Comprehensive Plan Indicators

2014 SCORECARD REPORT
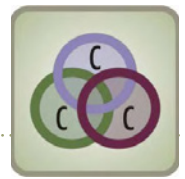
Commerce CITY
C3 VISION

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USER'S GUIDE

This report marks a continuing effort in data collection for key community indicators outlined in the Commerce City C3Vision Comprehensive Plan. This is the fifth year of the report, which is designed to evaluate and monitor changes in the community, and assess whether the assumptions in the Comprehensive Plan are valid and its goals are being achieved.

The Comprehensive Plan is based upon an understanding of current conditions as well as assumptions about the future. The fact that change is inevitable underscores the importance of developing a comprehensive monitoring approach that will allow the Comprehensive Plan to remain relevant in an environment of community change.

What Are Community Indicators?

Community indicators are bits of information that, when combined, generate a picture of what is happening in a local system. They provide insight into the overall direction of a community: whether it is improving, declining, or staying the same, or is some mix of all three.

A combination of indicators can therefore present a measuring system to provide information about past trends, current realities, and insight into future directions in order to aid decision making. In this sense, community indicators can also be thought of as grades on a report card that rates community well-being and progress.

Indicators themselves do not offer a model of how a community works or how to determine planning choices; rather, they furnish information that can be used by citizens, policy makers, government agencies, the media, businesses, citizen activists, and others when faced with decisions about the community. Indicators are a tool for helping us understand ourselves as a community.

For some indicators, there are at least four years' worth of data; the majority of indicators contain at least five years' of data, which begin to establish trends. For others, there continues to be limited information available to monitor progress. The Planning Division strives to provide the best data available for the indicators to track the Comprehensive Plan's policies adopted in 2010. On an annual basis, the Planning Division will revise, and if necessary, correct and adjust data when new and better sources or updates become available. It is hoped that these indicators may be supplemented with additional information and evaluation.

Using This Report

The Community Indicators report includes measures of many Benchmark areas and includes data on 44 different indicators. A Benchmark is identified along with the indicator, and is a measurable goal or target identified in the Comprehensive Plan, or a general principle or policy for the community that is intended to be implemented over the planning period.

USER'S GUIDE
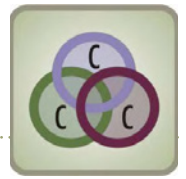
The 2014 report is divided into twelve major areas of interest: Land Use Choices; Jobs and Business; Fiscal Stability; Housing and Neighborhoods; Redevelopment and Reinvestment; Transportation; Safety and Wellness; Parks, Open Space, and Recreation; Public Facilities and Infrastructure, Appearance and Design; Cultural Facilities and Tourism; and Environmental Conservation and Stewardship. Each year, new subjects within these areas of interest will be evaluated for inclusion in future editions of the report.

Each indicator is formatted to provide the following standard information:

Subheading Information

This section appears immediately below the indicator title and describes the indicator's relationship with the Benchmark, as well as the reasons why it is important to monitor over a period of time.

Data

This section highlights the key trends or observations that are identified in the data. Data collected in 2014 is emphasized, marking the ongoing point for monitoring the assumptions identified in the C3 Vision Comprehensive Plan. Change is described in terms of percentages, or nominal differences, in data between each year or a specific time period.

Analysis And Trends

Staff provided a brief analysis of the data and its impacts on the community. At the bottom of each indicator, there are boxes that show the desired and actual trends. Desired trends are the direction that the city is attempting to attain, and the actual trend for the majority of the data indicates the verified direction of that trend, most often based on 2010 through 2014 data.

Sources

This section identifies the resources from which data were obtained, and if relevant, provides a website address where additional information can be found.
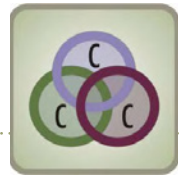
How Were The Indicators Selected

The process of updating community indicators promotes regional cooperation and encourages public, non-profit, and private sector action through an understanding of specific trends and outcomes. Indicators are selected using the following general criteria:

- **Policy Relevance** – is the indicator directly linked to one or several key issues around which key policies are formulated? Unless linked to critical decisions and policies, it is unlikely to motivate action.

- **Simplicity** – can the information be presented in an easily understandable, yet appealing, way that the public can readily understand?

- **Validity** – is the indicator a true reflection of conditions in the city, and is the data verifiable? Can the city affect the outcome? The data must be credible and reliable for both experts and laypeople.

- **Time Series** – is time series data available reflecting a trend of the indicator over time? This is important if the indicator is to reflect trends over time.

- **Availability and Affordability** – is good quality data available at a reasonable cost, or is it likely to become so in the future? Costs can include both actual dollar expenditures, as well as staff time.

- **Serve Multiple Objectives** – is the indicator about a very narrow or broader issue? The list of potential indicators is endless. For this reason, indicators that reflect or aggregate information on broader topics should be preferred.

Two other issues create a further challenge in evaluating the findings of indicators included in this report. The diversity of the type of measured data included in the report is accompanied by a similar diversity in publication times or "availability" of the information. The time lag associated with many of the indicators presents a major obstacle in monitoring the current conditions occurring throughout the community. While data availability or timeliness are important, they have a slightly lower level of importance than the other data criteria, which are critical elements in selecting information. As noted earlier, trends take years to manifest in data, and conclusions garnered from year-to-year findings should be avoided.

Another important issue impacting the effectiveness of monitoring current conditions throughout the community is isolating the influence of local, state, and national policy, conditions, and/or mandates. Each indicator may be influenced more or less from a particular level of government involvement than another. Determining a cause and effect relationship over time becomes a challenging enterprise in light of the competing policies that exist between the different levels of government. This does not lessen the importance of monitoring such indicators, but does add caution for decision-makers and readers of this report when interpreting trends depicted in the data.
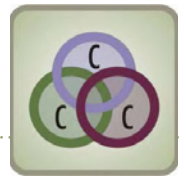
Next Steps - From Indicators to Action

The value of community indicators is not as a static, one-time exercise in identifying important community trends, but rather its importance is realized over a period of time. If updated on an annual basis, community indicators can show progress, or the lack of progress, in accomplishing community priorities. With broad participation in their targeting and update, community indicators can influence location policy and decision making. A more direct benefit of the report is to provide information that counteracts bad data that do not accurately reflect community issues or trends.

The interconnections among the indicators presented in this report are substance for a wealth of discussions on our changing community. This report will encourage the community to discover ways that these indicators inter-relate, and how they can use the information to improve conditions throughout the community.

Another benefit of the community indicators report is raising awareness of the people who live in the community, and the quality of life experienced by all residents. A changing community does not always result in positive outcomes for all residents. It is hoped that the information presented in this report will make people think about their community, and the quality of life of their neighbors and the entire community.

The report should prompt readers to ask questions, such as, "How does this information related to my friends, family, colleagues, employees, and neighbors?" The information should tell a story about the community, such as, "Where have we come from and where are we going?" In order to get where we are going, we need to measure where we want to be.

We hope you find this report useful and welcome comments and suggestions for later editions.

For more information, contact the Commerce City Planning Division, or visit the website at www.c3gov.com.

Chapter 4

Land Use Choices

Principle: Grow Commerce City in a balanced and compact pattern of neighborhoods and commerce centers, where residents have access to employment, services, and shopping. Promote infill and phase new growth to avoid inefficient and costly leapfrog development.

BUILDING PERMITS
TOTAL NUMBER OF BUILDING PERMITS ISSUED ANNUALLY.

The city's 2014 permit activity reflects a positive, balanced, and even robust trend resulting in a productive year. A good mix of new housing starts, coupled with fairly vigorous commercial development, brought about a reasonably strong and consistent year that included encouraging positive trends in both residential and non-residential permit activity.

During 2014, the city issued 353 permits for new residential construction - 344 of which were for single-family dwellings. Six permits were processed for townhomes, which were the first of this unit type to be constructed in the city within the last several years. The remaining three permits were issued for duplexes. While residential permit totals were down about 8% compared to 2013, the city has acquired two fairly solid years of activity that's still well above (nearly 84%) 2012's residential permit totals. Two years, or approximately twenty four months, of continuous, reasonably healthy residential growth is encouraging, as this emerging trend greatly contributes to the city's fiscal health and stability. Moreover, in late 2014, homebuilder interest in the city remained high, with numerous inquires about the city's residential permitting and inspection processes. Additionally, new homebuilders have begun to invest in the city's housing market. As a result, permit activity and more importantly, actual permit submittals, have remained relatively high heading into winter – another good sign of sustained homebuilder interest.

Total Building Permits 2010-2014

Year	Permits
2010	1784
2011	1940
2012	1773
2013	1934
2014	2444
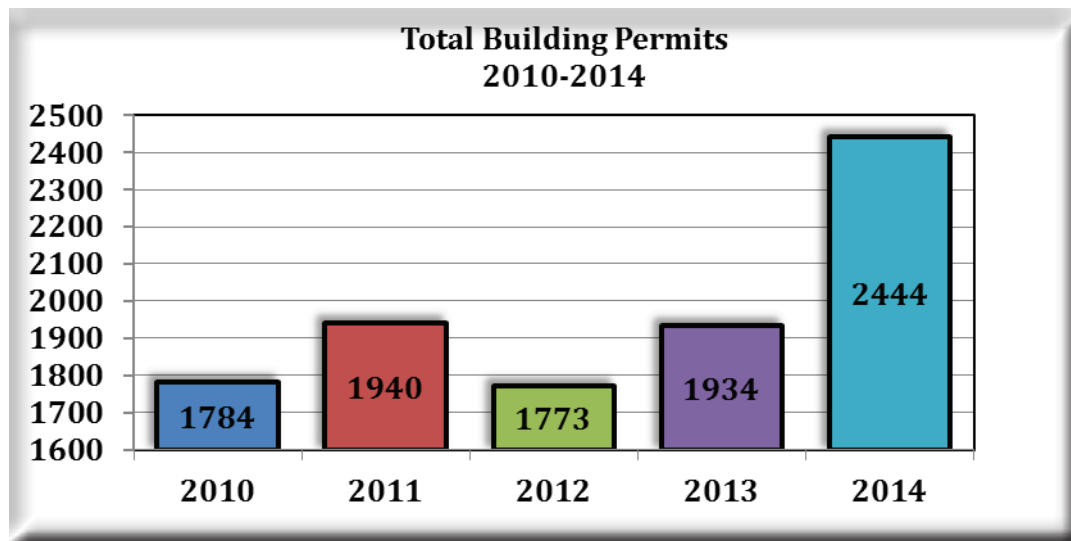
BUILDING PERMITS (CONT.)

Residential construction valuation remained strong, if not slightly improved, over 2013. A total of 353 housing starts resulted in $59,874,192 of reported valuation, very near to 2013's mark of $68,952,147. This, too, is an encouraging sign, since 31 fewer homes permitted in 2014 produced nearly the same reported valuation as 2013. This points to one or more positive factors—either home builders are charging more for their product, homes are inching up in size (square footage), or buyers may be purchasing builder upgrades that collectively produce higher valuations. Whether attributed to an uptick in housing quality, buyer requested upgrades, or the purchase of a larger home, this is inspiring and points to continued recovery and predictability for the city.

For non-residential permit activity (both commercial and industrial), 2014 also developed into one of the busier years in recent history. In mid-2013, the city's Planning Division reported an increase in land use application activity. Beginning in 2014, there was a significant uptick in the number of commercial permit projects processed through the land use entitlement process. As expected, much of the work completed by Planning in late 2013 and early 2014 came to fruition, as dozens of Planning projects were approved and quickly evolved into building permit applications. Nearly two dozen new commercial/industrial buildings were permitted in 2014. Included in this mix were new retail stores; medical and personal service facilities along East 104th Avenue; new warehouse and industrial remodels and additions in the core city and northern industrial areas; a $15 million dollar investment into a new trucking center; a new Boys & Girls Club; and the city's new leisure pool at Pioneer Park. Because of these and other developments, the city realized a total job valuation of over $50,000,000 for all non-residential permits - the highest reported valuation for these project types since 2011.

Robust permit activity continued into the fall and winter, evidenced by a regular stream of residential building permits being submitted weekly, along with frequent inquiries from home builders asking about the city's permitting process – another positive indicator! Coupled with numerous commercial projects making their way through the land use process, it is expected that these improving trends will continue well into 2015.

Source: Commerce City Building Safety Division

Desired Trend: Actual Trend:

PROJECTS CONSISTENT WITH FUTURE LAND USE PLAN
NUMBER OF NEW CASES FOR DEVELOPMENTS THAT COMPLY WITH THE FUTURE LAND USE PLAN (LUP).

An increase in the number of projects that are developed in conformance with the future land use plan show that the city is maintaining a balanced mix of land uses.

The future land use plan will be a guide for both the city and developers to help shape future neighborhoods, centers, open space, civic uses, and employment areas over the long-term.
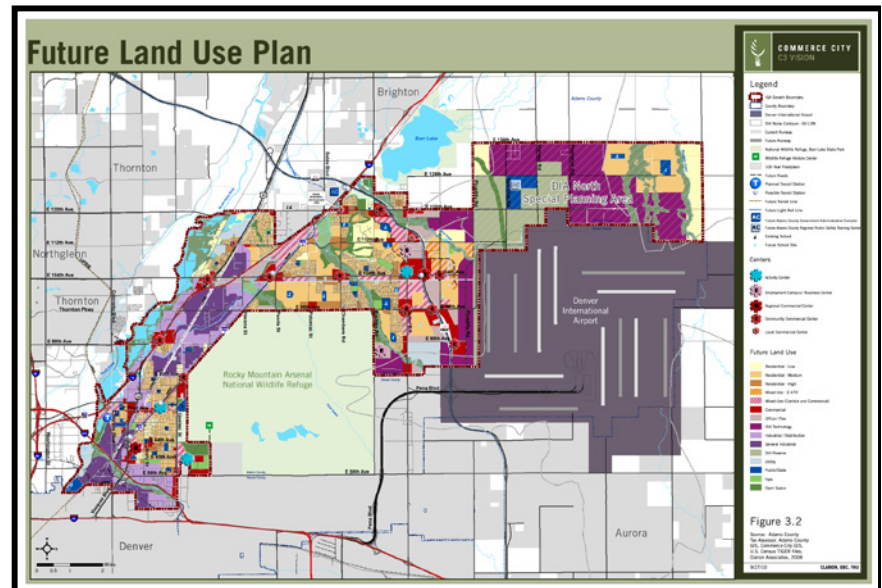
Year	Total Cases Processed	Cases for Developments in Agreement with LUP	Positive Correlation Rate
2010	27	26*	96.3%
2011	32	31	96.9%
2012	21	20	95.2%
2013	27	24	88.8%
2014	35	33	94.3%

This number reflects only Rezoning, Conditional Use Permit, Use-by-Permit, Annexation, and Land Use Plan Amendment projects where the Future Land Use Plan was an influence in the decision-making process.

In 2014, an increase in the positive correlation rate was seen, which continues to show the Comprehensive Plan's strength with regards to land use principals and goals.

Moving forward, city council and staff should continue to strive for high positive correlation rates, and continue to use the goals of the Comprehensive Plan as a guide in future land development cases.

Source: Commerce City Planning Division

Desired Trend:

Actual Trend:

INFILL DEVELOPMENT
NUMBER OF NEW INFILL DEVELOPMENTS.

This indicator monitors the number of new infill developments in the Historic City and Irondale subareas. This indicator does not include projects such as additions, tenant finish, accessory structures, or small structural/site improvements. The city may provide incentives for infill development through rebates, reduced fees, expedited review times, etc. Based on 2014 development plan applications, new infill projects included:

- New construction garage — Rush Trucking—6751 East 50th Avenue, Building B
- New sales area and garage — Rush Trucking—6800 East 50th Avenue, Building C
- Two new dock buildings—FedEx Ground—8951 Yosemite Street
- New power distribution center—Suncor Energy—5801 Brighton Boulevard
- City of Commerce City—outdoor leisure pool and associated facilities—5951 Monaco Street
- New Boys & Girls Club facility—6201 Holly Street
- New pre-engineered structure—Metro Wastewater Reclamation District —6450 York Street

In 2014, there were 7 new projects in infill areas, equal to 2013's total. The city remains hopeful that in coming years, the economy will continue to make a slow, but steady resurgence that will prompt an increase in the number of new infill developments.
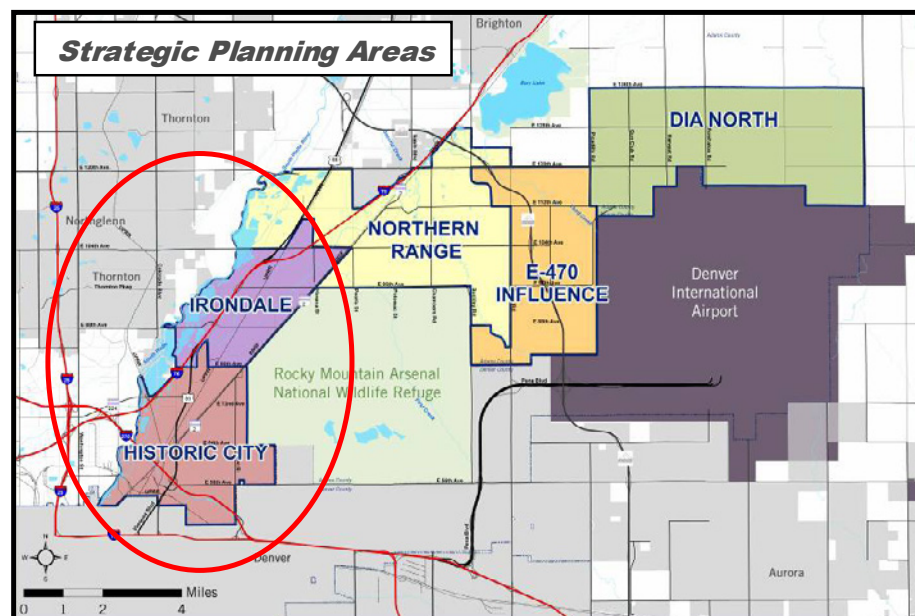
Source: Commerce City Community Development Department

Desired Trend:

Actual Trend:

ANNEXED LAND
TOTAL ACRES OF LAND ANNEXED ANNUALLY.

Commerce City is in a unique position compared to other Denver-metro municipalities, because the city has a tremendous amount of land that is in the city's growth boundary and will be annexed into the city in the future. Specifically, there are more than 61+ square miles in the city's eventual growth boundary. Currently, there are roughly 41-square miles within the current city limits. To put those numbers in perspective, the Rocky Mountain National Wildlife refuge is about 26.5-square miles in size. While there are tremendous opportunities for green-field development within the city limits, the city continues to seek additional land that can be annexed and used for new economic development opportunities and increased amenities for the its residents.

