

# Primary Plan Components as Previously Approved Showing Changes to Improve Style, Flow, Clarity and Consistency for Proposed Public Review Draft

## Overarching Theme: An Efficient and Predictable Development Pattern

### Outcome 1: The region is comprised of diverse, livable communities.

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

#### Regional Objective:

Improve the diversity and livability of communities.

Urban, suburban, and rural communities support a stronger, more livable region ~~by building on~~through their individual strengths and assets. ~~This~~ ~~These~~ diverse ~~range of~~ communities will contribute to the achievement of regional outcomes in a variety of ways based on local needs and preferences. Communities throughout the region will pursue greater livability through built environments and development patterns that accommodate the widest spectrum of people – regardless of age, income or ability.

#### Supporting Objectives:

- Encourage development patterns and community design features that meet the needs of people of all ages, incomes, and abilities.
- Preserve and leverage the unique characteristics of the region’s communities.
- Promote investment/reinvestment in existing communities.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Share of the region’s housing and employment located in urban centers	Housing: 25.0 percent	Housing: 10.0 percent (2014)
	Employment: 50.0 percent	Employment: 36.3 percent (2014)
Housing density within the Urban Growth Boundary/Area (UGB/A)	25.0 percent increase from 2014	1,200 units per square mile (2014)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Provide opportunities for local governments to learn from and adapt <del>diverse</del> local approaches to livability issues as appropriate to their unique characteristics.</li> <li>• Foster the region’s commitment to the Western values of cooperation and individualism.</li> <li>• Coordinate with local governments, developers, and other <del>potential</del> partners to establish an online clearinghouse of potential development sites and funding opportunities, searchable by specific parameters.</li> </ul> <p><b>Education and Assistance</b></p>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Participate in forums that allow other communities to learn from local successes <del>that advance</del> <del>advancing</del> livability.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Adopt land-use policies and development regulations to support compact, mixed-use development patterns and expanded housing options where appropriate.</li> <li>• Adopt policies, regulations, and incentives to support the implementation of universal design strategies.</li> </ul>

- Convene forums for small ~~and/or~~ rural communities ~~that cover covering~~ topics ~~of interest related~~ to ~~maintain maintaining~~ and ~~improve improving~~ vitality and livability.
- Encourage local ~~government governments to~~ use of DRCOG's Boomer Bond assessment tool to help address the needs of the region's rapidly increasing aging population.
- Provide education and technical assistance in support of local efforts to integrate land use and transportation, promote increased diversity ~~in among~~ housing options, and meet the needs of people of all ages, incomes and abilities.
- Provide data and tools that help identify opportunities for strategic regional and local investments.
- Provide information and resources to help communities identify opportunities to retrofit suburban communities with design features that meet the needs of people of all ages, incomes, and abilities.

### Investments

- Continue to ~~make investments that help invest in~~ people live independently as long as possible in their own homes and communities.

- Establish ~~guidelines, and/or~~ ~~guidelines or~~ standards that improve the public realm for users of all ages, incomes, and abilities as appropriate to the local context (~~i.e. such as~~ street design guidelines ~~that accommodate all users~~).
- Adopt policies, regulations, and incentives to ~~support the preservation and rehabilitation of~~ ~~preserve and rehabilitate~~ significant historic structures and cultural resources that contribute to ~~a community's~~ authenticity of place and ability to attract tourism.
- Promote infill and redevelopment through zoning changes.
- Encourage growth and redevelopment in and ~~adjacent to~~ ~~near~~ established, rural communities; limit rural growth outside areas where basic infrastructure can be provided cost-effectively.
- Foster economic development that supports the ability for rural communities to meet the current and future needs of residents in their surrounding rural trade area.

### Investments

- Consider investments in public infrastructure, public/private partnerships, and catalytic projects that encourage infill, redevelopment, and reinvestment in existing communities.
- Target local funds to create community design features that meet the needs of people of all ages, incomes, and abilities (~~i.e. create such as creating~~ pedestrian-friendly ~~environments, expand environments and expanding~~ bicycle facilities).

## Overarching Theme: An Efficient and Predictable Development Pattern

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

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

#### Regional Objective:

Contain urban development within the Urban Growth Boundary/Area (UGB/A).

Metro Vision will help focus and facilitate future ~~urban~~ growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place. DRCOG will work with member communities to maintain the UGB/A and update the growth allocations for each community in the region annually or as needed.

#### Supporting Objectives:

- Identify and monitor the Urban Growth Boundary/Area (UGB/A).
- Increase and prioritize funding to serve areas within the Urban Growth Boundary/Area (UGB/A).

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Share of the region's housing and employment located in urban centers	Housing: 25.0 percent	Housing: 10.0 percent (2014)
	Employment: 50.0 percent	Employment: 36.3 percent (2014)
Housing density within the <del>urban growth boundary/area</del> <u>Urban Growth Boundary/Area</u> (UGB/A)	25.0 percent increase from 2014	1,200 units per square mile (2014)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Work with local governments to monitor the extent of current and future urban development patterns as determined by the <i>Metro Vision Growth and Development Supplement</i>.</li> <li>• Coordinate with local communities and infrastructure service providers to identify urban reserve areas that should be conserved for future growth.</li> <li>• <del>Facilitate coordinated</del> <u>Coordinate</u> local and regional investment in datasets to improve forecasting and other <del>analysis-analyses</del> related to the extent of urban development patterns.</li> </ul> <p><b>Education and Assistance</b></p> <ul style="list-style-type: none"> <li>• Provide access to data and information that local governments can use to continue planning for future urban growth (<del>i.e. such as the</del> amount of land consumed by different development types outside the UGB/A; location of <u>locally and regionally significant</u> natural resources <del>of local and regional significance</del>; and areas with commercially viable deposits of sand, gravel, quarry aggregate, or other extractive resources).</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Coordinate with DRCOG on local urban growth area allocation and adjustments to the location of UGB/A as needed.</li> <li>• Coordinate and establish intergovernmental agreements to address planning and service delivery issues in areas of mutual interest, such as in unincorporated portions of a community's planning area and/or areas planned for future annexation.</li> <li>• Use intergovernmental agreements to <u>jointly</u> identify, <u>jointly</u>, urban reserve areas <del>where-for</del> contiguous urban development <del>will occur</del> beyond 2040.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Reflect local growth aspirations through the location of UGB/A, including aligning land use, transportation and infrastructure planning to focus urban development within the UGB/A.</li> <li>• Align the UGB/A with local policies: <ul style="list-style-type: none"> <li>○ To direct growth to areas with adequate facilities and services.</li> </ul> </li> </ul>

- Offer data, analyses, or other technical assistance that helps identify opportunities for urban development within the UGB/A (~~i.e. such as~~ infill and redevelopment on overlooked vacant or ~~underutilized underused~~ parcels).
- Provide education, technical assistance, and other tools to help local governments track, monitor, and update their UGB/A.

### Investments

- Invest in infrastructure and transportation systems within the UGB/A.

- That limit development in areas of locally and regionally significant natural resources ~~of local and regional significance~~;
- That limit development in or near areas with commercially viable deposits of sand, gravel, quarry aggregate, or other extractive resources; and
- That seek to prevent land-use incompatibility near significant regional facilities (i.e. airports, solid waste disposal) over the long-term.
- Adopt policies and regulations that limit development ~~occurring~~ outside the UGB/A ~~-location-~~ Location and service provision requirements for development ~~that occurs~~ outside the UGB/A should be shaped by local plans and policies.
- Adopt policies and regulations that conserve opportunities for urban development beyond 2040 (~~i.e. such as~~ urban reserve areas).

### Investments

- Ensure development outside the urban growth boundary/area pays its own way, to the extent practical.

