Organizations, "Partners with local law enforcement agencies...." add to the end, "such as Safe Routes to School and Vision Zero.
Theme: A Connected Multimodal Region	CDPHE (Townley)	Pg. 32 Voluntary Options Available to Local Organizations, "Partners with local law enforcement agencies...." add to the end, "such as Safe Routes to School and Vision Zero.

Staff Response – Metro Vision Comments: A Connected Multimodal Region

A Connected Multimodal Region is Metro Vision’s overarching transportation theme. It has two regional outcomes oriented towards building a well-connected transportation system that serves all travel modes, and operating and maintaining the multimodal transportation system to be safe and reliable. 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 also connects the region to the rest of the state and beyond, and will evolve to include future technology and mobility innovations as appropriate. The companion *Metro Vision Regional Transportation Plan* helps implement the transportation theme of Metro Vision by defining the specific transportation system the region envisions and the portions that can be funded through 2040.

The transportation theme notes that the region will add 1.2 million more people and more than 600,000 jobs by 2040. Therefore, transportation system investments will include expanding transit service and coverage, improving on- and off-street bicycle and pedestrian facilities, widening and adding new roadways, and promoting travel options. The resulting transportation system will increase mobility choices within and beyond the region for people, goods, and services. Operating and maintaining a safe and reliable transportation system will include optimizing safety, security, mobility, performance, and reliability. The region will also maintain existing and future transportation facilities and increase the deployment of technology and mobility innovations to improve reliability and optimize capacity.

In addition to the *Metro Vision Regional Transportation Plan*, many specific transportation issues are, or will be addressed, through other planning efforts by DRCOG, CDOT, RTD, and others. For example, DRCOG is embarking on an Active Transportation (bicycle, pedestrian, and non-motorized) Plan and CDOT is undertaking a statewide Multimodal Freight Plan. Many other studies and planning processes are addressing specific transportation project, corridor, mode, and other issues in more detail.

Metro Vision Comments by Topic - Regional Transportation District (RTD)

Topic	Commenter	Comment
Regional Transportation District (RTD)	City/County of Broomfield (Kreeger)	RTD also has a giant budget shortfall for next year, and my guess is they will struggle every year to meet demand. My opinion would be to have a smaller timeline (maybe in addition) and do what's feasible in the near and foreseeable future. Personally, I'd start planning on how alternative forms of transit will impact the picture. I'd also push RTD to engage in PPP's to help solve the transit issues. P. 26 mentions some of this. I'd like to see this plan built more around implementing new solutions
Regional Transportation District (RTD)	City/County of Broomfield (Kreeger)	I think future transit will be impacted by ridesharing more than anything between now and 2040. There are some legal restrictions to PPPs with innovative ridesharing companies, like Bridj, that exist now. And RTD also doesn't seem inclined to work with these companies. Maybe there should be a goal of setting up a regulatory structure to accommodate new type of services, and a push to get underfunded RTD to engage outside their normal boundaries.
Regional Transportation District (RTD)	Jefferson County (Rosier)	A supporting Objective to Objective #5 should address public transportation system frequency and accessibility, not just system performance and reliability. Jefferson County has numerous areas within the RTD District that are not serviced by RTD.
Regional Transportation District (RTD)	Adams County (Shreve)	Regional Objective #4: it is concerning there are no references to completing FasTracks in the objective. Under "Supporting Objectives" please add complete FasTracks
Regional Transportation District (RTD)	Adams County (Shreve)	Pg. 28. Under voluntary options available to regional organizations include, "Work with the Regional Transportation District, other transit providers, agencies and the private sector to develop a strategic plan to complete FasTracks."
Regional Transportation District (RTD)	City of Thornton (Matkowsky)	While it touts the advances made in expanding regional mobility through FasTracks, the document fails to mention that FasTracks is not completed nor does it affirmatively state that FasTracks needs to be completed. FasTracks has expanded regional mobility to virtually every area of Denver metro except to the north and northwest yet was approved by the voters to be built. The document also seems to imply that every part of the DRCOG area has equal access to bus service. The majority of Thornton is not served by transit and there doesn't seem to be any recognition of this or suggestion that this needs to be addressed.
Regional Transportation District (RTD)	City of Thornton (Matkowsky)	Appendix B: Thornton has only one high frequency transit stop in a designated urban center.
Regional Transportation District (RTD)	City of Thornton (Matkowsky)	Appendix B: Eastlake is not shown as a high-frequency stop but will be end of line with 20 minute headways starting in 2018.
Regional Transportation District (RTD)	City and County of Broomfield (Hilgers)	Based on Broomfield's Transportation Plan vision, we would encourage DRCOG to consider the following language, or something similar, to add to the Metro Vision 2040 Plan (within the Connected Multimodal Region section): Work with RTD, other transit providers, agencies, and the private sector to develop a strategic plan to complete FasTracks.
Regional Transportation District (RTD)	RTD (Quinn)	How does RTD prioritize Metro Vision plans?
Regional Transportation District (RTD)	Arapahoe County (Weimer)	There is focus in the plan related to transit, but the plan does not reference Fast Track as a regional effort. I would suspect that some type of reference is need as that is the primary transit effort and for which the measure will tie to.

Staff Response – Metro Vision Comments: Regional Transportation District (RTD)

Metro Vision’s transportation theme emphasizes the importance of investing in transit service to expand travel choices, increase mobility, and connect modes. The transportation theme specifically calls for expanding transit service and coverage (Regional Objective 4 narrative), and improving the region’s comprehensive transit system (supporting objective).

While the importance of FasTracks is addressed in multiple places within Metro Vision, the draft has been revised to more explicitly state the region’s shared commitment and continued high priority to complete the FasTracks program.

Metro Vision Comments by Topic - Passenger Rail

Topic	Commenter	Comment
Passenger Rail	Jay Jones	From our Denver offices, we are noticing No Rail in your Vision @ all. We realize the highway lobby has a strong hand here. Do yourselves, a favor and work. In rail for some illusion of vision. Work in a rail plan NOW. All other municipalities are working in a Rail Plan after the fact. Costing 2X~3Xs the initial costs. With the steady growth in Denver's population We just see another LA. Your consultants have no vision; they produce what you. All ask for. Very disappointed
Passenger Rail	Jon Esty	<p>Pg. 30. I would like to see the expansion in, "improve transportation linkages to major destinations and attractions beyond the region". There needs to be attention paid to the development of transportation linkages, other than highways, to the other major Front Range population centers where most of the state's population resides. Rail corridors do exist between Pueblo and Fort Collins that have the potential of providing speedy and efficient transportation as long as the necessary upgrades to the rail line infrastructure are made. Denver Union Station would serve as the centerpiece for such a Front Range passenger rail system. The draft should outline specific efforts to be made in cooperation with, RTD, C-DOT and other regional councils of governments to achieve the goal of passenger rail connectivity along the Front Range.</p> <p>This suggestion coincides nicely with numerous observations made in the draft plan about the growing pressures of regional population growth and the need to provide efficient transportation services to the Denver region and beyond.</p>
Passenger Rail	ColoRail (Souby)	Naturally, ColoRail's primary interest falls within the Connected Multimodal Region (CMR) theme and outcomes but as indicated throughout the plan, this theme is deeply interrelated with the other themes in the plan.
Passenger Rail	ColoRail (Souby)	In view of the huge issues facing the region, we find the draft plan misses an important transportation opportunity for the Denver Metro Region. This opportunity is a Front Range Passenger Rail system both serving and linking the Region with the other cities, Councils of Government, and Metropolitan Planning Organizations, from Fort Collins to the North and Pueblo to the south. Eventually this system could extend into our neighboring states of Wyoming and New Mexico, and later yet, connect with Texas.
Passenger Rail	ColoRail (Souby)	Such a system will help the communities and civic organizations within the region achieve many of their goals. For example, such a system will stimulate strong economic development while also helping to generate more predictable, compact and higher density developments in communities with stations along the route. With the advent of driverless vehicles, which experts say will be maturing by 2040, and more robust bicycle and pedestrian access, these rail services will be well served with few first mile last mile connection issues. Such a system will serve as an efficient spine for residents traveling to and from destinations all along the Front Range including Denver International Airport. Furthermore, such a system would provide important mobility to the more elderly citizens we expect in Colorado by 2040.
Passenger Rail	ColoRail (Souby)	Costs for passenger rail service are now comparable if not more economical than roadways and often provide much more capacity. This situation is being borne out by the large sums currently estimated for I-25 North and I-70 improvements in the Denver Metro region. With participation of neighboring communities north south of the Denver Metro region and federal support, a Front Range Rail system could be brought in even with the fiscal constraints that often prevent leaders from properly considering the best transportation alternatives.

Metro Vision Comments by Topic - Passenger Rail

Passenger Rail	ColoRail (Souby)	In this regard, ColoRail would strongly recommend that either a new Regional Objective be added to the plan or Regional Objective 4 be modified in include recommending support for a Front Range Passenger Rail system to be developed and constructed as soon as practicable. This objective would support Front Range Rail Corridor planning in cooperation with communities, RTD, freight railroads (which own rights of way that could be improved to entertain passenger rail services), as well as other possible operators including Amtrak and private concerns, the Southwest Chief Rail Line Commission (which is working on passenger service from La Junta to Pueblo and beyond), as well as COG, MPO and related organizations.
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Staff Response – Metro Vision Comments: Passenger Rail

Metro Vision’s transportation theme, A Connected Multimodal Region, addresses the issue of connections – both within the region and to the rest of the state and beyond. It calls for investing in all travel modes so that the resulting transportation system will increase mobility choices within and beyond the region for people, goods, and services (Regional Objective 4 narrative). Outcome 4 notes that the regional transportation system is well-connected and serves all modes of travel. The narrative for Outcome 4 discusses that the transportation system connects the region to the rest of the state and beyond. A supporting objective under Regional Objective 4 specifically calls for improving interconnections of the multimodal transportation system within and beyond the region.

Potential intercity passenger rail is an important issue that is addressed and accommodated at the regional plan level through the narrative, outcome, and supporting objective described above. More specific initiatives have been and are being undertaken by CDOT through its *Interregional Connectivity Study and Advanced Guideway Study* that examined the feasibility of intercity passenger rail along the Front Range and the I-70 Mountain Corridor. CDOT is also undertaking an update to its *State Freight and Passenger Rail Plan*. DRCOG’s *Metro Vision Regional Transportation Plan* and accompanying *Coordinated Transit Plan* also address potential intercity passenger rail.

