

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 1, 2007

A RESOLUTION AMENDING THE METRO VISION 2030 PLAN FOR THE DENVER REGION

WHEREAS, it is a function and duty of the Denver Regional Council of Governments, as a Regional Planning Commission under the laws of the State of Colorado, to make and adopt an advisory regional plan for the physical development of the territory within its jurisdiction; and

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, the Denver Regional Council of Governments adopted the *Metro Vision 2030 Plan* in 2005 to guide growth and development, transportation, and environmental quality in the Denver region through the year 2030; and

WHEREAS, the Denver Regional Council of Governments has identified a need to revise the *Metro Vision 2030 Plan* through the Metro Vision Plan Assessment Process; and

WHEREAS, the Denver Regional Council of Governments and its advisory committees have reviewed and considered the proposed changes to the plan and supporting documents; and

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its Articles of Association, and the authority granted under Section 30-28-106 of the Colorado Statutes, the Board of Directors of the Denver Regional Council of Governments hereby adopts the following changes to the Metro Vision 2030 Plan:

Amend Figure 9 as shown on the attached map to recognize three additional urban centers in the City of Brighton.

Amend page 56 by adding the following paragraph before Figure 21:

As business travel continues to grow in Colorado, the role of general aviation airports as "reliever" facilities will become increasingly significant, providing alternatives to Denver International Airport for private and corporate flights. Increased business travel at these facilities may in turn stimulate airport-related and other development activity on adjacent land and in the surrounding communities, providing jobs in aviation supporting industries as well as other industries. DRCOG strongly encourages airport operators and affected local governments to collaborate in addressing potential conflicts between increased

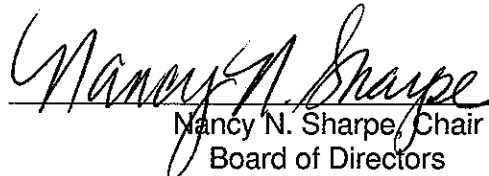
operation activities at airports and surrounding land uses. To assist, DRCOG has developed guidelines for land use planning around airports (refer to the "Airport Compatible Land Use Design Handbook").

This plan supersedes the Metro Vision 2030 Plan previously adopted by DRCOG for the described area.

BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments accepts the request of the City of Lafayette to withdraw their change to their Urban Growth Boundary/Area and defers action on the proposed change to the language in the Metro Vision 2030 plan concerning air cargo until the affected parties develop acceptable language.

BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments is hereby authorized to certify copies of this amended plan to all counties and municipalities lying wholly or partly in the Denver region.

RESOLVED, PASSED AND ADOPTED this 17th day of January, 2007 at Denver, Colorado.



Nancy N. Sharpe, Chair
Board of Directors

Denver Regional Council of Governments

ATTEST:



Jennifer Schauffele, Executive Director

ATTACHMENT
METRO VISION 2030 PLAN AMENDMENTS

Amend Appendix A as shown on the attached table to add 2.0 square miles to the 2030 Urban Growth Boundary/Area for the Town of Parker and 2.5 square miles to the City of Thornton.

Amend Figure 6 as shown on the attached map and Appendix A as shown on the attached table to show the Weld County portions of the Urban Growth Boundary/Area for the City of Brighton, the Town of Erie and the City of Longmont.

Amend Figure 9 as shown on the attached map to recognize additional urban centers.

Amend Figure 13 as shown on the attached map to incorporate a number of changes to roadway classifications.

In the *Supporting Policies, Criteria and Procedures*, change the following definition on page 3 of the Metro Vision 2030 Glossary - Definitions for Mapping the Extent of Development:

- **Urban** – Land that is predominantly covered by structures and public facilities (roads, power lines, etc.) Includes residential land use in those areas that appear to have more than one dwelling unit per acre (this would not include accessory buildings, barns etc.). Includes any commercial, office or industrial land use except gravel pits and quarries. Freestanding or isolated parcels of commercial, office or industrial land use larger than ten acres or having more than 50 employees will be considered urban.

In the *Supporting Policies, Criteria and Procedures*, make the following changes to the Urban Center Criteria:

- Page 34, item 2 would be changed as follows: Regional Corridors should not exceed 640 acres in gross area per highway interchange. Regional Corridors are based on a primary physical form of connected activity nodes at freeway interchanges. Two interchanges represent the minimum regional corridor system. However, a proposed corridor may have more than 2 interchanges as part of the planned corridor system, but must always include the areas that connect them for multi-modal purposes (see Plan Schematic graphic). Each interchange may be larger than 640 acres if it contains more than one central node of activity.
- Change the last box of the Urban Center Recognition Process diagram on page 38 to read, "Metro Vision Issues Committee reviews and provides recommendation to DRCOG Board for consideration as part of the Metro Vision Plan Assessment Process."

Attachment to Resolution No. ___, 2007
Changes to Figure 9, page 24, *Metro Vision 2030 Plan*