The city saw an increase in the number of acres annexed in 2014. Approximately 16.5 acres were annexed into Commerce City compared to only 1.15 acres in 2013, and 0 acres in 2012. This increase in annexed property may reflect the improved economy and a renewed interest from the development community. Although 2014 did not experience a dramatic increase in the acres of annexed land, it represented a turning point from the previous two years and may influence a positive trend for 2015 and 2016.
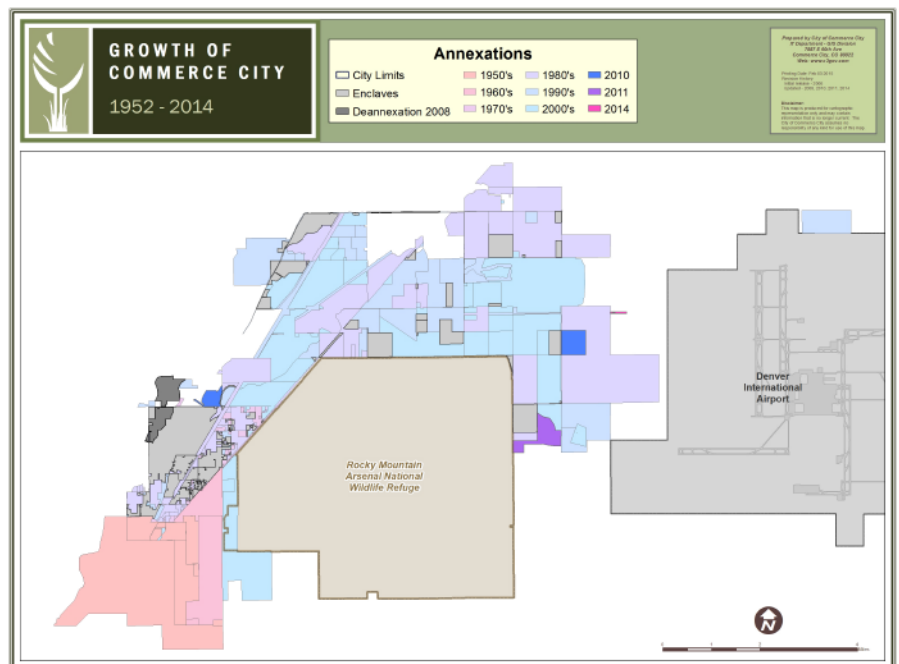
Sources: Commerce City GIS Division
Commerce City Planning Division

YEAR	TOTAL ACRES ANNEXED	SQUARE MILES ANNEXED
2010	247.5	0.39
2011	197.5	0.32
2012	0	0
2013	1.15	0.002
2014	16.541	0.02584

Desired Trend:

Actual Trend:

COMMERCIAL NON-INDUSTRIAL PROJECTS
SQUARE FEET OF COMMERCIAL PROJECTS.

This indicator shows the total square feet of commercial projects for which building permits were issued. The city's continued housing growth played an important factor in the increase of commercial projects during 2014. Recent retail development in and near the Reunion Marketplace on East 104th Avenue and Chambers Road; the shops at Belle Creek at East 104th Avenue and US 85; North Range Town Center on the southeast corner of 104th and Chambers Road, and Aspen Hills on the southwest corner of East 104th and Chambers, for example, all continue to provide the city with retail space necessary to meet the community's need for goods and services.

The following table indictates permits issued for commercial, retail, office additions, tenant finish, and new structures. During 2014, these projects included the construction of a new Walgreens store in North Range Town Center; an emergency room and medical building in Aspen Hills; and a medical center, Auto Zone and two fully-occupied inline centers in Reunion Marketplace. The Boys and Girls Club on the Mile High Greyhound Park redevelopment site, and the outdoor leisure pool and facilities at East 60th Avenue and Monaco Street, are other projects for which construction started in 2014. Throughout the city, 20 tenant finish projects were permitted for various personal needs and food/beverage services.

COMMERCIAL NON-INDUSTRIAL PROJECTS						
	2010	2011	2012	2013	2014	% Change +/- (2013 to 2014)
# of Permits	17	14	6	32	29	-9%
Square Feet	531,528	145,469	226,491	260,329	143,751	-45%
Valuation	$16,351,065	$7,609,439	$20,341,422	$27,321,818	$10,250,368	-62%

Sources: Economic Development Division; Commerce City Building Safety Division

COMMERCIAL NON-INDUSTRIAL PROJECTS (CONT.)

The number of projects in 2014 was slightly lower than in 2013, but total square feet and valuation for all projects experienced a more drastic downward trend. This decrease is not necessarily negative. For commercial office and retail projects, it is hard to compare year-to-year activity, since it's a reflection of the market and impacted by stand-alone versus multi-tenant projects. There was robust activity and an increase in the number of permits issued in 2013, as projects on hold through the recession finally moved forward. Significant rises in construction costs in 2014 may have stalled some projects and slowed growth plans for many retailers.

While unforeseeable market factors impact future construction, projects in the works in both the core city and the northern range are likely to move forward in the coming years. City Council and staff will continue to support the growth of existing businesses and work to attract new ones.

Ace Hardware
15181 East 104th Avenue

Desired Trend:

Actual Trend:

CHAPTER 4 · LAND USE CHOICES

POPULATION
TOTAL POPULATION.

This measure tracks the total population in Commerce City.

As indicated in the chart, population has grown moderately (12%) over the past four years from 45,913 in 2010 to an estimated 51,428 in 2014. This total is particularly important because of its proximity to the 50,000 population threshold. Once the city's population reaches this figure, Commerce City will become eligible for resources from programs such as CDBG, and others, that use population as one of many criteria to determine grant amounts.

Commerce City's Population 2008-2014

Year	Population
2008	42,458*
2009	44,067*
2010	45,913*
2011	47,502**
2012	48,497**
2013	49,779**
2014	51,428***

*US Census Bureau
**US Census Bureau as of July 1
***Commerce City Community Development Department
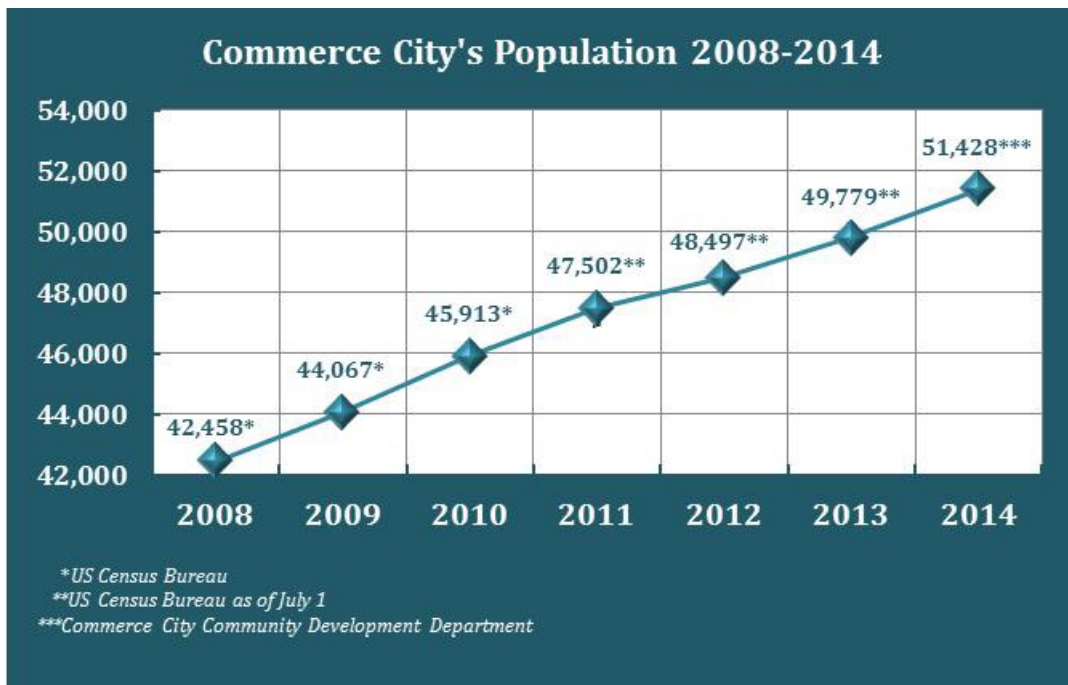
Each year, the city estimates population using information collected throughout the previous year. Certificates of Occupancy are used to measure how many new dwelling units are available for new residents. Assumptions on household size and housing vacancy rates also are used to estimate how many people are living within the city. The city uses the decennial census to obtain an official count of population every ten years. Given the city's growth history over the past decade and general growth patterns in the Denver-metro area, it is anticipated that the city's population will continue to increase at a steady growth rate of around 3%.

City staff anticipates that the residential real estate market will show small but steady growth during 2015, so population rates will continue to increase but not substantially, at least in the near future.

Sources: Commerce City Planning Division; Commerce City Building Safety Division; US Census Bureau

Desired Trend: Actual Trend:

POPULATION GROWTH
HOUSEHOLD POPULATION GROWTH RATE.

The annual population growth rate measures the rate at which the population in Commerce City is changing. The Denver Regional Council of Governments estimates that the Denver-metro region will grow to a population of nearly 3.9 million by 2035, with most of the growth occurring in the northeast corridor of the Denver-metro area.

Population Growth Rate 2009-2014
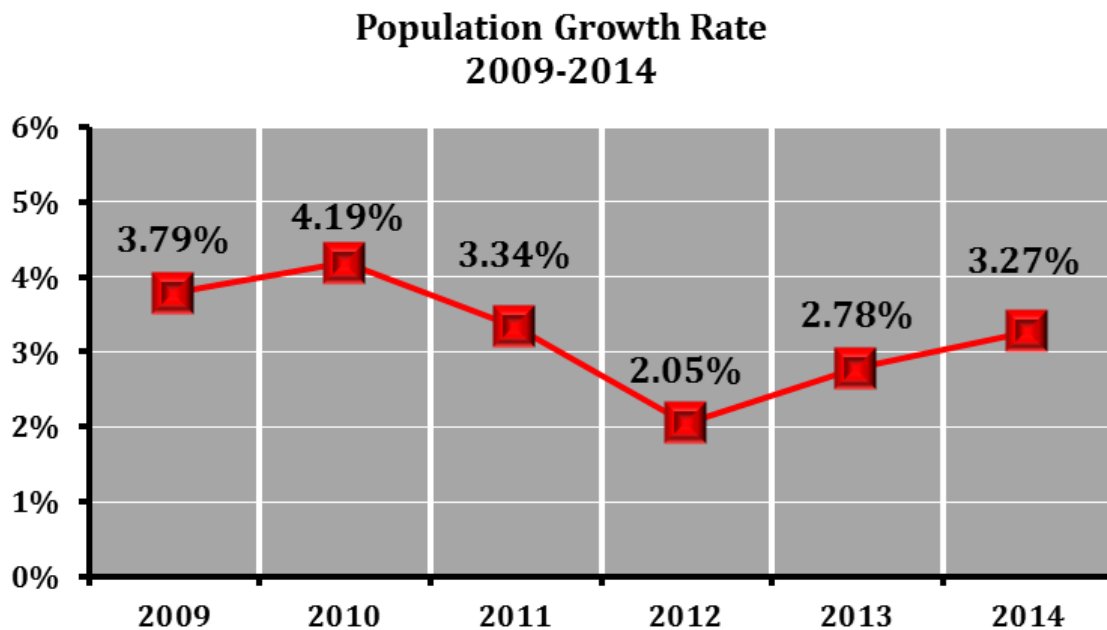
Consequently, Commerce City is expected to grow faster than the region, from approximately 42,458 (2008 US Census Bureau estimate) to an estimated 73,738 by 2035. The increased growth rate in 2014 can be attributed to many factors but is primarily due to the increase in the real estate market for new residential units. Commerce City's residential growth is expected to continue in 2015 though it is not expected to grow quite as rapidly as the era when the City's population doubled between 2000 and 2010.

Sources: Commerce City Planning Division; Commerce City Building Safety Division; US Census Bureau

Desired Trend: **Actual Trend:**

Chapter 5

Jobs & Business

Principle: Maintain a strong employment base; help create a jobs/housing balance; define appropriate locations for a range of industry and businesses, and be a home for major corporations.

NEW BUSINESS
NUMBER OF NEW BUSINESSES CREATED ANNUALLY.

Entrepreneurship and a steady growth in new business can point to a healthy and vigorous business environment. One way to measure business growth in the city is by counting the number of new businesses created annually. One of the city's goals is to emphasize a well-balanced, diversified, and stable economic base.

From 2012 to 2013, the number of new businesses that obtained a Commerce City license grew by an impressive 14.3% . A stable economy was predicted in 2014, and the city had 137 new businesses open their doors. Although this was a 14.4% decrease from 2013, Commerce City continues to be an economically sound community. Companies located outside city limits and doing business in Commerce City applied for 316 licenses, for a total of 453 new business licenses issued in 2014.

Year	Number of New Businesses Created
2010	207
2011	138
2012	140
2013	160
2014	137

Source: Commerce City Business Licensing Division

Desired Trend:

Actual Trend:

UNEMPLOYMENT
UNEMPLOYMENT RATE.

This tracks the average annual unemployment rate.

According to the U.S. Bureau of Labor Statistics, Commerce City's 2014 unemployment rate is estimated at 6.8%. While the rate continues to be slightly higher than county, state, and national averages, Commerce City's numbers vastly improved in 2014. The city started the year with an unemployment rate of 9.1%, which dropped to 6.8% by November 2014.

Origin	2010	2011	2012	2013	2014*	2013-2014 % Change
Commerce City	15.20%	11.90%	10.60%	9.10%	6.80%	-25.3%
Adams County	9.20%	10.00%	9.00%	7.50%	5.70%	-24%
State of Colorado	8.80%	7.90%	7.80%	6.80%	5.30%	-22.1%
National	9.40%	8.90%	7.70%	7.40%	6.20%	-16.2%

Final numbers for 2014 have not been release by BLS; number shown is based on average to date.

Source: Adams County Workforce & Business Center via U.S. Bureau of Labor Statistics
(and Pediacities.com published by Bureau of Labor Statistics)

Desired Trend:

Actual Trend:

INDUSTRIAL, RETAIL, AND OFFICE VACANCY RATE
UNITS THAT ARE VACANT AND READY TO BE RENTED.

Commerce City strives to assure that its office, retail, and industrial vacancy rates are low, in order to maintain strong employment and healthy tax bases. The trend shows decreasing vacancy rates for industrial properties, while the retail vacancy rate was very similar to 2013.

According to data provided by CoStar, a commercial real estate information and analytic services provider, the vacancy rate for office properties was 4.8% in 4th quarter 2014. Recently developed properties in the city that include the Reunion Marketplace, North Forest Office Space, and Reunion Village Office Plaza, are Class A and Class B. The majority of office and retail space in the city is Class B and Class C, primarily due to the age of the property and location outside the major office markets of the Denver-metro area. Industrial property vacancy rates decreased by 2.1%, meaning only 1.3% of industrial units are vacant and ready to be rented.

Property Vacancy Rates								
	2011		**2012**		**2013**		**2014**	
	SF Vacant	% Vacant	SF Vacant	% Vacant	SF Vacant	% Vacant	SF Vacant	% Vacant
Office	31,842	21%	38,586	14%	14,274	4.1%	18,183	4.8%
Retail	65,516	18%	96,067	7%	66,654	4.7%	66,094	4.7%
Industrial	1,087,564	8%	636,459	4%	475,776	1.3%	179,110	1.3%

The city will continue to retain and expand its existing retail, office, and industrial bases, in order to attract and recruit desirable new businesses that positively contribute to the city's image and revenues.

104th Avenue Business and Professional Center

Source: Economic Development Division

Desired Trend:

Actual Trends:

Office:

Retail:

Industrial:

NONRESIDENTIAL STRUCTURES
NONRESIDENTIAL BUILDINGS CONSTRUCTED.

The number, size, and valuation of newly constructed nonresidential buildings signifies the progress of commercial, industrial, and office development. One of the city's great strengths and unique attributes is its strong industrial and manufacturing base, particularly in the Historic City and Irondale subareas. This base is supported by two of the cities biggest economic competitive advantages: locational assets and availability of industrial land. The city also has opportunities for future commercial and employment development in the Northern Range and E-470 influence subareas to ensure future economic balance and provide accessible goods, services, and jobs within the community.

Challenges for the city continue to include the need for retail stores and sit-down restaurants. In 2014, numerous tenant finish permits were issued for new retail and service businesses that included Papa Murphy's, Sports Clips, Snappy Nails, Great Clips, and Ace Hardware at East 104th Avenue and Chambers Road. Tenant finish permits also were issued for Subway, Belle Creek Wine & Liquor, MVP Physical Therapy, and a nail salon at 10401 Belle Creek Boulevard (Belle Creek Corner Shops).

Construction of nonresidential buildings throughout the city during 2014 also included:

- 14,820-square foot Walgreen's store at 15310 East 104th Avenue;
- 23,518-square foot Platte Valley Medical Center at 10569 Chambers Road;
- 6,556 square foot First Choice ER in Aspen Hills at 15100 East 104th Avenue;
- 7,381-square foot Auto Zone store at 15131 East 104th Avenue; and
- 11,160-square foot office building (North Forest Office Space), 13635 East 104th Avenue

Elsewhere, Wendy's International, Inc., began preparations to establish a new 3,000-square foot store in its current location by receiving land use approvals and preparing to raze its existing structure at 6001 Dexter Street. As well, a 6,556-square foot emergency room/medical building was constructed in the Aspen Hills development at 15100 East 104th Avenue There still remains a terrific opportunity for specific retailers to locate within Commerce City to provide necessary services for its residents and businesses.

NONRESIDENTIAL STRUCTURES (CONT.)

As depicted below, there was an uptick in the number of buildings, total square footage, and job valuation for nonresidential construction during 2014. The number of nonresidential buildings constructed in 2014 increased by 40% from 2013. During the same time period, total building square footage expanded 244%, and job valuation grew by a robust 232%.

The city has a healthy amount of land available for the development of additional nonresidential buildings, so opportunities exist for growth within this category.