Metro Vision Comments by Topic - Freight

Topic	Commenter	Comment
Freight	Pete Rickershauser	The Plan is clear that key components of the Metro Vision involve land use and transportation planning. It also clearly lays out why a Metro Vision document is necessary. I would suggest some statistics on goods/freight movements or expected freight volume growth paralleling population growth be placed in the "Why Do We Need Metro Vision" section (p. 4) to ground the readers in the expectation and impact of this type of growth, and the need to plan for it.
Freight	Pete Rickershauser	Given the Themes, proposed/desired Outcomes, and the Measures, all against the backdrop of population growth and necessity of planned versus random development/redevelopment, I find the Vision draft severely lacking in the areas of transit development using existing or proposed rail corridors, and in recognizing and planning for multimodal freight mobility to, from and within a region where goods movement will grow proportionately to population growth and, at the same time, develop beyond the transportation infrastructure capabilities which now exist. What the readers need to understand is that most goods consumed in the metro area come from long distances away, and that planning to increase the capacity of those supply chains to seamlessly deliver what the growing metro area needs within the framework of the Metro Vision is important and needs to be addressed.
Freight	Pete Rickershauser	Existing freight rail corridors are privately owned, and are frequently on a right-of-way footprint which is wider than the current usage. Any traffic moving in these corridors, either passenger or freight, by definition does not move on the public streets and highways. Maximizing the use of these corridors and facilities needs to be considered collaboratively with their owners so that the passenger and goods-movement needs of the region take advantage of this additional, high capacity non-publicly-owned resource is brought to bear to meet the goals and desired outcomes of the Metro Vision. Likewise, the owners of these corridors invest in them with their funds, not public funds, to maintain and expand their capabilities; partnering with them on long-range plans to meet the metro area's capacity demands can provide the metro area with growth capacity and capabilities not entirely bought with public funds, permitting public funds to be applied to other projects.
Freight	Pete Rickershauser	The first mention of "goods" (freight, packages, etc.) in the Metro Vision occurs on p. 25 of the draft. However, the balance of this section is all about people movement/travel. As far as leveraging "a range of funding solutions to build and maintain transportation infrastructure and services", private funding of capacity growth in rail corridors and multimodal facilities needs to be specifically highlighted as part of the passenger and freight mobility solutions to be considered. After all, shifting goods movement from highway to rail, at a minimum, opens up and preserves highway/street capacity for people movement/travel.
Freight	Pete Rickershauser	Supporting objectives to Regional Objective 4 while mentioning goods, is totally focused on the movement of people. The supporting objectives should be expanded to include: Improve, extend and diversify the region's comprehensive transit system Improve the capacity of the region's freight rail system Improve interconnections of the multimodal transportation system within and beyond the region for the movement of people and goods.

Metro Vision Comments by Topic - Freight

Freight	Pete Rickershauser	In summary, I think the Metro Vision needs to more fully explore how freight railroad infrastructure and corridors can contribute to area people and goods mobility as growth occurs; I think a greater emphasis needs to be placed on ensuring, where the word "transit" is used, that the reader understands its use includes commuter and regional passenger rail; and I think planning on goods movement within, to and from the metro region is equally important to the mobility and movement of people, including maximizing the use of rail as part of a multimodal goods movement plan.
Freight	Robert Brewster	Improving the existing rail infrastructure also opens a pathway to aggressively solicit intermodal freight, shifting large trucks from the roads to the rails, creating multiple winners. Intermodal freight trains and passenger trains have compatible speeds. Improving existing rail infrastructure has the capability to be affordable and doable in reasonable time frames. Doing it incrementally allows the benefits to flow far more timely for the population, which is desperate for transportation alternatives.

Staff Response – Metro Vision Comments: Freight

Freight and goods movement is an important topic that is receiving increased attention at both the federal and state levels. Metro Vision addresses freight in the introduction to the transportation theme (a multimodal approach to move people and goods), Outcome 4 narrative (freight rail linkages), Regional Objective 4 narrative (increase mobility choices within and beyond the region for people, goods, and services), Regional Objective 5 narrative (improve the safe and reliable flow of people and goods), and several regional and local initiatives. Freight and goods movement is also addressed in other Metro Vision themes.

In addition to Metro Vision, the *Metro Vision Regional Transportation Plan* has a significant freight component. CDOT is also undertaking a statewide multimodal freight plan and updating its *State Freight and Passenger Rail Plan*. DRCOG also led the commercial vehicle survey project in collaboration with three other MPOs along the Front Range to better understand this aspect of freight and goods movement and to improve its regional traffic model.

Metro Vision Comments by Topic - A Safe and Resilient Built and Natural Environment

Topic	Commenter	Comment
Theme: A Safe and Resilient Natural and Built Environment	City/County of Broomfield (Kreeger)	I like the water conservation goals. I think we could do more of this in Brmd. We require non-native plantings that need lots of water for instance (like grass in parkways).
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	Much of the background assumes that the damage caused in the 2013 floods was because of structures that were placed in the floodplain. This is not the case.
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	The voluntary option to adopt parking management strategy that reduces idling for Outcome #6 is not a local function.
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	The adoption of policies and regulations that prevent ground water contamination may be a regional government authority, not a local government's authority.
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	Updating business fleets to alternative fuel vehicles is not a local government authority.
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	Jefferson County Open Space has over 54,000 acres of land and more than 230 miles of trails. The majority of the growth in the region will be occurring in the northeast and east of the region, whereas the majority of the open space is contained within the west and south of the region. There should be specific goals for preserving open space in the area where new growth will occur.
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	The voluntary option of "using open space as a tool to shape growth and development patterns" does not necessarily correlate to the strategies of conserving valuable natural resources and lands while going against Jefferson County core values of respecting individual property rights.
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	Outcome #8 should evaluate water conservation and water quantity goals with the value of preserving agricultural lands.
Theme: A Safe and Resilient Natural and Built Environment	Jefferson County (Rosier)	Outcome #9 should evaluate the improbability of reducing risks from hail, tornadoes, and wildfire. There is no amount of open space, limited development, or planning that would protect from these high risk threats.
Theme: A Safe and Resilient Natural and Built Environment	Adams County (Shreve)	Page 44. Although water is addressed in others areas, it would be unfortunate to not include water efficiency and suitability practice for agriculture as that use consumes the majority of the states supply.
Theme: A Safe and Resilient Natural and Built Environment	Adams County (Shreve)	Page 45. Supporting objectives should be to keep water for agriculturally producing land in urban conservation areas attached to the land for viable production.
Theme: A Safe and Resilient Natural and Built Environment	Adams County (Shreve)	pg. 44 supporting objectives language should include protection and conservation of water as well as the land. Without water it would be extremely difficult to viably bring additional land or operations in production as Regional Objective 8 states. Proposed rewrite, "conserve significant agricultural lands and associated water resource" Proposed strategy that is missing: support for CSA opportunities/programs in the region.
Theme: A Safe and Resilient Natural and Built Environment	City of Thornton (Matkowsky)	Regional objective 8 supporting objectives: One of the supporting objectives is to conserve significant agricultural lands. This coupled with the strategic initiative from the regional level to encourage land trusts could hamper developable areas in Thornton and its growth area.

Metro Vision Comments by Topic - A Safe and Resilient Built and Natural Environment

Theme: A Safe and Resilient Natural and Built Environment	City of Arvada (McConnell)	Page 35. "Resilience" depends on more than just the natural and built environment. Many, including the Governor's Resiliency and Recovery Office, would argue that resilience-building is a holistic effort rooted in community empowerment, adaptive learning, and partnership. We suggest changing the theme title to include the human element of disasters (i.e., "A Region of Safe and Resilient Communities and Environments").
Theme: A Safe and Resilient Natural and Built Environment	City of Arvada (McConnell)	We suggest revising or adding additional outcomes: The region prioritizes hazard-focused community preparedness, risk management, and mitigation actions that reduce long-term vulnerabilities and promote a culture of resilience The region strengthens intrinsic community functions that are critical for absorbing, rebounding from, and adapting to hazard risks The region prioritizes mitigation action in areas that have both high hazard risks AND high levels of social vulnerability.
Theme: A Safe and Resilient Natural and Built Environment	City of Arvada (McConnell)	Page 39. Under "Investments" in "Voluntary Options available to Regional Organizations", there are several initiatives identified related to air quality. Aren't there any investment initiatives that can be included that relate to water quality and/or conservation?
Theme: A Safe and Resilient Natural and Built Environment	City of Aurora (Hancock)	Page 39, Left side, 5th bullet: The state requires low-flow plumbing devices (Water Sense). Because hardscape heats up adjacent buildings which then cause the buildings to use more energy to cool, please add the word "natural" to "landscaping" as frequently as possible throughout this section and anywhere else it's appropriate. Add another bullet that describes Low Impact Development and Green Infrastructure. One additional bullet might describe the benefit of xeric trees.
Theme: A Safe and Resilient Natural and Built Environment	City of Aurora (Hancock)	In Voluntary Options for local governments, please include bullets for adoption of alternative fuel/electric vehicles and fueling infrastructure outside of transportation projects, renewable energy, and smart grid infrastructure
Theme: A Safe and Resilient Natural and Built Environment	City of Aurora (Hancock)	Page 42, bottom left: consider re-thinking promoting fee-in-lieu for open space which reduces the number of opportunities for LID and GI in urban areas.
Theme: A Safe and Resilient Natural and Built Environment	City of Aurora (Hancock)	Page 45, Food waste is not addressed.
Theme: A Safe and Resilient Natural and Built Environment	City and County of Denver (Armijo)	Outcome 7 narrative: replace community in the last sentence with both physical and mental
Theme: A Safe and Resilient Natural and Built Environment	City and County of Denver (Armijo)	Pg. 47, blue box, "Characteristics of resilient communities". Add health departments after appointments officials.
Theme: A Safe and Resilient Natural and Built Environment	City and County of Denver (Armijo)	Pg.48-49. The Strategic Initiatives for Outcome 9a and 9b all refer to one-time hazards, nothing about becoming more resilient to ongoing changing conditions (such as more hot days, more severe storms, more flooding, etc.). These are at least as important to prepare for and may impact larger numbers of people than one-time events. Ongoing climate events should be referred to in these Initiatives.
Theme: A Safe and Resilient Natural and Built Environment	CDPHE (Townley)	Pg. 47, blue box, "Characteristics of resilient communities". Add health departments after appointments officials.