## Overarching Theme: An Efficient and Predictable Development Pattern

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

The location and context of each center defines its unique character. They are transit-, pedestrian- and bicycle-friendly places that contain a ~~more dense~~ and diverse mix of land uses ~~and~~ are denser than ~~the their~~ surrounding areas; ~~and~~ are designed to allow people of all ages, incomes and abilities to access a range of housing, employment, and services without sole reliance on having to drive. Urban centers provide public spaces where people can gather; ~~aid in reducing help~~ reduce per capita ~~VMT vehicle miles traveled~~, air pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.

#### Regional Objective:

Increase housing and employment in urban centers.

Collectively, urban centers will increase their share of the region’s total housing and employment. The ability for individual urban centers to absorb future growth will vary based on the characteristics of each center. Specific projects and initiatives will establish a network of clear and direct multimodal connections within and between urban centers, as well as key destinations. Public and private partners will direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers and multimodal connections.

#### Supporting Objectives:

- Increase public/private investment and partnerships in urban centers
- Increase transit service and ridership within and to urban centers.
- Invest in multimodal enhancements along corridors.

#### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Share of the region’s housing and employment located in urban centers	Housing: 25.0 percent	Housing: 10.0 percent (2014)
	Employment: 50.0 percent	Employment: 36.3 percent (2014)
Housing density within the urban growth boundary/area (UGB/A)	25.0 percent increase from 2014	1,200 units per square mile (2014)

#### Strategic Initiatives – Ideas for Implementation

##### Voluntary Options Available to Regional Organizations

###### Collaboration

- Engage in continuous dialogue with local governments and the private development community to address ~~issues-challenges to~~ and opportunities with development in urban centers.
- Coordinate with local governments, developers, and other ~~potential~~ partners to establish an online clearinghouse of potential development sites in urban centers.
- Help coordinate a network of clear and direct multimodal connections between urban centers and major destinations within the region, especially across ~~local~~ jurisdictional boundaries.

###### Education and Assistance

##### Voluntary Options Available to Local Organizations

###### Collaboration

- Seek opportunities for public/private partnerships ~~as a means~~ to leverage ~~available~~ resources and implement infrastructure improvements or other catalytic projects ~~within~~ urban centers.

###### Policies and Regulations

- Adopt policies and development regulations that support ~~the implementation of~~ higher-density, mixed-use development, pedestrian activity, and accessible public spaces within urban centers.
- Consider a range of parking management strategies in and near urban centers, including ~~(but not limited to)~~ shared, unbundled, managed, and priced parking.

- Continue to support ongoing local planning for existing and future urban centers ~~throughout the region.~~
- Encourage ~~the local government designation of governments to designate~~ corridors as urban centers by adjusting the urban center evaluation criteria.

#### **Investments**

- Continue to allocate resources to support corridor planning efforts, infrastructure improvements, and other efforts to spur further public/private investment.
- Continue to allocate resources in local planning for existing and future urban centers throughout the region.

- Consider the use of regulatory tools ~~and/or~~ incentives to support ~~the implementation~~ development of housing in urban centers that ~~can meet~~ meets the needs of people of all ages, incomes, and abilities.
- Adopt policies and development regulations that support ~~the implementation~~ of multimodal enhancements and compact development ~~and/or~~ redevelopment along corridors, particularly those that connect and support urban centers.
- Direct new housing and employment growth to urban centers.
- Manage parking near rail ~~stations~~ and along corridors with frequent bus service to promote increased ridership.

#### **Investments**

- Prioritize investments in first-and final-mile connections to transit.
- Provide direct, multimodal connections between urban centers and surrounding neighborhoods.

## Overarching Theme: A Connected Multimodal Region

### Outcome 4: The regional transportation system is well-connected and serves all modes of travel.

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

#### Regional Objective:

Improve and expand the region's multimodal transportation system, services and connections.

The region will continue to invest in a well-connected, multimodal transportation system to improve mobility and accommodate the anticipated ~~increase of~~ increases of 1.2 million people and half a million jobs by 2040. Transportation system investment initiatives may include expanding transit service and coverage, improving on-street 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.

#### Supporting Objectives:

- Improve the capacity of the multimodal regional roadway system.
- Improve the region's comprehensive transit system.
- Improve bicycle and pedestrian accessibility.
- Improve interconnections of the multimodal transportation system within and beyond the region.
- Expand ~~Travel Demand Management (TDM)~~ travel demand management services and strategies.

#### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Non-SOV (single occupancy vehicle) mode share to work	35.0 percent	25.1 percent (2014)
Daily vehicle miles traveled (VMT) per capita	10.0 percent decrease from 2010	25.5 daily VMT per capita (2010)
Average travel time variation (TTV) (peak vs. off-peak)	Less than 1.30	1.22 (2014)
Daily person delay per capita	Less than 10 minutes	6 minutes (2014)
Number of traffic fatalities	Less than 100 annually	185 (2014)

#### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Maintain a fiscally constrained regional transportation plan that defines long-range multimodal projects, services, and programs to address mobility needs.</li> <li>• Adopt Transportation Improvement Program (TIP) project selection policies that consider all transportation users.</li> <li>• Coordinate with <u>RTD-the Regional Transportation District</u> and other transit providers to implement major projects and services.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Coordinate with <u>RTD-the Regional Transportation District</u> and other transit providers on transit facilities and infrastructure components of development projects.</li> <li>• Coordinate with neighboring jurisdictions to ensure a well-connected system across boundaries.</li> <li>• Coordinate local comprehensive plan and transportation plan updates with neighboring and affected jurisdictions.</li> </ul>

- Coordinate with Denver Regional Mobility and Access Council (~~DRMAC~~) and transit operators to increase transportation for vulnerable populations, such as older adults, persons with disabilities, and low-income populations.
- Facilitate coordination between jurisdictions in expanding and connecting the region's bicycle and pedestrian network.
- Encourage integrated land use and transportation planning among state and regional agencies, local governments, and the development community.
- Coordinate information and services among all transportation providers.
- Work with partners to expand the regional ~~TDM-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.
- Conduct a region-wide evaluation of potential ~~BRT-bus rapid transit~~ corridors via a joint effort of ~~RTD~~the ~~Regional Transportation District~~, DRCOG, ~~CDOT~~the ~~Colorado Department of transportation~~, and other stakeholders.
- Coordinate with local governments to balance primary park- and ride-functions with opportunities for transit oriented development.
- Collaborate with local and regional stakeholders in transportation planning activities to address the needs of mobility-limited populations ~~in transportation planning activities~~.
- Facilitate coordinated local and regional investment in datasets to improve transportation planning and investment.

### Education and Assistance

- Encourage and support fare structures and subsidy programs that keep transit service affordable ~~to-for~~ all users.
- Provide tools, informational forums, and resources to jurisdictions regarding bicycle- and pedestrian-facility design, guidance, and implementation.
- Conduct activities to inform and promote the use of ~~TDM-travel demand management~~ strategies and services by ~~Transportation Management Associations/Organizations (TMA/O)~~transportation management associations/organizations and local ~~TDM-travel demand management~~ providers, such as ride-sharing, vanpools, carpools, and schoolpools..

### Investments

- Consider the use of managed lanes in new roadway capacity projects where feasible.
- Support bicycle sharing programs throughout the region--region-wide

- Coordinate transportation system improvements and operations to consider issues of land use compatibility.

