Regional Growth Management Initiative

March Work Session
Initial Guidance

Presented by:
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Like blots in a geographic Rorschach test, Front Range cities ooze toward one another.

National Geographic, November 1996
Understanding growth aspirations

Better awareness of local growth plans

Overlapping, contradictory local plans

Need better ability to understand local growth priorities

1,000-plus square mile buildout
Simplified regional growth strategy

Manage urban extent

Urban intensification
Scenarios: Managing Urban Extent

**Transportation Priorities**
- Compact
- Expanded

**Scenarios**
- A
- B
- C
- D
- E
- F

**Urban Footprint**
- Highways
- Transit

**Transportation**
- Less driving
- Less congestion
- Cleaner air
- Less land consumption
- Less need for new water treatment facilities
- More efficient water use
- More transit use
- Better access to transit
- More development around transit
- More development downtown

**Environment**
- Less spending on infrastructure
- Less land consumption
- Less need for new water treatment facilities
- More efficient water use

**Land Use**
- More development in urban centers
- More development downtown
Scenarios: Urban Intensification

Regional Impact of Urban Center Development

- **Vehicle miles traveled (VMT) per capita**
  - 25.7 to 24.7

- **Congestion (Vehicle Hours of Delay)**
  - 673K to 472K

- **Share of trips to work by single-occupancy vehicle (SOV)**
  - 75.9% to 74.1%

- **Share of non-SOV for all trips**
  - 24.1% to 25.9%

- **Population with good transit access**
  - 39.1% to 52.1%

- **Greenhouse gas (GHG) emissions per capita**
  - 21.7 to 21.0
Summary: Purpose and origin of UGB/A

- To maintain and improve quality of life
- To understand 20-year growth aspirations
- To maintain local control (vs. state)
Long-term growth patterns are key inputs for DRCOG’s travel modeling and transportation planning.

**Back in the day…**
- Growth capacities provided by jurisdictions
- Policy-driven through attractiveness factors
- Limited constraints based on market, regulatory environmental conditions
- Better at greenfield

**Today…**
- Primary constraint is regulatory environment
- Profitability determines what is built and where
- Local input needed where zoning is expected to change
- Better at infill/overlooked sites
A Region in Transition

- **Rural to Urban**
  - 127.3 sq.miles / 23.7% of growth

- **Urban++**
  - 14.1 sq.miles / 36.1% of growth
Setting the course: Initial questions

Q: From your perspective, what are the region’s key growth and development challenges?

Q: Are there key differences between yesterday’s challenges (mid-90s to 2008) and today’s challenges (post-recession, current, foreseeable future)?

Q: How might designated growth areas address today’s challenges and ensure desired local and regional outcomes?
Q: How might the Board evaluate initiative proposals?

For discussion purposes:

• Does initiative advance Metro Vision outcomes?
• Does initiative preserve local control?
• Does initiative appropriately apply a regional perspective and identify effective role for DRCOG?
• Does initiative support coordinated efforts to improve forecasting future growth?
• Does initiative assist with local and regional infrastructure investment decisions?
• Does level of effort (local and regional) match anticipated value?
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