Nonresidential Buildings Constructed			
Year	Number of Buildings	Square Feet	Valuation
2010	19	743,049	$28,393,416
2011	13	420,599	$73,603,542
2012	17	345,396	$29,451,436
2013	15	68,821	$10,996,651
2014	21	236,558	$36,547,103

Shops at Belle Creek
10401 Belle Creek Boulevard

Desired Trend:

Actual Trend:

Chapter 6

Fiscal Stability

Principle: Continue as a fiscally stable city by fortifying revenues, and efficiently maintaining and providing services and infrastructure.

SALES AND USE TAXES
ANNUAL INCREASE IN SALES AND USE TAXES.

Annual increases in sales and use taxes indicate how well the city is diversifying revenues from retail and other sources.

The following table reflects 2010 through 2014 total sales and use tax revenue (on a cash basis).

	2010 Total	2011 Total	2012 Total	2013 Total	2014 Total	% Change 2012-2014
Sales Tax	$17,686,388.21	$19,566,140.16	$19,576,632.04	$20,680,517.57	$29,851,838.19	44.35%
Sales Tax Audits	$2,800,813.38	$201,107.19	$249,643.91	$336,665.98	$600,529.34	78.38%
Sales Tax Subtotal	$20,487,201.59	$19,767,247.35	$19,826,275.95	$21,017,183.55	$30,452,367.53	44.89%
Use Tax	$6,255,984.07	$10,343,142.23	$8,710,014.74	$6,645,022.67	$9,796,566.00	47.43%
Use Tax Audits	$16,033,035.50	$1,724,275.96	$2,453,979.73	$1,341,781.57	$1,593,922.54	18.79%
Auto Use Tax	$2,568,901.88	$2,647,123.87	$3,294,010.16	$3,909,830.17	$5,176,940.10	32.41%
BP Use Tax	$2,190,585.55	$2,539,656.68	$1,650,751.19	$2,019,748.55	$3,089,486.96	52.96%
Public Improvement Use Tax	$196,525.97	$144,179.19	$205,398.13	$153,601.14	$702,763.72	357.53%
Agreements	-$280,629.90	-$508,916.53	-$701,640.89	-$874,375.40	-$2,560,748.34	192.87%
Use Tax Subtotal	$26,964,403.07	$16,889,461.40	$15,612,513.06	$13,195,608.70	$17,798,930.98	34.89%
Penalty Paid	$73,541.79	$119,549.71	$108,546.68	$67,063.29	$278,495.23	315.27%
Interest Paid	$4,046,514.25	$540,489.49	$390,872.74	$350,331.07	$398,460.17	13.74%
Principal & Interest Subtotal	$4,120,056.04	$660,039.20	$499,419.42	$417,394.36	$676,955.40	62.19%
Grand Total	$51,571,660.70	$37,316,747.95	$35,938,208.43	$34,630,186.61	$48,928,253.91	41.29%

On January 1, 2014 the voter-approved sales and use tax rate increase of 1% (from 3.5% to 4.5%), became effective. The additional funds are to be used for the construction, installation, operation, and maintenance of parks, recreation, and roadway improvements. Sales tax remittances rose from 2013 to 2014, mostly due to the increased tax percentage, but additional funds also were collected from audit revenue, public improvement projects, and auto use tax revenue. The net effect on 2014 sales tax revenue was an increase of 44.89%, and total use tax revenue increased by 34.89%. While money was rebated to businesses through economic development incentives, additional funds were received for penalties and interest. Overall, the city saw a 41.29% increase in sales and use tax revenue in 2014.

Source: Commerce City Finance Department

Desired Trend:

Actual Trend:

GRANTS
STATE AND FEDERAL GRANTS RECEIVED.

This indicators shows how well the city is leveraging its resources to utilize state and federal funding sources and grants.

In 2014, 18 grant applications were submitted, with a funding success rate of 74%. Out of the 13 awards received, 7 funders decreased the amount of funds that normally would have been awarded or reduced the amounts, instead of denying the entire request. Two grant applications are pending, totaling $174,559.

Late in 4th quarter 2014, two grants were awarded by Adams County Open Space totaling $718,281. Both awards will assist with the funding of two voter-approved projects:

* Construction of an outdoor leisure pool; and
* New park in the Fronterra neighborhood.

Moving forward, grants will remain a high priority for the city, and staff will continue to seek additional grant funding sources.

Year	$ Requested	$ Granted	# of Grant Applications	# of Grants Awarded	Application Success Rate
2010	4,141,110.49	1,033,715.00	Unknown	Unknown	46%
2011	1,754,026.40	892,035.21	21	18	86%
2012	5,463,966.00	2,715,274.00	24	18	75%
2013	1,706,582.54	437,523.00	22	17	77%
2014	5,218,504.28	1,493,990.49	18	13	74%

Source: City Manager's Office

Actual Trend
(based on dollar amount of grants received):

Desired Trend:

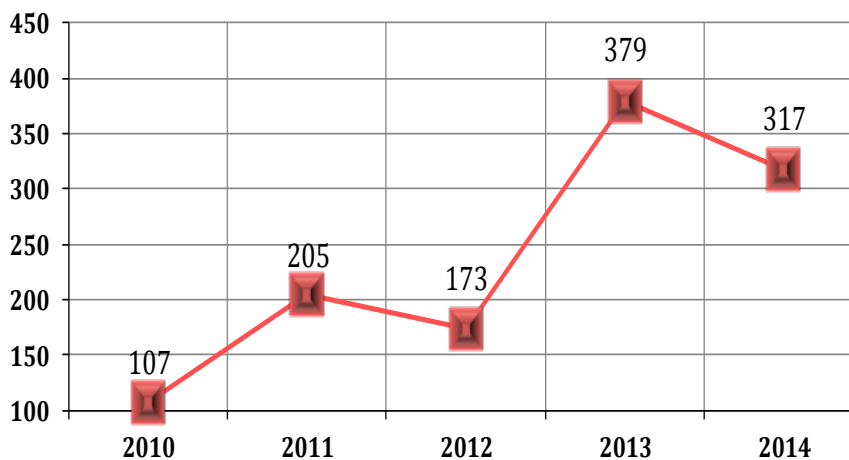## GENERAL IMPROVEMENT DISTRICT (GID)
NUMBER OF PERMITS, BY TYPE, ISSUED IN THE GIDs.

The GIDs were formed to allow for the construction of infrastructure to sustain growth and development in the city's northern area. The initial GID funded the installation of sanitary sewer and potable waterlines to support the future development of residential and business lots.

TOTAL NIGID/ECAGID PERMITS 2010-2014

In 2014, City Council approved the creation of a mechanism to finance large-scale improvements to the E470 commercial corridor (E470 Commercial Area General Improvement District—ECAGID) and the E-470 Residential Area General Improvement District (ERAGID) for E470 area improvements. Fees to help pay for infrastructure enhancements in the area covered by these new GIDs will be imposed on permits that are issued for new commercial or residential development.

Seven nonresidential development projects located within the NIGID outpaced by 133% 2013's total of 3 nonresidential projects.

Residential units constructed within the NIGID dropped 18% in 2014, relatively proportionate to the difference between new residential units permitted during 2013 and 2014.

Year	Nonresidential Units in ECAGID	Nonresidential Units in NIGID	Residential Units in NIGID	Total GID Permits
2010	N/A	3	104	107
2011	N/A	1	204	205
2012	N/A	3	170	173
2013	N/A	3	376	379
2014	1	7	309	317

Source: Commerce City Building Safety Division

Desired Trend: Actual Trend:

Chapter 7

· ●

Housing & Neighborhoods

Principle: Provide multiple types of housing that serves a range of people and incomes in vibrant neighborhoods where people want to live.
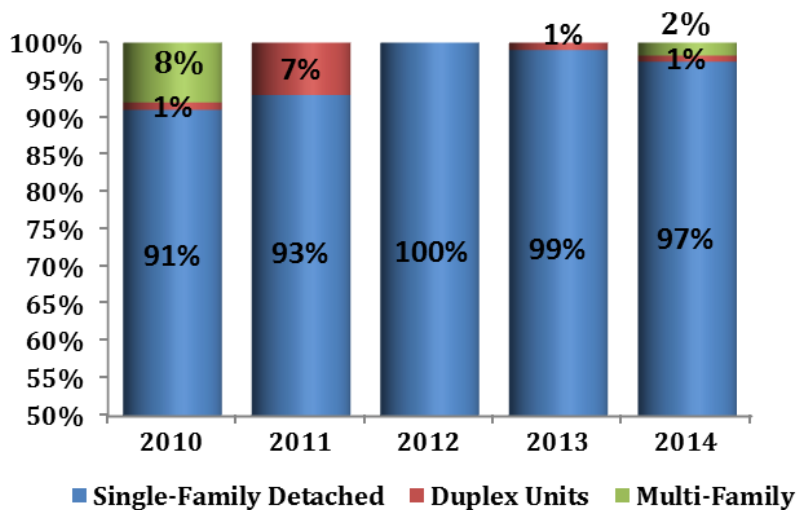
MIX OF HOUSING TYPES
ANNUAL PERCENT MIX OF HOUSING TYPES.

A mix of housing types indicates that the city is increasing its housing diversity and focusing on expanding housing price ranges. A healthy mix of housing types and prices are important so that residents of all incomes, ages, and abilities are able to live and thrive in the community.

Percent Mix of Housing Types 2010-2014

Legend: ■ Single-Family Detached ■ Duplex Units ■ Multi-Family

Year	Single-Family Detached	Duplex Units	Multi-Family
2010	91%	1%	8%
2011	93%	7%	
2012	100%		
2013	99%	1%	
2014	97%	1%	2%

Ideally, the housing market within the city would reflect the spectrum of local household income levels. This means that affordable rental and ownership opportunities are proportionate to the household's ability to pay for their housing. With a balance of market availability and household income levels, the city helps to ensure that residents can age in-place.

In 2014, the majority of newly constructed residential units were single-family detached, a 2% decrease from the previous year due to the construction of a few duplex units and one, six-unit townhome structure. While the development of single-family detached homes is encouraging, a dominant percentage of new housing units concentrated in one sector reveals that there is a shortage of duplex and multi-family housing, thereby contributing to the lack of housing diversity.

Data indicates that the for-sale, multi-family market is not rebounding in the same manner as single-family detached. Possible reasons for this deficiency may be due to external factors such as the lack of available capital and construction liability issues that have become more prevalent over recent years. Consequently, the opportunity to attract or retain empty-nesters, seniors, and young professionals is diminished.

While the construction and demand of housing units is mostly driven by market forces, the city can play an important role in maintaining a balanced mix of housing types by ensuring that adequate space and areas are reserved for other varieties of residential development, primarily through zoning. Moving forward, it will be critical for the city to maintain opportunities by preserving multi-family zoned parcels.

Sources: Commerce City Building Safety Division
Commerce City Planning Division
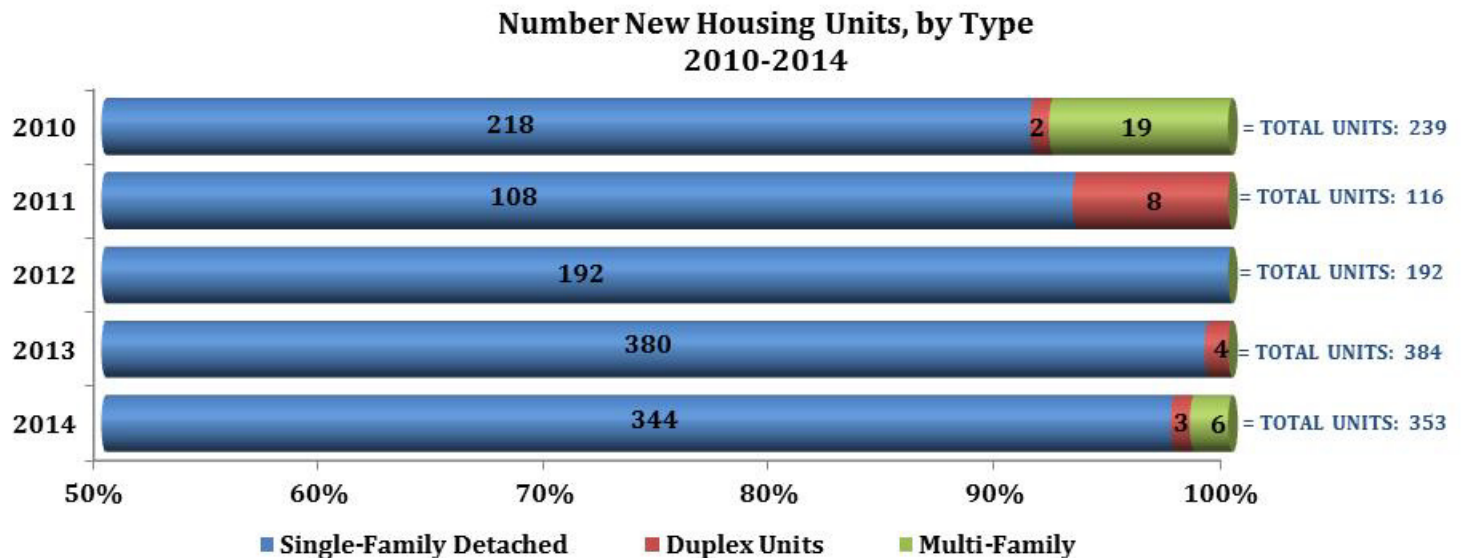
Desired Trend: Actual Trend:

NEW HOUSING TYPES
NUMBER OF NEW HOUSING UNITS, BY TYPE.

This measure tracks the total number of all new residential units permitted annually.

Number New Housing Units, by Type 2010-2014

Year	Single-Family Detached	Duplex Units	Multi-Family	Total Units
2010	218	2	19	239
2011	108	8		116
2012	192			192
2013	380	4		384
2014	344	3	6	353

Legend: ■ Single-Family Detached ■ Duplex Units ■ Multi-Family

In 2014, the number of building permits issued for new detached single-family housing units fell 8% from 2013, for a total of 353 new homes. Three duplex units were permitted in 2014 and for the first time since 2010, 6 permits were issued for multi-family townhome units. Multi-family and attached single-family housing are important to ensure that there are affordable living options available, as new household formations generate demand. Facing builders and developers are certain issues, such as the rising cost of building materials, labor shortages, and the price of land, which may impede their ability to meet an increased demand. If the city wants to continue to provide housing options for all of its residents, a greater variation in the types of residential permits issued is necessary. Further, density helps attract retailers and transit sources to the city.

Diversity in housing stock also is an important factor in determining residential densities in a community. Typically, multi-family and attached single-family housing are constructed with a greater number of units per acre than detached single-family homes, resulting in a higher density. Continuing to track this information is important to ensure the city attains goals related to housing diversity, affordable housing, and density.

Sources: Commerce City Building Safety Division
Commerce City Planning Division
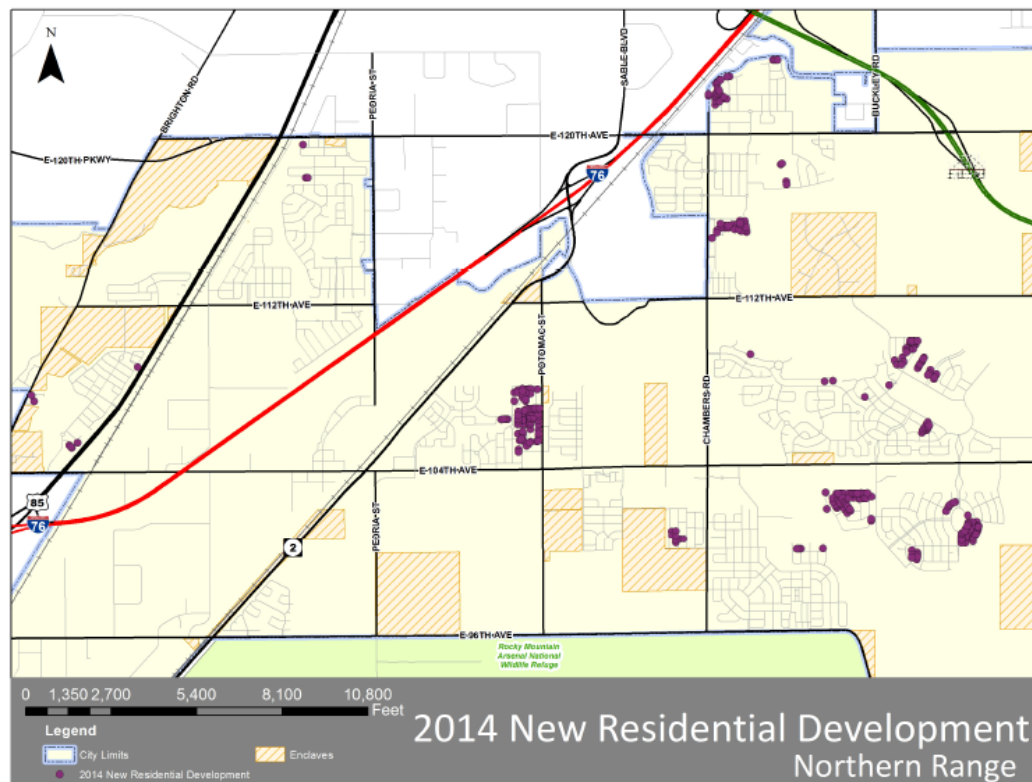
Desired Trend:

Actual Trend:

NEW SINGLE- AND MULTI-FAMILY UNITS
LOCATION OF NEW SINGLE- AND MULTI-FAMILY UNITS.

This goal monitors the location of newly constructed single– and multi-family dwellings to ensure that new neighborhoods contain a mix of housing types, styles, and development densities, with higher-density housing located near collector and arterial streets, transit, and services.

During 2014, the city issued three permits for new residential units in the Historic City. While the northern range shows a good distribution of new residential units throughout, a greater emphasis needs to be placed on new infill units in the Historic City to help the area remain competitive in the marketplace and to replenish the aging housing stock. As well, to advance the development of multi-family housing units, efforts will be made to promote the availability of hundreds of acres of multi-family, fully-entitled zoned land within a number of the city's master planned and freestanding developments. Several master plans adopted by the city highlight the need for owner-occupied and rental multi-family housing, so as the economy continues to improve, it will be vital for the city to support the development of myriad housing types throughout the community.

2014 New Residential Development
Northern Range

Sources: Commerce City GIS Division
Commerce City Planning Division

Desired Trend: N/A   Actual Trend: N/A

HOUSING PRICES
PERCENT OF NEW HOUSING IN HIGHER PRICE RANGES ($500,000+).