Staff Response – Metro Vision Comments: A Safe and Resilient Built and Natural Environment

Over the past two decades the region's Metro Vision plan has been oriented around three key plan components – growth and development, transportation, and the environment. At the Board of Director's 2013 workshop, resilient infrastructure and communities were noted as potential points of emphasis to be included in the updated Metro Vision plan. This area of emphasis was echoed by stakeholders throughout the plan development process.

The draft plan specifically notes the importance of planning and actions to reduce the risk and effects from natural and human-created hazards including minimizing community disruption and economic, environmental, and other losses. The draft also builds on the currently adopted Metro Vision plan (Metro Vision 2035) by emphasizing:

- efforts to ensure our region has clean water and air, and lower greenhouse gas emissions
- an interconnected network of widely accessible open space, parks, and trails that can provide recreation and environmental benefits
- proactively conserving working agricultural lands of significance for current and future generations.

Rather than limiting the region's potential to grow, the region's natural amenities and outdoor recreation opportunities will continue to help sustain growth and economic investment. This update emphasizes the importance of resident and visitor access to these assets and that these resources may be key components in shaping local growth and development patterns – potentially deterring growth in areas where resource protection is prioritized or encouraging development oriented to natural and recreation amenities where desired.

Metro Vision Comments by Topic - Healthy, Inclusive and Livable Communities

Topic	Commenter	Comment
Theme: Healthy, Inclusive and Livable Communities	Jefferson County (Rosier)	The term "active choices" is not defined.
Theme: Healthy, Inclusive and Livable Communities	Jefferson County (Rosier)	The voluntary options for regional organizations do not support Outcome #10. They only support the supporting objectives.
Theme: Healthy, Inclusive and Livable Communities	Adams County (Shreve)	Page 55. Health outcome focus should be added to pg. 55. In additional, should we limit ourselves to only items listed in the regional equity atlas (also repeated on pg. 58)?
Theme: Healthy, Inclusive and Livable Communities	Adams County (Shreve)	Page 62. Transfer of development rights should be added to encouraged tools.
Theme: Healthy, Inclusive and Livable Communities	Adams County (Shreve)	Regional Objective 12: The county's position is that access to good transportation is a key consideration for the location of affordable housing. The Adams County Housing Authority has provided a set of recommendations on how the county can maintain affordable housing near TODs. One area of emphasis centers around unfunded 'Residential Services Programs' as a two-generation approach to family self-sufficiency and future upward mobility for children.
Theme: Healthy, Inclusive and Livable Communities	Adams County (Shreve)	Under voluntary options available to local organizations include, "consider supporting residential services programs in affordable housing communities"
Theme: Healthy, Inclusive and Livable Communities	Tri-County Health Department (Lynch)	We commend Denver Regional Council of Governments (DRCOG) for the thoughtful inclusion of policies to promote healthy, inclusive and livable communities in the Metro Vision Plan. Adoption of this plan continues the region's history of supporting policies, programs and partnerships that ensure residents of all ages and income levels live and work in environments that support health and social well-being. As the regional leadership for local public health, we are pleased by the themes, outcomes, objectives and policies that support population health in the final draft of the Metro Vision Plan.
Theme: Healthy, Inclusive and Livable Communities	Tri-County Health Department (Lynch)	This kind of good governance supports population health by ensuring that all residents, including those most at-risk for poor health, have access to public services and opportunities for jobs, housing, health care, physical activity and healthy food.
Theme: Healthy, Inclusive and Livable Communities	Tri-County Health Department (Lynch)	The Metro Vision plan expands this important focus on health with a robust, multi-staged process that includes public health expertise. We are pleased to see the overarching theme of Healthy, Inclusive and Livable Communities and the focus on health-related policies on multi-modal transportation, access to healthy foods, and connections to health services.
Theme: Healthy, Inclusive and Livable Communities	Tri-County Health Department (Lynch)	The Metro Denver Public Health Partnership is committed to supporting your efforts and working together to promote regional collaboration on issues that extend beyond jurisdictional boundaries. We can provide the health data and technical assistance you need to support your efforts on building healthy, safe, sustainable and thriving multi-generational communities. We hope that our Public Health Partnership can grow in the future through our involvement in DRCOG's planning efforts, promotion of grant opportunities and sharing of lessons learned across the region. We thank DRCOG for serving as a state and national model on healthy community issues and support the adoption of a robust Metro Vision plan.
Theme: Healthy, Inclusive and Livable Communities	City of Arvada (McConnell)	Page 56. For the voluntary local initiative "Provide incentives for grocers who locate in urban centers...", this could be expanded to include the thought that it may be more realistic to encourage existing stores (e.g., 7-Eleven) to carry more fresh produce and food items. From the City's point of view, it is challenging to attract small-format grocery stores in areas where they are needed, and it may be more effective to encourage existing stores to expand their inventory of fresh produce and grocery items.

Metro Vision Comments by Topic - Healthy, Inclusive and Livable Communities

Theme: Healthy, Inclusive and Livable Communities	City of Aurora (Hancock)	Page 56: Add bullet: Identify and prioritize funding for increasing investment for multi-modal connections in underserved neighborhoods.
Theme: Healthy, Inclusive and Livable Communities	City of Aurora (Hancock)	Page 57, Fitzsimons: Since this is 2040 plan, we might mention the VA hospital, its clients and its impact.
Theme: Healthy, Inclusive and Livable Communities	City and County Denver (Armijo)	Pg. 52, blue box, "Addressing Health Disparities". " This talks only about the cost of health care. Did we mean "Addressing growing health care cost disparities"? Or did we mean differences in health outcomes among demographic groups that are avoidable (such as higher obesity in children living in communities with low access to parks and recreation, for example)? If the latter, we should add a few sentences about health disparities among demographic groups, and how land use and transportation planning can reduce these disparities.
Theme: Healthy, Inclusive and Livable Communities	City and County Denver (Armijo)	Pg. 52, blue box, "Make the healthy choice the easy choice". Re-write the last sentence as follows, "Improved access to these recreational opportunities, as well as a built environment that provides more physical activity opportunities, can lead to reductions in chronic diseases such as hypertension, obesity, and diabetes.
Theme: Healthy, Inclusive and Livable Communities	City and County Denver (Armijo)	Pg. 53, blue box, "HIAs: an emerging practice", re-write the third sentence as follows, "This tool helps planners evaluate the health effects of proposed projects, plans and policies; highlights health disparities; provides evidence-based recommendations to improve health; makes health effects more explicit; and engages and empowers communities to improve the health of their residents. HIAs are a tool to help achieve a "health in all policies" approach throughout communities."
Theme: Healthy, Inclusive and Livable Communities	City and County Denver (Armijo)	Pg. 56 Voluntary Options Available to Regional Organizations, "Support projects that consider all...." add, "and Safe Routes to School objectives" to the end of the sentence.
Theme: Healthy, Inclusive and Livable Communities	City and County Denver (Armijo)	Pg. 57, blue box, "Four- year Area Plan on Aging" revise the second paragraph, third sentence as follows, "older adults often need transportation support in order to maintain their health and wellness- to access health care and pharmacies, maintain social interaction and reach community and social service areas".
Theme: Healthy, Inclusive and Livable Communities	CDPHE (Townley)	<p>Pg. 53, blue box, "Factors affecting individual health" should include language on health impacts of physical activity and active transportation. We suggested the following be added</p> <p>"Regular physical activity is one of the most important things Coloradans can do to improve their health. An active lifestyle promotes healthy weight and reduces the risk of developing chronic diseases such as heart disease, diabetes, and some cancers.</p> <p>A growing body of research links this inactivity to community design that limits walking and biking. The connection is simple: people are less inclined to walk and bike in places that feel unsafe or unpleasant, which limits physical activity and social interaction.</p> <p>People who live in neighborhoods with sidewalks on most streets are 47 percent more likely to be active at least 30 minutes a day, which meets the Center for Disease Control's recommendation for physical activity.(1) They are also less likely to be overweight or obese than people that live in neighborhoods with low walkability. Our communities can promote active living by designing streets that are safe and attractive places to walk and bike.</p> <p>Citation: Sallis J, Bowles H, Bauman A, et al. Neighborhood Environments and Physical Activity among Adults in 11 Countries. Am J Prev Med 2009;36(6): 484–490.]</p>

Metro Vision Comments by Topic - Healthy, Inclusive and Livable Communities

Theme: Healthy, Inclusive and Livable Communities	CDPHE (Townley)	Pg. 52, blue box, "Make the healthy choice the easy choice". Re-write the last sentence as follows, "Improved access to these recreational opportunities, as well as a built environment that provides more physical activity opportunities, can lead to reductions in chronic diseases such a hypertension, obesity, and diabetes.
Theme: Healthy, Inclusive and Livable Communities	CDPHE (Townley)	Pg.55 Voluntary Options Available to Local Governments, "Promote the development of shade canopy appropriate..." ~ Skin cancer is the most commonly diagnosed cancer in Colorado. This local policy supports the goals and objectives of 2016- 2020 Colorado Cancer Plan to reduce the incidence of skin cancer.
Theme: Healthy, Inclusive and Livable Communities	CDPHE (Townley)	Pg. 55 Voluntary Options Available to Local Governments, "Pursue agreements to share public properties...." Add, "known as shared use agreements"
Theme: Healthy, Inclusive and Livable Communities	CDPHE (Townley)	Pg. 54 and 56: Add photos - This would be a great opportunity to highlight metro area multimodal trails, protected bike lanes, complete streets, farmers markets.
Theme: Healthy, Inclusive and Livable Communities	CDPHE (Townley)	Pg. 57, blue box, "Four- year Area Plan on Aging" revise the second paragraph, third sentence as follows, "older adults often need transportation support in order to maintain their health and wellness- to access health care and pharmacies, maintain social...."
Theme: Healthy, Inclusive and Livable Communities	Chris Waggett	P.51 – Livable communities & affordability will be most effectively/positively impacted by increasing supply of all price-points and tenures of residential property. In that context, the lack of construction defect reform by the State is the biggest impact on new condo construction, and hence, affordability.
Theme: Healthy, Inclusive and Livable Communities	City of Thornton (Matkowsky)	One of the regional objectives under this theme is regarding diversification of the region's housing stock and objectives to (a) increase the regional supply of housing attainable for a variety of households, and (b) increase opportunities for diverse housing accessible by multimodal transportation. Providing housing choices that allow individuals and families to find desirable housing that is affordable and accessible to them in communities throughout the region is certainly a laudable goal.
Theme: Healthy, Inclusive and Livable Communities	City of Thornton (Matkowsky)	Page 62. under Strategic Initiatives, Collaboration, on both regional and local, the first bullet should eliminate the words "workforce and senior". Limiting efforts to these types of housing is too specific to meet the supporting objectives listed above. Further the data indicates that poverty is on the rise (below 50% area median income) in working families. Also, data for Thornton indicates that the fastest growing segment of the disabled population is children. Focusing efforts on workforce and senior housing will miss these needs.