### Policies and Regulations

- Implement parking supply and pricing mechanisms, such as shared, unbundled, managed, and priced parking in major activity centers to manage parking availability and ~~incentivize-provide incentives for~~ walking, bicycling, carpooling, and transit use.
- Adopt and implement street and development standards to improve multimodal connectivity in a variety of contexts—(urban, suburban, and rural)—while considering unique land use settings, such as schools, parks, and offices.
- Adopt ~~transit-supportive~~ policies and development regulations that support transit.
- Address the needs of mobility-limited populations in local transportation plans and policies.
- Adopt and implement local street standards and other development codes/ and standards that address multimodal connectivity objectives in a variety of land use contexts, such as ~~pedestrian and bicycle cul-de-sac~~-cut-throughs for pedestrians and bicycles in cul-de-sacs.
- Ensure Americans with Disabilities Act (~~ADA~~) standards are met or exceeded in constructing or retrofitting facilities, such as curb cuts, ~~and~~ ramps, ~~etc~~.
- Adopt local multimodal transportation plans that address connections within and between jurisdictions and communities.
- Adopt land-use standards around airports to guide compatible long-range development.
- Develop supporting infrastructure and local regulations, policies, and ordinances regarding alternative fuels, fleet conversions, environmental preservation, and related topics.
- Reserve adequate rights-of-way in ~~newly~~ developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit, and roadway facilities.

### Investments

- Fund roadway preservation, operational, and expansion projects through local capital improvement programs.
- Improve multimodal connectivity.
- Fund projects that address multimodal connectivity through non-~~MPO-metropolitan planning organization~~ programs.
- Provide on-street and off-street bicycle and pedestrian infrastructure that is comfortable, safe, and convenient to help users reach key destinations.
- Provide wayfinding signage for bicyclists, pedestrians and transit users to reach key destinations.
- Provide first- and final-mile bicycle and pedestrian facilities and connections to transit, such as sidewalks and bicycle facilities, ~~bikesharing~~bike-sharing, wayfinding, bicycle parking and shelters, and ~~carsharing~~car-sharing at transit stations.



- Include major roadway and transit capacity projects in DRCOG's fiscally constrained Regional Transportation Plan once construction funding is identified for such projects.
- Invest in and manage in the region's multimodal transportation system to improve freight and goods movement within and beyond the region.
- Upgrade existing facilities (sidewalks, crosswalks, bus stops, ~~and~~shelters) to improve transit access for older adults and mobility-limited populations.
- Fund first- and final mile bicycle and pedestrian facilities and connections to transit, such as sidewalks and bicycle facilities; ~~and bikesharing~~bike-sharing, wayfinding, bicycle parking and shelters, and ~~carsharing~~car-sharing at transit stations.
- Continue to allocate resources to support corridor planning efforts, infrastructure improvements, and other efforts to spur further public/private investment.
- Provide funding, tools, informational forums, and resources to jurisdictions, ~~TMA/O~~transportation management associations/organizations, nonprofits, ~~non-profits~~, and other ~~TDM~~travel demand management stakeholders to increase ~~TDM~~travel demand management awareness and use.
- Maintain and enhance airport capacity throughout the region.
- Improve transportation linkages to major destinations and attractions beyond the region.
- Connect populations in need of transportation service ~~to new and improved services~~.
- Develop transportation service options to address mobility needs of older adults and mobility-limited residents.
- Implement off-street sidewalks and multi-use paths that are comfortable ~~to for~~ a wide array of users by providing separation from traffic, ~~such as landscaping~~.
- Conduct local activities to inform and promote the use of ~~TDM~~travel demand management strategies and services by ~~Transportation Management Associations/Organizations (TMA/O)~~transportation management associations/organizations and local ~~TDM~~travel demand management providers.
- Conduct ~~education~~educational and promotional events to encourage bicycling and walking.
- Reserve adequate rights-of-way in ~~newly~~ developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit, and roadway facilities.
- Expand mobility options within urban centers and other major activity centers.
- Implement transportation improvements that enhance transit-oriented development opportunities.

## Overarching Theme: A Connected Multimodal Region

### Outcome 5: The transportation system is safe, reliable and well-maintained.

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

#### Regional Objective:

Operate, manage and maintain a safe and reliable transportation system.

The region will optimize the multimodal transportation system to improve the safe and reliable flow of people and goods. System optimization will include projects and initiatives that make the multimodal transportation system's capacity as productive as possible. The multimodal system will require maintenance to continue safe and sound conditions. Safety projects and other related initiatives will reduce fatalities and serious injuries for all travel modes. The region will also increase the deployment of technology and mobility innovations ~~as they occur~~ to improve reliability and optimize capacity.

#### Supporting Objectives:

- Maintain existing and future transportation facilities in good condition.
- Improve transportation system performance and reliability.
- Improve transportation safety and security.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Non-SOV (single occupancy vehicle) mode share to work	35.0 percent	25.1 percent (2014)
Daily vehicle miles traveled (VMT) per capita	10.0 percent decrease from 2010	25.5 daily VMT per capita (2010)
Average travel time variation (TTV) (peak vs. off-peak)	Less than 1.30	1.22 (2014)
Daily person delay per capita	Less than 10 minutes	6 minutes (2014)
Number of traffic fatalities	Less than 100 annually	185 (2014)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Collaborate with <a href="#">CDOT, RTD</a> <a href="#">the Colorado Departments of Transportation, the Regional Transportation District</a>, local governments, and other regional stakeholders to implement and monitor asset management techniques.</li> <li>• Work with <a href="#">CDOT, RTD</a> <a href="#">the Colorado Department of Transportation, the Regional Transportation District</a>, and other regional stakeholders to expand effective Transportation Systems Management and Operations (TSM&amp;O) projects, incident management procedures and processes, transportation demand management initiatives, and other innovative tools and techniques to safely optimize performance.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Monitor and manage transportation systems (including traffic signal systems) in collaboration with neighboring jurisdictions.</li> <li>• Participate in federal, state, and regional initiatives related to safety and homeland security initiatives.</li> <li>• Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users.</li> <li>• Accurately monitor and maintain crash and traffic safety data for all transportation modes.</li> <li>• Support the use of congestion pricing and other tolling techniques.</li> </ul>

- Coordinate efforts of the Colorado Department of Transportation (**CDOT**), the Regional Transportation District (**RTD**), local governments, and other regional stakeholders to get the most efficient use of the existing multimodal system while planning for future use.
- **DRCOG**-Way to Go and **TDM**-travel demand management stakeholders continue to work with local jurisdictions and employers to distribute information about and encourage the use of technology, including multimodal real-time trip planning.
- Collaborate with public safety stakeholders to assess threats to and vulnerabilities of the transportation system, including consideration of national and regional homeland security initiatives, and establish and implement resolution processes in response.
- Coordinate with federal, state, regional, and local agencies to implement applicable homeland security plans and initiatives.
- Facilitate interagency coordination on safety and homeland security initiatives.

### **Education and Assistance**

- Consider supporting alternative pricing and revenue producing strategies that directly reflect the cost of vehicle travel to the user.

### **Investments**

- Support cost-effective improvements to driver, passenger, pedestrian, and bicyclist safety.
- Maintain transportation system assets (vehicles and facilities) in a state of good repair per federal requirements.

### **Policies and Regulations**

- Develop specific plans and strategies to operate roadways more efficiently (~~e.g., such as traffic signal coordination and better manage management of traffic incidents~~).
- Develop and implement access management principles along major streets.
- Enforce traffic and ordinances as they apply to all users of the transportation system.
- Implement Transportation Systems Management and Operations (**TSM&O**) projects.
- Implement other active demand management strategies.
- Develop and implement strategies that enhance security.

### **Investments**

- Maintain transportation facilities in good condition and implement asset management principles and techniques.
- Implement access management projects to optimize the efficiency of roadways, reduce conflict points, and improve safety.
- Implement projects that reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.