Attracting additional housing and opportunities for residents to move up to higher-end housing is one component of aging in place, or providing housing to accommodate residents in every phase or season of life, allowing residents to live within the city for their entire lives in spite of age. Executive housing is an indicator that the city is reaching out to developers through incentive programs and that developers also are providing quality neighborhood amenities such as additional open space, recreational facilities, commercial services, and more.

There were zero permits issued for new housing units priced at or above $500,000 during years 2010 to 2013. In 2014, three permits were issued for larger, luxury-type homes in Reunion valued just below $500,000 and city-wide, nine homes were sold ranging in price from $505,000 to $620,000. Locally and nationally, high-end housing construction remains slower than the construction of homes priced in the $250,000 to $350,000 range. While interest level and activity in the construction of luxury homes in Commerce City has experienced a slight uptick, it will be important to provide opportunities for builders to construct these types of homes not only in the Northern Range, but also in the Historic City. A variety of incentives may attract home builders to Commerce City. A continued commitment to provide thorough and time-efficient review of plans and permits will encourage developers of higher-end residences to spread throughout the city. Opportunities, incentives, and commitment to excellent service will be essential to accommodating these types of homes, with the goal of establishing a more complete community.

Source: Commerce City Building Safety Division

Desired Trend: _____ Actual Trend: _____

Chapter 8

Redevelopment & Reinvestment

Principle: Promote new centers while maintaining the integrity of existing districts by continually renewing and reinvesting in them.

INFILL PERMITS
NUMBER OF BUILDING PERMITS ISSUED IN HISTORIC CITY AND IRONDALE SUBAREAS.

Infill is described as developing new housing, retail, or businesses on vacant parcels that are scattered throughout and completely surrounded by developed areas of the city. The permits referenced above include new structures, additions to structures, garages, or other large-scale building activity. They do not include small building permit types such as sheds, interior renovation, reroofs, etc.
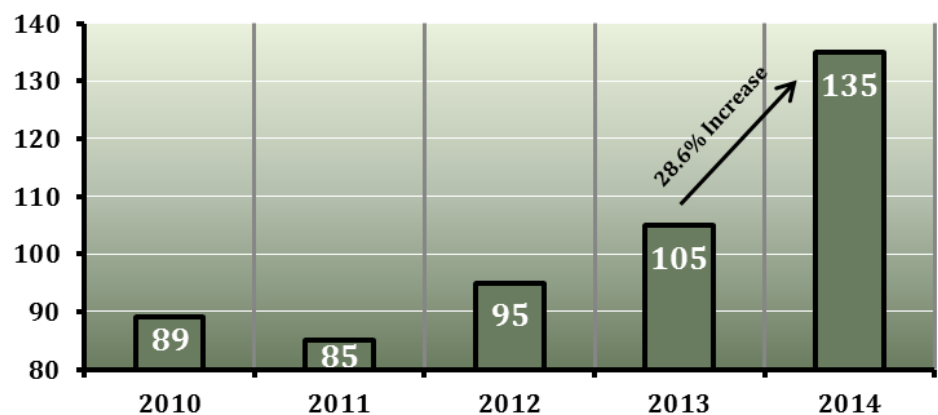
In 2014, the city issued a total of 135 permits for infill projects within the Historic City and Irondale subareas. One-hundred five similar permits were issued in 2013, resulting in a 28.6% increase over 2013's permits.

The Comprehensive Plan identifies an increased focus on infill development, and the city recognizes the benefits of infill to balance and retain the character of stable neighborhoods, with increasing economic development opportunities.

Number of Infill Permits 2010-2014

Year	Permits
2010	89
2011	85
2012	95
2013	105
2014	135

28.6% Increase

In 2015, the city will continue to focus on the redevelopment of the Mile High Greyhound Park, which is one of the largest infill areas of the city. The city anticipates that in coming years, many new permits will be issued for structures within this area. The level of activity for projects located within infill areas has been consistent on an individual property basis in the non-redevelopment areas, which highlights continued reinvestment. During ensuing years, renewed emphasis the city has placed on key redevelopment areas such as Derby and Mile High Greyhound Park will result in an increased number of infill permits.

Source: Commerce City Building Safety Division

Desired Trend:

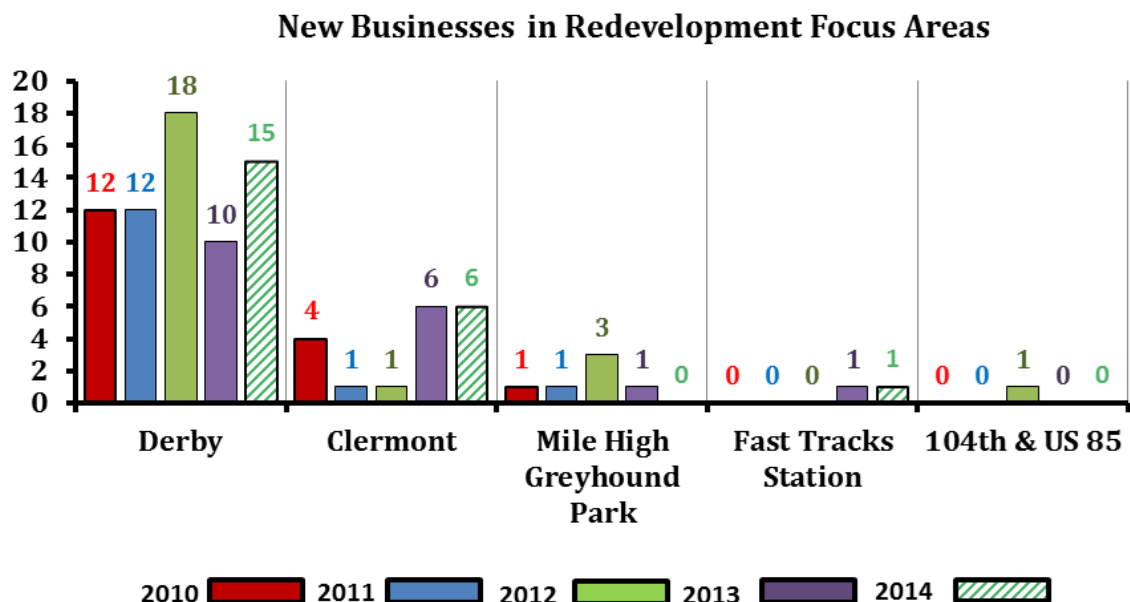Actual Trend:

NEW BUSINESSES
NUMBER OF NEW BUSINESSES IN REDEVELOPMENT FOCUS AREAS.

The city's newly identified redevelopment areas contain new businesses. The city will need to encourage and foster creative ways in which to entice businesses to these areas.

In 2014, a total of 22 new businesses were located in redevelopment focus areas, as shown in the following chart, compared to 18 new businesses in 2013. This represents a 22.2% increase from 2013 to 2014.

The Derby District has experienced growth in new business over the previous year, with the support and consistent focus on redevelopment from city council. Guiding documents, such as the Derby Master Plan and the creation of the PUD zone district, have laid a framework that promotes economic development and allows for new businesses to flourish. Over the past year, the Derby District has welcomed new businesses to the area and as a result, is trending upward relative to redevelopment and reinvestment.

The Clermont, Mile High Greyhound Park, and 104th & US 85 redevelopment areas do not yet have a master plan to guide redevelopment for each respective location. The FasTracks Station Area Master Plan targets specific sites versus a complete redevelopment of the area, which contains a variety of potentially available large development parcels.

New Businesses in Redevelopment Focus Areas

Legend: 2010, 2011, 2012, 2013, 2014

Sources: Commerce City Business Licensing Division; Economic Development Division

Desired Trend:

Actual Trend:

BUILDING PERMITS IN REDEVELOPMENT FOCUS AREAS
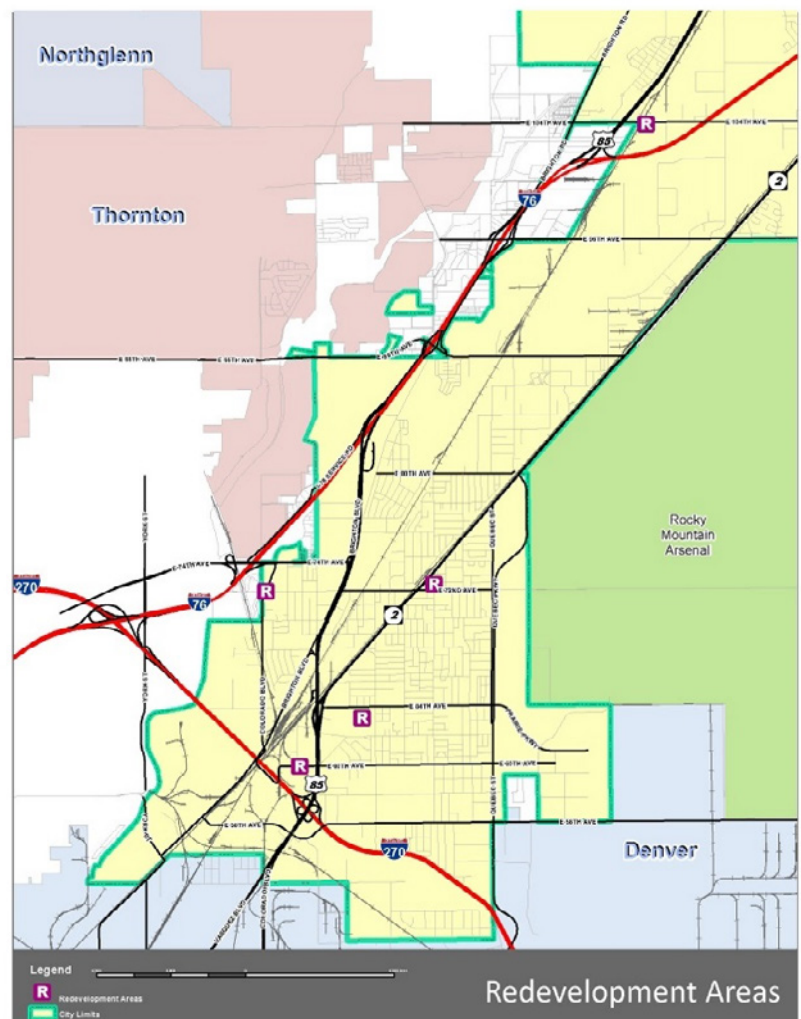### NUMBER OF NEW BUILDING PERMITS IN REDEVELOPMENT SITES.

Infill is described as the development of new housing, retail, or businesses on vacant parcels that are scattered throughout, and completely surrounded, by developed areas of the city.

One of the city's goals is to achieve a more compact land use pattern in the future to maximize efficiency of services and infrastructure. Redeveloping and renewing certain areas of the city, and promoting infill, are key to achieving economic strength and continual renewal of the city's residential, commercial, and industrial areas.

REDEVELOPMENT FOCUS AREAS

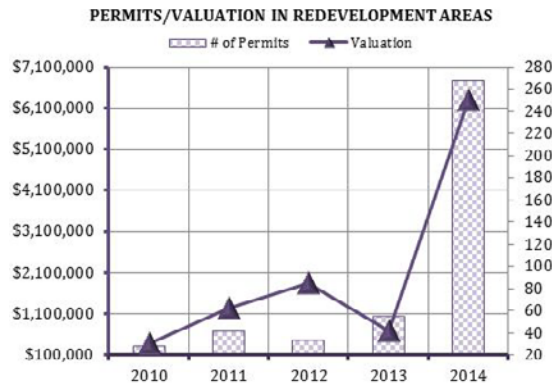Listed from south to north (not in order of importance):

- Clermont (between I-270 and US 85 near 60th Avenue)
- Mile High Greyhound Park (along 64th Avenue near Highway 2)
- FasTracks Station Site (near 72nd Avenue at Colorado Boulevard)
- Derby (near Highway 2 and 72nd Avenue)
- 104th Avenue (between Brighton Road and I-76)

BUILDING PERMITS IN REDEVELOPMENT FOCUS AREAS (CONT.)

PERMITS/VALUATION IN REDEVELOPMENT AREAS

Sources: Commerce City Building Safety Division; Commerce City Planning Division

As evidenced in the number of building permits issued and project valuations of infill redevelopment projects indicated in the chart, the city's commitment to, and investment in, the Derby area continues to spur its redevelopment. The Derby Downtown District saw an increase in the number of permits and total job valuation in 2014, which indicate growing reinvestment by private businesses, a characteristic that point to progress in achieving the goals of the Derby Sub-Area Master Plan.

The total number of permits issued during 2014 in redevelopment infill areas grew by 394% over 2013. Although the number of permits issued in the 104th and US 85 area remained consistent, total job valuation was $685,817—the second highest for all of the redevelopment areas. The total square feet for permits issued in this area increased by an impressive 331%.

Building permit job valuation signifies private investment in the redevelopment focus areas and in 2014, total valuation rose an impressive 818% from 2013. This investment is critical for a successful redevelopment program such as Derby, as the increased permit numbers illustrate more activity in the downtown district. The numbers also help demonstrate how the Derby commercial catalyst program is an effective city investment.

REDEVELOPMENT INFILL AREA	YEAR	# PERMITS	SQUARE FEET*	JOB VALUATION
Derby	2010	14	5,966	$284,729
	2011	20	-	$131,510
	2012	19	15,296	$477,634
	2013	23	7,432	$297,539
	2014	37	6,337	$429,698
Derby Totals		113	35,031	$1,621,110
Clermont	2010	9	-	$37,790
	2011	10	192	$1,023,416
	2012	5	600	$880,000
	2013	6	40	$50,302
	2014	14	79	$47,900
Clermont Totals		44	911	$2,039,408
Mile High Greyhound Park	2010	0	-	$0
	2011	3	-	$22,400
	2012	13	-	$235,956
	2013	19	503	$51,019
	2014	38	46,604	$773,494
MHGP Totals		73	47,107	$1,082,869
Fastracks Station	2010	1	-	$6,500
	2011	5	484	$48,404
	2012	5	-	$7,406
	2013	2	-	$4,212
	2014	7	4,891	$230,944
Fastracks Station Total		20	5,375	$297,466
104th & US 85	2010	3	-	$40,850
	2011	2	-	$1,800
	2012	3	1,280	$243,652
	2013	4	5,226	$282,359
	2014	5	22,559	$685,817
104th & US 85 Total		17	29,065	$1,254,478

*Square footage information not available for all permits.

BUILDING PERMITS IN REDEVELOPMENT FOCUS AREAS (CONT.)

In 2013, the URA offered to master developers a Request for Qualifications (RFQ) to demonstrate interest and capability to redevelop Mile High Greyhound Park consistent with the city's vision and goals. The objective was for prospective developers and development teams to submit sufficient information so that the URA could select finalists to present their project concepts to the City Council and URA. Because the site currently is owned by the URA, it presents a perfect public-private partnership redevelopment opportunity.

In March of 2014, REGen was selected as the master developer. City staff and REGen are in the planning phases for the 65-acre mixed-use development; however, construction has begun on this site for the Suncor Boys and Girls Club, which is due to open in 2015.

72nd Avenue (Commerce City)

RTD FasTracks
North Metro Rail Line

Sources: Commerce City Planning Division;
Economic Development Division

Desired Trend: Actual Trend:

PUBLIC INFRASTRUCTURE IMPROVEMENTS
FUNDS SPENT ON PUBLIC INFRASTRUCTURE IMPROVEMENTS.

The city funds public improvement projects through its annual Capital Improvements and Preservation Plan. Funds from this plan are allocated to many project types. In 2014, the plan funded some on-going projects, as well as annual program projects. A total of $17,486,000, an increase of 338% from 2013, was spent in 2014 on the following:

- East 104th Avenue
- Concrete Flatwork/Concrete Repair
- Pavement Management

With the passage of Quality Community Initiative (QCI) in 2013, the following projects were added to the program:

- Tower Road Widening
- East 112th Avenue and Second Creek Infrastructures

New projects in 2014 also included:

- Highway 2 Widening
- Peña Boulevard/Tower Road On-Ramp

Funds Spent on Public Infrastructure Improvements 2010-2014
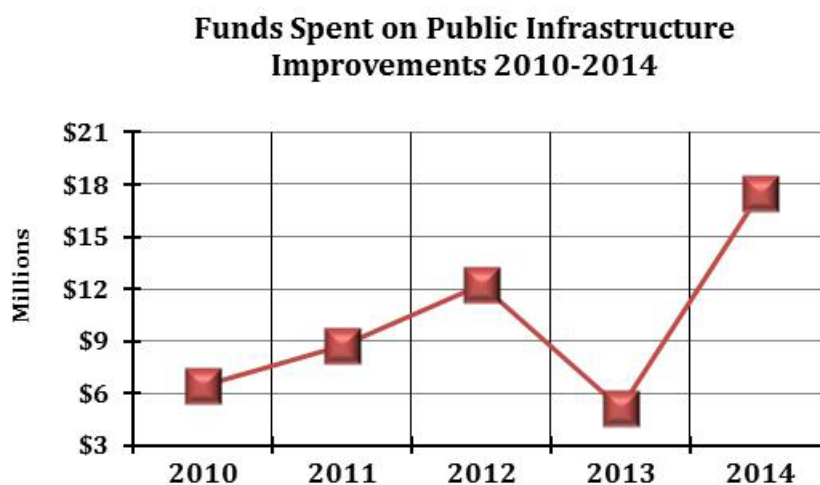
Source: Commerce City Engineering Division
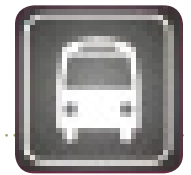
Desired Trend:

Actual Trend:

Chapter 9

Transportation

Principle: Ensure a quality community by providing efficient and effective modes of transportation that integrate and connect neighborhoods, the community, and the region.

ROAD NETWORK IMPROVEMENTS

FUNDS SPENT ON TRANSIT, BIKE, AND PEDESTRIAN IMPROVEMENTS RELATIVE TO THE ROAD NETWORK.

The city will implement improvements to the road network, signals, and intersections based on a five-year capital improvement plan. Priorities are determined by the Transportation Plan, with the goal of shifting modes away from single-occupancy vehicles to other modes.

In 2014, limited funds were budgeted for these types of improvements that included sidewalk connectivity for the following neighborhoods: (1) – core city south of 72nd Avenue; (2) – Fronterra, Buffalo Mesa, Buckley Ranch, Reunion Subdivisions; (3) – Reunion Subdivision; and (4) – Buffalo Run Subdivisions.