Staff Response – Metro Vision Comments: Healthy, Inclusive and Livable Communities

In 2013, the Board directed staff to consider several topics not previously included in Metro Vision, such as housing, economic vitality, and community health and wellness. The Healthy, Inclusive and Livable Communities theme in the draft plan includes outcomes, objectives and initiatives related to community health and housing.

While the draft plan's inclusion of housing and community health and wellness could be characterized as new, both areas were addressed to a lesser degree in previous Metro Vision plans. Previous versions of Metro Vision focused on built and natural environment issues (e.g. land use, transportation options, air quality, etc.) that are increasingly associated with their impact on health outcomes. A renewed focus on health emerged during outreach to stakeholders and the public in part due to numerous efforts to address health through built environment strategies at the local level.

As with community health and wellness, there is a legacy of considering housing issues in Metro Vision. Metro Vision 2035 established a goal of accommodating 50% of the region's new housing growth in designated urban centers. For more than a decade DRCOG has placed an increasing emphasis on reflecting the needs of older adults in our plans and programs, including a focus on housing options that can accommodate the needs of residents throughout the various stages of life.

In 2014, the Board of Directors created an ad hoc committee of Board members and alternates to weigh in on the issue of housing and its potential inclusion in the draft Metro Vision plan. The housing ad hoc committee was comprised of 18 Board members and alternates representing a wide array of communities across the region. The ad hoc committee drafted a detailed outline of outcomes, objectives, and initiatives that served as the starting point for the Board's discussion on this topic – many of the ad hoc committee's recommendations remain under Outcome 12 of the draft plan.

Metro Vision Comments by Topic - A Vibrant Regional Economy

Topic	Commenter	Comment
Theme: A Vibrant Regional Economy	Adams County (Shreve)	Pg 73. An option could include consolidation of regional data by county, inclusive of the cities, to encourage efficiency and collaboration.
Theme: A Vibrant Regional Economy	Pete Rickershauser	<p>On p. 65, under "A Vibrant Regional Economy", I suggest a third bulletpoint be inserted between the first and second bullet to capture the following thought: Businesses and governments have access to national and international markets to competitively source and deliver goods and services in the most efficient and environmentally effective manner, to enhance the regional economy's performance for all residents.</p> <p>This is important to permit the regional economy to attract and retain businesses and the region's workforce, as spelled out on pg. 66. While this is touched on under Regional Objective 14, I believe it needs to be highlighted earlier in this section.</p>
Theme: A Vibrant Regional Economy	Pete Rickershauser	This section has an appropriate balance including movement of people and the movement of goods.
Theme: A Vibrant Regional Economy	City of Thornton (Matkowsky)	Regional objective 13: The concern is with, "to leverage investments in transit by concentrating new housing and employment in centers accessible by transit." The majority of Thornton is not served by transit, thus, there is not a way to implement this regional objective in most of Thornton. This also seems to be contradictive of Outcome 13 which is a range of transportation.
Theme: A Vibrant Regional Economy	City of Arvada (McConnell)	<p>This theme ties directly into Arvada Economic Development Association's (AEDA) mission and Arvada City Council Strategic goals around employment and capital investment, however economic development is also connected to the other overarching themes and respective outcomes including:</p> <p>"Efficient and Predictable Development Pattern (DP) - Connected urban centers and multimodal corridors accommodate a growing share of the region's employment"</p> <p>A Connected Multimodal Region (CRM)</p> <p>Healthy, Inclusive, and Livable Communities (LC) - Diverse housing options meet the needs of residents". This is becoming a more prevalent aspect of business retention as proximity of talent to industry is a large driver of lowered hiring and turnover costs for businesses.</p>
Theme: A Vibrant Regional Economy	City of Arvada (McConnell)	Page 68. The regional initiative "Convene a technical committee to identify best practices in addressing first- and final-mile barriers" is very similar to a regional initiative on page 30. Could you please clarify the differences between these two initiatives?
Theme: A Vibrant Regional Economy	City of Arvada (McConnell)	Page 65: This section could use a paragraph about the need for resiliency in the boom/bust economic cycles.
Theme: A Vibrant Regional Economy	City of Arvada (McConnell)	Page 68: In the first bullet in the left column, add employee access to showers and assessing multi-modal travel accommodations. Please include in the bullet list on the left equitable access to human services.

Staff Response – Metro Vision Comments: A Vibrant Regional Economy

In 2013, the Board directed staff to consider several topics not previously included in Metro Vision, such as housing, economic vitality, and community health and wellness. In 2014, The Board of Directors created an ad hoc committee of Board members and alternates to consider the issue of economic vitality and its potential inclusion in Metro Vision. The Economic Vitality Ad Hoc Committee included 12 Board members and alternates representing a wide array of communities across the region. When drafting an outline for the Economic Vitality theme the committee consulted key economic development partners from around the region. The preliminary outline developed by the ad hoc committee emphasized:

- the region's economy prospers when all residents have access to the region's many quality of life amenities, particularly employment and service opportunities available in the region's many job centers
- continued investment in the region's infrastructure and quality of life amenities is needed to sustain the region's economic vitality

These key underpinnings of a sustainable and resilient regional economy were carried forward in the draft plan – Outcomes 13 and 14.

Metro Vision Comments by Topic - Data and Performance Measures

Topic	Commenter	Comment
Data and Performance Measures	City/County of Broomfield (Kreeger)	P. 8/9: Table says 29.7% of housing in DRCOG's region is near high frequency transit, and DRCOG's goal is to get it to 35.0% by 2040. A 5.3% increase in 24 years sounds pretty small for what must be a huge and costly lift. Also, by 2040 transit will change as we know it.
Data and Performance Measures	City/County of Broomfield (Kreeger)	I'm not sure how many people are in DRCOG's area, but if it's 3,500,000, and 1,000,000 more people are forecast to move to the same area by 2040, then this is ~ 238,500 more people near high frequency transit after 24 years. And since a disproportionate number of people moving to CO will move to Denver, or other areas with high frequency transit, some of this will occur naturally.
Data and Performance Measures	City/County of Broomfield (Kreeger)	P. 26 says 1,000,000 new residents by 2040 and P. 28 says 1,200,000. I know these are estimates, but it's a 20% difference. DRCOG may want to consider using one number throughout the document.
Data and Performance Measures	City/County of Broomfield (Kreeger)	P. 50: I like the goal of 60% decrease in greenhouse gas emissions from surface transportation per capita from 2010-2040. Any idea how that compares to the US's commitment for stemming from current policies and agreements like the Paris accord? Those goals would include heavy industrial areas, like Chicago, Pittsburgh, etc. We should exceed the national standard in CO, since it's an average and there will be areas that fall below. I would also recommend shooting for total reduction, not only from surface transit.
Data and Performance Measures	Chris Waggett	P.8/9 – Measures: some of these will be influenced by factors outside the influence of the Plan's initiatives
Data and Performance Measures	Jefferson County (Rosier)	Additionally, a potential challenge with the performance measures for regional goals, is that there is no real basis for why these levels of progress are deemed to be adequate. Certainly, these measurement levels are in a direction consistent with success as defined by the goals, but it is unclear if any one measure of success is in line with any other measures in terms of investment or effort.
Data and Performance Measures	Jefferson County (Rosier)	The "Share of the region's housing and employment located in urban centers" performance measure seems completely unrealistic. Currently there are 3,000,000 people in the region. With the assumption that there are three people per household, this equates to 1,000,000 units, today. Ten percent of this total equals 100,000 units in Urban Centers, today. The plan states the population in 2040 is estimated to total 4,3000,000. Using the same three people per household assumption, this equates to 1,433,333 housing units in 2040. This is an increase of 433,333 units. Additionally, twenty-five percent of the total number of housing units in 2040 would total 358,000. This goal proposes that nearly 60% of all new housing units between 2014 & 2040 should be in urban centers. The only way this can happen is by creating "new" urban centers or totally displacing existing housing options for extremely high density housing stock. This contradicts the "age in place" discussion.
Data and Performance Measures	Jefferson County (Rosier)	The term "high risk area" is used again in Outcome #9. This has not been defined. It is also not possible to reduce "development " in high risk areas due to property entitlements and individual property rights. Is the Wildfire Urban Interface included in the "high risk area" definition and calculations of the performance measures?
Data and Performance Measures	Pete Rickershauser	Themes covering transportation and land use include: DP, CMR, NBE, LC, and RE There are eight measures that have either a transportation component or are specifically driven by transportation. There are no specific measures concerning goods movement, which is also important to reaching goals in many respects as are those measures involving people/individual citizens.
Data and Performance Measures	City of Thornton (Matkowsky)	At this time the plan does not include a performance measure for this objective (Regional Objective 8).