## Overarching Theme: A Safe and Resilient Natural and Built Environment

### Outcome 6: The region has clean water and air, and lower greenhouse gas emissions.

#### Regional Objective:

Improve air quality and reduce greenhouse gas emissions.

Local and regional initiatives will reduce ground level ozone, greenhouse gas emissions (~~GHG~~), and other air pollutants. Collaboration with regional partners, such as the Regional Air Quality Council (~~RAQC~~), ~~CDOT~~the Colorado Department of Transportation, and ~~RTD~~the Regional Transportation District will be integral to improving air quality through reductions in ground level ozone concentrations, carbon monoxide (~~CO~~), and particulate matter (~~PM10~~). Additional initiatives will raise public awareness of the direct role of individual actions ~~play~~ in pollutant and greenhouse gas emissions.

#### Supporting Objectives:

- Increase collaboration with local and regional partners on air quality initiatives.
- Increase public awareness of air quality issues.
- Improve the fuel economy of the region's vehicle fleet.

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

#### Regional Objective:

Improve the efficient use and quality of the region's waters.

In a semi-arid climate, water resources remain critically important to the region's quality of life and continued prosperity. The region will ensure clean water for consumption, recreation, and a balanced, healthy ecological community, through initiatives to restore and maintain the chemical and physical integrity of the region's waters. DRCOG will focus on collaborative initiatives among local governments, water providers, agricultural producers, the design and development community, and other regional stakeholders to promote water conservation and responsible water management and land use practices.

#### Supporting Objectives:

- Increase collaboration with local and regional partners on water quality initiatives.
- Increase public awareness of water quality issues.
- Maximize the efficient use of municipal and industrial water.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Surface transportation related greenhouse gas emissions per capita	60.0 percent decrease from 2010	26.8 pounds per capita (2010)
Protected open space	2,100 square miles	1,841 square miles (2014)
Share of the region's housing and employment in high risk areas	Less than 1.0 percent	Housing: 1.2 percent (2014)
	Less than 2.5 percent	Employment: 2.9 percent (2014)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Facilitate communication and project implementation <u>between-among</u> state, regional, and local agencies to maximize the efficiency of the transportation network.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Collaborate with adjoining communities, water districts, and other providers on efforts to promote the efficient delivery and use of water and infrastructure for commercial, residential, and agricultural purposes.</li> </ul>

- Cooperatively develop mitigation strategies for transportation projects to address environmental ~~impact~~~~effects~~.
- Coordinate with the Colorado Water Quality Control Commission and other stakeholders ~~to~~ monitor land-use changes in basins with adopted water quality plans and programs.
- Facilitate coordinated local and regional investment in datasets to improve forecasting and other analysis capabilities related to air quality, greenhouse gas emissions, water demand, and surface water runoff.
- Collaborate with local and regional partners to increase the awareness and implementation of best management practices (~~BMPs~~) and incentives available to support regional water conservation efforts among all users.

### Education and Assistance

- Encourage the use of alternative fuel vehicles and infrastructure.
- Support actions that reduce engine idling.
- ~~Help support~~~~Support~~ the development of infrastructure and local regulations, policies, and ordinances regarding alternative fuels, fleet conversions, environmental preservation, and related topics.
- Continue to support programs and public awareness campaigns, such as Way to Go and others that promote behavior shifts on an individual level that improve air quality and reduce greenhouse gas emissions.
- ~~Help maintain~~~~Maintain~~ access to data and mapping of aquifers, recharge areas, wellheads, landfills, and other information, as available, ~~to~~ help inform local land-use decisions that may affect the region's groundwater resources.
- Support public awareness campaigns that promote individual, institutional, and business behaviors that reduce pollutant runoff and opportunities for groundwater contamination.

### Investments

- Fund transportation system improvements that minimize transportation-related fuel consumption, as well as air pollutant and greenhouse gas emissions.
- Support large-scale fleet conversions by local governments and shared fleets around the region.
- ~~Incentivize~~~~Provide incentives for~~ the use of cleaner technologies, such as alternative fuel vehicles.
- Develop and invest in regional alternative fueling station infrastructure plans and projects ~~focused on for~~ fuels that lead to the greatest reductions in air pollution and greenhouse gas emissions.

### Policies and Regulations

- Review and modify local comprehensive plans and development regulations to improve travel choice accessibility to ~~help~~ reduce greenhouse gas emissions.
- Adopt parking management strategies that ~~help~~ reduce idling.
- Adopt policies and procedures to reduce the potential environmental ~~impacts~~~~effects~~ of roadway construction and maintenance.
- Adopt and implement grading, erosion, and sediment control ordinances to minimize sediment and other pollutant runoff.
- Adopt policies and regulations for industrial uses to limit ~~opportunities for~~ potential groundwater contamination.
- Develop regulations and infrastructure needed to support the use of alternative fuel vehicles and the use of alternative modes, such as charging stations, bicycle parking, and shower facilities for employees.
- Promote water conservation through ordinance revisions and public information activities that encourage the use of low-flow plumbing devices, drought-tolerant and native vegetation for landscaping, conservation-oriented irrigation ~~techniques~~, and other low-impact site development techniques in new development and rehabilitation projects.
- Require adequate wastewater treatment systems to serve new development.
- Require adequate long-term water services to serve new development.

### Investments

- Include alternative fuel infrastructure within transportation projects as appropriate
- Update business and government fleets to alternative fuel vehicles.
- Make investments that ~~help~~ reduce ~~overall~~ water consumption and increase reuse.

## Overarching Theme: A Safe and Resilient Natural and Built Environment

### Outcome 7: The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.

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 ~~and~~ 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 community health and wellness.

#### Regional Objective:

Protect a variety of open spaces.

Open space and the natural environment are important assets in the region. A variety of open spaces of different sizes, settings, and purposes will help define the urban area and distinguish individual communities. Additionally, these open spaces provide **important** wildlife habitat, support various outdoor recreational pursuits and protect the health of water and ecological systems. The region will conserve and protect natural resources including prominent geologic features, surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, and other environmentally sensitive lands for future generations.

#### Supporting Objective:

- Protect and restore natural resources of local and regional significance.

#### Regional Objective:

Connect people to natural resource and recreational areas.

In addition to local and regional initiatives to preserve, protect and expand open space assets, the region will ensure that residents and visitors may access these amenities. Active and passive open spaces will serve as a key component of the region's overall growth framework, connecting people to open space amenities. Local and regional initiatives will prioritize the completion of "missing links" in the regional trail and greenways network and improve other multimodal connections to increase park accessibility.

#### Supporting Objectives:

- Improve opportunities for recreation and access to nature.
- Improve multimodal linkages to and between the region's parks, open spaces, and developed areas.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Surface transportation related greenhouse gas emissions per capita	60.0 percent decrease from 2010	26.8 pounds per capita (2010)
Protected open space	2,100 square miles	1,841 square miles (2014)
Share of the region's housing and employment in high risk areas	Less than 1.0 percent	Housing: 1.2 percent (2014)
	Less than 2.5 percent	Employment: 2.9 percent (2014)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Coordinate with local and regional partners to identify and map <b>locally and regionally significant</b> natural resources <del>of local and regional significance</del>.</li> <li>• Collaborate with local governments and other regional partners on the identification and implementation of important multimodal linkages to and between the region's parks, open spaces, and developed areas.</li> </ul>	<p><b>Collaboration</b></p> <ul style="list-style-type: none"> <li>• Coordinate with adjoining communities and municipalities and other organizations, such as Great Outdoors Colorado, to <del>help</del> leverage available funding.</li> </ul> <p><b>Policies and Regulations</b></p> <ul style="list-style-type: none"> <li>• Adopt policies that protect <b>locally and regionally significant</b> natural resources <del>of local and regional significance</del>.</li> </ul>

## Education and Assistance

- Provide data and information that helps local and regional partners operate and plan for open space, trails, and other natural resource and recreational areas.
- Provide data and tools that help local and regional partners connect people to open space, trails, and other natural resource and recreational areas.
- Help identify potential local, regional, and state funding ~~available~~ to protect and connect a variety of open spaces.
- Increase awareness of the need to plan for and accommodate smaller parks, ~~greenspaces~~~~green spaces~~, and recreational amenities in and adjacent to urban centers.
- Support the integration of parks, open space, and trails as part of the restoration of brownfields and other similar sites.