Looking forward, there will be opportunities to use Community Development Block Grant funds for bike and pedestrian improvements in a manner consistent with the approved bike and pedestrian master plan.

The 2015 budget has a total of $1,640,000 for road network improvements through 2019 for the following:

- Sidewalk connectivity—
  120th Avenue and Buckley
  Road intersection; Belle Creek intersection;
  Chambers Road multi-use path.

- East 72nd Avenue Improvements

- Potomac Bridge Replacement

- FasTracks Station Improvements
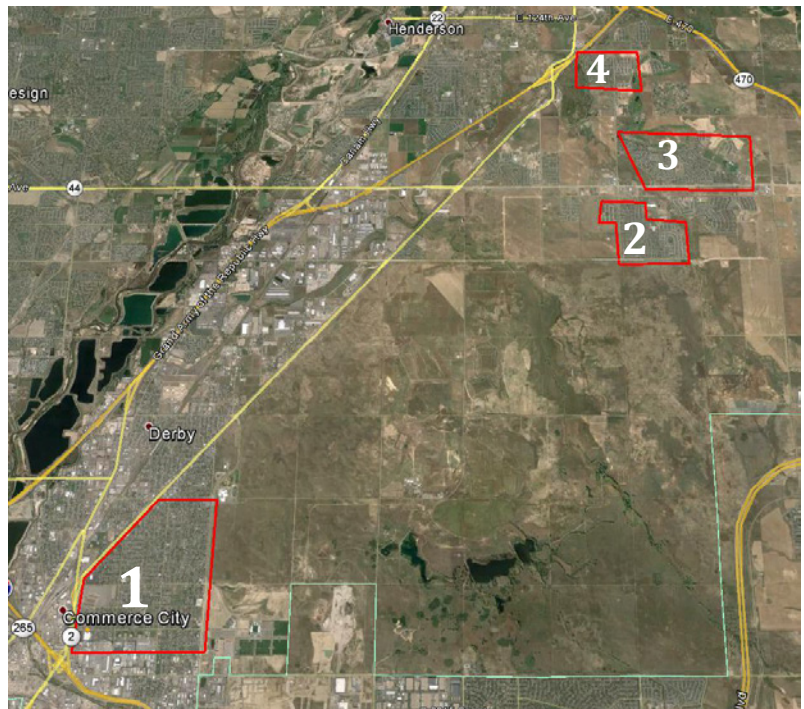
YEAR	FUNDS SPENT
2010	$315,000
2011	$0
2012	$36,000
2013	$0
2014	$50,000

Source: Commerce City Engineering Division
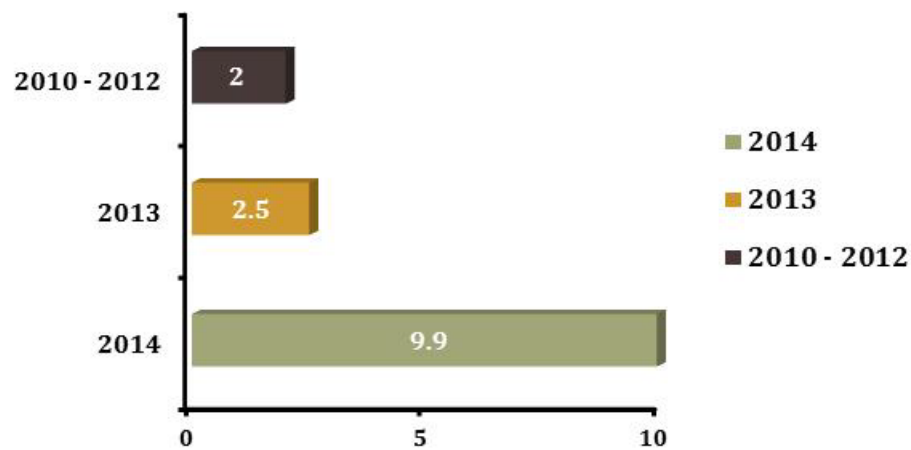
Desired Trend:

Actual Trend:

ROAD MILES
NUMBER OF ROAD MILES OPERATING AT OR OVER CAPACITY.

For years 2010 through 2012, the city identified a total of two miles of roadway operating at or above capacity, which included the two-mile stretch along Tower Road, from East 80th to East 96th Avenues. During 2013, the city identified another one-half mile of Rosemary Street that also was operating over capacity.

In 2014, an additional 7.4 miles of Highway 2, between I-76 and East 72nd Avenue, was classified as operating over capacity. However, as part of CDOT's RAMP Program, a new project has been developed to fund improvements that will mitigate over-capacity issues on Highway 2. Also, Tower Road will be widened through the QCI program.

Road Miles Operating at or Over Capacity

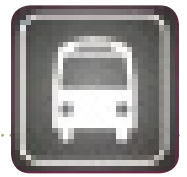*Source: Commerce City Engineering Division*

Desired Trend:

Actual Trend:

MULTI-USE PATHS/TRAILS
TOTAL MILES OF MULTI-USE PATHS/TRAILS BUILT OR REPAIRED.

Sand Creek Regional Greenway

The city will continue to expand its greenway system through creating connections and enhancements throughout the city. Utilizing and providing access to existing regional greenways, such as the Sand Creek and South Platte River trails, will be important to establish local and regional connectivity for residents. In addition, trails and greenways should take advantage of natural amenities by constructing corridors that connect with the Rocky Mountain Arsenal National Wildlife Refuge and Barr Lake.

The city's total trail mileage did not increase in 2014 but it hopes to build additional trails to connect some new facilities, in particular the northern range recreation center, that will be constructed as part of QCI. A timeline for the construction of additional trails has not been identified, however.
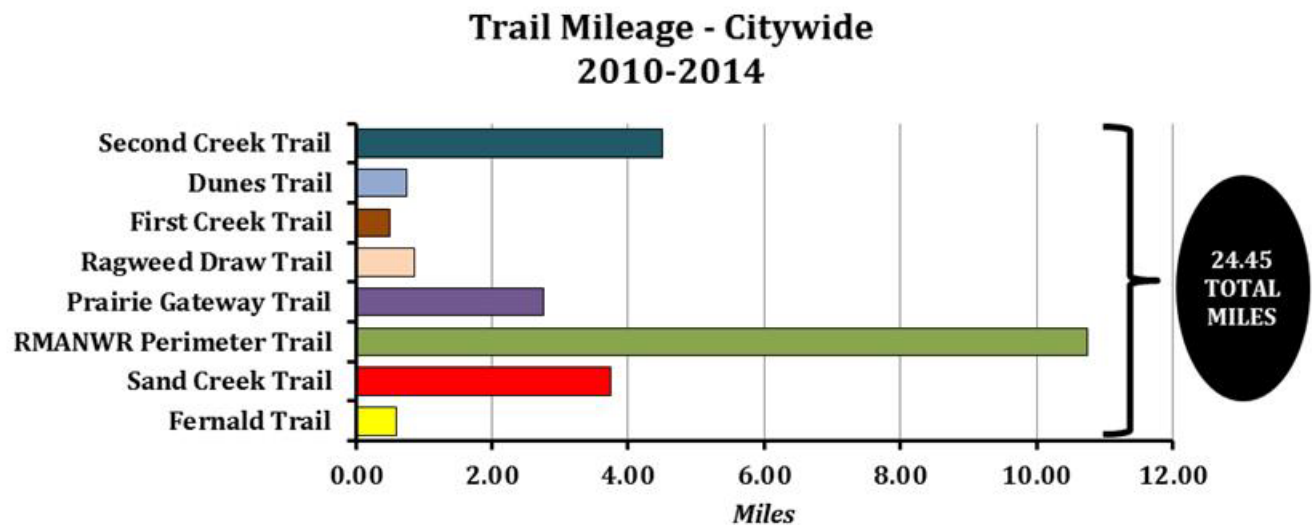
Trail Mileage - Citywide
2010-2014

24.45 TOTAL MILES

Source: Commerce City Parks Planning Division

Desired Trend:

Actual Trend:

TRANSIT RIDERSHIP
ANNUAL TRANSIT RIDERSHIP.

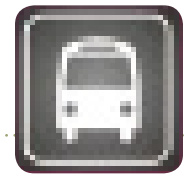The city currently is served by the Regional Transportation District (RTD) transit services. RTD operates four local routes (40, 48, 72, and 88), two regional routes (DD, R/RX), two express bus routes (145X and 104X), and one skyRide (AA). These routes connect Commerce City to downtown Denver, Boulder, Brighton, DIA, Stapleton, and the existing light rail station at Colorado Boulevard and I-25.

Figures provided by RTD show that the most frequently used bus routes in the city are the 88, which connects Thornton, Commerce City, and Stapleton; and the 48, which connects Historic Commerce City and Downtown Denver via 48th Avenue and Brighton Boulevard. Route 88 ridership increased 4.75% and Route 48 ridership increased 6% compared to 2013.

Route 104X, which connects East 104th Avenue in Commerce City to Denver's Union Station, experienced a 50% increase in ridership to 95 average daily boardings, and 145X ridership grew by 49.25% to 84 average daily boardings. Route 104X operated 6 trips through August 2014, then was increased to 8 trips (4 in each peak versus 3 in each peak). Initially, this route was grant funded for three years, and at the end of the grant in May 2015, RTD anticipates taking over route 104X with at least 6 of the current 8 trips.

Route 145X operates 4 trips (2 each peak), and its ridership mainly consists of DIA employees.
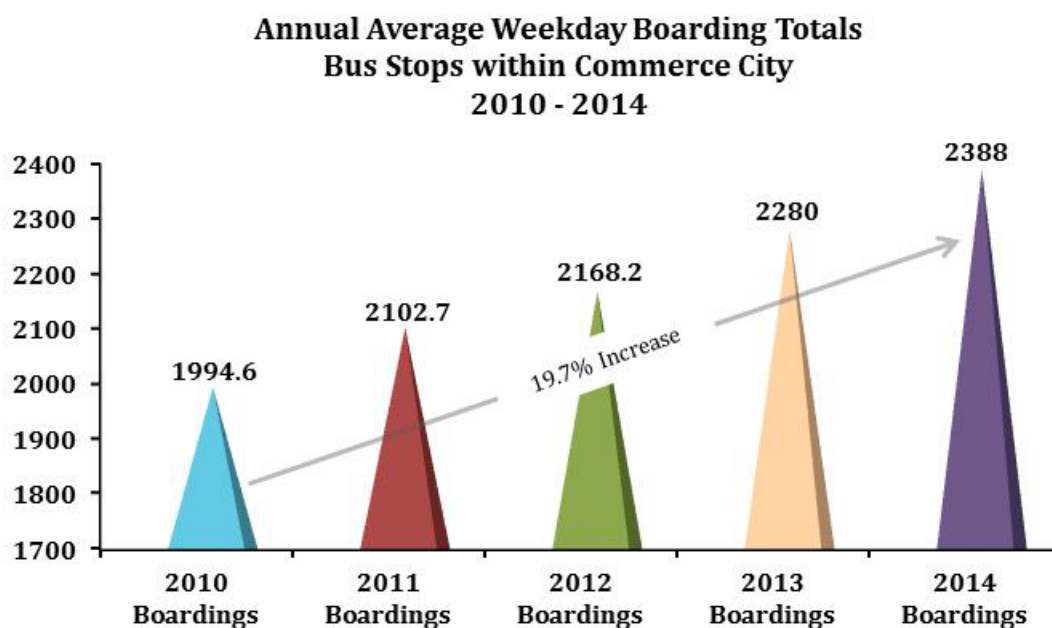
Source: Regional Transportation District; Commerce City Planning Division
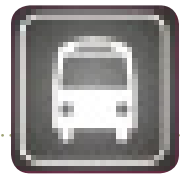
TRANSIT RIDERSHIP (CONT.)

Commerce City park-n-Ride Locations Parking Spaces/Capacity Usage			
Location	Parking Space Capacity	Capacity Usage	
		2013	2014
US 85/East 72nd Avenue	83	7% (6/dy)	8% (7/dy)
East 104th Avenue/ Revere Street	89	56% (50/dy)	61% (55/dy)

Additionally, RTD offers two park-nRide lots: one on the southwestern corner of US 85 and East 72nd Avenue, and the second at the intersection of East 104th Avenue and Revere Street in the northern range. The Historic City currently is well-served by RTD local routes.

The following table compares the number of riders who boarded an RTD bus within Commerce City during years 2010 through 2014.

| Average Daily (Weekday) Boardings by Route for Bus Stops Within Commerce City					
Route	2010 Boardings	2011 Boardings	2012 Boardings	2013 Boardings	2014 Boardings
40: Colorado Boulevard Crosstown	334.5	369.9	367.0	376	435
48: East 48th Avenue/Commerce City	647.0	676.4	751.5	765	791
72: 72nd Avenue Crosstown	154.4	136.9	179.0	184	188
88: Thornton/Commerce City/Stapleton	768.5	812.5	779.5	794	832
104X: Reunion/Union Station via 104th & US 85	0.0	0.0	0.0	65	55
145X: Brighton/DIA	0.0	0.0	1.0	2	0
AA: Wagon Road-DIA	69.5	85.3	65.0	65	67
DD: Boulder/Colorado Blvd	N/A	N/A	0.0	0	0
R: Brighton/Denver	20.7	21.7	25.2	29	20

Overall ridership for all Commerce City routes increased approximately 1.1% in 2014 - a very slight increase in transit use over 2013. This measure will become more meaningful as the city obtains additional information in the coming years.
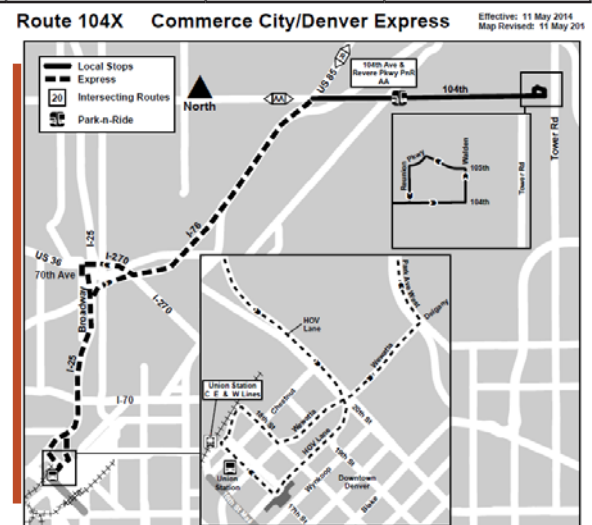
Sources: Regional Transportation District; Commerce City Planning

Desired Trend: Actual Trend:

Chapter 10

Safety & Wellness

Principle: Increase the health and well-being of residents through healthy living, access to medical facilities, public safety, and hazard planning.

CRIMES
NUMBER OF CRIMES BY PERSON, PROPERTY, AND SOCIAL.

The city's police department strives to ensure that residents have a safe environment in which to live and work. This indicator monitors the city's rank for all reported crime, and it monitors citizen-initiated calls for service, officer-initiated calls, and the number of traffic accidents and on-site action.

2014 National Based Crime Reporting Statistics (NIBRS)

	YTD DEC 2011	YTD DEC 2012	YTD DEC 2013	YTD DEC 2014	2013-2014 NUMBER CHANGE +/-	2013-2014 % CHANGE
NIBRS Crime Summary	3,406	3,461	3,643	3,667	24	0.7%

Officer Initiated Activity *(Source: I-Leads)*

In 2014, traffic counts increased by 9.1% compared to 2013, with a 24.2% increase in On-Site Action.

	YTD DEC 2011	YTD DEC 2012	YTD DEC 2013	YTD DEC 2014	2013-2014 NUMBER CHANGE +/-	2013-2014 % CHANGE
Traffic Counts	18,116	11,346	10,963	11,966	1,003	9.1%
On-Site Action	9,139	8,475	7,907	9,824	1,917	24.2%

Traffic Accidents

Several major transportation corridors and interstate highways traverse Commerce City and serve as vital transportation routes for industry, Denver-Metro area commuters, travelers, and residents alike. Commerce City uses the three E's (education, engineering, and enforcement) to manage roadway safety, with the goal to improve traffic safety by reducing traffic crashes below the city's five-year average.

**Commerce City Police Department
Traffic Crashes**
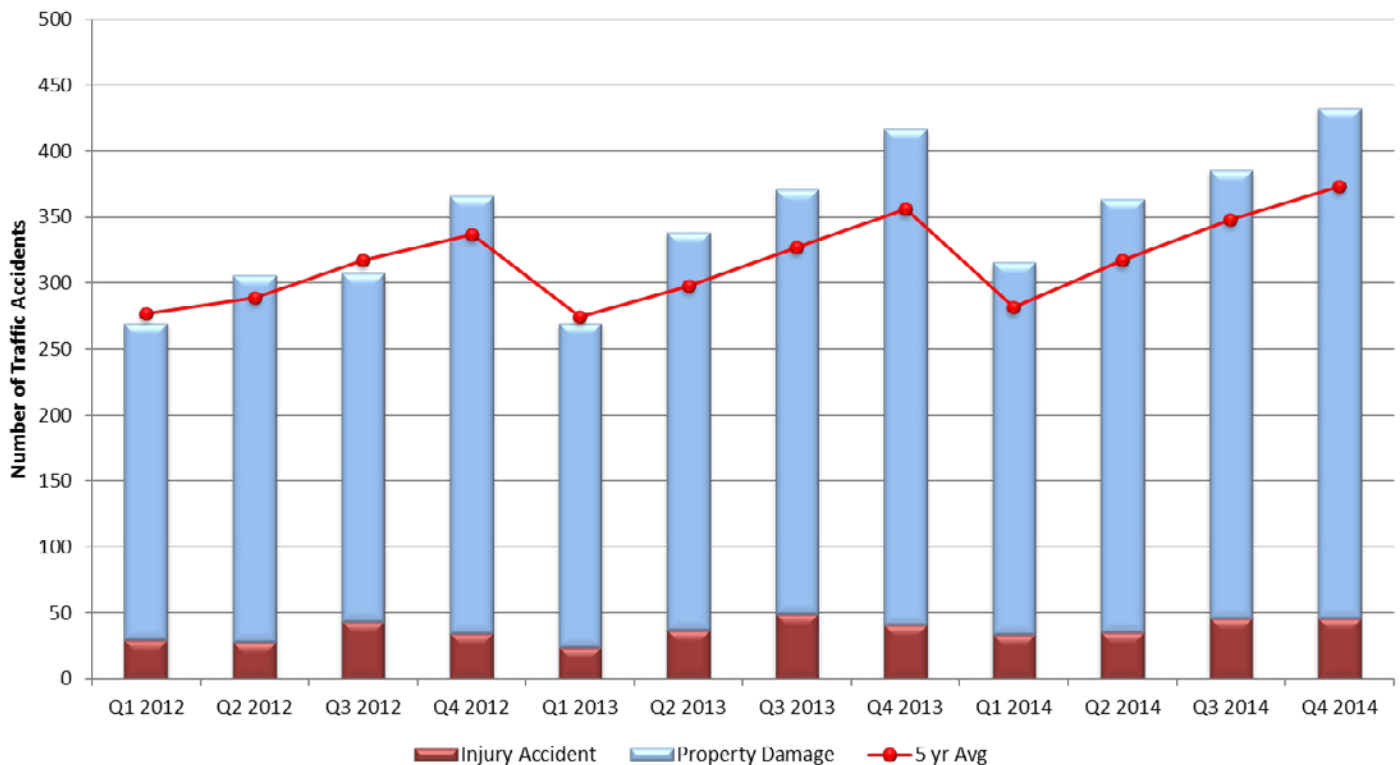
Calls for Service

The Commerce City Police Department saw an increase in Calls for Service from 65,201 calls in 2013 to 70,479 calls in 2014, or an increase of 8.1%.