Metro Vision Comments by Topic - Data and Performance Measures

Data and Performance Measures	City of Thornton (Matkowsky)	<p>The measure used to determine progress toward meeting these goals looks at the share of the region's population living in areas with housing and transportation costs affordable to the typical household in the region. The stated target is that by 2040, 50 percent of the region's population will live in areas with housing and transportation costs that are affordable to the typical household.</p> <p>What this fails to recognize is that many job centers do not provide enough affordable housing close by for workers thus straining the transportation system and creating the need to develop affordable housing in other communities. The plan should not only encourage more affordable housing near the job but more jobs near places where affordable housing is available.</p>
Data and Performance Measures	City of Thornton (Matkowsky)	The performance measure regarding share of the region's housing and employment near high-frequency transit. Until RTD expands transit, BRT, express bus, and passenger rail, this may put Thornton at a disadvantage when competing for housing and employment
Data and Performance Measures	City of Arvada (McConnell)	It is not clear how the performance measures were derived. For the paragraphs preceding each theme's performance measure, it would be helpful if there was a more detailed explanation of how the numbers were obtained.
Data and Performance Measures	City of Arvada (McConnell)	Page 24. How did DRCOG obtain the 2040 Target numbers for Housing (25 percent), Employment (50 percent) and housing density (25 percent increase from 2014)?
Data and Performance Measures	City of Arvada (McConnell)	What are the expectations for the individual jurisdictions to meet the performance measures?
Data and Performance Measures	City of Arvada (McConnell)	How will these performance measures be monitored to track progress on meeting the 2040 targets?
Data and Performance Measures	City of Arvada (McConnell)	Page 24, Performance Measures. The performance measure of increasing share of region's employment in urban centers from 36.3 percent to 50 percent by 2040 seems realistic as a variety of Arvada's new jobs are already in these centers; however it's not clear if our centers are defined the same way DRCOG's may be in respect to TOD or multimodal transit corridors.
Data and Performance Measures	City of Arvada (McConnell)	Page 24, Performance Measures. For the UGB/A 2040 Target, instead of stating a 25 percent increase from 2014, please revise to the target number of 1,500 units per square mile. Using a number rather than a percentage makes it easier to comprehend.
Data and Performance Measures	City of Arvada (McConnell)	Page 34, Performance Measures. For the 2040 Target, please revise the Daily VMT target to a numerical target of 22.95 VMT rather than 10 percent decrease from 2010.
Data and Performance Measures	City of Arvada (McConnell)	Page 50. The potential measures are incongruous with the theme of resilience. Again, the human element of disaster risk and recovery is not addressed.
Data and Performance Measures	City of Arvada (McConnell)	Page 50. Would it be possible to include a performance measure for agriculture and local food production? Also, there are no performance measures for water quality or water conservation, and we are curious as to why there are no performance measures for this topic area.
Data and Performance Measures	City of Arvada (McConnell)	Page 74. For the second performance measure "Share of the region's housing and employment near high-frequency transit", could you please provide a definition of "near"? Is this only for a half-mile distance from a station (or bus stop), or does it include an entire corridor?
Data and Performance Measures	City of Aurora (Hancock)	Pages 8-9: Performance Measures (Pages 8 & 9): Additional travel measures seem appropriate to monitor. Bicycle and pedestrian travel are discussed in the plan and reporting associated measures would be of value.

Metro Vision Comments by Topic - Data and Performance Measures

Data and Performance Measures	City of Aurora (Hancock)	<p>Performance Measures – The following additional elements should be included in the Plan in the appropriate Performance Measures sections:</p> <p>A Specific Tracking and Measuring System – The current performance measures are set to be achieved by 2040, which is difficult to be monitored and evaluated. A specific tracking or measuring system should be developed to measure the progress of plan implementation on a much shorter term basis, such as every year if possible.</p> <p>Analyses of Metro Vision 2035 Performance Measures – Various performance measures similar to the 2040 Metro Vision plan were identified in the Metro Vision 2035 Plan. A progress report and analysis of the performance measures of the 2035 Metro Vision should be included in the 2040 Metro Vision plan to document the achievements and deficiencies. For example, Metro Vision 2035 established a baseline of 1493 housing units per square mile in 2006 with a goal of increasing the density by 10% by 2035. However, the housing density dropped to 1200 units per square mile, three years after the plan adoption in 2014, as identified in the 2040 Metro Vision Plan.</p> <p>Scenario Analyses – Many specific transportation and land use performance measures have been identified in the plan, such as the increase of non-SOV modal share for work trips from 25.1% in 2014 to 35% by 2040, which requires trade off and policy choices in land use and transportation planning and funding allocations. To better understand the policy and funding implication of various performance measures, additional transportation and land use modeling and forecasting efforts should be undertaken. Specifically, detailed data should be provided regarding ranges of land use and transportation policies and investment decisions, such as parking pricing, transportation funding allocation, etc., needed to achieve the performance measures.</p>
Data and Performance Measures	City of Commerce City (Timms)	The baseline and 2040 targets seem to advance the region in a positive and strategic direction.
Data and Performance Measures	SWEEP (Salisbury)	The performance measures included in Metro Vision provide quantifiable metrics that we all can use to see if we're on track to achieving the desired outcomes of Metro Vision.
Data and Performance Measures	RTD (Quinn)	Pg 8. Number of traffic fatalities measure: How does this take into account municipalities with vision zero goals?
Data and Performance Measures	RTD (Quinn)	Pg. 8. Share of the region's housing and employment in high risk areas measure: what is a high risk area?
Data and Performance Measures	RTD (Quinn)	Pg. 8 Share of the region's population living in areas with housing and transportation (H+T)..... Measure: Would it make sense to further quantify a percent of the region's affordable housing that should be within these areas?
Data and Performance Measures	RTD (Quinn)	Pg. 9 Share of the region's housing and employment near high frequency measure: How is high frequency defined? And does it include span of service?
Data and Performance Measures	RTD (Quinn)	Pg. 16 blue box, "Testing alternative growth scenarios, 2013: Why only focus on work trips? Wouldn't the goal be to have an increase in multi-modal trips for all types?"
Data and Performance Measures	RTD (Quinn)	Regional Objective 4 Supporting Objectives, last bullet: How do we evaluate whether TDM services have been "expanded". What are the measures for all of these objectives?
Data and Performance Measures	Arapahoe County (Weimer)	Also, the measure related to employment and housing located within urban center measure is a challenging for Arapahoe County as we do not have any urban center designation and such designation is narrowly defined.

Staff Response – Metro Vision Comments: Data and Performance Measures

The draft plan includes performance measures to help track progress toward the plan outcomes. They are not intended to judge the performance of individual jurisdictions or projects. The Board considered the availability of regularly updated and reliable data sources that cover the region which use measurable, quantitative information in identifying the measures in the draft. The suite of plan performance measures will not track progress toward every subtopic covered by the plan, rather the plan notes other ways to help track progress and supplement the role of performance measures, including additional research and information sharing to illustrate. The plan further notes that measures may be refined as other methods or datasets become available.

One can refer to [the supplementary documentation of the performance measures](#) for information about the associated calculations and data (including source, quality, and regular frequency of updates). It also documents a rationale to help explain some of the considerations around the related 2040 target for each measure. Such considerations include the related outside factors or trends that impact progress, how targets relate to past targets or goals, as well as the concurrent paths by which implementation may show up as progress. It also documents the relationships between certain measures, as some may “lead” or “lag” each other.

One item not noted in the documentation is why certain targets are expressed in absolute terms, while others are expressed in terms of percentage change. For measures that rely on modeling or datasets that are subject to significant quality improvements, the percentage change approach to the target helps maintain the proportion of the change aspired to, despite the potential need for rebaselining.

Metro Vision Comments by Topic - Metro Vision and Resource Allocation

Topic	Commenter	Comment
Metro Vision and Resource Allocation	Mile High Connects (West)	Our primary concerns do not relate to the content of the Metro Vision plan, but in its implementation and influence in allocating resources. We continue to see a disconnect between the value and goals outlined in Metro Vision, and the processes and procedures established by the DRCOG Board for evaluating applications for transportation and planning funds. As an example, in the 2016-2021 TIP Policy document, the scoring criteria under any given category of funding only allocates a maximum 25 out of 100 point for Metro Vision alignment, and even those points are more specific to geography (Urban Centers, Urban Growth Boundary, etc.) than to the fulfillment of the overall regional vision laid out in Metro Vision. We strongly urge the DRCOG Board to honor the robust and detailed process undertaken to establish Metro Vision 2040 by aligning funding and investment decisions directly with the goals of Metro Vision. In evaluating and awarding funds, DRCOG should incentivize member jurisdictions to provide evidence of commitment to achieving the laudable outcomes and objectives of Metro Vision 2040. This can be accomplished by directly aligning competitive funding criteria with those outcomes and objectives.
Metro Vision and Resource Allocation	Jefferson County (Rosier)	Although the draft Metro Vision Plan clearly labels the strategic local initiatives as "voluntary," the previous Metro Vision Plan elements have always been used in the scoring process for Federal funding. Thus, the initiatives are not voluntary if a participating governmental entity wishes to utilize Federal funding opportunities but are unable to "meet" the stated goals as outlined in the Metro Vision Plan. Combining the activities of a Metropolitan Planning Organization (MPO) into activities of a Council of Governments (COG) and stating that the COG has authority over MPO funding activities strips away local control and takes away elected governance. As stated in previous DRCOG meetings by numerous members, the link between Transportation Improvement Program (TIP) project scoring needs to be disconnected from the Metro Vision Plan. At a minimum, before approving the draft Metro Vision Plan, it should be clear how a local entity 's progress toward these measures of success relate to scoring in the TIP allocation formula.
Metro Vision and Resource Allocation	Jefferson County (Rosier)	The investment strategy that states "fund roadway preservation, operational, and expansion projects through local capital improvement programs" is extremely alarming. Does this indicate that only local funding should be used? If that is the intention, where are the transportation dollars going if not to transportation needs?
Metro Vision and Resource Allocation	Jefferson County (Rosier)	The performance measure of a "less than 10 minute" daily person delay per capita will not be attainable if federal funding is never awarded to transportation corridors that transport people to/from urban centers.
Metro Vision and Resource Allocation	Jefferson County (Rosier)	If wildfire is a concern, the investment strategy for regional organizations should be to fund local fire protection districts and forest management activities such as logging.
Metro Vision and Resource Allocation	City of Centennial (Firestine)	Our objection is specifically that the Metro Vision Public Review Draft increases linkages between the UGB/A and DRCOG funding while we have outstanding concerns about the extent of urban development that was established through the Metro Vision 2035 Plan, particularly its maintenance since 2011 and whether the previous allocations accurately reflect growth trends within the region. Increasing linkages between the UGB/A and DRCOG funding in the absence of a process by which the assumptions of the UGB/A can be reaffirmed, including its methodology and the growth allocations, may have the effect of penalizing member governments that have undergone significant growth or annexations since the Metro Vision 2035 Plan was adopted or have planned for growth through their comprehensive plans where this growth may not have been anticipated through the Metro Vision 2035 Plan. Centennial is one such example.