## Investments

- Encourage the role of land trusts to facilitate open space conservation (~~i.e. such as the~~ donation or purchase of conservation easements).
- Increase low-impact transportation access to natural resource and recreational areas (~~i.e. such as~~ transit).

- Adopt policies and establish guidelines or standards that promote the incorporation of natural features into new development and redevelopment.
- Adopt open space set-aside or fee-in-lieu requirements for future development or redevelopment.
- Adopt policies and regulations to enhance connections to parks and support the implementation of open space and recreational areas in urban centers.
- Preserve features of scenic, historic, and educational value.
- Develop plans to address potential conflicts between conservation of natural resources and their public use and enjoyment.
- Use open space as a tool to shape growth and development patterns.

## Investments

- Support the development of parks of various sizes, hosting a variety of recreational amenities.
- Complete local multimodal linkages to the region's parks and open spaces through strategic acquisition or other means.
- Enhance multimodal connections to existing parks and locate new parks in neighborhoods and other areas that are accessible to residents on foot, by bicycle, or using transit, such as within or adjacent to urban centers.
- Prioritize the protection or restoration of locally and regionally significant natural resources ~~of local and regional significance~~, as well as other locations that help fill "missing links" in the regional open space and greenway system in local plans and funding programs.

## Overarching Theme: 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.

Working agricultural lands are essential to the region's heritage, health, and economic and cultural diversity. Livestock feeding and production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops, agricultural lands and operations of all sizes create jobs in the region, support economic vitality, and promote healthier communities by bringing people closer to their food source.

#### Regional Objective:

Support continued agricultural capacity in the region.

Agricultural land and the ability to bring additional land or operations into production, where viable, benefits local producers, saves energy resources, and offers a level of food security for the region. Local and regional initiatives will expand opportunities for local food cultivation, processing, and sales – improving the distribution of and access to food throughout the region.

#### Supporting Objectives:

Conserve significant agricultural lands.

Increase access to healthy and local foods.

Increase the efficiency of food distribution.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Surface transportation-related greenhouse gas emissions per capita	60 percent decrease from 2010	26.8 pounds per capita (2010)
Protected open space	2,100 square miles	1,841 square miles (2014)
Share of the region's housing and employment in high risk areas	Less than 1.0 percent	Housing: 1.2 percent (2014)
	Less than 2.5 percent	Employment: 2.9 percent (2014)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <p>Coordinate with local communities and local, regional, and state conservation programs to identify and protect (through conservation easements, purchase, or other means) significant agricultural resources at risk of being lost.</p> <p>Examine the production, processing, distribution, and consumption of food in the Denver region and consider creation of a regional food system council.</p> <p>Encourage the creation of a network of regional food hubs to facilitate the processing and distribution of local food, particularly in support of <del>farmers'</del> farmers markets.</p> <p>Promote regional coordination of institutional purchasing efforts to increase access to market for small producers.</p> <p><b>Education and Assistance</b></p> <p>Monitor the quantity and distribution of the region's agricultural lands over time using resources, such as those provided by the American Farmland Trust. Consider both lands that are being actively used for agricultural purposes, as well as those that are zoned for agriculture, but not currently in use.</p>	<p><b>Collaboration</b></p> <p>Direct landowners or individuals interested in preserving working lands or starting a new farming operation to programs and incentives available through the American Farmland Trust, Colorado Open Lands, and other organizations.</p> <p><b>Policies and Regulations</b></p> <p>Establish clear policy support for agricultural lands and operations in local comprehensive plans.</p> <p>Establish definitions for agricultural lands and operations at all scales in development regulations to ensure agricultural uses are allowed in appropriate areas.</p> <p>Identify and remove potential regulatory barriers to agritourism and other <del>non-traditional</del> nontraditional agricultural uses.</p> <p><b>Investments</b></p> <p>Purchase significant agricultural resources or their development rights through conservation easements as a part of a local open space strategy; consider the role of such lands in shaping future growth and development.</p>



Provide information and assistance to local and regional stakeholders seeking to improve the operations of the regional food system and increase access to healthy and local foods.

Provide data and assistance ~~toward~~for statewide and basin studies of the relationship between water supply and regional agricultural capacity.

### **Investments**

Encourage the role of land trusts to facilitate agricultural land conservation (~~ie~~such as through donation or purchase of conservation easements).

## Overarching Theme: A Safe and Resilient Natural and Built Environment

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

#### Regional Objective:

Reduce the risk of hazards and their impact.

The region will consider land use, open space protection and critical infrastructure in areas susceptible to ~~potential~~ natural and ~~potential~~ human-created hazards. Local and regional initiatives will limit new development, or the expansion of existing ~~new~~ development, in areas recognized as having a high probability of being ~~impacted-affected~~ by natural and human-created hazards. -More communities will have a hazard mitigation plan in place. Collectively, these initiatives will minimize the ~~impact-effect~~ of community disruptions, as well as economic, environmental, and other losses.

#### Supporting Objectives:

Increase open space in high risk areas.

Limit new development in areas susceptible to hazards.

Increase the use of best practices in land use planning and management to decrease risk.

Promote integrated planning and decision making in hazard mitigation.

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

#### Regional Objective:

Improve disaster response and recovery.

Preparing for, responding to, and recovering from disasters and traumatic events is essential to the physical, economic and emotional health of the region's communities and residents. The region will continue to ~~be proactive in preparing~~ ~~proactively prepare~~ for disasters, including ~~by understanding and assessing risks and vulnerabilities that may create challenges to~~ ~~challenge~~ recovery. When disasters occur, ~~impacted-affected~~ communities will overcome the physical, environmental~~;~~ and emotional ~~impact~~ ~~effects~~ in the shortest time possible relative to the severity of the disaster. ~~Impacted-Affected~~ communities will reestablish key elements of ~~the community's~~ ~~their~~ economic, social and cultural fabric; ~~reestablish those key elements~~ to pre-disaster conditions; and, when needed, make improvements to become more resilient.

#### Supporting Objectives:

Enhance community resiliency.

Increase interagency coordination.

#### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Surface transportation related greenhouse gas emissions per capita	60 percent decrease from 2010	26.8 pounds per capita (2010)
Protected open space	2,100 square miles	1,841 square miles (2014)
Share of the region's housing and employment in high risk areas	Less than 1.0 percent	Housing: 1.2 percent (2014)
	Less than 2.5 percent	Employment: 2.9 percent (2014)

## Strategic Initiatives – Ideas for Implementation

### Voluntary Options Available to Regional Organizations

#### Collaboration

Coordinate with the Colorado Department of Local Affairs, the Federal Emergency Management Agency, emergency responders, and ~~others~~ other local, state, and federal stakeholders to help advance planning efforts, assemble ~~BMPs~~, best management practices and increase local and regional preparedness.

Seek support necessary to update the Denver Regional Hazard Mitigation Plan every five- years and make available to local communities all mapping and accompanying databases of county-level hazard profiles to support local planning efforts.

Encourage local and regional coordination of, and investments in, datasets to improve disaster response and recovery (~~i.e. such as~~ damage assessment, and evacuation).