(Source: I-Leads)

	YTD DEC 2011	YTD DEC 2012	YTD DEC 2013	YTD DEC 2014	2013-2014 NUMBER CHANGE +/-	2013-2014 % CHANGE
Calls for Service	72,689	64,045	65,201	70,479	5,278	8.1%

Police Response Times

Commerce City's population grew by 125% over the last 10 years and currently, it is the fourth fastest growing community in the state of Colorado. Citizens expect rapid response to inprogress calls for police service (priority one calls). Together, geographic configuration, staffing levels, deployment strategies, and policy all provide a framework for managing reasonable response times to police calls for service. The city's goal is to respond to at least 75% of priority one calls for service in 7 minutes or less.

Commerce City Police Department
Percent of Time Police Response to Priority One Calls is 7 Minutes or Less
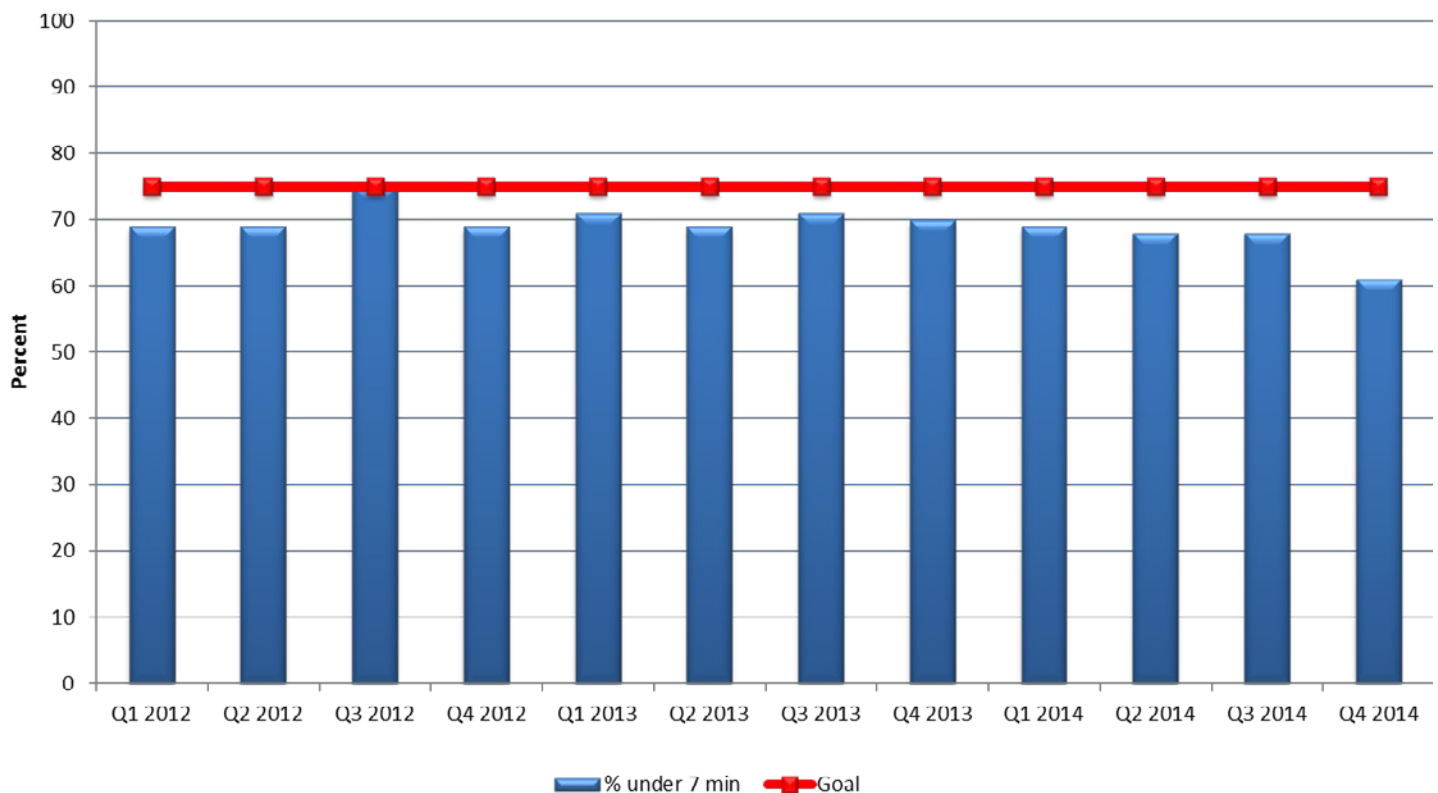
Source: Commerce City Police Department

Desired Trend:

Actual Trend:

WALKABILITY
WALKABILITY INDEX, BY AREA.

Walkable neighborhoods offer surprising benefits to the environment, our health, our finances, and our communities.

Environment: Cars are a leading cause of climate change. Your feet are zero-pollution transportation machines.

Health: The average resident of a walkable neighborhood weighs 7 pounds less than someone who lives in a sprawling neighborhood.

Finances: One point of Walk Score is worth up to $3,000 of value for your property.

Communities: Studies show that for every 10 minutes a person spends in a daily car commute, time spent in community activities falls by 10%.

Walk Score: Walk Score is a number between 0 and 100 that measures the walkability of any address.

To obtain a measure of how easy it is to live a lifestyle that is less car-dependent in specifically identified areas within Commerce City, individual scores, using the Walk Score website, are shown on the following page. These scores are based on walking distances from an address to a diverse set of nearby amenities. Certain categories are weighted more heavily than others to reflect destinations associated with more walking trips. In addition, road connectivity metrics, such as intersection density and average block length, are factored into the score. Walk Score uses a variety of data sources (e.g., local business listings and public data sources such as parks and schools) to determine a score.

WALK SCORE	DESCRIPTION
90-100	**Walker's Paradise** - Daily errands do not require a car.
70-89	**Very Walkable** - Most errands can be accomplished on foot.
50-69	**Somewhat Walkable** - Some amenities within walking distance.
24-49	**Car Dependent** - A few amenities within walking distance.
0-23	**Car Dependent** - Almost all errands require a car.

Location	Walk Score				
Historic City:	**2010**	**2011**	**2012**	**2013**	**2014**
72nd Avenue and Monaco Street	69	62	71	62	62
62nd Avenue and Kearney Street	38	37	48	54	54
70th Avenue and Colorado Boulevard	29	29	28	22	26
Irondale:					
80th Avenue and Quebec Street	26	31	34	38	45
88th Avenue and Willow Street	17	15	23	17	9
Northern Range:					
Belle Creek Boulevard and Longs Peak Drive	20	14	17	18	18
Unity Parkway and Parkside Drive North	20	20	20	14	15
100th Avenue and Chambers Road	20	18	25	22	25
E-470 Influence:					
96th Avenue and Tower Road	3	6	6	9	5
DIA North:					
120th Avenue and Powhaton Road	0	0	0	0	0
Annual Average Scores	**24**	**23**	**27**	**26**	**26**

The data above depicts no change in the city's average walk score from 2013 to 2014. Newly constructed businesses in the northern range that include Walgreen's, Auto Zone, Papa Murphy's, and Great Clips, along with continued investment into the redevelopment of Derby, should spur an increase in the walk scores for many areas of the community.

It is the city's goal to strive to make its neighborhoods walkable by attempting to achieve the following:

- **A center:** Walkable neighborhoods have a center, whether it's a main street or a public space.
- **People:** Enough people for businesses to flourish and for public transit to run frequently.
- **Mixed income, mixed use:** Affordable housing located near businesses.
- **Parks and public space:** Plenty of public places to gather and play.
- **Pedestrian design:** Buildings are close to the street, parking lots are relegated to the back.
- **Schools and workplaces:** Close enough that most residents can walk from their homes.

Source: Walkscore.com

Desired Trend:
Score of 70 or Higher

Actual Trend:
Annual Average Score

HEALTH FACILITIES
NUMBER OF COMMUNITY HEALTH FACILITIES.

One of the city's goals is to provide its residents with access to health-care facilities and programs. Historically, the majority existed within the core city; however, recent trends show an increase in the number of facilities locating in the northern range.

Existing establishments in the core city include the Salud Family Health Clinic at 6255 Quebec Parkway; TriCounty Health Department at 4201 East 72nd Avenue; and numerous medical and dental providers in Derby.

**First Choice Emergency Services
Ribbon Cutting Ceremony**

The northern range now offers various options including a new 23,518-square foot Platte Valley Medical Center at 10569 Chambers Road, which recently relocated from 1600 Prairie Center Parkway. Along with Platte Valley Medical Center, Reunion Smiles Dentistry and Orthodontics opened in Reunion Marketplace, and a new 6,556-square foot First Choice ER opened in Aspen Hills in 2014.

Citywide, 13 tenant finish permits totaling over 24,000-square feet of space, were issued for potential medical service providers. Projects under construction in 2014 included a Walgreens store and pharmacy in North Range Town Center and a new physical therapy office in North Forest Office Space.

The increase in health facilities provides options for Commerce City residents and is a catalyst to support other types of retail in the area.

*Sources: Commerce City Business License Division;
Commerce City Community Development Department*

Desired Trend:

Actual Trend:

Chapter 11

· ●

Parks, Open Space & Recreation

Principle: Provide ample and well-distributed parks and recreation facilities and a connected system of trails and open space to provide for outdoor recreation, relaxation, rejuvenation, and to protect views.
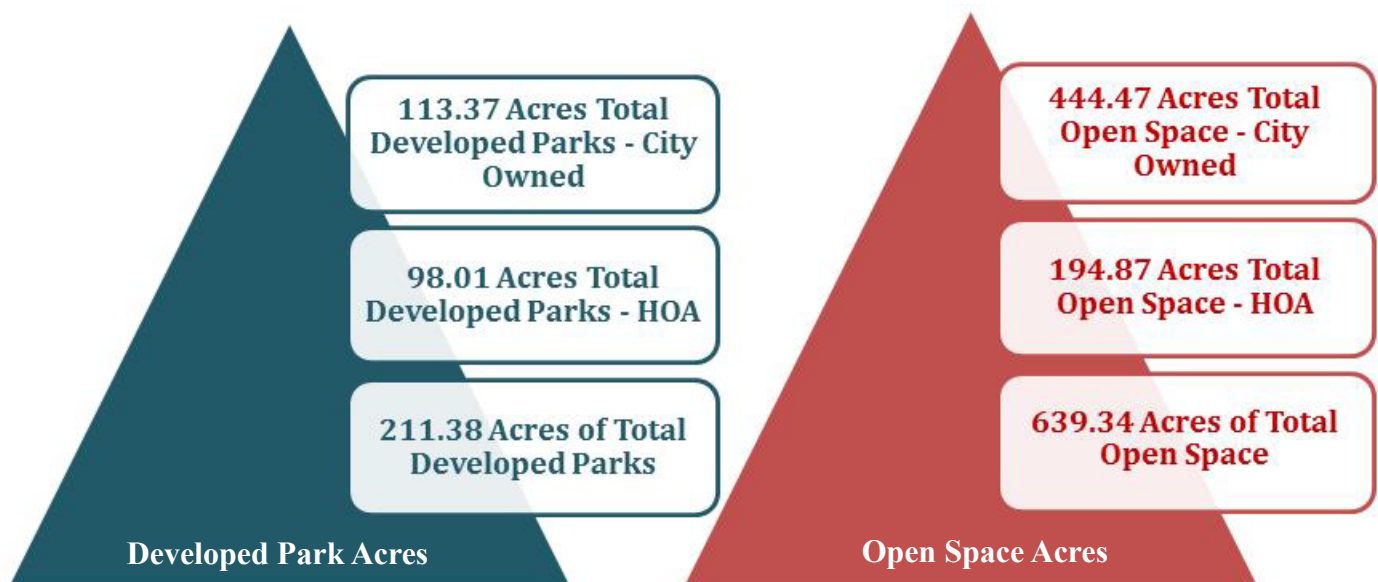
PARK LAND
ACRES OF PARK LAND.

The city will maintain current parks, which are a major community asset, and use the current plans to identify and prioritize future park locations to serve the city's active recreation needs as growth occurs. Open space should generally protect views and provide passive recreation and learning opportunities.

The city's goals will continue to address providing: (1) parks to enhance neighborhoods and meet city-wide recreation needs; (2) year-round, active recreational opportunities; (3) connected open space; (4) natural resources, and (5) trail network.

During 2014, parks and open space acreage did not change, but as a component of the QCI, the city began designing both Turnberry and Buffalo Run East Neighborhood Parks (9.5 acres and 9 acres, respectively). Turnberry Park will be located adjacent to an existing elementary school and in the future, an elementary school will be constructed adjacent to the Buffalo Run East Neighborhood Park.

The design and construction of Fronterra Neighborhood Park commenced in 2014. The approximately 20-acre park, situated between elementary and middle schools, will offer amenities that include a concrete perimeter path, 2 open play fields, 3 fitness stations, a large picnic shelter with BBQ grills and tables, 2 small picnic shelters with tables, small parking lot, plumbed restroom/drinking fountain, small skate area, multi-use hard court area, hillside slide, playground equipment, soft surface nature walk, benches, and landscape materials.

113.37 Acres Total Developed Parks - City Owned

98.01 Acres Total Developed Parks - HOA

211.38 Acres of Total Developed Parks

Developed Park Acres

444.47 Acres Total Open Space - City Owned

194.87 Acres Total Open Space - HOA

639.34 Acres of Total Open Space

Open Space Acres

Source: Commerce City Parks Planning Division

Desired Trend:

Actual Trend:

PARKS AND RECREATIONAL FACILITIES
LOCATION OF PARKS AND FACILITIES BY CITY SUB-AREA.

Parks and recreational facilities will be located within neighborhoods so that they are easily accessible for pedestrians and bicycles. As well, the city will strive to assure that these amenities are located adjacent to schools, in order to promote sharing of space and facilities.

The total acreage of parks and recreational facilities did not increase in 2014, but late in the year, the city began constructing in the Historic City (East 60th Avenue and Monaco Street) the Pioneer Park Outdoor Leisure Pool. When finished, amenities will include:

- *Zero depth pool:* Approximately 5,000-square feet; themed play structure (featuring the "games" theme, chosen by the community)
- *Activities pool:* Approximately 32-feet wide x 75-feet long; lap lanes, volleyball, basketball, etc.
- *Toddler pool:* Approximately 1,700-square feet; maximum depth of 3 feet; interactive water features
- *Lazy River:* Approximately 250 feet long; gentle current; variety of sprays and geysers
- *Slides:* Speed slide; body flume slide; and inner tube slide
- *Shaded areas*
- *Bath house/locker rooms/family locker rooms*
- *Additional restroom on north end of the park*

Pioneer Park Outdoor Leisure Pool

Source: Commerce City Parks Planning Division

Desired Trend:

Actual Trend:

CHAPTER 11 • PARKS, OPEN SPACE & RECREATION

DEVELOPED FACILITIES AND BALLFIELDS (PER CAPITA, PER STANDARDS IN PRAIRIEWAYS ACTION PLAN)

The city will strive to enhance the number of developed facilities relative to its increasing population.

The city has seven city-owned ball fields. With respect to developed facilities, the city contains 17 city parks, 8 trails, 5 multi-purpose fields (2 multi-use fields at the Municipal Services Center; 2 multi-use fields in River Run, adjacent to Ragweed Draw; 1 at Belle Creek); and one Recreation Center, totaling 121.37 park acres and 24.45 miles of trails.

	PRAIREWAYS ACTION PLAN STANDARD	ACTUAL 2011 *(based on 46,357 population)*	ACTUAL 2012 *(based on 46,508 population)*	ACTUAL 2013 *(based on 49,769 population)*	ACTUAL 2014 *(based on 51,428 population)*	2014 TREND *(compared to Prairieways Action Plan standards)*
PARKS (acres)	6 acres/1000 people	4.55 acres/1000 people	4.55 acres/1000 people	4.23 acres/1000 people	4.10 acres/1000 people	
TRAILS (miles)	.33 miles/1000 people	.53 miles/1000 people	.52 miles/.1000 people	.49 miles/1000 people	.48 miles/1000 people	

The Prairieways Action Plan contains a goal for the city to provide 6 acres of park land for every 1000 residents. The city is providing less than 5 acres for every 1000 residents, which is trending lower than desired. The goal of developing additional parks became a reality with the passage of the QCI, a component of which will fund the design and development of new city parks. Upon completion of the 20 acre Fronterra Neighborhood Park in 2015, and in the near future construction of Turnberry and Buffalo Run East Neighborhood Parks (totaling over 18 acres), soon the city will begin to fulfill its ongoing commitment to increase the amount of park lands and ensure geographic distribution of this amenity throughout the city to attract more residents.

SUBAREA	
Historic City	Number of Public Parks/Facilities (Not Open Space) = **16**
	2014 Acreage = **87.07**
Irondale	Number of Public Parks/Facilities (Not Open Space) = **2**
	2014 Acreage = **4**
Northern Range	Number of Public Parks/Facilities (Not Open Space) = **4**
	2014 Acreage = **30.3**
E-470 Influence	To date, this subarea contains no public parks or facilities.
DIA North	To date, this subarea contains no public parks or facilities.