Metro Vision Comments by Topic - Metro Vision and Resource Allocation

Metro Vision and Resource Allocation	City of Centennial (Firestine)	Centennial cannot support increasing or prioritizing funding within the UGB/A or limiting development and funding outside the UGB/A through the Metro Vision plan, at least until Centennial has some greater assurance that the UGB/A system comports with growth that has occurred within Centennial to date and as may occur in the future.
Metro Vision and Resource Allocation	SWEET (Salisbury)	As Metro Vision is formally adopted, I urge the Board to begin considering how the tenants of Metro Vision will be incorporated into the funding decisions that are made by DRCOG. The Transportation Improvement Program or TIP, is the main vehicle by which DRCOG provides funding for transportation projects around the region. The policies that guide the TIP project selection process are critical to ensuring that the region will be able to achieve the outcomes laid out in Metro Vision. Past TIPs have made an effort to incorporate the outcomes of Metro Vision into the selection criteria used to score the TIP projects that are submitted. So for example, a project that was shown to reduce vehicle travel or improve air quality could receive additional points. Over the last year there has been a process to review and recommend changes to the TIP program. While this process is still ongoing, it is possible it will result in significant changes to how funding is distributed in the region. The new TIP may look quite different from past TIPs. Regardless of the form the TIP takes, I urge the Board and all other involved stakeholders to ensure that all the hard work that has gone into this Metro Vision is incorporated into the transportation funding decisions that the region makes in the future.
Metro Vision and Resource Allocation	Town of Parker (Matthews)	Outcome 3: Parker continues to be concerned about the impacts of TIP funding availability, which can be heavily weighted towards urban infill projects. The Town believes that without investment in new multimodal infrastructure we are setting ourselves up for more expensive reconstruction investment in the future. DRCOG should expand the TIP funding criteria to include transportation options for new infrastructure investment in expanding communities for appropriate multimodal facilities supporting local development patterns.
Metro Vision and Resource Allocation	Arapahoe County (Weimer)	I am concerned about how the goals of the plan will integrate into the TIP Criteria, and thus transportation funding allocations. One major concern would be the use of housing and transportation costs measure. Counties in particular are put at a disadvantage for this type of metric.

Staff Response – Metro Vision Comments: Metro Vision and Resource Allocation

Federal law charges Metropolitan Planning Organizations (MPOs), such as DRCOG, with the responsibility for developing and approving the Transportation Improvement Program (TIP). The TIP identifies all current federally funded transportation projects to be completed in the Denver region over a six-year period. The TIP also identifies all non-federally funded projects that are regionally significant. The 2016-2021 TIP was approved by the DRCOG Board of Directors on April 15, 2015. The adopted TIP was the culmination of an 18-month process which included revising the scoring criteria, a call for projects, and allocating \$267 million to selected projects and programs across the region.

In August 2015, the DRCOG Board of Directors directed the establishment of a work group, comprised of DRCOG staff and Transportation Advisory Committee (TAC) members, to develop a white paper addressing issues associated with the development of the 2016-2021 Transportation Improvement Program (TIP). The white paper included five recommendations that were presented to the Board of Directors in February 2016. The Board further directed the work group to continue fleshing out the five recommendations included in the white paper. The work group will submit final TIP project/program recommendations to the Board in early 2017.

The Directors and/or their technical designees will devote significant time and attention to creating overall TIP policy in 2017 and 2018. Critical items to be covered include: defining the selection process, identifying TIP focus areas, identifying funding levels and project evaluation criteria.

In recent TIPs, both transportation and growth and development criteria were considered in project evaluation. In their review of the 2016-2021 TIP, the work group concluded that the TIP should aim to implement relevant guidance from adopted regional plans (Metro Vision and Metro Vision Regional Transportation Plan), but the process could be improved with additional flexibility to ensure funded projects were consistent with regional plans and responsive to local government priorities.

The work group also encouraged the Board to develop specific goals for what it hopes to accomplish with the next round of TIP funding with the expectation that funded projects should help meet the goals established by the Board. The Board will determine how Metro Vision, and other adopted regional plans, such as the Regional Transportation Plan, will be considered in determining regional priorities, funding levels and project evaluation criteria.

Metro Vision Comments by Topic - Plan Development Process and Ongoing Collaboration

Topic	Commenter	Comment
Plan Development Process and Ongoing Collaboration	Mile High Connects (West)	Overall, MHC commends DRCOG for making great strides in improving the overall quality of the Metro Vision plan by incorporating themes, outcomes, and objectives relating to community health, housing affordability, and diversity/inclusiveness.
Plan Development Process and Ongoing Collaboration	Jefferson County (Rosier)	The draft Metro Vision plan is based on a theme and outcome-base approach, rather than the three plan elements including growth and development, transportation and environment of previous versions. The outcome are common and sound planning theory that all stem from an urban core, high density theoretical region approach to planning and development.
Plan Development Process and Ongoing Collaboration	City and County of Denver (Buchanan)	The plan builds upon the previous Metro Vision Plan and a robust stakeholder engagement process to lay out the shared aspirational vision for the Denver region through a set of overarching themes and outcomes.
Plan Development Process and Ongoing Collaboration	City and County of Denver (Buchanan)	This regional vision sets a starting point for Denver citywide and small area plans, including our ongoing update to Blueprint Denver, the City's integrated land use and transportation plan. As we continue to plan for Denver's future, the Metro Vision Plan's strategic Initiatives, especially the voluntary options available to local jurisdictions, will prove as a valuable tool to ensure Denver does its part to make progress towards our shared vision.
Plan Development Process and Ongoing Collaboration	City and County of Denver (Buchanan)	Even of greater potential value, Metro Vision's performance metrics is a critical step in following through with Implementation of the plan and will provide our Department an example of local performance standards to be integrated into our own plans.
Plan Development Process and Ongoing Collaboration	City and County of Denver (Buchanan)	Denver Community Planning and Development shares Metro Vision's aims to deliver an efficient, well• connected region that provides safe, healthy, and vibrant places for its citizens to live. Metro Vision provides the needed direction to support land use planning and transportation investments for the betterment of the region as a whole.
Plan Development Process and Ongoing Collaboration	City and County of Denver (Buchanan)	We look forward to working with DRCOG staff on implementing the plan, including key elements such as the Urban Growth Boundary/Area and designated Urban Centers.
Plan Development Process and Ongoing Collaboration	City of Commerce City (Timms)	Commerce City is supportive of the regional and supporting objectives and associated narratives found in the document, and appreciates the collaborative and flexible nature of the document and the importance of respecting local planning documents and studies at the municipal level.
Plan Development Process and Ongoing Collaboration	City of Commerce City (Timms)	As one of the area's fastest growing communities, Commerce City recognizes the importance of regional collaboration and planning on a variety of topics, including air quality, aging, and transportation, all of which are important to Commerce City.
Plan Development Process and Ongoing Collaboration	City of Commerce City (Timms)	Commerce City has worked well in the past with DRCOG and looks forward to many future years of an ongoing partnership to achieve common regional goals.
Plan Development Process and Ongoing Collaboration	City of Commerce City (Timms)	The City is supportive of adoption of this 2040 Metro Vision Plan document.
Plan Development Process and Ongoing Collaboration	City and county of Denver (Armijo)	<p>We commend the addition of two new overarching theme areas in this Metro Vision update: A Safe and Resilient Natural and Built Environment and Healthy, Inclusive and Livable Communities.</p> <p>These sections connect transportation, land use and development strategies with human and environmental health outcomes, to ensure that residents of all ages, incomes and abilities live and work in environments that support health and social well-being.</p>

Metro Vision Comments by Topic - Plan Development Process and Ongoing Collaboration

Plan Development Process and Ongoing Collaboration	SWEEP (Salisbury)	I know it's been a long process but I believe it has produced a true vision for the region that gives DRCOG and its participating local governments a guide to creating a more sustainable region. Metro Vision is a great example of the region being greater than the sum of its parts or all its individual jurisdictions. Working together through DRCOG, the region is able to achieve more than the individual communities separately. Traffic, pollution and new development impact all of the region's communities regardless which jurisdiction they originate from.
Plan Development Process and Ongoing Collaboration	SWEEP (Salisbury)	This Metro Vision recognizes the challenges that a region growing and changing as quickly as ours faces and provides the framework to make sure we grow sustainably.
Plan Development Process and Ongoing Collaboration	Town of Parker (Matthews)	Overall, Town staff is supportive of continued collaboration among jurisdictions seeking to ensure our region is vibrant and connected with a broad spectrum of housing, transportation and employment

Staff Response – Metro Vision Comments: Plan Development Process and Ongoing Collaboration

The communities in the Denver region have worked to develop and advance a shared aspirational vision for the future of the region for over 60 years – for the past two decades this has been through the Metro Vision plan and process. The current Metro Vision plan was adopted by the Board in February 2011. DRCOG staff has engaged the public, stakeholders, and local government staff to prepare a revision to the current plan. An updated draft was provided to the Board in March 2015. Since that time, the Board worked collaboratively to develop a public review draft of the Metro Vision plan. The public review draft built on the foundation laid by stakeholders, while also integrating agency-wide strategic planning efforts. The Board directed staff to release the draft plan for public review in September 2016.

Regional collaboration doesn't end with adoption of the Metro Vision plan. The success of this aspirational plan requires the coordinated efforts of local and state governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations. The region's local governments are central to achieving the region's shared vision of the future, but Metro Vision anticipates that individual communities will contribute to Metro Vision outcomes and objectives in ways that are consistent with local priorities and circumstances.

Metro Vision Comments by Topic - Suggested Improvements to Document

Topic	Commenter	Comment
Suggested Improvements to Document	Chris Waggett	P.11 – I'd suggest you replace the DIA construction- with a DIA completion photo
Suggested Improvements to Document	Chris Waggett	P.13/p.68 – the pagination is off with the heading "investments" appearing at the bottom of a page before the subsequent content;
Suggested Improvements to Document	Jefferson County (Rosier)	The caption of the photo on page 51 implies the nutrition value of a locally grown fruit is more nutritious than the same fruit grown in another state. That is definitely not the case and gives a false indication of nutritional value based on location.
Suggested Improvements to Document	City of Thornton (Matkowsky)	Page 16, Photo identified as Thornton is mainly Northglenn with a little part of Thornton shown at the very top.
Suggested Improvements to Document	City of Arvada (McConnell)	We found the plan somewhat confusing to follow and we attribute this primarily to the layout of the document rather than the organization of content. As a suggestion, if the major themes of the document were numbered and/or color coded, it would be easier for the reader to identify the sections and the structure of each section. We noted that there was some color coding introduced on pages 6, 7, 8 and 9, and if this had been carried throughout the document, it would have been helpful.
Suggested Improvements to Document	City of Arvada (McConnell)	The maps are quite small and are difficult to read, especially Maps 2, 3 and 5.
Suggested Improvements to Document	City of Arvada (McConnell)	Will there be a consolidation of all the regional initiatives that DRCOG could lead and an action plan to accomplish them? There are several collaborative initiatives that are of interest to the City, and we would welcome the opportunity to discuss these with you in more detail.
Suggested Improvements to Document	City of Aurora (Hancock)	In 2002, the Census Bureau officially designated our region as the Denver-Aurora Region. There is no longer a federal designation for the "Denver" region. Please revise text throughout the document to be consistent with the federal Denver-Aurora Region designation.
Suggested Improvements to Document	City of Aurora (Hancock)	Page 1, para 2: Add "...or incorporated by reference in the jurisdiction's Comprehensive Plan" after the second sentence.
Suggested Improvements to Document	City of Aurora (Hancock)	Page 3: List communities that have signed the Compact or map.
Suggested Improvements to Document	City of Aurora (Hancock)	Page 4, 4th bullet: How does MV help reduce per capita water use and ensure a sustainable water supply? There is no conclusive data yet that density alone reduces water use significantly. Denver Water and Aurora Water are still evaluating meters in different zone district typologies.
Suggested Improvements to Document	City of Aurora (Hancock)	Page 4, under why do we need Metro Vision, add the Anschutz Medical Campus
Suggested Improvements to Document	City of Aurora (Hancock)	Aurora is No. 13 in the Trust for Public Land's 2015 Best Park Systems in the U.S. Aurora is Better Doctor's No. 1 Fittest City in the U.S. on its 2015 Fit Cities Index. Aurora is NerdWallet Finance's No. 1 Best Large Cities for Women in the Workforce for 2014.
Suggested Improvements to Document	City of Aurora (Hancock)	Page 25, Map 3. This map is way too small to be useful.
Suggested Improvements to Document	City of Aurora (Hancock)	Page 41: Map of Open Space is too small to be useful.
Suggested Improvements to Document	City of Aurora (Hancock)	Page 59: There is a photo of the Anschutz Medical Campus. The caption should say "Anschutz Medical Campus in Aurora."
Suggested Improvements to Document	City of Aurora (Hancock)	Page 69: Map 5 is too small to be useful.
Suggested Improvements to Document	RTD (Quinn)	Pg. 23 description under pictures: Again I would expand this beyond home and work - should have multi-modal access for shopping and recreation activities as well