#### Education and Assistance

~~Assist~~ help local governments ~~impacted~~ affected by disasters ~~with plan for~~ recovery ~~planning efforts~~.

Provide data and other information to ~~help~~ support improved hazard mitigation planning, as well as disaster response and recovery.

#### Investments

Support projects that reduce the vulnerability of infrastructure to hazards.

### Voluntary Options Available to Local Organizations

#### Collaboration

Collaborate with emergency responders in the identification of critical facilities, and the review of local plans, regulations, and significant development projects ~~of significance~~.

Collaborate with neighboring jurisdictions to identify projects that ~~can~~ reduce the shared risk of certain hazards and their ~~impact~~ effects.

#### Policies and Regulations

Integrate hazard mitigation considerations into local comprehensive plans and development regulations, either through an integrated plan update process, or by reviewing and updating existing policies and regulations on a more targeted basis.

Adopt a hazard mitigation plan or consider working with regional partners to develop a regional plan if creating a locally tailored plan is not feasible.

Incorporate Colorado State Forest Service guidelines into the land development and building permit approval process.

Limit new development or the expansion of existing development in areas recognized as having a high probability of being ~~impacted~~ affected by hazards (~~i.e. such as those on a~~ floodplain, or with a high wildfire threat).

Establish guidelines for existing or future development in hazardous locations to minimize loss of life and property should a disaster occur.

#### Investments

Invest in local capital improvements that reduce the risk of hazards.

Mitigate or eliminate hazards associated with brownfields, positioning them for redevelopment or restoration as natural resource areas.

# Overarching Theme: Healthy, Inclusive, and Livable Communities

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

A deliberate focus on the built environment’s influence on physical activity, mobility choices, access to healthy food, and the natural environment supports the opportunity to lead healthy and active lifestyles throughout the region.

### Regional Objective:

Increase access to amenities that support healthy, active choices.

The region will expand opportunities for residents to lead healthy and active lifestyles. The region’s streets and roads will be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. A mix of well-connected land uses and recreational amenities in communities throughout the region will create places that make active transportation and recreational physical activity safe and part of an everyday routine. Additionally, local and regional initiatives will increase access to healthy food options in low-income neighborhoods and areas with high levels of food insecurity.

### Supporting Objectives:

Increase safe and convenient active transportation options for all ages and abilities.

Expand the regional trail network.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Share of the region’s population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	50 percent	41 percent (2013)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <p>Facilitate public/private partnerships to identify and address first- and final-mile connectivity issues associated with regional transit.</p> <p>Collaborate with local governments and other stakeholders to address the transportation needs of mobility-limited populations in transportation and land use planning and decision-making at the regional and local levels.</p> <p><del>Organize attention</del> <u>Raise awareness</u> around the need for green space and recreational amenities in areas where a concentration of residents <del>and</del> or employees exists or is planned (<del>i.e. such as</del> urban centers, <del>or</del> employment centers).</p> <p>Collaborate with local governments <del>on the identification and implementation to identify and implement of</del> projects in areas that have the greatest need for access to recreation and nature, as identified in the Regional Equity Atlas.</p> <p>Collaborate with local governments and other regional partners <del>on the identification and implementation of to</del> <u>identify and implement</u> priority portions of the regional trail network.</p>	<p><b>Collaboration</b></p> <p>Pursue agreements to share public properties or facilities that <del>can</del> increase access to recreation <del>and/or areas or</del> community gathering places.</p> <p><b>Policies and Regulations</b></p> <p>Adopt policies and implement regulations that promote a mix of uses and active public spaces.</p> <p>Adopt and implement street standards that are locally tailored to meet Complete Streets objectives in a variety of contexts—(urban, suburban, and rural).</p> <p>Adopt and implement policies and regulations that increase opportunities for local food production and processing by allowing community gardens, keeping of fowl and small livestock, and small-scale agricultural operations.</p> <p>Consider ordinances that allow residential sales of produce grown on premises.</p> <p>Adopt policies and regulations to support small-scale parks, plazas, and other indoor and outdoor recreational facilities. Consider providing incentives for projects that provide a range of recreational options.</p>

## Education and Assistance

Monitor the accessibility of healthy food options from transit through periodic updates to the Regional Equity Atlas.

Monitor the quantity and distribution of community gardens, small-urban farms, and land that is zoned and used for agriculture over time, using regional mapping and by working with local communities and other partners.

Promote awareness of the range of programs, services, and other assistance available to help residents lead healthier and more active lifestyles and, as well as opportunities for them to become involved in related efforts at the local and neighborhood level.

Routinely evaluate and address mobility obstacles and impairments within the built environment.

Support the integration of farmers' markets and other green markets within urban centers and rural communities.

## Investments

Support projects that consider all users of roadways (i.e. such as Complete Streets objectives).

Focus resources on helping to build safe pedestrian and bicycle connections from transit stops to neighborhoods and activity centers within communities.

Promote the development of the natural and built environment shade canopy and/or appropriate vegetative cover to create/maintain a safe, comfortable pedestrian environment.

## Investments

Prioritize funding for projects that meet Complete Streets objectives through non-MPO metropolitan planning organization sources, including local capital improvement programs.

Prioritize Provide incentives for grocers who locate in urban centers and underserved areas of the community.

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

## Overarching Theme: Healthy, Inclusive, and Livable Communities

### Outcome 11: The region’s residents have expanded connections to health services.

Expanded connections to health services improve the health and wellness of residents in the Denver region. Connections to health services are expanded through improved multimodal transportation access, the location of new health ~~services,~~ **facilities** and other innovative approaches resulting in more convenient access to health services.

#### Regional Objective:

Improve transportation connections to health care facilities and service providers.

The region will support the integration of health care facilities and service providers of all sizes into centers throughout the region—both urban and rural—where residents can access care by walking, biking, driving or using transit. Local and regional initiatives related to transit service, including on-demand and other specialized services, will increase transit access to health care facilities, social service providers, and other retail outlets that offer health services.

#### Supporting Objectives:

Increase awareness and knowledge of community health and wellness issues and support networks.

Increase collaboration among stakeholders at the local, regional, and state ~~level~~ **levels**.

Locate health services in accessible areas.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Share of the region’s population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	50 percent	41 percent (2013)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <p>Convene regular meetings of regional stakeholders—(health care providers, local governments, public health organizations, major hospitals, business leaders, the development community, foundations, and others <del>as appropriate—</del> <b>to</b> facilitate and support health and wellness projects and <b>regionally significant</b> initiatives <del>of regional significance</del>.</p> <p>Collaborate with health service providers to develop new datasets and analyses of access to preventative care and other health-related services, helping local and regional partners strategically target resources <b>to clients</b>.</p> <p>Strengthen partnerships between health and transportation providers to increase access to care, improve health outcomes, and reduce healthcare costs.</p> <p><b>Education and Assistance</b></p> <p>Conduct periodic updates to the Regional Equity Atlas and collaborate with local and state public health departments to conduct additional research at a neighborhood level to <b>help</b> inform discussions surrounding areas of the greatest need.</p>	<p><b>Collaboration</b></p> <p>Work with local elected and appointed officials to integrate health and wellness priorities and goals into comprehensive plans. Incorporate supporting information into plan and policy development and decision-making.</p> <p>Leverage existing health and wellness programs and services.</p> <p><b>Policies and Regulations</b></p> <p>Adopt and implement policies and regulations that support the integration of health services <del>as part of into</del> urban centers, employment campuses, retail centers, rural town centers, and other activity hubs.</p> <p>Consider policies and plans that encourage the location <b>of</b> health services in areas that are readily accessible.</p> <p><b>Investments</b></p> <p>Collaborate with public health professionals, area hospitals, health and social service providers, and other regional stakeholders to implement transportation system improvements in areas with the greatest <del>need for accessibility improvements</del> <b>mobility needs</b>.</p>

Establish a central clearinghouse of information to support health and wellness initiatives throughout the region (~~e.g.,~~ such as regional health indicators, access to services, programs, and best practices).

### **Investments**

Coordinate investments in local and regional transportation services that improve access to health services for those with mobility obstacles or impairments.

## Overarching Theme: Healthy, Inclusive, and Livable Communities

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

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

#### Regional Objective:

Diversify the region's housing stock

The region will have housing that meets the needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level. Local communities and regional partners will pursue initiatives that reduce barriers and expedite the development of housing in desired locations. The supply and range of housing options, including attainable and accessible units, in or near major employment centers will increase.

#### Supporting Objectives:

Increase the regional supply of housing attainable for a variety of households.

Increase opportunities for diverse housing accessible **by to** multimodal transportation.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	50 percent	41 percent (2013)

### Strategic Initiatives – Ideas for Implementation

Voluntary Options Available to Regional Organizations	Voluntary Options Available to Local Organizations
<p><b>Collaboration</b></p> <p>Convene local government officials and housing experts to identify ways to expand affordable, accessible workforce and senior housing development opportunities in local communities.</p> <p>Continue to support local planning that furthers the implementation of the region's transit system and urban centers.</p> <p>Participate in efforts to remove barriers and reduce cost of developing housing.</p> <p>Encourage transit investments where housing densities currently <b>—</b>, or are planned to <b>—</b>, support transit.</p> <p>Collaborate <b>among-with</b> local partners, including housing authorities, to understand current and future affordable housing needs.</p> <p><b>Education and Assistance</b></p> <p>Share best practices in <b>land-land</b>-use regulations, zoning and housing policies with local governments and other stakeholders.</p> <p>Develop and share guidance based on <b>existing</b>-best practices, to aid local communities in the identification of high opportunity sites, districts, or areas.</p>	<p><b>Collaboration</b></p> <p>Develop and maintain cooperative efforts with entities focused on developing accessible, <b>and</b> affordable, workforce and senior housing.</p> <p><b>Policies and Regulations</b></p> <p>Consider policies that promote a variety of housing options to meet the needs of older adults, including independent and supportive options.</p> <p>Consider allowing accessory dwelling units in appropriate zoning districts.</p> <p>Review local plans and regulations to ensure they encourage a mix of housing types and densities.</p> <p>Plan for increased residential density in high-frequency transit and other multimodal transportation corridors.</p> <p>Develop a focused strategy for preservation and rehabilitation of existing housing located near current and future transit areas.</p> <p>Consider plans and policies to improve <b>the balance of</b> jobs- <b>and</b> housing <b>balance</b> in employment-rich areas.</p> <p>Assess current and future housing needs and programs in transit-oriented communities.</p> <p><b>Investments</b></p>



Monitor changing demands for new and different types of housing.

Monitor issues around the cost of housing, providing information for local and regional partners through the Regional Equity Atlas and the Denver Region Visual Resources ([DRVR](#)) website.

Elevate awareness of the catalytic role of housing ~~can play~~ in transit-transit-oriented community strategies.

### **Investments**

Encourage the development and expansion of regional funds ~~that help to~~ support housing options (~~i.e. such as the~~ Denver Regional Transit-Oriented Development Fund)

Consider incentives to support affordable, and accessible, workforce and senior housing, particularly ~~within centers and other~~ in areas that are or may be served by transit.

Consider projects that address transit and mobility gaps near ~~places housing~~ that ~~include one or more of the following characteristics: is~~ higher density, affordable, and accessible, ~~workforce and senior housing or which meets the needs of low- and middle-wage earners, including seniors.~~

## Overarching Theme: A Vibrant Regional Economy

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

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

### Regional Objective:

Improve access to opportunity.

The region will 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 will continue to leverage investments in transit by concentrating new housing and employment in centers accessible ~~via~~ transit.

### Supporting Objectives:

Improve the flow of people, goods, services, and information ~~in~~ within and through the region.

Improve access for traditionally underserved populations.

Improve access to and from the region's developed and emerging housing and employment centers.

## Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Regional employment	2.6 million (1- <u>to</u> 1.5% <u>percent</u> annual growth)	1.8 million (2014)
Share of the region's housing and employment near high frequency transit	35.0 percent	Housing: 29.7 percent (2014)
	60.0 percent	Employment: 48.4 percent (2014)

## Strategic Initiatives – Ideas for Implementation

### Voluntary Options Available to Regional Organizations

#### Collaboration

Convene a technical committee to identify best practices in addressing first and final-~~mile~~ barriers.

~~Track, assess, and work~~ Work with a wide range of partners to track, assess and respond to the mobility needs of major employment centers.

Facilitate data- and information-~~sharing~~ in order to provide free and open regional data ~~that can help~~ power for local and regional ~~analysis~~ analyses.

#### Education and Assistance

Identify and monitor mobility trends including: commuting patterns in employment and urban centers; freight and commercial vehicle travel; technological advances; and recreation and tourism.

Identify best practices to ~~support the expansion and retention of~~ expand and retain manufacturing and production businesses in areas served by transit.

Conduct and share ~~analysis~~ analyses that ~~helps help~~ local and regional partners understand ~~issues~~ challenges and opportunities in and near the region's employment centers.

### Voluntary Options Available to Local Organizations

#### Collaboration

Partner with transportation management organizations, service providers, and ~~for~~ improvement districts to determine travel needs of employees.

Work with property owners, developers, service providers, ~~and RTD and the Regional Transportation District~~ to implement first- and final-mile strategies in employment centers.

Connect residents ~~(and visitors)~~ to local cultural, educational, and natural amenities ~~locally~~, as well as in the Denver region and ~~across the state~~ statewide.

Facilitate public/private partnerships to improve first- and final-mile connections to the region's high-capacity transit services, with an emphasis on enhancing connections to major employment centers and underserved populations.

#### Policies and Regulations

Develop strategies ~~that focus on a range of~~ supporting employment, housing, and other opportunities directly adjacent to transit stops and stations.

Preserve, protect and enable diverse employment and housing opportunities that are accessible ~~to~~ by transit.

Acquire data and provide ~~analysis-analyses~~ that ~~illustrates-illustrate~~ the gap between the types of jobs ~~present-available~~ in the regional economy and the requisite skills the workforce needs; use ~~this-the~~ ~~resulting~~ information to improve forecasting, planning, and other ~~strategie~~ initiatives.

### **Investments**

Fund transportation system improvements that improve the flow of people, goods, and services.

Provide local and regional transportation services that improve personal mobility, housing and employment access, as well as independence and well-being, especially for those with mobility obstacles or impairments.

Ensure traditionally underserved populations receive at least a proportionate share of transportation benefits and are not disproportionately ~~impacted-affected~~ by transportation investments relative to the entire regional population.

### **Investments**

Prioritize investments that will contribute to mobility enhancements ~~in-and-tofor~~ employment centers and housing options.

## Overarching Theme: A Vibrant Regional Economy

### Outcome 14: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

The region's continuous investments in infrastructure support a globally connected economy and offer opportunities for all residents to share and contribute to sustained regional prosperity. Vibrant and thriving communities, accessible and protected natural resources, and diverse cultural amenities are ~~considered~~ economic assets and make our region a highly desirable place to live, work and raise a family.

#### Regional Objective:

Improve the region's competitive position.

The region's economic vitality depends on providing a high quality of life in diverse communities. Investments in the region's infrastructure will help ensure the region remains globally competitive by establishing and maintaining the connected multimodal transportation system ~~that on which~~ businesses depend ~~on to for~~ access to local, national and global customers, and an available, desirable workforce. Economic and community development initiatives and activities will assure that the region's infrastructure will support and ~~grow~~ contribute to the growth of the region's economic health and vitality.

#### Supporting Objectives:

Invest in the region's infrastructure to ensure the region remains globally competitive.

Increase awareness of key regional growth, transportation and economic trends based on the region's shared vision for the future.

### Measures Related to Overarching Theme

Performance Measure	2040 Target	Baseline
Regional employment	2.6 million (1- <u>to</u> 1.5% <u>percent</u> annual growth)	1.8 million (2014)
Share of the region's housing and employment near high frequency transit	35. <u>0</u> percent	Housing: 29.7 percent (2014)
	60. <u>0</u> percent	Employment: 48.4 percent (2014)

### Strategic Initiatives – Ideas for Implementation

#### Voluntary Options Available to Regional Organizations

##### Collaboration

Coordinate economic and community development activities ~~aimed at assuring to maintain~~ the region's infrastructure ~~will maintain~~ and ~~grow contribute to the growth of its~~ economic health and vitality ~~of the region~~.

~~Facilitate coordinated~~ Coordinate local and regional investment in datasets to improve economic forecasting and analysis.

Collaborate with the region's water providers to better understand and forecast the ~~impact effects~~ of water availability on growth and development.

Collaborate ~~among with~~ economic development partners to understand and forecast the role ~~that of~~ increased diversification of economic activities ~~can play in on~~ reducing the region's risk ~~related~~ to global shocks.

##### Education and Assistance

Provide and analyze data on the region's demographic and economic conditions.

#### Voluntary Options Available to Local Organizations

##### Collaboration

Collect and share local development data and trends that ~~can~~ inform regional ~~analysis analyses~~ and modeling of economic trends.

Engage economic development and planning professionals in efforts to align community-wide goals with regional opportunities.

Participate in regional economic development activities.

Encourage coordination ~~between among~~ regional governments, stakeholders, and transit providers to ensure ~~alignment of~~ future transit investments and regional employment growth ~~are aligned~~.

##### Policies and Regulations

Develop measures and indicators to assess progress toward ~~the local policy goals of local policies~~.

##### Investments

Consider incentives and other investments to attract and enable ~~future~~ employment growth near ~~high-~~ frequency transit.

Create annual progress ~~report on~~ reports using measures and targets related to how regional land-use and transportation ~~measures and targets that~~ influence the region's economic vitality.

Provide information on key economic trends influencing the region, such as the role of private equity investment in local commercial real estate; integrate this information into planning and forecasting processes.

Provide analysis that links fundamental drivers of the region's economy (i.e. such as productivity, investment, and trade) to infrastructure investments and higher improve connectivity.

Consolidate regional data, ~~analysis, analyses~~ and information ~~to~~ into a "one-stop shop" accessible to a wide variety of audiences such as Denver Regional Visual Resources.

Develop ~~informational products that~~ and distribute information that highlights key trends ~~that may impact affecting~~ the region's ability to achieve desired outcomes.

Provide data-driven stories and infographics that illustrate the state of the region in terms of economics, ~~as well as,~~ transportation and demographics.

Provide data and assistance to communities seeking to develop long-run forecasts for population and employment under alternative scenarios.

### **Investments**

Identify and fund transportation system improvements ~~that~~ to increase access to jobs and efficient freight and goods movement to support the region's global competitiveness.

## Metro Vision “Preamble” as Previously Approved Showing Changes to Improve Style, Flow, Clarity and Consistency for Proposed Public Review Draft

### **Metro Vision: 20 Years of Progress**

~~For 60 years, the~~The counties and municipalities of the Denver region have ~~worked together to advance~~been advancing a shared aspirational vision of the future of the metro area ~~and to for more than 60 years. Working together to~~ make life better for our communities and residents. ~~That vision~~that vision has taken various forms over the years, ~~most recently as a regional plan known as Metro Vision. The DRCOG Board of Directors adopted the first Metro Vision plan in 1997—~~(Metro Vision 2020) in 1997—and has continued the dialogue about how best to achieve the plan’s evolving vision ever since.

Metro Vision fulfills ~~the Denver Regional Council of Government’s (DRCOG)~~DRCOG’s duty to make and adopt a regional plan for the physical development of the region’s territory. The plan remains advisory for a local ~~jurisdictions~~jurisdiction unless ~~their~~its planning commission chooses to adopt it as ~~their~~its official advisory plan ~~(C.R.S. under Colorado Revised Statutes 30-28-106(2))~~. As adopted by [a forthcoming resolution], ~~Resolution XXXX~~, this Metro Vision ~~Plan~~plan supersedes any regional master plan previously adopted by DRCOG.

The region has a strong shared sense of its future, and the DRCOG Board ~~of Directors (DRCOG Board)~~ recognizes that the success of the visionary plan requires the collective coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

The Metro Vision plan does not replace the vision of any individual community; rather, it is a tool to promote regional cooperation on issues that extend beyond jurisdictional boundaries. The plan anticipates that individual communities will contribute to Metro Vision outcomes and objectives through different pathways and at different speeds for collective impact.

Six core principles have shaped the role of Metro Vision since the plan’s earliest conceptions ~~of the first Metro Vision plan (Metro Vision 2020)~~ and remain valid today:

### Metro Vision Principles

METRO VISION PROTECTS AND ENHANCES THE REGION’S QUALITY OF LIFE.  
Metro Vision’s most basic purpose is to safeguard for future generations the region’s many desirable qualities, including beautiful landscapes, diverse and livable communities, cultural and entertainment facilities, and employment and educational opportunities.

METRO VISION IS ASPIRATIONAL, LONG-RANGE AND REGIONAL IN FOCUS.  
Metro Vision’s planning horizon extends ~~twenty~~20 years and beyond to help the region address future concerns, while considering current priorities, too. The plan expresses a high-level, regional perspective on how the region as a whole can fulfill the vision of Metro Vision.

## METRO VISION OFFERS IDEAS FOR LOCAL IMPLEMENTATION.

Local governments can use Metro Vision as they make decisions about land use, ~~and~~ transportation planning and a range of related issues. Metro Vision also helps local governments coordinate their efforts with one another and ~~with~~ other organizations.

## METRO VISION RESPECTS LOCAL PLANS.

The region's local governments developed Metro Vision, working collaboratively ~~at through~~ DRCOG. The plan doesn't replace the vision of any individual community; ~~rather,~~ it is a framework for addressing common issues. Metro Vision is sensitive to the decisions local governments make in determining when, where, and how growth will occur. Metro Vision also recognizes that each community has its own view of the future related to its unique characteristics.

## METRO VISION ENCOURAGES COMMUNITIES TO WORK TOGETHER.

Many of the ~~impacts effects~~ associated with growth—~~such as~~ traffic, air quality, and housing costs ~~among others~~—don't recognize jurisdictional boundaries and ~~jurisdictions~~ local governments must work collaboratively to address them. Metro Vision provides the framework for ~~doing that~~ coordinated region-wide efforts; DRCOG provides the forum.

## METRO VISION IS DYNAMIC AND FLEXIBLE.

Metro Vision reflects contemporary perspectives on the future of the region and is updated as conditions and priorities change. The DRCOG Board makes minor revisions to the plan annually and major updates as needed.

## Applying the Metro Vision Principles in Practice

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. It also establishes the regional performance measures and targets used to track progress toward ~~the region's~~ desired outcomes over time. DRCOG may update and refine these measures as needed, should improved methods and datasets become available.

The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Measures ~~described herein~~ (see page 8) help to verify whether the ~~collective shared~~ actions of planning partners, including local governments, are moving the region toward desired ~~regional~~ outcomes. 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.