There continues to be more miles of trails per 1000 residents than the goal set in the Prairieways Action Plan. Trails are important to Commerce City residents for recreation, exercise, leisure, and also to provide vital links within the community. Exceeding the goal at this time is a desired trend, but the city will need to continue fair distribution of trail development as residential growth increases.

Source: Commerce City Parks Planning Division
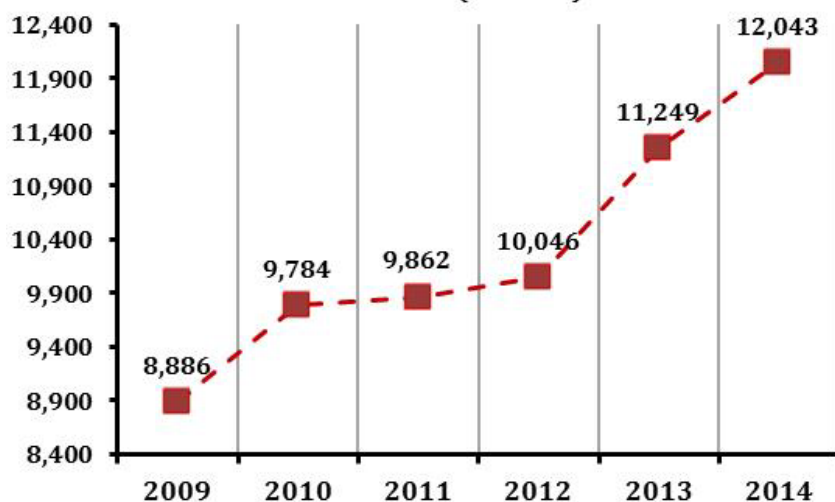
Desired Trend:

RECREATIONAL AND CULTURAL PROGRAMS
ENROLLMENT IN RECREATIONAL AND CULTURAL PROGRAMS AND CLASSES.

The city will strive to maintain and enhance opportunities for year-round activity by offering valuable and diverse classes for citizens of all age groups.

In 2014, there was a 7% increase in class enrollment from 2013. It is difficult to determine whether more classes will be scheduled in 2015 than in 2013, since programs are created each brochure period, and offerings are changed from year to year in keeping with new trends that arise. Additionally, classes may be offered and canceled for insufficient enrollment. However, as each sports season passes, the city determines if there is sufficient enrollment to create additional, or fewer, teams than the prior year.

ENROLLMENT IN RECREATION AND CULTURAL PROGRAMS (CLASSES)

Year	Enrollment
2009	8,886
2010	9,784
2011	9,862
2012	10,046
2013	11,249
2014	12,043

Source: Commerce City Recreation Division

With the passage of the Quality Community Initiative, the city committed to building in the northern range a new recreation center with an indoor leisure pool and three neighborhood parks, one of which (Fronterra Park) is presently being developed. In the Historic City, an outdoor pool at Pioneer Park is under construction and scheduled to open in the summer of 2015. Additionally, enhancements to the existing recreation center (e.g., therapy pool, family locker rooms, etc.) are planned for the near future. The completed projects will expand current parks and recreation programs, services, and amenities available to the Commerce City community.

2014 4th Fest

2014 Neighborhood Outreach

2014 Creepy Hollows

Desired Trend:

Actual Trend:

Chapter 12

Public Facilities & Infrastructure

Principle: Ensure adequate and efficient public facilities and infrastructure for current and future residents and businesses.

LIBRARIES AND PUBLIC FACILITIES
NUMBER OF LIBRARIES AND PUBLIC FACILITIES.

This indicator reflects the existing public facilities and services such as libraries, schools, and fire stations. The city will work to expand services such as libraries, telecommunication services, and postal services in order to meet the educational, informational, and cultural needs of all residents.

Libraries: The city currently has one library (Anythink Commerce City) located at 7185 Monaco Street contains a children's pavilion, computer lab, and teen area. Exterior amenities include a community garden that is maintained by local citizens in partnership with Denver Urban Gardens.

FACILITY TYPE	2010-2014 # IN CITY
Library	1
Fire Stations	8
Post Offices	2
Schools	19
• _Adams 14_	_13_
• _Brighton 27J_	_6_
• _Charter_	_2_

Fire Districts: Unlike most cities in the Denver-metro area, fire protection and emergency services are provided to the city by independent fire districts (South Adams County Fire District, SableAltura Fire District, and Brighton Fire District). While the city does not have authority over these districts, it can develop partnerships and make land use decisions that help to ensure adequate services for current and future residents and businesses.

Schools: In 2014 Victory Preparatory Academy, a public charter school established in 2013, expanded its building annex at 5701 Quebec Street by adding a 56,000-square foot, newly constructed, three-story building that was open for the 2014/2015 school year. In 2014, a development plan was approved for the Rocky Mountain Lutheran High School, and a groundbreaking ceremony was held early in 2015. The new facility is being built within the Buckley Ranch Subdivision at the southwest corner of East 104th Avenue and Landmark Drive.

A growing economy that stimulates housing and business development will dictate an increase in the number of services required to meet the community's future needs.

Source: Commerce City Community Development Department

Desired Trend

Actual Trend:

SCHOOLS

The city is served by two school districts (Adams 14 and 27J). These districts provide K-12 education programs for all residents of the city. Commerce City is also home to three charter schools (Community Leadership Academy, Landmark Academy, and Belle Creek Charter School), which also educate the city's children. In effort to ensure continuing education programs, the city will continue to pursue higher education options such as a community college campus.

While Commerce City does not furnish many of the services that are traditional for a municipality to provide, the city can influence these by developing partnerships and making smart land use decisions. By making smart land use decisions, the city can help to ensure that adequate services are provided to all residents and businesses within the community. By developing partnerships with these organizations, there will be a collaborative approach to development, which will ensure that growth does not outpace existing and future services.

SCHOOL ENROLLMENT
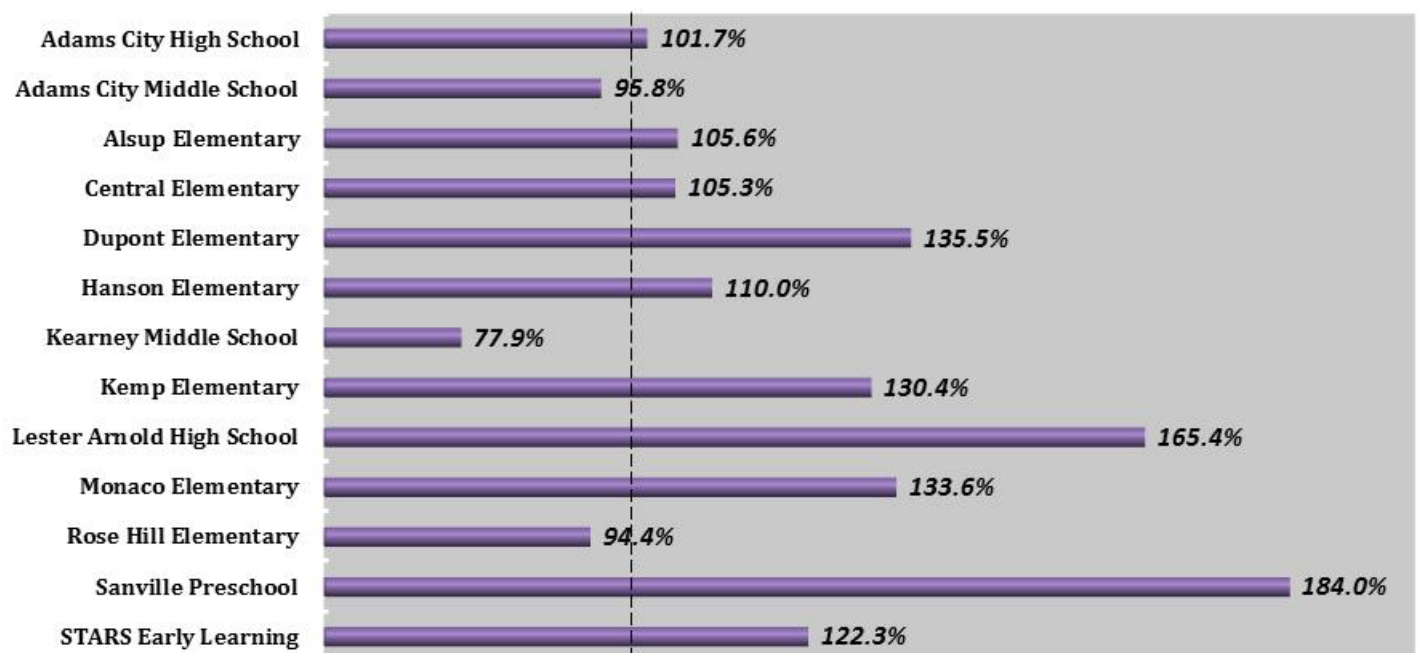### SCHOOL ENROLLMENT AND PERCENT UTILIZATION.

The city will monitor and plan with Adams 14 and School District 27J to locate new schools or expand existing facilities. As well, the city will coordinate the timing of expansion and construction of facilities within future neighborhoods, so that residential development does not outpace school capacities.

Adams 14: The chart below outlines Adams 14's student enrollment numbers and capacities, based on the 2013-14 school year. Capacities can be altered slightly from year-to-year, based on building and room utilization in each school. Adams 14 has worked vigilantly to maintain its significantly outdated school buildings, all while simultaneously attempting to maintain safe learning environments for students.

With virtually no significant infrastructure dollars, Adams 14 has had to be extremely nimble from year-to-year, in an effort to make do with available space and resources. For example, preschool classrooms have had to be continually adjusted to accommodate an ongoing influx of students and constant lack of space to enable safe expansion.

ADAMS 14 - PERCENT OF CAPACITY TO ENROLLMENT
(Based on 2013-2014 School Year)

School	Percent
Adams City High School	101.7%
Adams City Middle School	95.8%
Alsup Elementary	105.6%
Central Elementary	105.3%
Dupont Elementary	135.5%
Hanson Elementary	110.0%
Kearney Middle School	77.9%
Kemp Elementary	130.4%
Lester Arnold High School	165.4%
Monaco Elementary	133.6%
Rose Hill Elementary	94.4%
Sanville Preschool	184.0%
STARS Early Learning	122.3%

SCHOOL ENROLLMENT (CONT.)

Adams 14, Colorado's 26th largest school district, serves approximately 7,600 students annually. With Commerce City's growing population, the enrollment numbers in Adams 14 are ever-increasing, causing an ongoing challenge to serve incoming students with the district's limited infrastructure options.

SCHOOL	STUDENTS	CAPACITY
Adams City High School	1749	1720
Adams City Midle School	774	808
Alsup Elementary	504	477
Central Elementary	577	548
Dupont Elementary	699	516
Hanson Elementary	461	419
Kearney Middle School	783	1005
Kemp Elementary	587	450
Lester Arnold High School	220	133
Monaco Elementary	501	375
Rose Hill Elementary	539	565
Sanville Preschool	92	50
STARS Early Learning	115	94
TOTALS	7601	7160

Adams 14 is currently over-capacity by 441 students. District leadership continues to realign and reconfigure in order to accommodate appropriate student-to-teacher ratios, while facing increased enrollment year after year.

The district has had to make many bold decisions to accommodate students, including boundary reconfigurations and other temporary infrastructure solutions.

Of course, Adams 14 continues to carefully evaluate its long-term Facility Master Plan – a working document that changes, based on district needs – to ensure safe learning environments for all students.

Source: Adams County School District #14

Desired Trend:
at or under 100%

Actual Trend:

SCHOOL ENROLLMENT (CONT.)

School District 27J: School District 27J is now the 16th largest school district in Colorado, serving over 17,000 students. The District's South Plan Area, which includes Commerce City's Northern Range, currently is the fastest growing area in 27J. Due to the large number of already approved subdivisions, the district anticipates the rapid growth to continue. With ongoing housing development and absorption both north and south of East 104th Avenue, all schools in the Commerce City Northern Range area (27J South Plan Area) are experiencing capacity demands, some critically so.

With the exception of Stuart Middle School, Henderson Elementary, and Belle Creek Charter School, enrollment at all area schools exceeds 100% of building capacity. When considering portable classroom space on site, utilization ranges from 83.39% at Stuart Middle School to nearly 103% at Prairie View Middle School.

SCHOOL	2010	2011	2012	2013	2014
Belle Creek Charter	98.24%	102.79%	99.43%	**98.71%**	**99.86%**
Landmark Charter	99.26%	102.96%	97.76%	**99.61%**	**100.26%**
Ortho E. Stuart Middle	64.24%	66.78%	66.21%	**70.41%**	**83.39%**
Prairie View High	102.73%	109.18%	115.56%	**119.73%**	**105.06%**
Prairie View Middle	90.71%	87.07%	89.91%	**93.08%**	**102.79%**
Second Creek Elementary	85.33%	95.95%	93.84%	**103.00%**	**82.49%**
Thimmig Elementary	95.08%	89.94%	90.54%	**102.70%**	**90.05%**
Turnberry Elementary	94.69%	107.71%	99.17%	**119.16%**	**94.27%**

The most critical of the 27J southern schools are Prairie View High School (PVHS) and Prairie View Middle School. Enrollment at PVHS is 26% over building capacity and is at 105% of site capacity. By 2019, it is estimated that enrollment at the high school will exceed its site capacity by 940 seats. A modified split schedule will be in place for the 2015-2016 school year to accommodate the 2,020 students expected to attend. Students will be accessing the building between the hours of 7 a.m. to 5:30 p.m., with freshmen and sophomores attending from 7 a.m. to 2:30 p.m. and juniors and seniors attending from 9:45 a.m. to 5:30 p.m. The school was closed to all non-resident students for the 2014-2015 school year, with the same enrollment restrictions in place for the 2015-2016 school year. Prairie View Middle School has employed building usage modifications (altered bell schedule and grade level lunches), and if needed in the future will consider implementing the same schedule modifications as Prairie View High School.

Source: Brighton School District #27J

Desired Trend:

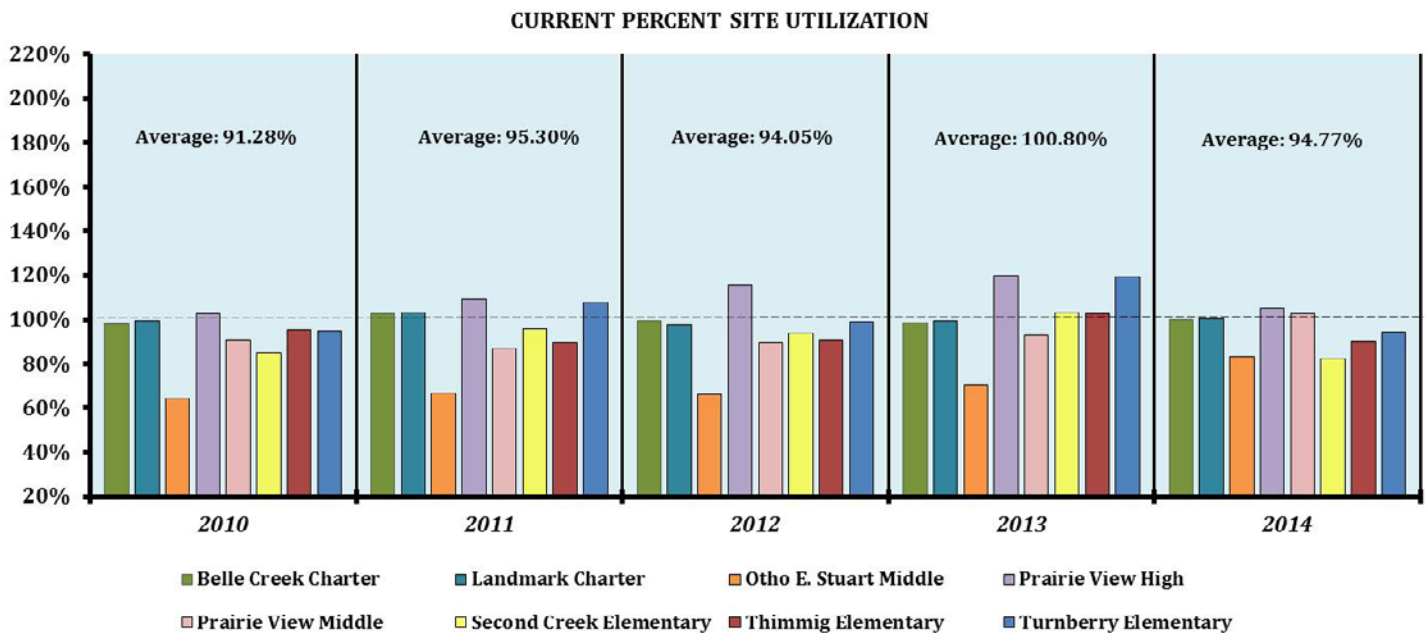*at or under 100%*

Actual Trend:

SCHOOL ENROLLMENT (CONT.)

Enrollment at Stuart Middle School is rapidly growing but currently is able to absorb enrollment growth. It is likely that Stuart Middle School will need to implement schedule modifications beginning with the 2017-2018 school year.

Turnberry Elementary School, which serves students residing between I-76 on the west and E470 on the east, between East 104th and 112th Avenues, also has experienced critical overcrowding. To remedy this problem, enrollment has been severely restricted. However, growth pressures will continue until a new elementary school is constructed within the area. Enrollment at Thimmig and Second Creek Elementary Schools exceeds their respective building capacities, however, capacity exists within their portable classrooms.

As residential development continues to grow, so will demand for seats in existing schools. A new elementary school is planned within the Reunion neighborhood, and will be constructed as soon as 27J voters approve the necessary bond election. Other schools are planned to relieve overcrowding at Prairie View High School and Prairie View Middle Schools, but they, too, will require the support of 27J voters.

CURRENT PERCENT SITE UTILIZATION

Source: Brighton School District #27J

Desired Trend: *at or under 100%*

Actual Trend: *from 2013 to 2014*

CULTURAL FACILITIES
NUMBER OF PUBLIC AND PRIVATE CULTURAL FACILITIES.

The city will define and establish a positive image of Commerce City that builds on city and regional assets, its cultural traditions, and history. Additionally, the city will plan for and support cultural facilities such as museums, performing arts, and community facilities that desire to locate throughout the city. Commerce City will continue to perform ongoing education and marketing of the city's positive and strong qualities including:

- Gateway to the Rocky Mountain Arsenal National Wildlife Refuge
- Buffalo Run Golf Course
- Dick's Sporting Goods Park
- Derby Resource Center
- Commerce City Historical Society
- Proximity to Denver International Airport
- Proximity to Downtown Denver
- Gateway to Barr Lake State Park

Dick's Sporting Goods Park

Buffalo Run Golf Course

Barr Lake State Park

The Commerce City Cultural Council, whose purpose is to advance charity and education for the preservation of art, music, theater, and dance in Commerce City, meets once per month and consists of between 7 and 15 members.