Metro Vision Comments by Topic - Suggested Improvements to Document

Suggested Improvements to Document	RTD (Quinn)	Pg. 25 map 3: Where are transit projects not shown on the map? ~Agree. Why do you show a roadway capacity map as the first graphic in the multimodal section? Is there a map that shows roadway, transit and bike and ped on 1 map? Maybe show 3 different maps at once.
Suggested Improvements to Document	RTD (Quinn)	Pg. 69, Map 5: Central Park Station is existing, not new (even before A-Line)
Suggested Improvements to Document	RTD (Quinn)	Pg. 60, Map 5: Do we have definite plans for PnR's at: -E-470/Smoky Hill? I-76/E-470? I-25/SH-7?
Suggested Improvements to Document	RTD (Quinn)	pg. 76: Where is Ralston Fields, and what high-frequency transit serves it? Arvada? Gold Line?
Suggested Improvements to Document	RTD (Quinn)	Pg. 77: Where is Smoky Hill, and what high-frequency transit serves it?
Suggested Improvements to Document	RTD (Quinn)	Pg.78: Where is Denargo Market and what high-frequency transit serves it? Same question for Lowry Town Center, MLK Jr. Town Center, Golden Downtown, Fehringer Ranch & CO 470 Corridor?
Suggested Improvements to Document	RTD (Quinn)	Pg. 79: Shouldn't Ridge Gate West Village and City Center show high-frequency transit?
Suggested Improvements to Document	RTD (Quinn)	Pg.79: High-frequency transit at SH 66, Downtown Louisville, I-25 Corridor, Northglenn City Center, Thornton City Center, West 120th Ave?
Suggested Improvements to Document	RTD (Quinn)	Pg. 63: Consider selecting different photos: These photos do not depict a "variety of housing types" types" and they do not illustrate a "mix of densities". The bottom photo shows a development that appears to lack sidewalks which are an important component of promoting healthy active transportation for all ages. The top right is likely an office buildings off 225 in DTC. Is this photo is illustrating housing?

Staff Response – Metro Vision Comments: Suggested Improvements to Document

The draft Metro Vision plan builds on the current, adopted version of Metro Vision, as well as the previous Metro Vision plans (e.g. Metro Vision 2020, etc.). The draft plan released for public review and comment does include significant organizational changes that reflect alignment with agency-wide strategic planning efforts. The draft plan released in September 2016 does not reflect document design elements that will be applied to the final print document. Full final design will occur after plan adoption, including maps, photos and other graphical elements designed to improve readability. Multiple divisions within DRCOG will also collaborate on a robust web presence for the adopted plan and aligned activities.

Metro Vision Comments by Topic - Omissions and New Topics

Topic	Commenter	Comment
Omissions and New Topics	City/County of Broomfield (Kreeger)	Education got a short mention on P. 62. Maybe other places too, but not a lot. Since the doc wades into areas like healthy foods, cultural facilities, safety, healthy lifestyles, etc., I think education should get a big mention. It needs to evolve faster than it is. It's underfunded, one of the first places the state cuts when there is a shortfall, and its all we can do to fall behind other countries as slowly as possible. We need to re-think our approach. In addition, this is critical to healthy communities.
Omissions and New Topics	City/County of Broomfield (Kreeger)	I know DRCOG doesn't generally influence education as much as other things, but the doc goes pretty far into many lifestyle and community issues. My opinion would be to add more around what's potentially the most important issue for our kids and their future.
Omissions and New Topics	Adams County (Shreave)	Page 11. Create lifelong communities leaves out youth as a primary focus. Lifelong communities should address those in the sunrise and sunsets of their lives.
Omissions and New Topics	Adams County (Shreave)	Page 12. Helping older adults remain healthy and independent(healthy and provided opportunity) should be a theme for youth as well. The word independent may be replaced with opportunity.
Omissions and New Topics	Adams County (Shreave)	Page 13. A strategic Initiative should include youth specifically. In addition, ethnicity should be included with meet the needs of people of all ages, incomes, ethnic backgrounds and abilities. (this is captured somewhat on page 51 but may warrant reiteration in this section.)
Omissions and New Topics	Adams County (Shreave)	Page 51. Youth support should be added as an item to create healthy, inclusive, and livable communities.
Omissions and New Topics	Adams County (Shreave)	Page 68. Youth and the elderly should be added to the list of improve access for traditionally underserved populations , youth and the elderly. Youth success pipelines should be added to the strategy component.
Omissions and New Topics	Adams County (Shreave)	Pg. 17. Environmental/Brownfield remediation should be included to enhance health and provide economic development opportunities and transit access.
Omissions and New Topics	Adams County (Shreave)	Page 39 should include language about recycling and reuse support.
Omissions and New Topics	City and County of Denver (Armijo)	We mention our senior population often and the need to provide communities for 'aging in place'. What about our children and youth? Perhaps we should reference them throughout the plan as appropriate.

Staff Response – Metro Vision Comments: Omissions and New Topics

The draft Metro Vision plan built on a collaborative process that spanned more than four years. The draft plan expanded the plan's focus beyond three, topic-based elements (growth and development, transportation and environment) to a theme- and outcomes-based approach. The draft plan includes the addition of new or expanded topic areas such as housing, economy, community health and wellness and community reliance.

The importance of our region's K-12 public education was a common theme in early efforts to engage regional stakeholders, including the Metro Vision Listening Tour designed to identify key issues facing the region. Stakeholders were particularly concerned with the achievement gap between native Coloradans and the work force that is imported to support the region's growing economy. Education has not historically been the purview of DRCOG, but the draft plan highlights the importance of connecting residents, through transportation and mobility options, to educational opportunities.

ATTACH 4



WESTMINSTER

11/28/16

Mr. Brad Calvert, Director of Regional Planning and Development

Denver Regional Council of Governments (DRCOG)

1290 Broadway #100

Denver, CO 80203

City of Westminster
Department of
Community Development

4800 West 92nd Avenue
Westminster, Colorado
80031

303-658-2400
FAX 303-706-3922

Re: DRCOG Metro Vision 2040 – Letter of Endorsement

Dear Brad,

Please accept this letter as The City of Westminster's endorsement for DRCOG's Metro Vision 2040 Plan (Plan). The continued coordination between the City of Westminster and DRCOG is evident in many of the objectives described in the Plan. Staff believes there is a close relationship between the Plan and our 2013 Comprehensive Plan and 2016 Strategic Plan, which establish the vision of the City of Westminster.

The City of Westminster's vision states "Westminster is the next Urban Center of the Colorado Front Range. It is a vibrant inclusive, creative and well-connected City. People choose Westminster because it is a dynamic community with distinct neighborhoods, quality educational opportunities and a resilient local economy that includes: a spectrum of jobs, diverse, integrated housing; shopping, cultural, entertainment, and restaurant options. It embraces the outdoors and is one of the most sustainable cities in America." Many of these same ideals are echoed throughout the Plan.

We appreciate the opportunity to have been a part of this extensive outreach process and thank you for presenting this document to our City Council at their 11/21/16 Study Session. Your presentation resulted in a generous dialogue which gave our City Council a better understanding of the elements of the Plan and the outreach process.

We will continue to provide DRCOG as much information as possible to ensure all of our combined efforts will continue to result in an engaged and coordinated



region. Please feel free to reach out to the City of Westminster for any assistance you might need, and we will continue to do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean McCartney". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Sean McCartney

Principal Planner

City of Westminster

December 5, 2016

Brad Calvert
Regional Planning and Development Director
Denver Regional Council of Governments
1290 Broadway St. Suite 100
Denver, CO 80203-5606

Dear Mr. Calvert:

Thank you for the opportunity to provide comments regarding the Metro Vision Plan update.

The Board of Douglas County Commissioners, in conjunction with Douglas County staff, has reviewed the proposed plan and finds that the 'visionary aspect' of the document has been transformed into more of a 'call to action' with the update.

The proposed plan includes a large number of strategic initiatives that are labeled voluntary; however, the language used suggests a directive tone. For example: using phrases such as, "Local and regional initiatives will limit new development..." connotes direct impact and implies greater influence over local land use planning.

While Metro Vision 2040 includes narrative celebrating the uniqueness of every community, it also includes language that negates this concept. Most of the objectives support funding development within the Urban Growth Boundary/Area (UGB/A) or promote urban character at the expense of other development patterns. While the plan is characterized as an aspirational plan, Metro Vision policies have historically been utilized to create Transportation Improvement Plan (TIP) criteria. This is of concern for Douglas County as it is not clear how many of the plan objectives will later be implemented through either the TIP process or an updated UGB/A allocation process.

In the past, Douglas County has supported Metro Vision, however it appears that this updated version is no longer 'aspirational' and includes policy language that may be used in a regulatory manner through other mechanisms. Therefore, the Board of Douglas County Commissioners cannot support the current 2040 Metro Vision Public Review Draft, (Released September 22, 2016).

Sincerely,

BOARD OF DOUGLAS COUNTY COMMISSIONERS


David A. Weaver


Roger A. Partridge


Jill E. Repella

cc: Douglas J. DeBord, Douglas County Manager
Terence T. Quinn, AICP, Director of Community Development

David A. Weaver
Commissioner District I

Roger A. Partridge
Commissioner District II

Jill E. Repella
Commissioner District III

Douglas County Comments

Topic	Commenter	Comment
Theme: An Efficient and Predictable Development Pattern	Douglas County (Rider)	Pg. 3, update the Mile High Compact process
Theme: An Efficient and Predictable Development Pattern	Douglas County (Rider)	Pg. 10, rewrite the third sentence of the last paragraph as, "Because this theme focuses largely on regional planning and growth management issues...."
Urban Growth/Area (UGB/A)	Douglas County (Rider)	Pg. 15, Douglas County understands revisions are being made to this section
Urban Growth/Area (UGB/A)	Douglas County (Rider)	Pg. 15, Rewrite Outcome 2 as, "New urban development occurs within the urban extent of the region."
Urban Growth/Area (UGB/A)	Douglas County (Rider)	Pg. 17, rewrite the second supporting objective for Regional Objective 2 as, "Encourage funding to serve areas..."
Urban Centers	Douglas County (Rider)	Pg. 22, rewrite the first supporting objective for Regional Objective 3 as, "Support public/private investment..."
Urban Centers	Douglas County (Rider)	Pg. 22, rewrite the second supporting objective for Regional Objective 3 as, "Encourage transit service and ridership...."
Theme: A Connected Multimodal Region	Douglas County (Rider)	Pg. 28, on the first four supporting objectives of Regional Objective 4, replace, "improve" with, "Support investments to".

Theme: A Connected Multimodal Region	Douglas County (Rider)	Pg. 32, on the last two supporting objectives of Regional Objective 5, replace, “improve” with, “Support investments to”.
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 38, rewrite the third supporting objective for Regional Objective 6a as, “Support efforts to improve the fuel economy...”
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 38, rewrite the first supporting objective for Regional Objective 6b as, “Support collaboration with local and.....”
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 38, rewrite the second supporting objective for Regional Objective 6b as, “Promote public awareness of.....”
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 42, rewrite the supporting objective for Regional Objective 7a as, “Support protection and restoration of natural.....”
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 42, rewrite the first supporting objective for Regional Objective 7b as, “Support efforts to improve multimodal linkages to and....”
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 45, rewrite the first supporting objective for Regional Objective 8 as, “Support the conservation of significant...”

Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 45, rewrite the second supporting objective for Regional Objective 8 as, "Promote access to healthy...."
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 45, rewrite the third supporting objective for Regional Objective 8 as, "Support efforts that may increase the efficiency...."
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 48, rewrite the second sentence of Regional Objective 9a's objective commentary as, "Local and regional initiatives discourage new development...."
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 48, rewrite the first supporting objective for Regional Objective 9a as, "Support development of open space...."
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 48, rewrite the second supporting objective for Regional Objective 9a as, "Discourage new development in areas...."
Theme: A Safe and Resilient Natural and Built Environment	Douglas County (Rider)	Pg. 48, rewrite the second supporting objective for Regional Objective 9b as, "Support interagency..."
Theme: Healthy, Inclusive and Livable Communities	Douglas County (Rider)	Pg. 55, rewrite the first sentence of Regional Objective 10's objective commentary as, "The region will support opportunities for residents to lead healthy...."
Theme: Healthy, Inclusive and Livable Communities	Douglas County (Rider)	Pg. 55, rewrite the first supporting objective for Regional Objective 10 as, "Support safe and convenient active transportation...."

Theme: Healthy, Inclusive and Livable Communities	Douglas County (Rider)	Pg. 55, rewrite the second supporting objective for Regional Objective 10 as, “Support efforts to expand the regional....”
Theme: Healthy, Inclusive and Livable Communities	Douglas County (Rider)	Pg. 58, rewrite the third supporting objective for Regional Objective 11 as, “Support the locations of health services....”
Theme: Healthy, Inclusive and Livable Communities	Douglas County (Rider)	Pg. 62, rewrite the first sentence of Regional Objective 12’s objective commentary as, “The region will encourage efforts that increase the housing stock for current and future....”
Theme: Healthy, Inclusive and Livable Communities	Douglas County (Rider)	Pg. 62, rewrite the first supporting objective for Regional Objective 12 as, “Support efforts to increase the regional supply of housing...”
Theme: A Vibrant Regional Economy	Douglas County (Rider)	Pg. 68, rewrite Regional Objective 13’s objective commentary as, “The region will support efforts to reduce critical health, education, income and opportunity disparities in neighborhoods and communities. The region will capitalize on community, local, regional, and state amenities by promoting reliable transportation connections to key destinations. Local and regional initiatives support infrastructure investments by encouraging new housing and employment in centers accessible by transit.”
Theme: A Vibrant Regional Economy	Douglas County (Rider)	Pg. 68, rewrite the first supporting objective for Regional Objective 13 as, “Support efforts to improve the flow of people.....”
Theme: A Vibrant Regional Economy	Douglas County (Rider)	Pg. 68, rewrite the second supporting objective for Regional Objective 13 as, “Support improvements in access for traditionally....”
Theme: A Vibrant Regional Economy	Douglas County (Rider)	Pg. 68, rewrite the third supporting objective for Regional Objective 13 as, “Support improvements in access to and from the region’s.....”

Data and Performance Measures	Douglas County (Rider)	Pg. 2, Re-write the second sentence of the last paragraph as, “Metro Vision Outcomes, Objectives, and Measures are not intended to judge the performance of individual jurisdictions or projects. Local governments will determine how and when to apply the tenets of Metro Vision based on local conditions and aspirations. No standalone Outcome, Objective, or Measure will be utilized as project funding criteria in the future, but rather the implementation of Metro Vision will consider the diversity of community values and the unique ways jurisdictions contribute to the vibrancy of the region.”
Data and Performance Measures	Douglas County (Rider)	Pg. 7, “How Can We Achieve the Outcomes? – Regional Objectives and Strategic Initiatives” Rewrite the first sentence of the second paragraph as, “To equip local government and partners to support these outcomes.....”

ATTACH 5




DRAFT Metro Vision Plan

Presented by:
Brad Calvert

January 4, 2017

DRCOG Board Work Session
January 4, 2017



Post-Public Hearing Activities

- Compiled and review all comments received
- Developed high-level staff responses by topic
- Coordination meetings with member governments (x7)
- Developed staff proposed revisions based on comments received
- Path to Board action in January 2017:
 - Board Work Session: January 4th
 - Board meeting: January 18th

Metro Vision 

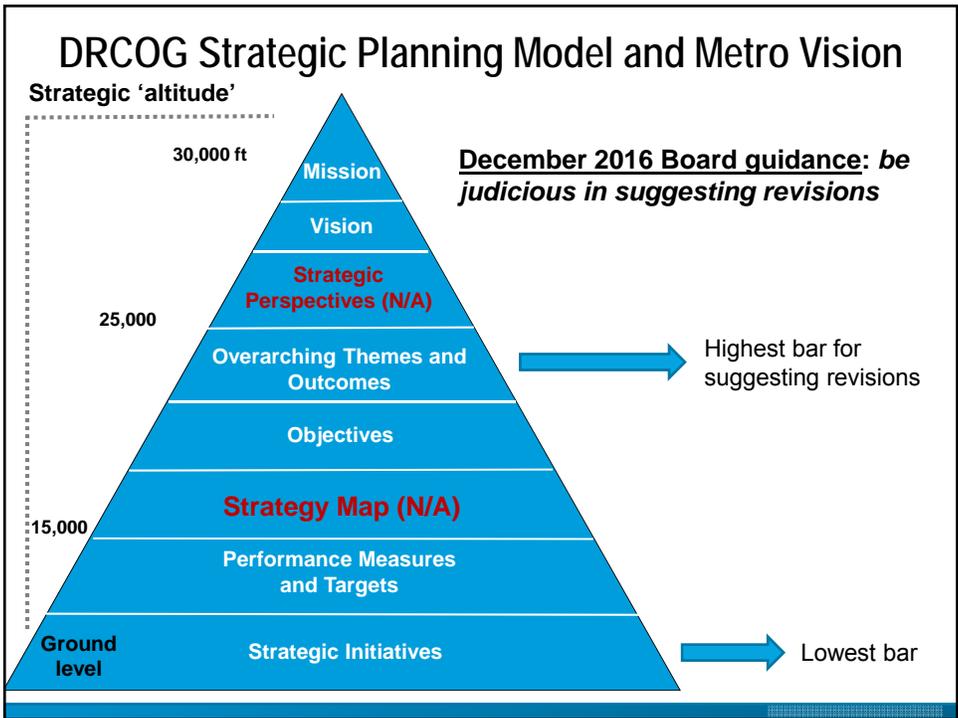
read and comment

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JANUARY 2017						
1	2	3	4 th	5	6	7
8	9	10	11	12	13	14
15	16	17	18 th	19	20	21
22	23	24	25	26	27	28
29	30	31				



Agenda Packet Orientation

- Public comments:
 - Attachment 1: Original format (written comments)
 - Attachment 2: Summary of public hearing testimony
 - Attachment 3: Organized by comments w/ staff response
 - Attachment 4: Member government correspondence/comments received after comment period
- Revised draft – via links:
 - Redline version
 - Clean version




Today's Discussion

- Discussion welcomed on any proposed revision
- Staff suggestion: focus on proposed revisions to Outcome 2
 - Revisions aim to highlight importance of coordinated approach to regional growth management
 - Maintain intent of UGB/A program
 - Board will determine approach in coming months




Staff propose new density measure

Standard density	Population-weighted density
	
<p>Measures average amount of land around each resident in an area</p>	<p>Measures <i>perceived density</i>, more like average number of people around each resident of an area</p>
<p>Draft plan used UGB/A as area</p>	<p>Proposed edit does not require custom geography – uses entire region</p>



Population-weighted density advantages

- + Does not require definition of a custom geography
- + Closer to the average experience of a resident
- + Remains sensitive to efforts to manage the region's urban footprint
- + Moves away from potential misconception that density should be raised everywhere uniformly
- + Dataset used (Census Bureau) allows for better comparison:
 - ▶ To other region peers
 - ▶ Over time