In 2014, the Cultural Council was very active in the community. The group was instrumental in the successful selection and installation of the public art piece, "Determination" by Joshua Wiener at Fairfax Park, utilizing the newly adopted public art master plan. Cultural Council coordinated and hosted Commerce City's Music in the Park series at Pioneer Park, as well as art shows designed to showcase the creative work of Commerce City youth and teens.

Sources: Commerce City Community Development Department
Commerce City Parks, Recreation and Golf

Desired Trend:

Actual Trend:

ACCESS TO LOCAL GOVERNMENT
CITY'S WEBSITE TRAFFIC.

The city will continually increase access and transparency of government to contribute to a productive and harmonious political and social culture that fosters thoughtful decision-making and allows citizens and businesses to be involved in the community.

The information below contains data about website traffic for www.c3gov.com during 2013 and 2014. It should be noted that from January to mid-March 2014, the city's webhost was in the process of changing analytic vendors, so data was not collected during that time.
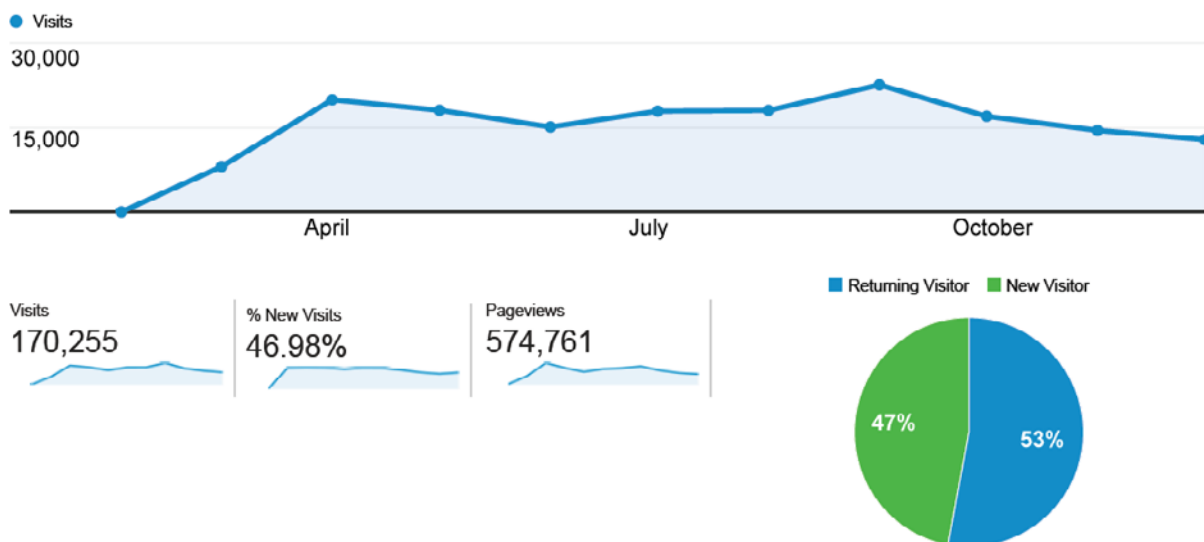
Source: Commerce City Communications Division

BOARDS AND COMMISSIONS
CITIZEN PARTICIPATION ON CITY BOARDS, COMMISSIONS, AND COMMITTEES.

The city will strive to promote ongoing participation and community involvement in local government and access to leadership. Each board and commission has different roles and responsibilities. Terms of office, membership size, qualifications, and meeting schedule vary for each board and commission. Openings for vacancies on boards are advertised in local newspapers and on the city's website. Members are appointed by the City Council.

Currently, the city has 10 boards and commissions, including the Capital Improvement Project Citizen Advisory Committee that was formed in 2014, totaling 113 possible openings. Currently, 80% (90) of the positions are filled, so the city will continue to make a consistent effort to attract the community's participation in these vital roles. The city's boards and commissions are as follows:

Board/Commission	Maximum Number of Members*	Number of Members Currently Serving
City Council	9	9
Commerce City Cultural Council	15	15
Commerce City Housing Authority	8	8
Derby Review Board	7	6
Liquor License Authority	9	5
Planning Commission	8	8
Quality Community Foundation	15	7
Board of Adjustment	8	8
Youth Commission	23	16
Capital Improvement Project Citizen Advisory Committee	11	8

*Includes regular members and alternates.

Citizens also may participate in the community by serving on a committee. Responsibilities, powers, membership size, qualifications, and meeting schedules vary for each group. The following is a list of Commerce City committees:

Committee	Number of Members
Senior Advisory Committees	27 seats*
Youth Advisory Committee	6 seats filled

*Comprised of three committees: program, outreach, and health and wellness.
In 2014, 20 seats were filled.

BOARDS AND COMMISSIONS (CONT.)

As the city continues to grow, it is anticipated that the number of boards and commissions will be added to accommodate increased access to local government. This will be achieved by:

- Promoting ongoing public participation/community engagement meetings to continue the visions/ ideas/principles of the comprehensive plan and future sub-area plans.

- Exploring the creation of task forces and advisory committees to help further the aims of local government and the comprehensive plan.

- Supporting and cooperating with volunteer organizations and groups that provide recreational activities for young people.

Sources: Commerce City City Clerk's Office
Commerce City Parks, Recreation and Golf

Desired Trend: Actual Trend:

Chapter 13

Appearance & Design

Principle: Enhance the positive image of the city at gateways, along corridors, and in neighborhoods and commercial districts.

CODE VIOLATIONS
TOP FIVE VIOLATIONS.

To improve the appearance of neighborhoods and districts, the city monitors the specific types of violations cited.

The city provides a unified approach to pro-active education and enforcement, in order to maintain and enhance the image of Commerce City. This includes promoting and preserving a safe and desirable living and working environment, with the primary goal being voluntary compliance. Inspections are done in each district to address specific types of violations.

Code violations pertain to municipal, nuisance, property maintenance, and zoning regulations. The top five violations cited during 2014 are as follows:

As identified by the Code Enforcement Violations Counts Report, the top five most frequently encountered violations differ significantly each year, so figuring an accurate annual percent change is not practical.

Outdoor Storage Prohibited	**1,140**
Weed and Grass Growth	**993**
Inoperable Vehicles	**491**
Garbage/Trash Removal	**307**
Parking on Unapproved Surface	**197**

Even with a significant reduction in Neighborhood Services staffing, the code enforcement violation count statistics remained fairly stable in 2014. The Commerce City Clean, property-by-property inspection program, was suspended in 2014, due to a reduction in personnel levels. Property inspections are expected to increase with the reimplementation of the Commerce City Clean program and by maintaining six, full-time inspectors in 2015.

Source: Commerce City Neighborhood Services Division

Desired Trend:

Actual Trend:

ROADWAY MILES AVAILABLE FOR ADOPTION
ADOPT-A-STREET PROGRAM.

To improve the appearance of neighborhoods and districts, the city monitors the specific types of The city will develop and maintain with businesses and community organizations an Adopt-a-Street program to improve the image of its gateways and street corridors.

Gateways and street corridors are similar to the public "entries" of the city's business districts and neighborhoods, and they are extremely vital to the city's image and appearance. Improving gateways and street corridors affects the overall appearance of the pubic right-of-way and quality of development.

The City of Commerce City Adopt-a-Street Program allows civic minded families, businesses, and groups to adopt a section of a city street to maintain clear of litter and debris for at least one year. After two successful cleanup events, the city erects two Adopt-a-Street signs (one in each direction of travel) that identifies the adopting group.

Currently, there are a total of 50.9 miles of city roadway available for adoption. Seven adopting groups have signed up for the program through 2014, 3 that are sponsoring 2 miles each of roadway, and 4 that sponsor 1 mile each, for a total of 10 miles:

- *Landing Place Church* – adopted 2 miles of Chambers Road from East 104th Avenue to East 120th Avenue
- *Good News Community Church* – adopted 2 miles of East 104th Avenue from Highway 2 to Chambers Road
- *Realtor Kevin Baird* – adopted 2 miles of East 104th Avenue from Chambers Road to Tower Road
- *Cub Scout Pack 607* – adopted 1 mile of Potomac Street from East 104th Avenue to East 112th Avenue
- *180 Degree Community Church* — adopted 1 mile of Quebec Street from East 56th Avenue to East 64th Avenue
- *Faith Venture Church* — adopted 1 mile of East 96th Avenue from Chambers Road to Buckley Road
- *North Range Eye Center* — adopted 1 mile of Chambers Road from East 104th Avenue to East 96th Avenue

With just 19.6% of the total available road miles adopted, it will be important for the city to encourage volunteer beautification programs. This may be achieved through outreach efforts that promote to community groups and businesses many of the program's benefits, such as exposure to the public for little to no cost and the opportunity to make a positive and sustainable impact on the environment.

Source: Commerce City Public Works Department

Desired Trend:

Actual Trend:

Chapter 14

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Cultural Facilities & Tourism

Principle: Become a destination for tourism and visitors, drawing people and businesses to city arts, history, culture, sports, commerce, and other attractions.

PUBLIC ART INSTALLATIONS
NUMBER OF PUBLIC ART INSTALLATIONS.

Commerce City is continually working to increase its arts and culture by building on its historic past and current assets, such as historic smaller communities that began in the mid– to late-1800s. The Cultural Council will complete an inventory of current installations of public art throughout the city, and enhance the collection with new pieces.

One new public art piece, "Determination" by Joshua Wiener, was installed at Fairfax Park during 2014, increasing the city's total number of public art pieces to five.

Also during 2014, city council adopted an ordinance to facilitate the City of Commerce City Public Art Funding Program. Financial support will be provided by 1% of the city's capital improvement project construction budget and will offer a means to pay for the acquisition of pieces that will become part of the city's public art collection. Additionally, the program will enable the city to maintain inventory consistent with the adopted Public Art Master Plan.

Examples of Adams 14 students' artwork displayed at the Civic Center in 2014.

The Commerce City Cultural Council annually hosts a display to showcase artistic talent of community youth. Students from Adams 14 once again participated in this year's event, and awards were given to first place submissions from each school, as well as a best in show. Late in 2014, Council members participated in a reception and brief program where winners were acknowledged and later recognized during a council meeting.

Desired Trend:

Actual Trend:

ROCKY MOUNTAIN ARSENAL NATIONAL WILDLIFE REFUGE
ANNUAL NUMBER OF VISITORS TO THE WILDLIFE REFUGE.

After its transition to a national wildlife refuge in the 1980s, this amenity now affords excellent prospects for the city as the gateway to people visiting its wildlife and open space and has become a major destination for visitors.

Photo Credit: RMANWR official website

Located just northeast of Denver, the Rocky Mountain Arsenal National Wildlife Refuge is a 15,000acre expanse of prairie, wetland and woodland habitat. The land has a unique story - it has survived the test of time and transitioned from farmland, to war-time manufacturing site, to wildlife sanctuary. It may be one of the finest conservation success stories in history, and a place where wildlife thrives.

In 2014, a total of 300,000 guests took advantage of the many diverse Refuge activities that include the Wildlife Drive Auto Tour, the more than 10 miles of year-round hiking/showshoeing trails, self-guided opportunities to view wildlife in its natural setting, weekend fishing opportunities at two of the refuge lakes, a free guided nature program or wildlife viewing tour, birding programs, environmental education, and one of the most popular activities on the refuge—wildlife photography.

2010 - 27,500 visitors

2011 - 30,100 visitors

2012 - 32,500 visitors

2013 - 275,000 visitors

2014 - 300,000 visitors

2014 Rocky Mountain Arsenal National Wildlife Refuge Amateur Photo Contest

Top Photo: 3rd Place Winner—Michelle Postma—Headin' to Town
Left Center Photo: 2nd Place Winner—Pete Goonis—Buffalo on the Hill
Bottom Photo: 1st Place Winner— Shei Whala—You Can't See Me

*Photos via RMANWR official website: www.fws.gov/rockymountainarsenal/*

ROCKY MOUNTAIN ARSENAL NATIONAL WILDLIFE REFUGE (CONT.)

Commerce City surrounds the Rocky Mountain Arsenal National Wildlife Refuge on three sides. The Refuge is the largest urban wildlife sanctuary in the country, and as a result, the city will continue to promote gateway tourism uses near the entrance and visitor center of the Rocky Mountain Arsenal National Wildlife Refuge, in order to entice visitors and economic activity.

During 2014, Commerce City partnered with a diverse group of stakeholders to draft an updated Comprehensive Plan and Environmental Impact Statement for the RMANWR. The last Refuge master plan was completed in 1996 and served to guide the Refuge through its establishment and Superfund cleanup process. Almost 20 years have passed since its finalization, therefore the updated plan will guide the Refuge for the next 15 to 20 years by promoting efforts to expand and diversify visitor services, programs, improve access and transportation, increase partnerships and outreach and protect wildlife and cultural resources.

Vicinity Map of the Rocky Mountain Arsenal National Wildlife Refuge
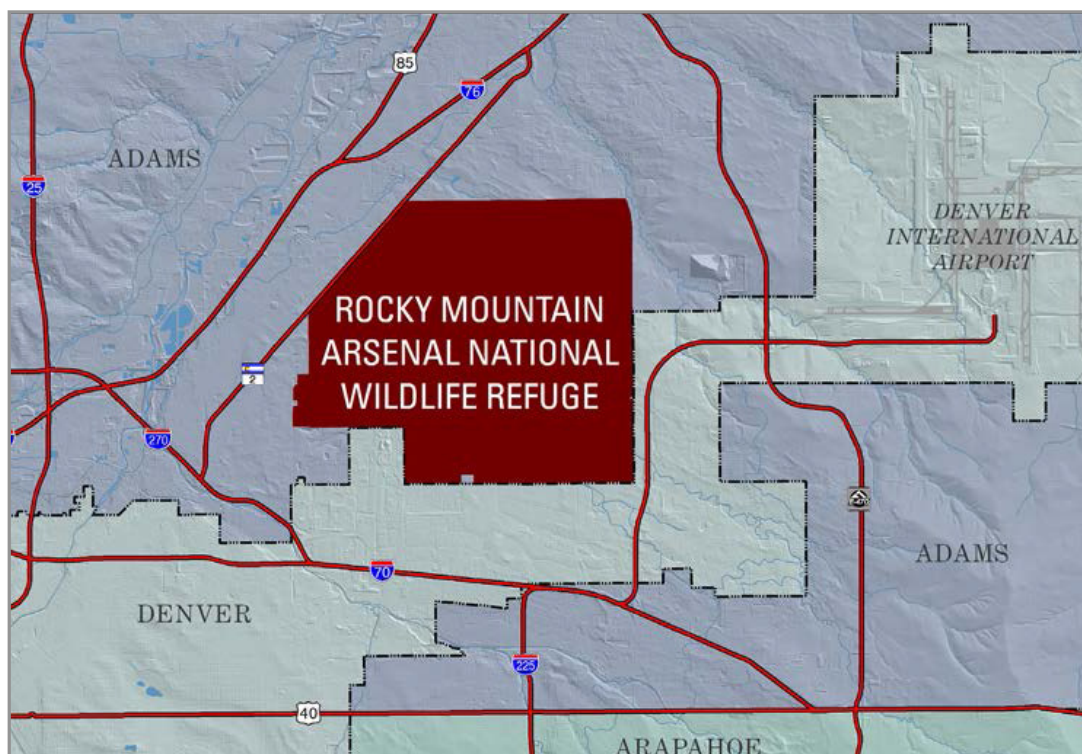
Source: RMANWR

Desired Trend:

Actual Trend:

Chapter 15

## Environmental Conservation & Stewardship

Principle: Increase recycling, conservation, and the use of renewable energy sources, while reducing energy and resource use overall.

RENEWABLE ENERGY PROJECTS
BUILDING PERMITS ISSUED FOR REDUCTION OF ENERGY USE.

Commerce City will support renewable energy production, efficiency, and energy conservation in city programs and private developments. Measures should be cost-effective and meet other community goals.

RENEWABLE ENERGY PROJECTS
Number of Permits Issued Annually

2010	2011	2012	2013	2014
5	3	4	6	27
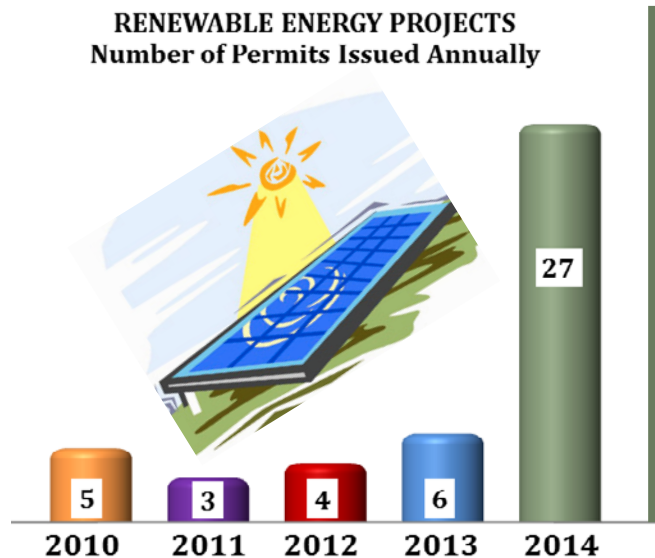
In 2014, the city issued 27 permits for renewal energy projects, compared to 6 in 2013. During years 2010-2013, the city issued an average of 4.5 permits for renewable energy (solar) permits. Therefore, the 27 permitted projects in 2014 exceeds the previous four-year average by an impressive 500%.

In the future, the city intends to start tracking LEED buildings. As well, the city will promote additional renewable projects by:

• Leading by example in city buildings, programs, and operations to reduce waste and energy use, improve indoor air quality and environmental quality.

• Supporting land use patterns and buildings in Commerce city and its neighborhoods that conserve resources and minimize waste and avoid sprawl.

• Supporting "green" buildings (LEED buildings), LEED-ND (Neighborhood Design), and Star Community Initiatives to promote energy efficiency throughout Commerce City.

• Supporting local and community use of renewable energy sources in residential, commercial, and industrial operations (e.g., solar, wind, geothermal, bio-based, and other emerging technologies).

Source: Commerce City Building Safety Division

Desired Trend: Actual Trend: