COMMERCE CITY
C3 VISION

Comprehensive Plan Indicators

2013 Scorecard Report

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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 fourth 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 three years' worth of data; the majority of indicators contain at least four 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 shown in the right corner of each indicator. The Benchmark 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 2013 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 2013 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 indicates the verified direction of that trend, based on 2013 data.

SOURCES

This section identifies the resources from which data were obtained, and if relevant, provides a website address where further 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.

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 leap-frog development.

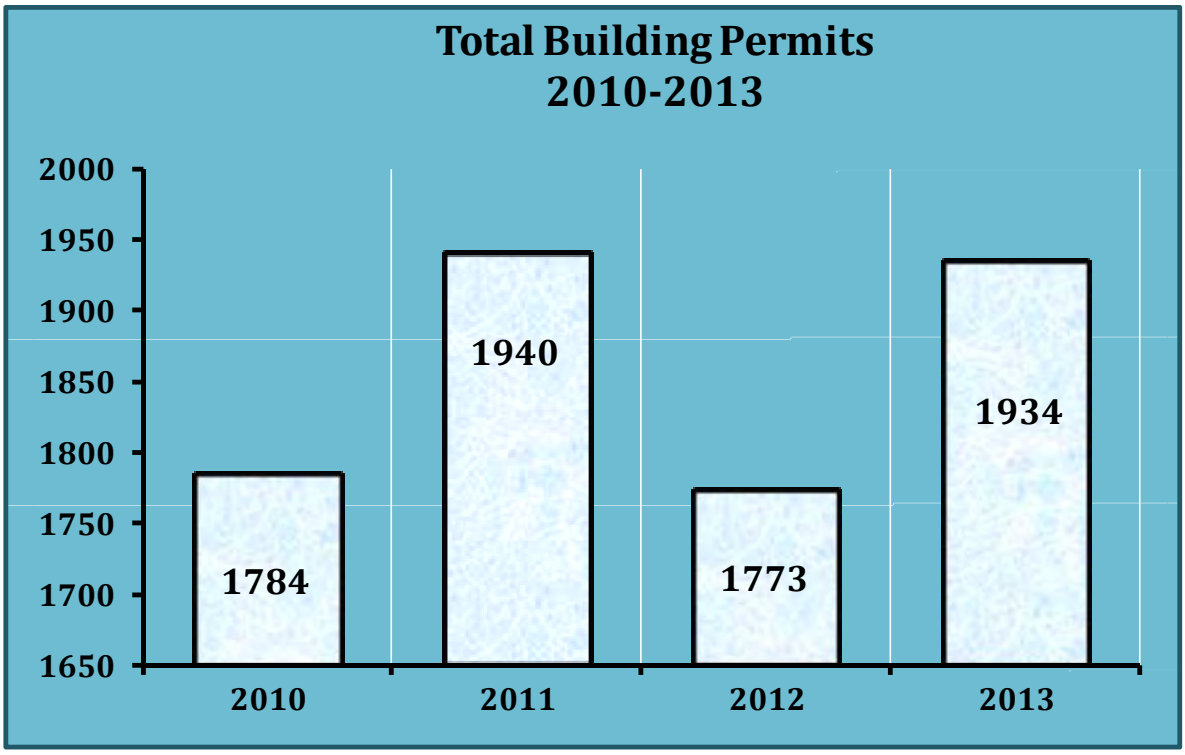
BUILDING PERMITS

TOTAL NUMBER OF BUILDING PERMITS ISSUED ANNUALLY.

This measure tracks the total number of all building permits issued annually.

As it turns out, the theme *"conservative, but with an optimistic outlook for 2013,"* contained in the 2012 Comprehensive Plan Indicators report, was appropriately cautious and served as a useful guidepost for 2013.

Periods of expanding residential permit activity, followed by periods of flat or declining movement, simply was not enough on the positive side to signal a straight line positive and continued trend. Inconsistency, at best, appears to be the new normal. Therefore, a conservative, but optimistic theme seems to be the most sound benchmark to follow for the immediate future. There is hope for an expanding market, but we must plan on expanding, then contracting, permit activity.



Source: Commerce City Building Safety Division

BUILDING PERMITS (CONT.)

Following good permit activity in late 2012, 2013 began strong with 91 permits for new residential construction issued in the first quarter. This was followed by 88 in the second quarter, with 117 and 88 in the third and fourth quarters, respectively. This trend translated into an average of 32 permits issued per month for a year-end total of 384. While this is positive and represents the highest residential permit activity in several years, permit issuance cooled slightly in the second and fourth quarters contributing to conservative estimates and tempering an otherwise strong year. Overall, total residential permits were up 100% over 2012, and we are encouraged by this increasing activity. The question for 2014 is whether trends will continue, or we will experience similar ongoing fluctuations.

Non-residential permit activity remained somewhat unpredictable in 2013 with 57 permits issued for new commercial construction, as well as significant alteration and addition projects. Permitted work included everything from several new, small retail/convenience stores located throughout the city to two new fast-food restaurants, to some minor industrial additions and interior renovations.

Noticeably absent in 2013 were any large-scale construction projects – both new construction and major alterations/renovations/additions to existing buildings. Commensurate with this construction type, monthly non-residential permit valuation totals ranged widely from a low of $67,270 in November to a high of $3,466,000 in May. The year ended with $13,289,000 in total non-residential permit valuation, however, these numbers need to be much stronger for the city to recognize overall improvement in conditions. Expectations continue to be dampened as we move into 2014, as the volatile and unpredictable non-residential trends are expected to linger in the near future.

In summary, the city is beginning to see continuing positive trends in residential permit activity, with less frequent periods of flat or declining growth – which is good news and suggests optimism in this important segment of city revenue. Non-residential activity however, may continue with uncertainty throughout 2014.

Desired Trend:	↑

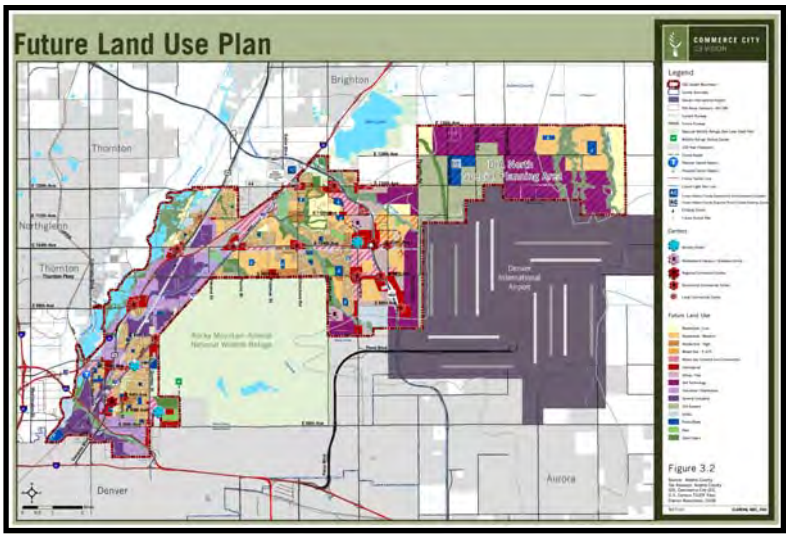
2013 Trend:	↑

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%

**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 2013, a decrease in the positive correlation rate was seen. Although the trend resulted in a decrease, the high rate for positive correlation continues to show the strength of the Comprehensive Plan 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: ↑

2013 Trend: ↓

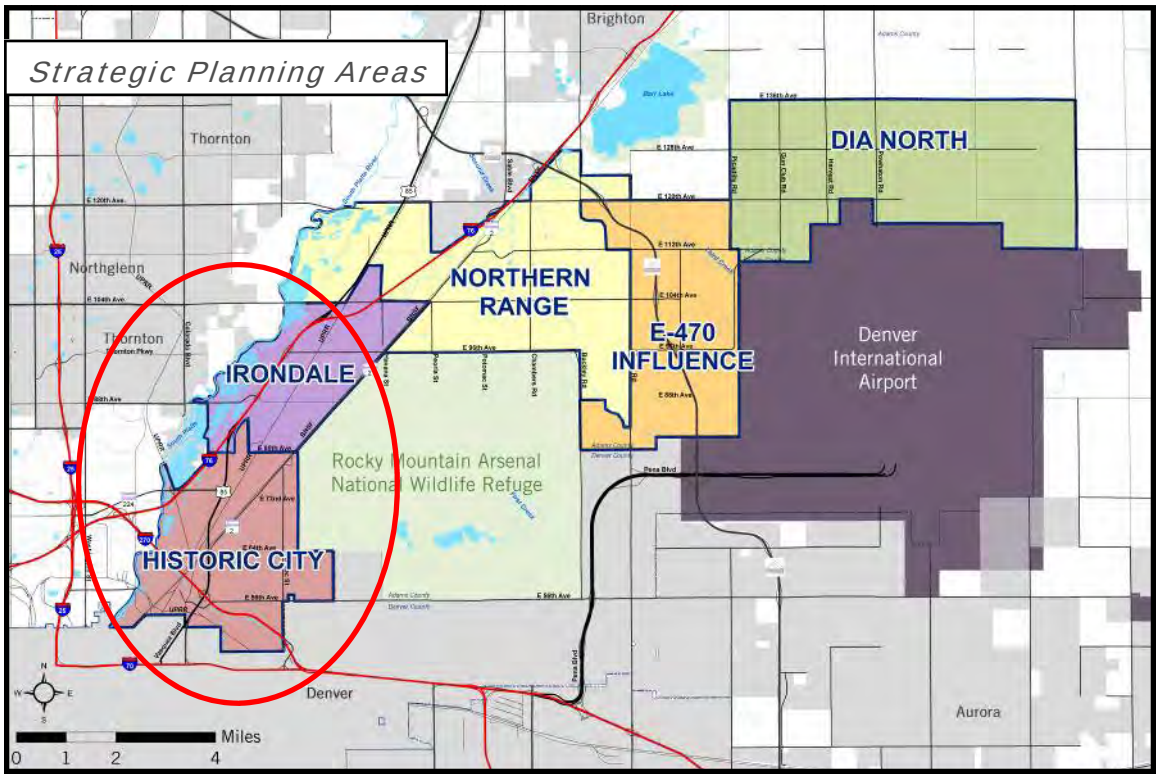
INFILL DEVELOPMENT

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 2013 development plan applications, new infill projects include:

- New 7-Eleven Store and a new 7-Eleven Fuel Canopy – 5797 Quebec Street
- Two new duplex units— 6694 and 6698 East 72nd Place
- Two new duplex units— 6880 and 6882 East 62nd Place
- South Adams Water and Sanitation District, new solar PV system—8495 Quebec Street

In 2013, there were **7** new projects in infill areas, which slightly exceeds 2012's total of **5**. The city is hopeful that in the coming years, the economy will continue to make a slow, but steady resurgence that will prompt an increase in the number of infill developments.



Source: Commerce City Community Development Department

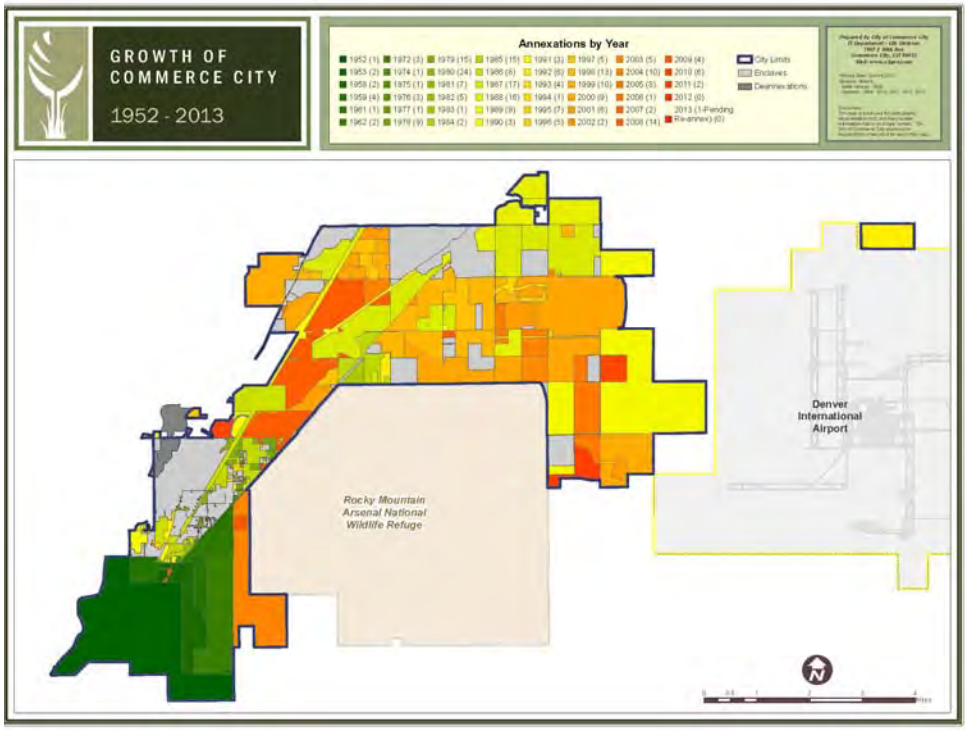
Desired Trend:	⬆	2013 Trend:	⬆

ANNEXED LAND

TOTAL ACRES OF LAND ANNEXED ANNUALLY.

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

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 city's residents.



An additional 1.15 acres of commercial land was annexed during 2013; however, 13.69 acres of right-of-way along East 120th Avenue were deannexed to reduce a portion of the city's maintenance requirements. Over the course of time, a slower rate of annexation is inevitable and more sustainable for the city. Given the slight improvement in the economy during 2013 and renewed interest from the development community, annexations may increase slightly in 2014.

Source: Commerce City GIS Division
Commerce City Planning Division

Desired Trend: ↑

2013 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 in 2013. The King Soopers on East 104th Avenue served as the catalyst that transformed many areas of the city to include retail space to meet the community need for goods and services.

The following table includes permits issued for commercial, retail, office additions, tenant finish, and new structures. During 2013, this includes the construction of four new 7-Eleven stores throughout the city—2 in the core city and 2 in the northern range; a new Valero store at East 56th Avenue and Quebec Street; Belle Creek Corner shops at East 104th Avenue and US 85; two new McDonald's Restaurants—one each in the core city and Reunion (East 104th Avenue and Chambers Road); and a new Les Schwab Tire Center at East 104th Avenue and Chambers Road.

COMMERCIAL NON-INDUSTRIAL PROJECTS					% Change +/- *(2012 to 2013)*
	2010	2011	2012	2013	
# of Permits	17	14	6	32	433%
Square Feet	531,528	145,469	226,491	260,329	15%
Valuation	$16,351,065	$7,609,439	$20,341,422	$27,321,818	34%

The number of projects in 2013 greatly exceeded all previous years, as did square feet and job valuation, albeit by a lesser extent. It is anticipated that as the economy continues to improve, the number of these projects will increase accordingly in both the core city and the northern range. Moving forward, City Council and staff will continue efforts to attract more new businesses, since this remains a top priority for the city.

Les Schwab Tire Center
10489 Chambers Road

Sources: Economic Development Division
Commerce City Building Safety Division

Desired Trend: ⬆

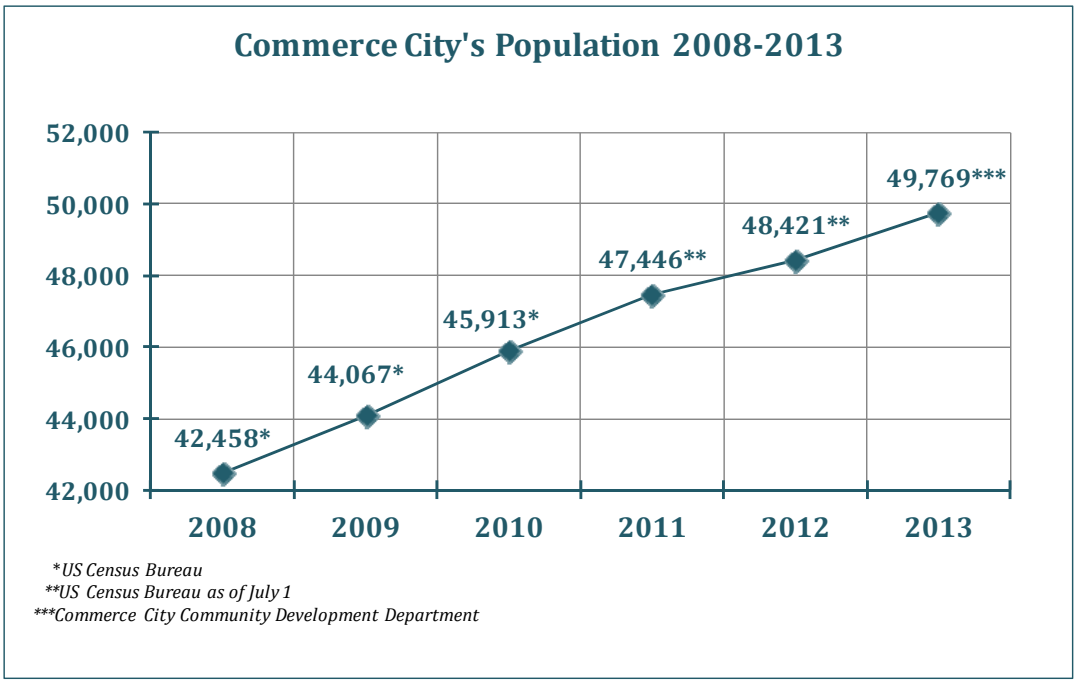
Desired Trend: ⬆

POPULATION

TOTAL POPULATION.

This measure tracks the total population in Commerce City.

As indicated in the chart, population has grown moderately over the past three years from 45,913 in 2010 to an estimated 49,769 in 2013. 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.

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 2% to 3%.

City staff anticipates that the residential real estate market will remain relatively flat during 2014, so population rates may not increase substantially, at least in the near future.

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

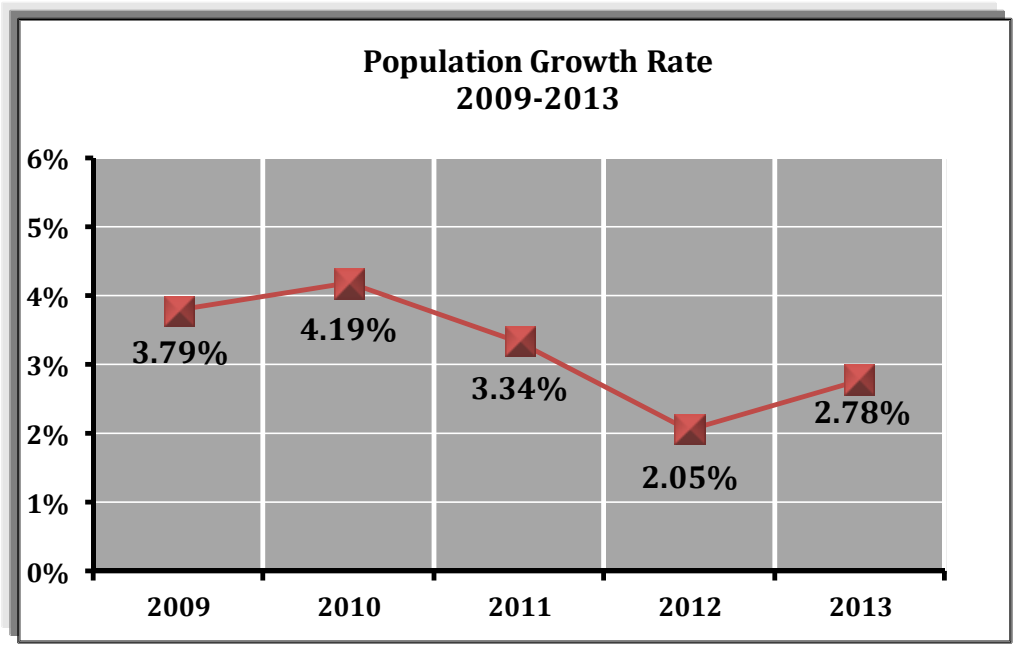
Desired Trend: ↑

2013 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.



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 slower growth rate in 2013 can be attributed to many factors but are primarily due to the lingering effects of the economic recession, which hit the housing sector particularly hard. In addition, while not as severe in 2013, foreclosure rates and residential construction slowdowns in other parts of Adams County may have contributed to a decline in Commerce City's residential growth.

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

Desired Trend: ⬆

2013 Trend: ⬆

Chapter 5—Jobs and 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. During 2011, 138 new businesses obtained a Commerce City license; in 2012, 140 new business licenses were issued, which is a modest increase of 1.45%.

A stable economy was predicted in 2013, compared to previous years, and the city had 160 new businesses open their doors, a 13.3% increase from 2012. This increase shows that entrepreneurs find Commerce City a desirable place to start a new business.

Year	# of New Businesses Created
2010	207
2011	138
2012	140
2013	160

Source: Commerce City Business Licensing Division
Commerce City Economic Development Division

Desired Trend: ↑

2013 Trend: ↑

UNEMPLOYMENT

UNEMPLOYMENT RATE.

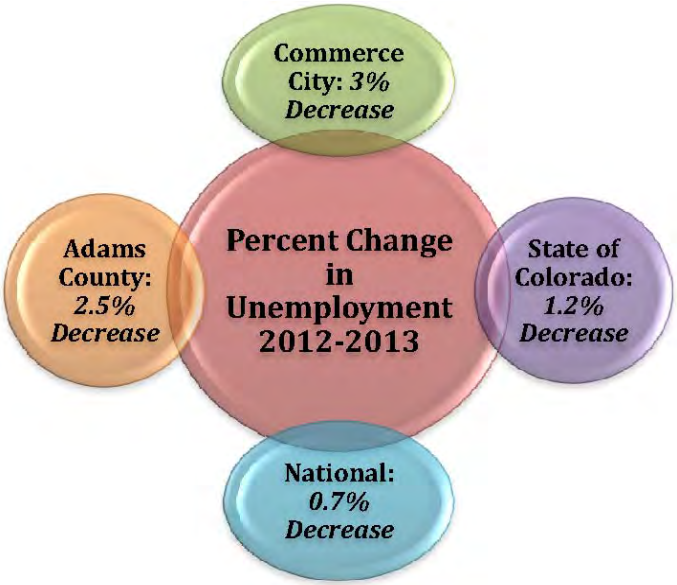
This tracks the annual unemployment rate.

According to the U.S. Bureau of Labor Statistics, Commerce City's 2013 unemployment rate was estimated at 7.9%. The community has made great strides from a high unemployment rate of 16.6% in March of 2010.

Origin	2010	2011	2012	2013
Commerce City	15.20%	11.70%	10.90%	7.90%
Adams County	9.20%	8.90%	9.20%	6.70%
State of Colorado	8.80%	7.90%	7.70%	6.50%
National	9.40%	8.90%	7.70%	7.00%

December 2013 information unavailable.

While the city's figure still is slightly higher than national, state, and county averages, the 2013 rate represents an improvement of more than 7 points from the 2010 annual rate of 15.2%. This encouraging trend depicts a healthy decline in jobless rates and makes Commerce City one of the fastest improving cities in the state of Colorado.



December 2013 information unavailable.

Source: U.S. Bureau of Labor Statistics

Desired Trend:	↓	2013 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. This indicator appeared for the first time in the 2011 report and shows decreasing vacancy rates for all property categories.

According to data provided by CoStar, a commercial real estate information and analytic services provider, the vacancy rate for office properties declined to 4.1% in 4th quarter 2013. Recently developed properties in the city, including 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 properties also showed a decreased vacancy rate. The industrial vacancy rate most often represents units that are vacant and ready to be rented.

PROPERTY VACANCY RATES						
	2011		*2012*		*2013*	
	SF Vacant	% Vacant	SF Vacant	% Vacant	SF Vacant	% Vacant
Office	31,842	21%	38,586	14%	14,274	4.1%
Retail	65,516	18%	96,067	7%	66,654	4.7%
Industrial	1,087,564	8%	636,459	4%	475,776	3.4%

Note: The 2012 and 2013 information source is CoStar, existing properties in Commerce City and Henderson. Source for 2011 also was CoStar; additional report criteria unknown.

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.

North Range Town Center

Source: Economic Development Division

Desired Trend: ↓

2013 Trend: ↓

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 2012, the construction of the King Soopers at Chambers Road and East 104th Avenue served as the catalyst that enticed to the area new retail businesses, such as McDonald's and Les Schwab Tire Center at 104th Avenue and Chambers Road.

Throughout the city during 2013, the Southland Corporation (7-Eleven) constructed four new stores totaling 12,399-square feet. In addition to the store previously referenced, McDonalds also razed an existing restaurant and constructed a new store at 6050 Parkway Drive, for a combined total of 10,098-square feet. There still remains a terrific opportunity for specific retailers to locate within Commerce City to provide necessary services for its residents and businesses.

As shown in the table below, in 2013 the number of buildings, total square footage, and job valuation for nonresidential construction were less than in 2012. 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 STRUCTURES				
	2010	2011	2012	2013
# of Bldgs	19	13	17	15
Square Feet	734,049	420,599	345,396	68,821
Valuation	$28,393,416	$73,603,542	$29,451,436	$10,996,651

Sources: Commerce City Building Safety Division
Economic Development Division

Desired Trend: ⇧

2013 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 2013 total sales and use tax revenue (on a cash basis).

	2010 TOTAL	2011 TOTAL	2012 TOTAL	2013 TOTAL	% CHANGE 2012-2013
Sales Tax	$17,686,388.21	$19,566,140.16	$19,576,632.04	$20,402,501.51	4.22%
Sales Tax Audits	$2,800,813.38	$201,107.19	$249,643.91	$177,869.32	-28.75%
Sales Tax Subtotal	$20,487,201.59	$19,767,247.35	$19,826,275.95	$20,580,370.83	3.80%
Use Tax	$6,255,984.07	$10,343,142.23	$8,710,014.74	$6,532,703.66	-25.00%
Use Tax Audits	$16,033,035.50	$1,724,275.96	$2,453,979.73	$1,147,543.87	-53.24%
Auto Use Tax	$2,568,901.88	$2,647,123.87	$3,294,010.16	$3,854,920.20	17.03%
BP Use Tax	$2,190,585.55	$2,539,656.68	$1,650,751.19	$1,972,392.71	19.48%
Public Improvement Use Tax	$196,525.97	$144,179.19	$205,398.13	$153,452.38	-25.29%
Agreements	-$280,629.90	-$508,916.53	-$701,640.89	-$871,306.31	24.18%
Use Tax Subtotal	$26,964,403.07	$16,889,461.40	$15,612,513.06	$12,789,706.51	-18.08%
Penalty Paid	$73,541.79	$119,549.71	$108,546.68	$70,239.61	-35.29%
Interest Paid	$4,046,514.25	$540,489.49	$390,872.74	$295,495.52	-24.40%
Principal & Interest Subtotal	$4,120,056.04	$660,039.20	$499,419.42	$365,735.13	-26.77%
Grand Total	**$51,571,660.70**	**$37,316,747.95**	**$35,938,208.43**	**$33,735,812.47**	**-6.13%**

The 2013 sales tax remittances increased over 2012. But the sales tax audit, use tax remittances, use tax audit, and public improvement use tax revenue all decreased significantly from 2012. Auto use tax and building permit use tax revenues increased significantly over 2012. The net effect on sales tax revenue is that the total increased by 3.8% in 2013. There were more residential building permits issued in 2013 than in 2012 but that did not make up for the decreases in the other sources of use tax. Total use tax revenue decreased by 18.08% in 2013. More money was rebated to businesses through economic development incentives and less money was received for penalties and interest. Overall, the City saw a 6.13% decrease in sales and use tax revenue in 2013.

Source: Commerce City Finance Department

Desired Trend: ↑ ***2013 Trend:*** ↓

GRANTS

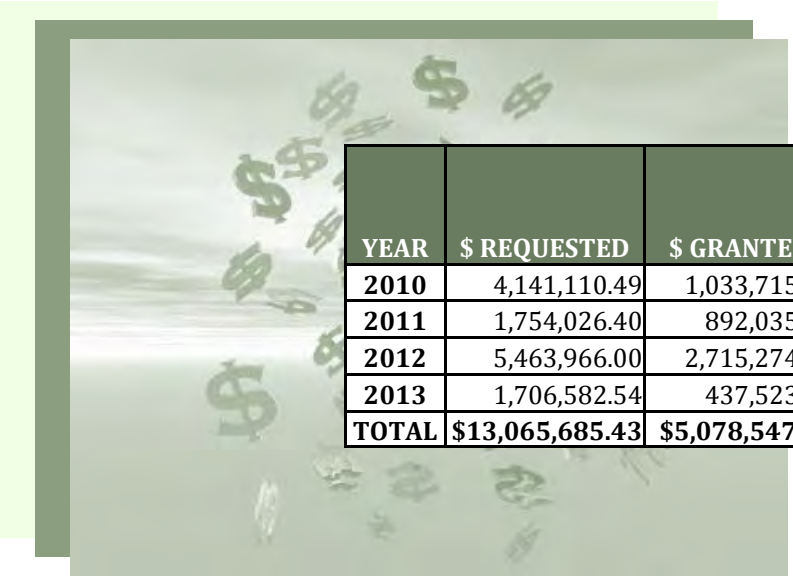
STATE AND FEDERAL GRANTS RECEIVED.

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

In 2013, 24 grant applications were submitted, with a application success rate of 77%. With the economic challenges, sequestration and discussion of the passage of the federal budget, grantors have either not been federally funded, decreased the amount of funds that normally would have been awarded, or have funded reduced amounts instead of denying the entire request. Twenty-four applications were submitted in 2012, with a funding success rate of 75%.

In mid-2013, a grant was received for $125,000, which Community Oriented Policing Services (COPS) Hiring used to fund one school resource officer's salary and benefits for three years. The city also received grants totaling $214,000 for 6 parks and trails projects.

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%
TOTAL	**$13,065,685.43**	**$5,078,547.21**			

Source: City Manager's Office

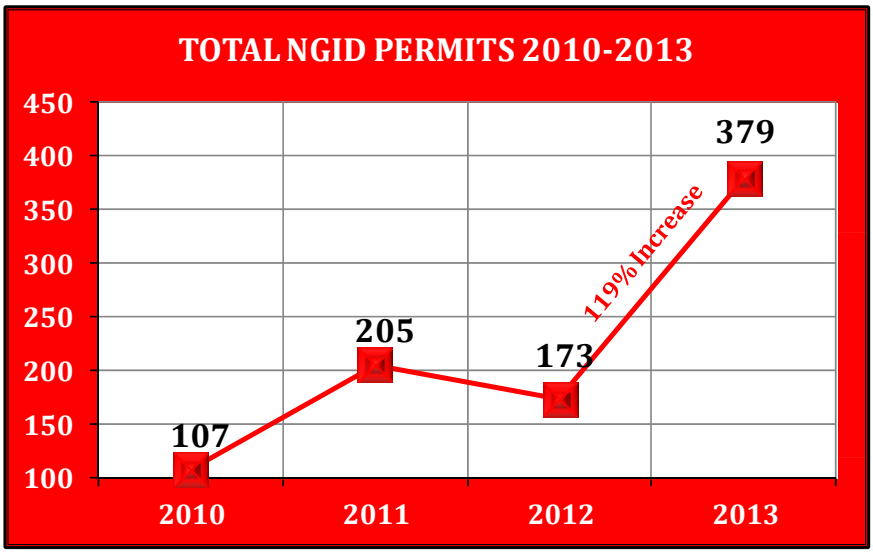
Desired Trend:	⇧

2013 Trend (based on dollar amount of grants received):	⇩

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.



In mid-2013, City Council approved the creation of a mechanism to finance large-scale improvements to the E-470 commercial corridor (E-470 Commercial Area General Improvement District—ECAGID) and the E-470 Residential Area General Improvement District (ERAGID) for E-470 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.

During 2013, total nonresidential development projects (3) in the NGID was unchanged from 2012.

Total residential units constructed within the NGID during 2013 increased by 121% over 2012, commensurate with the difference in the number of new residential units permitted during each of those two years. This is consistent with the fact that in 2013, the city issued a greater number of residential permits in developments located within the NGID.

Year	Nonresidential Units in NGID	Residential Units in NGID	Total NGID Permits
2010	3	104	107
2011	1	204	205
2012	3	170	173
2013	3	376	379

Source: Commerce City Building Safety Division

Desired Trend: ⬆

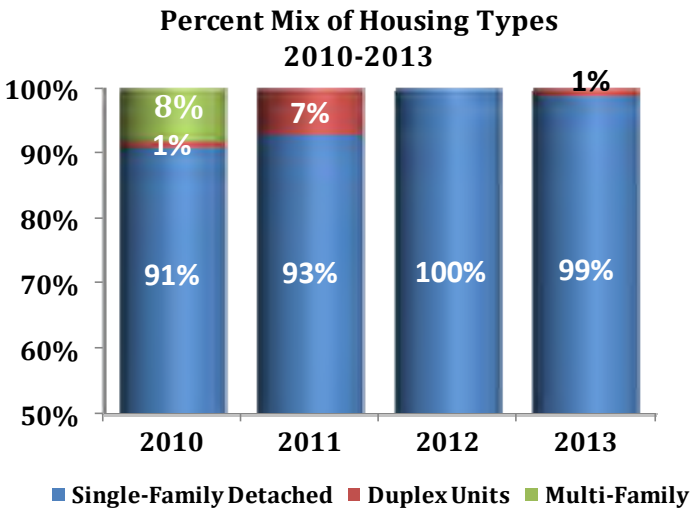
2013 Trend: ⬆

Chapter 7—Housing and 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.



Having 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.

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 households' 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 2013, the vast majority of newly constructed residential units were single-family detached, a 1% decrease from the previous year due to the construction of a small number of duplex units. While the development of single-family detached homes is encouraging, a dominant percentage of new housing units concentrated in one sector suggests 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.

Source: Commerce City Building Safety Division
Commerce City Planning Division

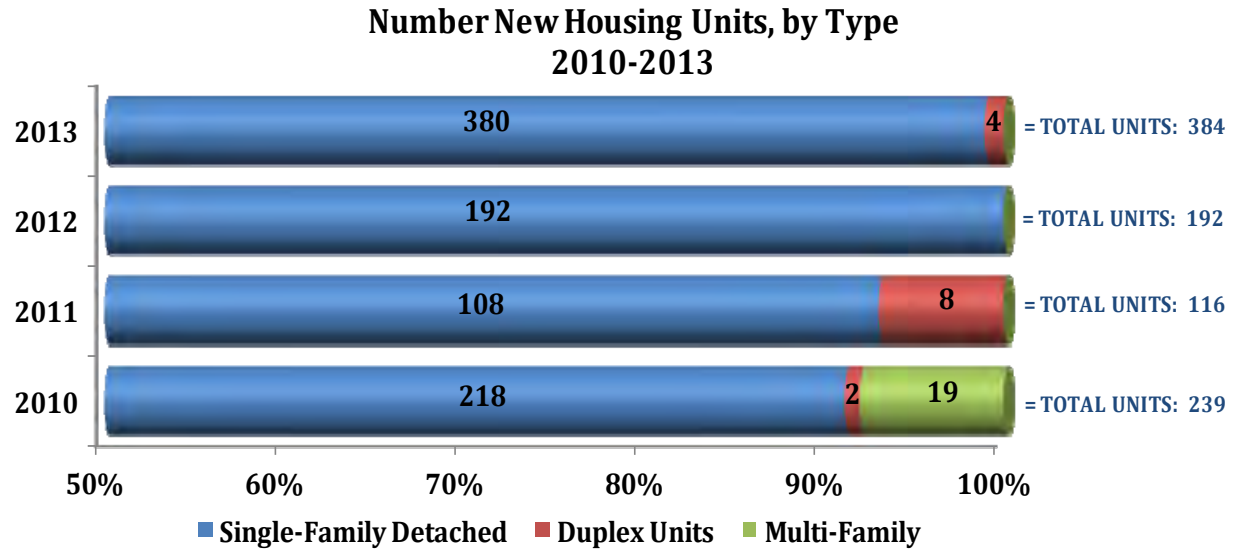
Desired Trend: ⬆

2013 Trend: ⬆

New Housing Units, By Type

Number of new housing units, by type.

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



A variety of housing types is important in order for the city to provide viable living options for all citizens as growth continues. The number of building permits issued for detached single-family housing units nearly doubled from 2012, for a total of 380 new homes in 2013. By contrast, only four duplex units were permitted in 2013, and no multi-family units have been permitted since 2010. Multi-family and attached single-family housing are important to ensure that there are affordable living options available. 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. It will be important to continue to track this information over time to ensure that goals related to housing diversity, affordable housing, and density are met.

Source: Commerce City Building Safety Division

Desired Trend: ↑

2013 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 2013, the city issued four 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 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.

Source: Commerce City GIS Division
Commerce City Planning Division

Desired Trend:	N/A		2013 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 are also 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 any of the reporting periods (2010-2013). Initially, this was due in part to a downturn in the national economy. Although the housing market made strides in 2013, high-end housing construction remained slower than the construction of homes priced in the $200,000 to $300,000 range. This applies not only to Commerce City, but is consistent with trends occurring nationally. In future years, it will be important to provide opportunities for builders to construct these types of homes in the Historic City and in the Northern Range. 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 this category of homes 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: ⇧

2013 Trend: ⇔

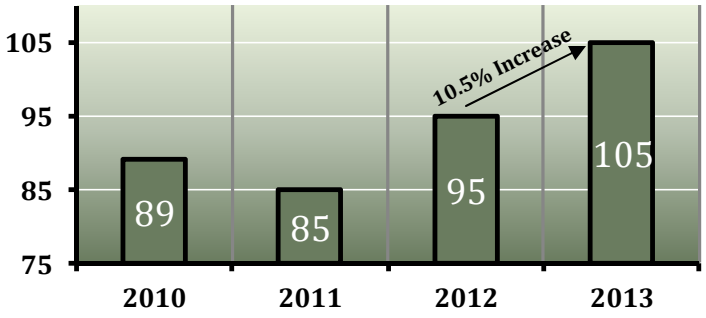
Principle: Promote new centers while maintaining the integrity of existing districts by continually renewing and reinvesting in them.

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.

Number of Infill Permits 2010-2013



In 2013, the city issued a total of 105 permits for infill projects within the Historic City and Irondale subareas. Ninety-five similar permits were issued in 2012, which is an increase of 10.5% over 2012'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.

In 2014, 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, the renewed emphasis the city has placed on key redevelopment areas, such as Derby and Mile High Greyhound Park (Wembley), will result in an increased number of infill permits.

Source: Commerce City Building Safety Division

Desired Trend: ⬆

2013 Trend: ⬆

New Businesses

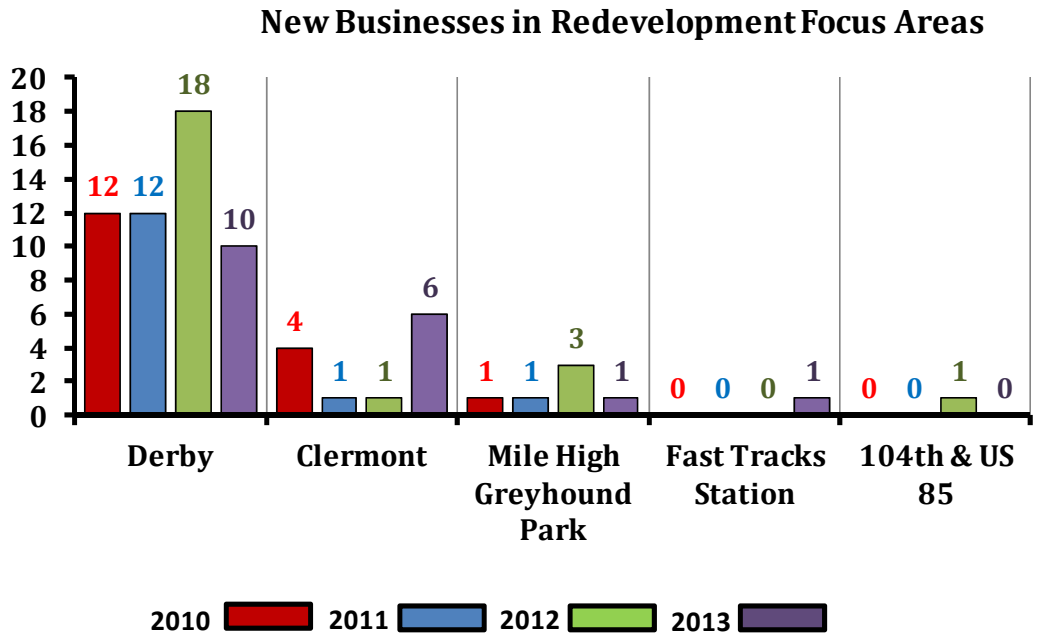
Number of new businesses in redevelopment focus areas.

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 2013, a total of 13 new businesses were located in redevelopment focus areas, as shown in the following chart, compared to 23 new businesses in 2012 and 14 in 2011. This represents a 43% decrease from 2012 to 2013.

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. However, in October 2013, City Council approved the FasTracks Station Area Master Plan. Through the master planning process and input from the community, this focus area may, in the near future, experience redevelopment, new residential, and the creation of jobs.



Source: Commerce City Business Licensing Division; Economic Development Division

Desired Trend: ⇧ ***2013 Trend:*** ⇩

Building Permits in Redevelopment Focus Areas

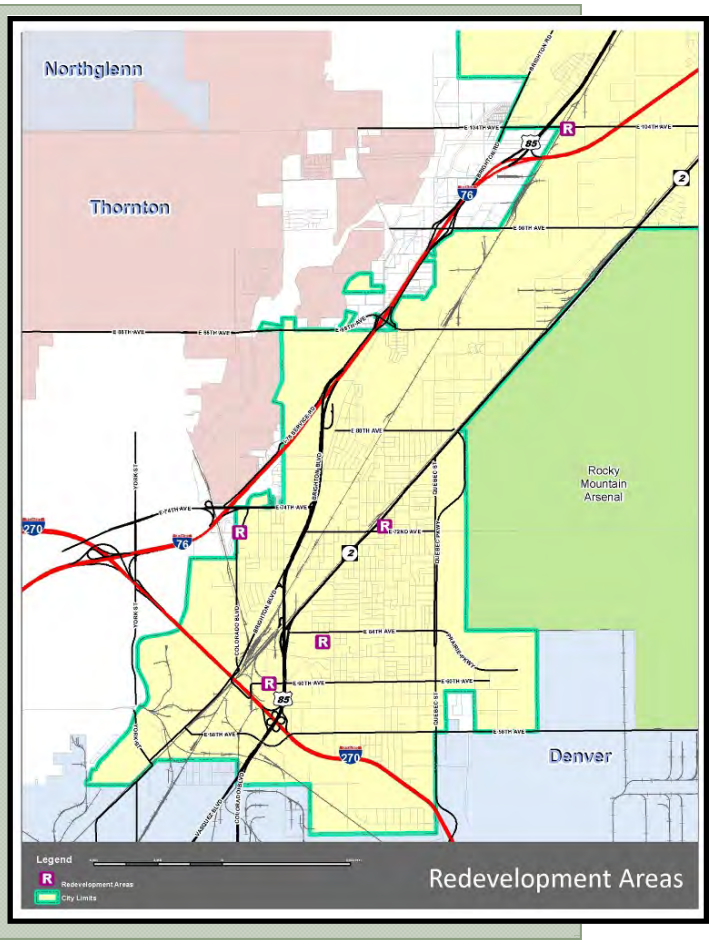
Number of new building permits in redevelopment sites.

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)



Chapter 8—Redevelopment and Reinvestment

As evidenced in the number of building permits issued and project valuations of infill redevelopment projects indicated in the chart below, the city's commitment to, and investment in, the Derby area continues to spur its redevelopment. As a priority of the city, the number of permits issued and number of square feet in Derby greatly exceeds those of other redevelopment areas.

The total number of permits issued in redevelopment infill areas grew by 9 over 2012 numbers, the majority of which were issued in Derby, although a substantial number of permits were issued in the Mile High Greyhound Park area as well. While only 4 permits were issued in the 104th and US 85 area, total job valuation was $282,359, which is the second highest for all of the redevelopment areas. This can be attributed to a couple of substantial projects that were permitted in that area, including a new 7-Eleven store and the new Belle Creek Shops.

The number of permits for all redevelopment areas increased from 45 to 54, representing a 20% increase in total permits issued.

REDEVELOPMENT INFILL AREA	YEAR	# OF PERMITS	SQUARE FEET*	JOB VALUATION
DERBY	2010	14	5,966	$284,729
	2011	20	0	$131,510
	2012	19	15,296	$477,634
	2013	23	7,432	$297,539
DERBY TOTALS		***76***	***28,694***	***$1,191,412***
CLERMONT	2010	9	0	$37,790
	2011	10	192	$1,023,416
	2012	5	600	$880,000
	2013	6	40	$50,302
CLERMONT TOTALS		***30***	***832***	***$1,991,508***
MILE HIGH GREYHOUND PARK	2010	0	0	$0
	2011	3	0	$22,400
	2012	13	0	$235,956
	2013	19	503	$51,019
MILE HIGH GREYHOUND PARK TOTALS		***35***	***503***	***$309,375***
FASTRACKS STATION	2010	1	0	$6,500
	2011	5	484	$48,404
	2012	5	0	$7,406
	2013	2	0	$4,212
FASTRACKS STATION TOTAL		***13***	***484***	***$66,522***
104TH & US 85	2010	3	0	$40,850
	2011	2	0	$1,800
	2012	3	1,280	$243,652
	2013	4	5,226	$282,359
104TH & US 85 TOTAL		***12***	6,506	***$568,661***

**Square footage information was not available for all permits.*

Building permit job valuation signifies private investment in the redevelopment focus areas, although in 2013, total valuation decreased from 2012. 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.

Sav-a-Lot
Courtesy of Leia Larsen, Editor
The Boulder Stand

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

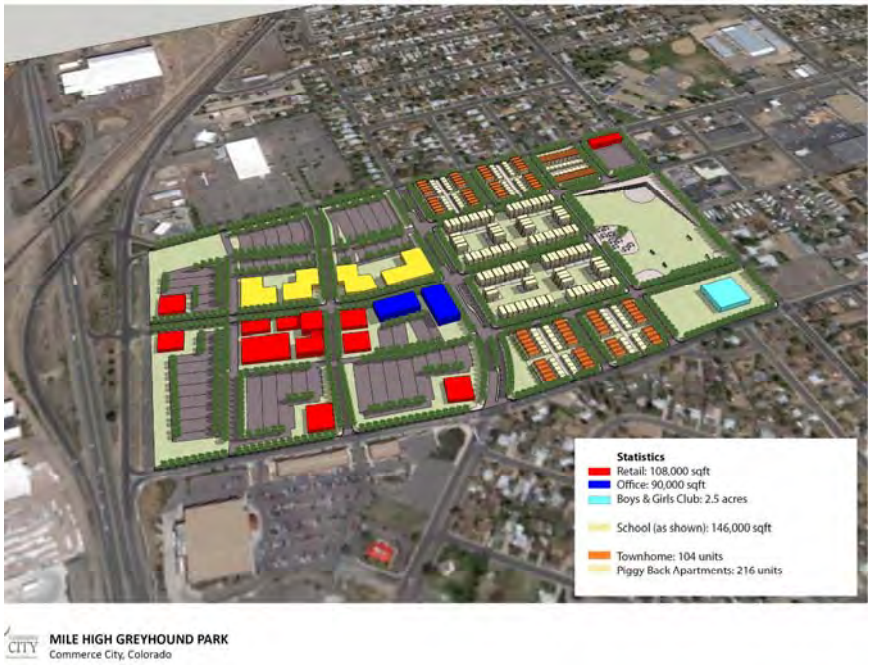
Building Permits in Redevelopment Focus Areas (Cont.)

In 2012, Mile High Greyhound Park, the site of a former dog track and racing club in the heart of historic Commerce City, was declared a blighted area and purchased by the Commerce City Urban Renewal Authority (URA). Demolition of the existing structure and accessory buildings commenced and the area will be rezoned for mixed-use development.

The City of Commerce City, in partnership with the URA, hired a consultant in 2012 to undertake a market feasibility study and redevelopment analysis. This study was funded in part by a grant from the U.S. Economic Development Administration (EDA). The final report was delivered in May 2013 and provided a market-driven concept plan that provides guidance for future redevelopment decisions. It also included an extensive feasibility study that indentified ways to redevelop the entire site and attract new development, and new jobs, for the Commerce City community.

In 2013, the URA offered a Request for Qualifications (RFQ) to master developers to demonstrate their 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 can select finalists to present their project concepts to the City Council and URA. Because the site is currently owned by the URA, it presents a perfect public-private partnership redevelopment opportunity.

MILE HIGH GREYHOUND PARK CONCEPT SCHEMATIC



Source: Commerce City Planning Division and Commerce City Economic Development Division

Desired Trend: ***2013 Trend:***

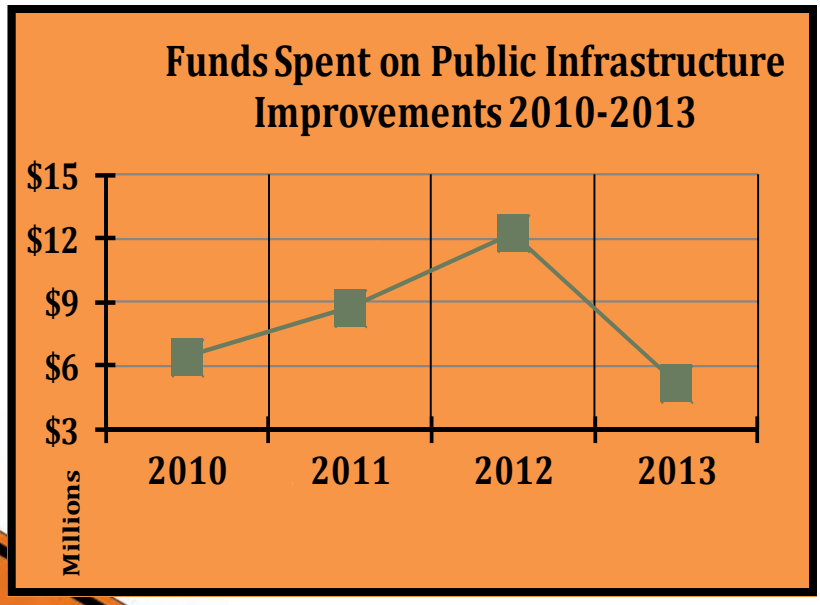
Public Infrastructure Improvements

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 2013, the plan funded some on-going projects, as well as annual program projects. A total of $5,159,000, a decrease of 42% from 2012, was spent in 2013 on the following:

- East 104th Avenue
- Chipseal Work in Reunion and Southlawn Neighborhoods

With the passage of Ballot Issue 2K in November of 2013, these numbers are expected to increase in the coming years.



Source: Commerce City Engineering Division

Desired Trend:	⇧	*2013 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 2013, no funds were budgeted for these types of improvements. 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.

YEAR	FUNDS SPENT
2010	$315,000
2011	$0
2012	$36,000
2013	$0

Source: Commerce City Engineering Division

Desired Trend: ↑ ***2013 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 that currently is operating at or above capacity, which is the two-mile stretch along Tower Road, from East 80th to East 96th Avenues. During 2013, the city identified an additional one-half mile of Rosemary Street that also is operating over capacity.

2010—2012 Road Miles Operating at or Over Capacity = **2**
2013 Road Miles Operating at or Over Capacity = **2.5**

Source: Commerce City Engineering Division

Desired Trend: ↓ ***2013 Trend:*** ↑

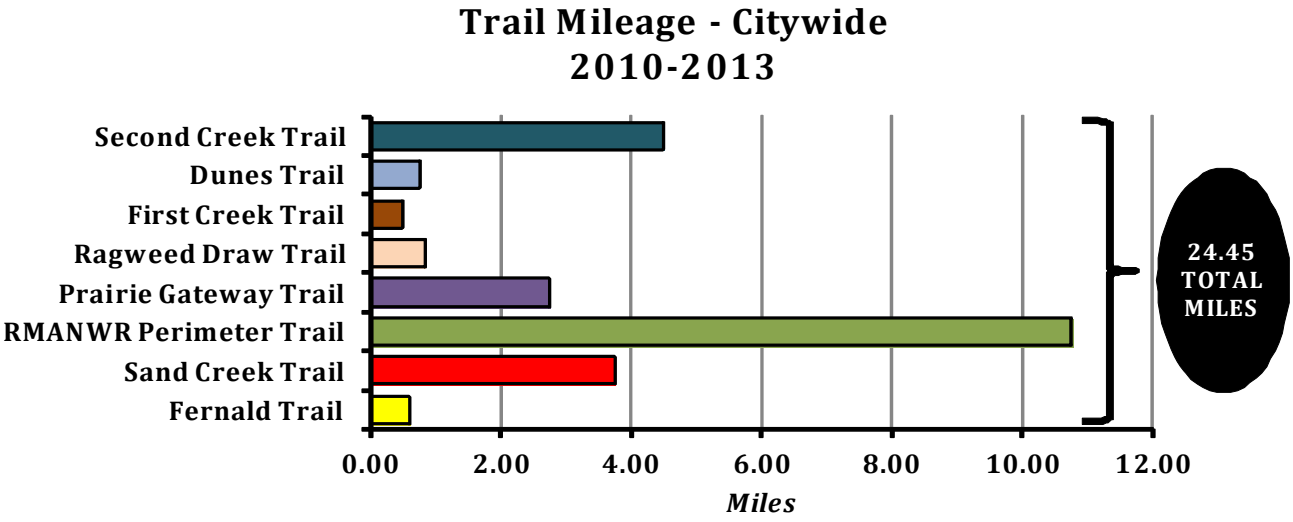
Multi-Use Paths/Trails

Total miles of multi-use paths/trails built or repaired.

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 2013, but preliminary planning was completed for an additional six miles of trail along the O'Brian Canal. A funding source and timeline for construction has not been identified, but preliminary planning for the entire O'Brian Canal Trail has been completed. Once constructed, this trail will connect the Sand Creek Greenway Trail in the south to Barr Lake in the north.

Sand Creek Regional Greenway



Source: Commerce City Parks Planning Division

Desired Trend:	⇧	2013 Trend:	⇔

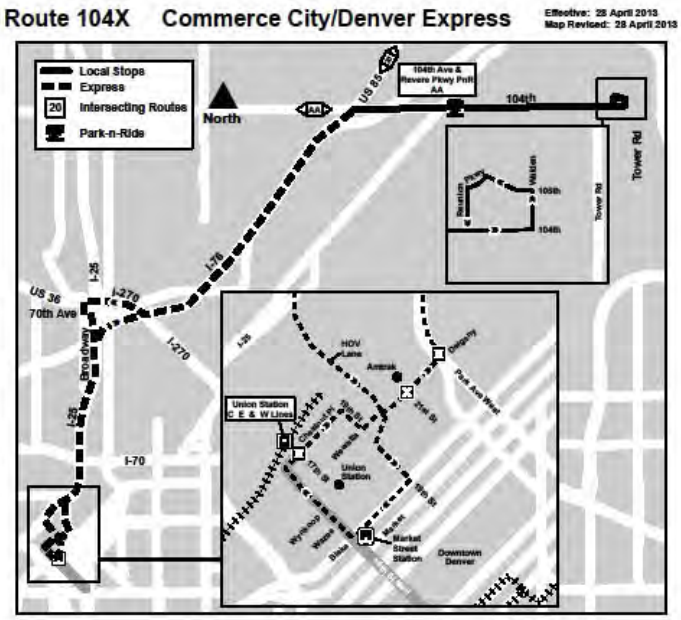
TRANSIT RIDERSHIP

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 the new 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. Ridership on the 88 route increased 2% over the last year, while ridership on the 48 route also increased 2% during the same time period.

RTD's newest route in Commerce City, the 104X, showed a reasonable ridership of 65 average daily boardings during 2013. The 104X, which connects East 104th Avenue in Commerce City to Market Street Station in Downtown Denver, was added in January 2013. Monitoring of the ridership numbers for this route will be especially important, as it is grant funded for only three years, with the hope that the ridership numbers will warrant RTD incorporating the service after three years.



Source: Regional Transportation District; Commerce City Planning Division

TRANSIT RIDERSHIP (CONT.)

Additionally, RTD offers two park-n-Ride 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 2013 .

Average Daily Boardings by Route for Bus Stops Within Commerce City				
Route	2010 Boardings	2011 Boardings	2012 Boardings	2013 Boardings
40: Colorado Boulevard Crosstown	334.5	369.9	367.0	376.0
48: East 48th Avenue/Commerce City	647.0	676.4	751.5	765.0
72: 72nd Avenue Crosstown	154.4	136.9	179.0	184.0
88: Thornton/Commerce City/Stapleton	768.5	812.5	779.5	794.0
145X: Brighton/DIA	0.0	0.0	1.0	2.0
AA: Wagon Road-DIA	69.5	85.3	65.0	65.0
DD: Boulder/Colorado Blvd	N/A	N/A	0.0	0.0
R: Brighton/Denver	20.7	21.7	25.2	29.0
104X: Reunion/Market Street via 104th & US 85	0.0	0.0	0.0	65.0
Totals	1994.6	2102.7	2168.2	2215.0

Overall ridership for all Commerce City routes increased 2% in 2013. These numbers show that transit ridership in the city is indeed increasing, as desired. As more data is collected in the future, these numbers will further serve as benchmarks to gauge transit ridership in the city. As with other indicators in this report, this measure will be more meaningful as the city obtains additional information in coming years.

Source: Regional Transportation District; Commerce City Planning Division

Desired Trend: ↑

2013 Trend: ↑

Chapter 10—Safety and 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.

2013 National Based Crime Reporting Statistics (NIBRS)

In 2013, the Commerce City Police Department reported a ***5.3% increase in reported crime when compared to 2012***. *(Source: Colorado Bureau of Investigation NIBRS Summary)*

	YTD DEC 2011	YTD DEC 2012	YTD DEC 2013	2012 - 2013 NUMBER CHANGE +/-	2012-2013 % CHANGE
NIBRS Crime Summary	3,406	3,461	3,643	182	5.3%

2013 Traffic Accidents

In 2013, traffic accident reports increased by 10.3% when compared to 2012.
(Source: I-Leads)

	YTD DEC 2011	YTD DEC 2012	YTD DEC 2013	2012 - 2013 NUMBER CHANGE +/-	2012-2013 % CHANGE
Traffic Accidents	1,281	1,252	1,381	129	+10.3%

CRIMES (CONT.)

Calls for Service

The Commerce City Police Department saw an increase in Calls for Service from 64,045 calls in 2012 to **65,201 calls in 2013**, or an increase of 1.8%.
(*Source: I-Leads)*

	YTD DEC 2011	YTD DEC 2012	YTD DEC 2013	2012 - 2013 NUMBER CHANGE +/-	2012-2013 % CHANGE
Calls for Service	72,689	64,045	65,201	1,156	1.8%

Officer Initiated Activity

In 2013, traffic counts fell by 3.4% compared to 2012, with a 6.7% decrease in On-Site Action.
(*Source: I-Leads)*

	YTD DEC 2011	YTD DEC 2012	YTD DEC 2013	2012 - 2013 NUMBER CHANGE +/-	2012-2013 % CHANGE
Traffic Counts	18,116	11,346	10,963	-383	-3.4%
On-Site Action	9,139	8,475	7,907	-568	-6.7%

CRIMES (CONT.)

Top Ten Calls for Service 2012—2013 Comparison
(Source: I-Leads)

In 2013, requests for EMS (ambulances) was the most frequently requested Call for Service. Animal complaints dropped to 2nd, and Suspicious Incidents calls came in 3rd, followed by Check the Well Being. Noise complaints came in at 12th place (960) in 2013.
(*Source: I-Leads)*

Call Type	2011 # of Call Type/*Rank*	2012 # of Call Type/*Rank*	2013 # of Call Type	2013 Rank	2012-2013 Number Change +/-	2012-2013 % Change
Ambulance	3,171 *(3)*	3,458 *(2)*	**3,450**	**1**	-8	-0.2%
Animal Complaint	3,396 *(2)*	3,571 *(1)*	**3,239**	**2**	-332	-9.3%
Suspicious Incidents	2,262 *(6)*	2,745 *(3)*	**2,886**	**3**	141	5.1%
Check Well Being	4,531 *(1)*	2,675 *(4)*	**2,751**	**4**	76	2.8%
Alarms	2,592 *(4)*	2,602 *(5)*	**2,326**	**5**	-276	-10.6%
Accidents	2,052 *(7)*	2,015 *(7)*	**2,219**	**6**	204	10.1%
Traffic Complaints	2,372 *(5)*	2,174 *(6)*	**2,138**	**7**	-36	-1.7%
Phone Messages	1,356 *(8)*	1,379 *(8)*	**1,355**	**8**	-24	-1.7%
Disturbance	1,072 *(10)*	1,183 *(10)*	**1,175**	**9**	-8	-0.7%
Theft	1,060 *(N/A)*	1,088 *(N/A)*	**1,166**	**10**	78	7.2%

Desired Trend: ⇩ ***2013 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.

Source: Walkscore.com

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
72nd Avenue and Monaco Street	69	62	71	62
62nd Avenue and Kearney Street	38	37	48	54
70th Avenue and Colorado Boulevard	29	29	28	22
Irondale:				
80th Avenue and Quebec Street	26	31	34	38
88th Avenue and Willow Street	17	15	23	17
Northern Range:				
Belle Creek Boulevard and Longs Peak Drive	20	14	17	18
Unity Parkway and Parkside Drive North	20	20	20	14
100th Avenue and Chambers Road	20	18	25	22
E-470 Influence:				
96th Avenue and Tower Road	3	6	6	9
DIA North:				
120th Avenue and Powhaton Road	0	0	0	0
ANNUAL AVERAGE SCORES	24	23	27	26

The data above depicts a minor change in the city's average walk score from 2012 to 2013, although 2013's score is higher than years 2010 and 2011. A number of newly constructed amenities, such as new McDonald's and 7-Eleven stores in the northern range, 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.
- **Complete streets:** Streets designed for bicyclists, pedestrians, and transit.

Source: Walkscore.com

Desired Trend: Score of 70 or higher	⇧

Annual Average Score:	⇩

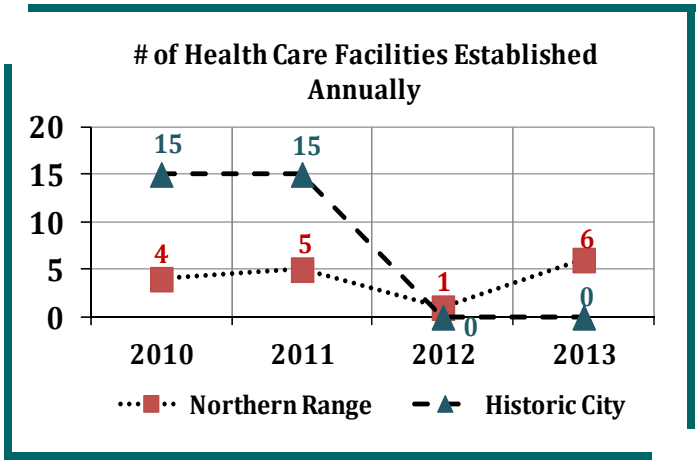
Health Facilities

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, the recent trend has been an increase in the number of facilities that are located in the northern range.

Rocky Mountain Urgent Care
18240 East 104th Avenue

Existing facilities in the core city include the Salud Family Health Clinic at 6255 Quebec Parkway; Tri-County Health Department at 4201 East 72nd Avenue; and numerous medical and dental providers in Derby. The northern range offers various facilities at Turnberry Marketplace; Reunion Town Center, including an urgent care facility; and the 104th Avenue Medical and Professional Center at East 104th Avenue and Potomac Street.



Overall, the city has made significant strides in its efforts to provide health care facilities. Compared to the number available in 2000, residents have many more health care options than before. Until recently, all of the city's health-care facilities were located in the historic areas of the city. However, with the residential boom that occurred across the northern range in the early 2000s, a number of new facilities have opened. Various medical, dental, and related services can now be found along East 104th Avenue.

In 2013, the city issued new business licenses to North Range Eye Care PC and Reaching Hope, as well as four tenant finish permits, all located in the 104th Avenue Professional and Medical Development, which has ample room for growth and additional land entitled for these uses. At build-out, this development will offer 54,000+ square feet of office/professional space. Also in 2013, development plans were approved for a Walgreens pharmacy in North Range Town Center; a new dental office in Reunion Marketplace; and the Platte Valley Medical Center, also in Reunion Marketplace. In 2014, the city anticipates the establishment of additional medical and dental practices in the northern range. The preferred trend for an increase in health facilities, as desired by the community and its residents, will continue to be one of the city's priorities in future years.

Source: Commerce City Business License Division
Commerce City Community Development Department

Desired Trend: ↑

2013 Trend: ↑

Chapter 11—Parks, Open Space, and 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.

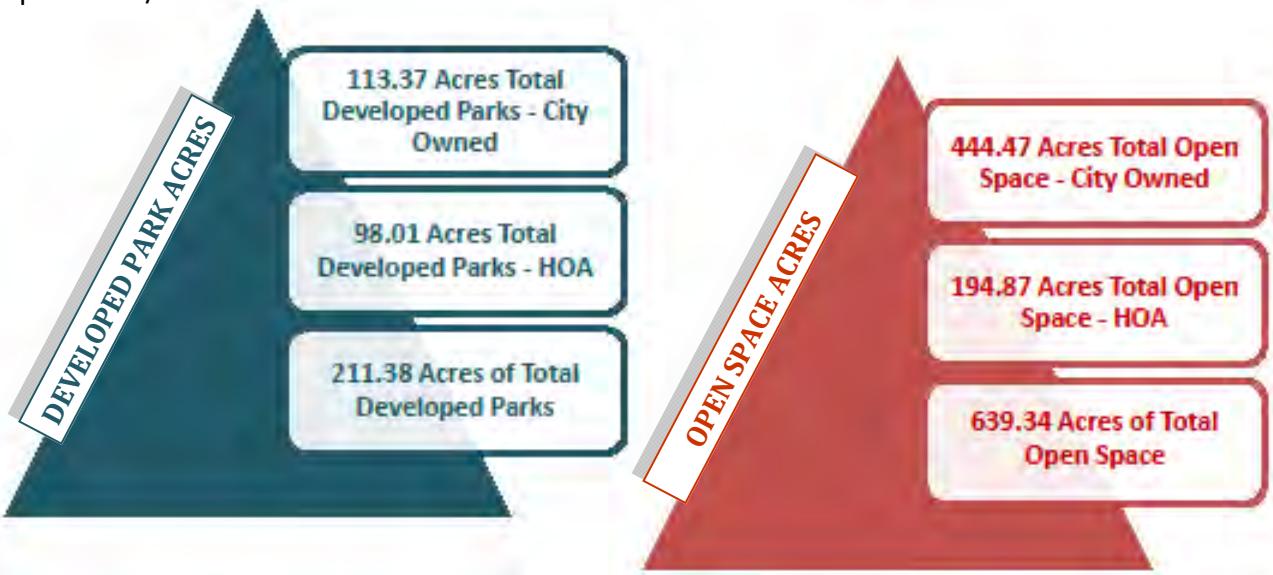
PARK LAND

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. During 2013, the city acquired 107.97 acres of future park land that previously was identified in the city's master plan as a community park site. As a result of the ballot initiative approved by Commerce City's citizens in November 2013, the plan is to complete three neighborhood parks, one recreation center, and one aquatic facility within the next five years.

The city's goals will 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.

Within the northern part of the city, some large drainage areas were removed from the city's open space inventory in 2013, because this land will not be open to the public nor contain any amenities based on its designation for drainage purposes. Therefore, the total dedicated open space in the city was reduced to 444.47 acres, although the areas that were removed never had been used for open space purposes. The city also owns 325.62 acres of land for future parks and/or schools.



Source: Commerce City Parks Planning Division

Desired Trend:	↑	*2013 Trend:*	↔

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.

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 2013.

SUB-AREAS

HISTORIC CITY
- Number of Public Parks/Facilities (Not Open Space) = 16
- 2013 Acreage = 87.07

IRONDALE
- Number of Public Parks/Facilities (Not Open Space) = 2
- 2013 Acreage = 4

NORTHERN RANGE
- Number of Public Parks/Facilities (Not Open Space) = 4
- 2013 Acreage = 30.3

E-470 INFLUENCE
To date, this sub-area contains no public parks or facilities.

DIA NORTH
To date, this sub-area contains no public parks or facilities.

Source: Commerce City Parks Planning Division

Desired Trend:	⇧	*2013 Trend:*	⇔

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.

	PRAIRIEWAYS ACTION PLAN STANDARD	ACTUAL 2011 *(based on 46,357 population)*	ACTUAL 2012 *(based on 46,508 population)*	ACTUAL 2013 *(based on 49,769 population)*	2013 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	↓
TRAILS (miles)	.33 miles/1000 people	.53 miles/1000 people	.52 miles/1000 people	.49 miles/1000 people	↑

The Prairieways Action Plan sets a goal for the city to provide six acres of park land for every 1000 residents. The city is providing less than 5 acres of park land for every 1000 residents, which is trending lower than desired. As the city's residential population grows, it is important to develop additional parks to attract more residents and trend park development in the right direction. Therefore, the city should strive to increase the amount of park lands and ensure even distribution geographically throughout the city.

There continues to be more miles of trail per 1000 residents than the goal set in the Prairieways Action Plan. Trails are important to Commerce City residents for recreation, exercise, and leisure, and also to provide important 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.

Desired Trend: ↑

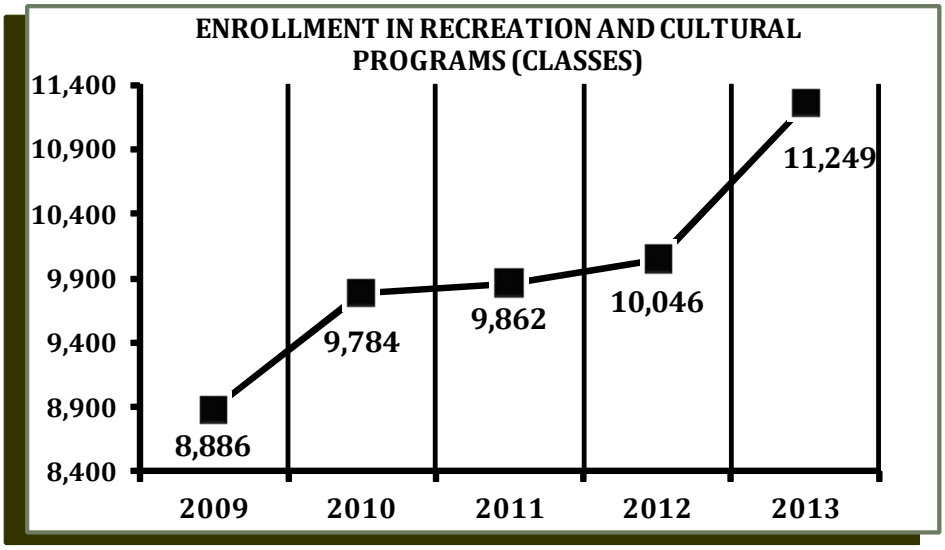
Source: Commerce City Parks Planning Division

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 2013, there was a 12% increase in class enrollment from 2012. It is difficult to determine whether more classes will be scheduled in 2014 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.



With the passing of Ballot Issue 2K in November of 2013, the city has committed to constructing in the northern range a new recreation center with an indoor leisure pool and three neighborhood parks. In the southern part of the city, an outdoor pool will be constructed at Pioneer Park, as well as enhancements to the existing recreation center (e.g., therapy pool, family locker rooms, etc.). All projects will be completed within five years and will multiply the parks and recreation programs, services, and amenities for the Commerce City community.

2013 Winter Dance Recital

Source: Commerce City Recreation Division

Desired Trend: ↑

2013 Trend: ↑

Chapter 12—Public Facilities and 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.

FACILITY TYPE	2010-2013 # IN CITY
Library	1
Fire Stations	8
Post Offices	2
Schools	19
Adams County SD #14	*13*
Brighton #27J	*6*

Libraries:

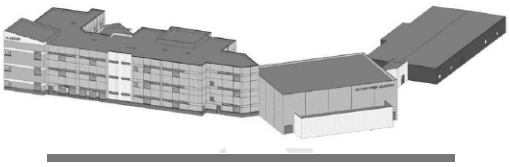
The city currently has one library (Anythink Commerce City) located at 7185 Monaco Street contains a children's pavilion, computer lab, and teen area. Exterior amenities include a community garden that is maintained by local citizens in partnership with Denver Urban Gardens.

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, Sable-Altura Fire District, and Brighton Fire District). While the city does not have authority over these districts, the city can develop partnerships and make land use decisions that help to ensure adequate services for current and future residents and businesses.

New Trucks and Engines—South Adams County Fire Protection District

Over the past four years, no new libraries or public facilities have been established in the city. However, Victory Preparatory Academy, a public charter school established in 2013, is expanding its current building annex to include a 56,000-square foot, newly constructed, three-story building in time for the 2014/2015 school year. The new structure will include 21st century technology, state-of-art science labs, a two-story commons area, outdoor learning courtyards, full gymnasium, and a college-style lecture hall.



Victory Preparatory Academy
5701 Quebec Street

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

Source: Commerce City Community Development Department

Desired Trend: ⬆

2013 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.

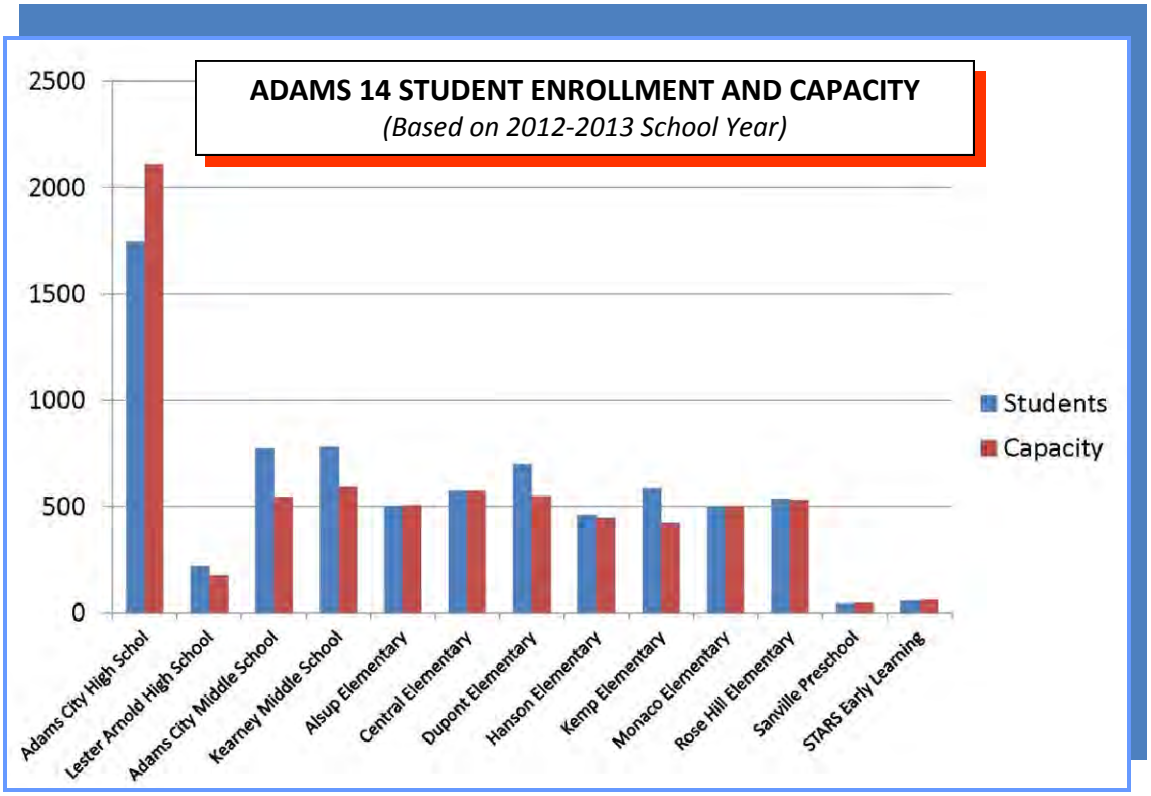
SCHOOL ENROLLMENT

SCHOOL ENROLLMENT RATIO TO CAPACITY.

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 its ongoing influx of students and constant lack of space to enable safe expansion. This is an example behind Adams 14's varying capacity numbers.



SCHOOL ENROLLMENT (CONT.)

Adams 14, Colorado's 26th largest school district, serves more than 7,500 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.

Adams 14 is currently over-capacity by 419 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.

Adams City High School
Adams 14 School District

Source: Adams County School District #14

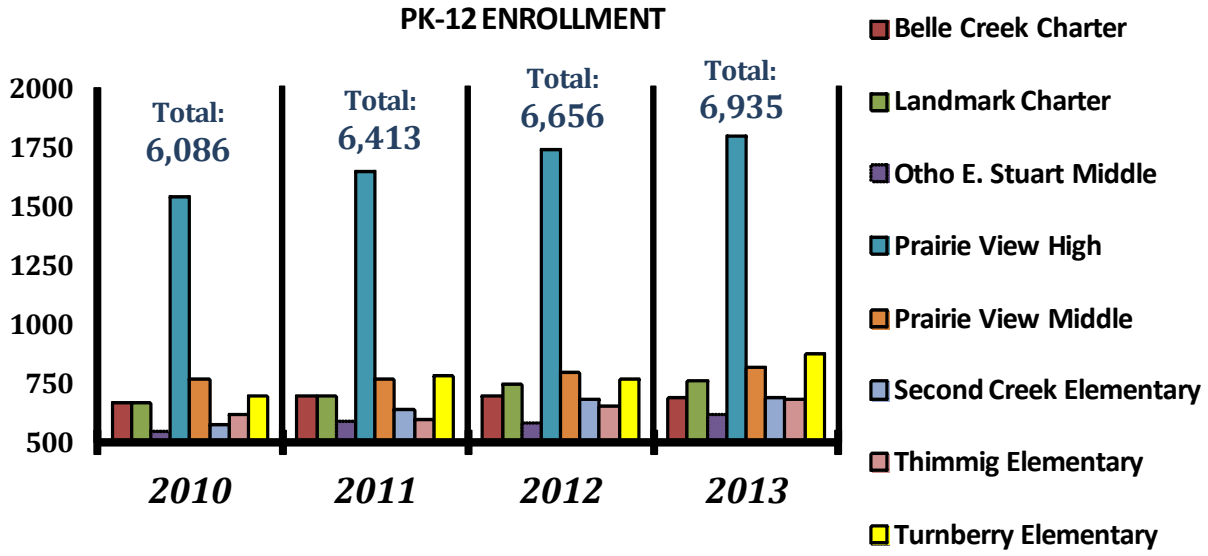
Desired Trend:	⬆	*2013 Trend:*	⬆

SCHOOL ENROLLMENT (CONT.)

School District 27J: With ongoing housing development and absorption, both north and south of East 104th Avenue, all schools in the Commerce City area (27J South Plan Area) are experiencing capacity demands, some critically so. The most critical of the southern schools is Prairie View High School (PVHS).

Prairie View Middle School is experiencing the same growth pressures; however, Stuart Middle School is able to absorb a portion of the capacity needs. It is likely that portable classrooms will be added to the Prairie View Middle School campus in time for the 2014-2015 school year.

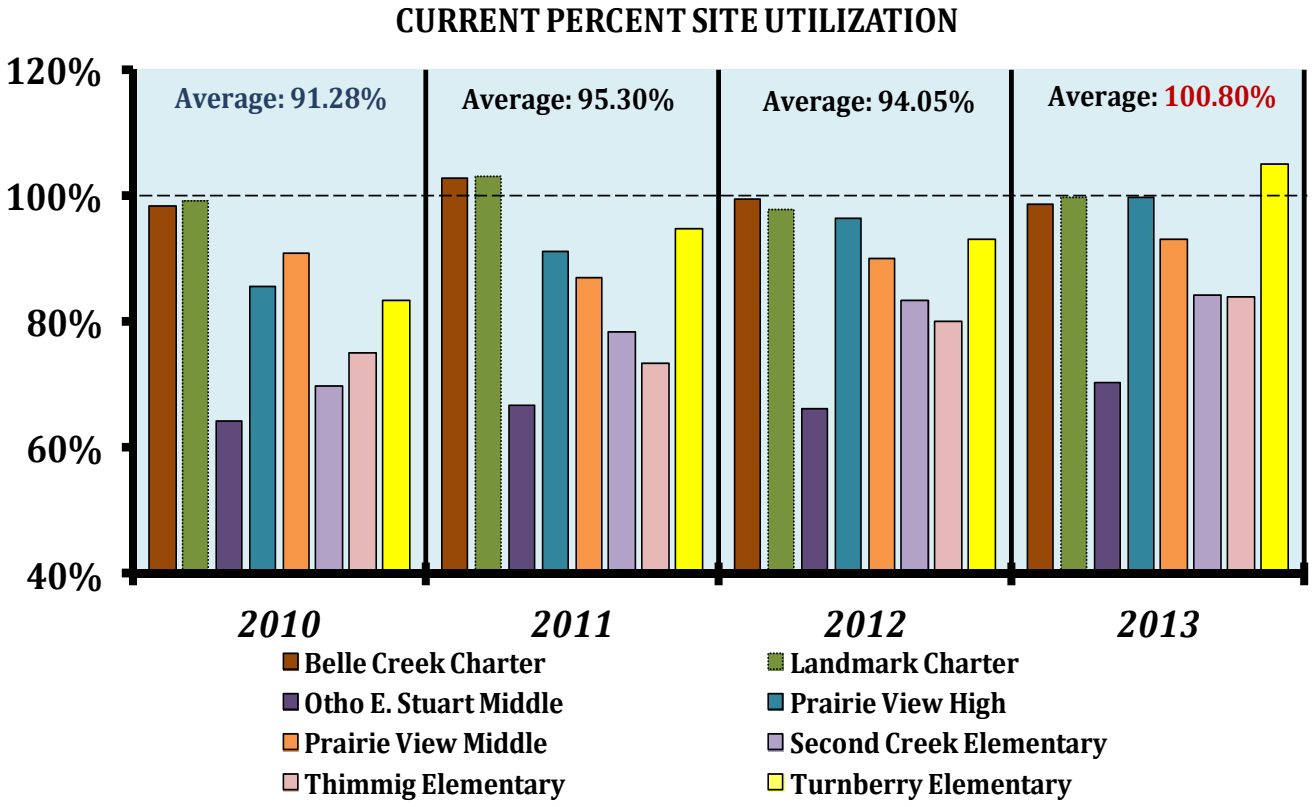
SCHOOL DISTRICT #27J COMMERCE CITY SCHOOL UTILIZATION REPORT



Source: Brighton School District #27J

Desired Trend: ***2013 Trend:***

School Enrollment (Cont.)



Turnberry Elementary School, which serves students residing between I-76 on the west and E-470 on the east, between East 104th and 112th Avenues, also is experiencing critical overcrowding. Growth pressures will continue there until a new elementary school is constructed within the area. Enrollment at Thimmig and Second Creek Elementary Schools exceed their respective building capacities, however, capacity exists within the portable classrooms. Measures to mitigate overcrowding at Turnberry include closing the school to choice enrollment and assigning students to other, nearby schools.

As residential development continues to grow, so will demand for seats in existing schools. New schools in this area are needed as soon as possible to relieve overcrowding.

Source: Brighton School District #27J

Desired Trend:	↑	*2013 Trend:*	↑

Cultural Facilities

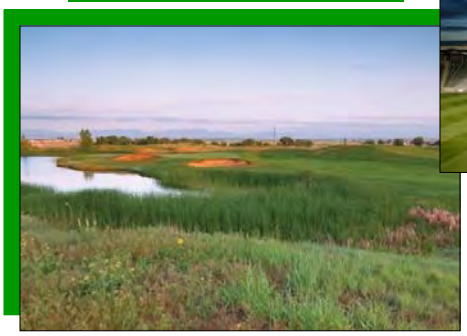
Number of public and private cultural facilities.

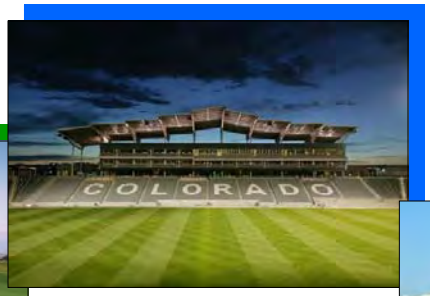
The city will define and establish a positive image of Commerce City that builds on city and regional assets, its cultural traditions, and history. Additionally, the city will plan for and support cultural facilities such as museums, performing arts, and community facilities that desire to locate throughout 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 2013, the Cultural Council was very active in the community. In addition to providing periodic updates to City Council and arranging public art tours with city staff, the Council finalized a public art master plan in May. Adoption of this plan promotes future cultural growth within the city by providing a framework to guide the Commerce City Cultural Council in selecting appropriate public artwork. Public art can be used to reflect the community's culture and values, and proclaim where the community has been and where it's going.

Source: Commerce City Community Development Department

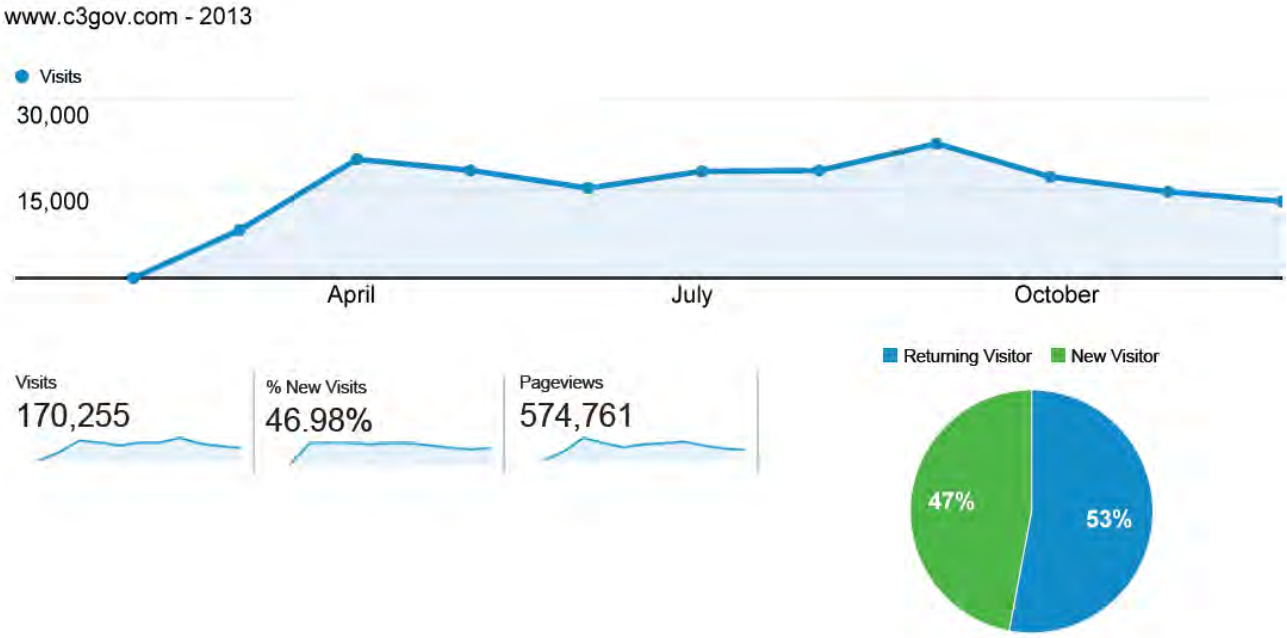
Desired Trend:	⇧	***2013 Trend:***	⇔

ACCESS TO LOCAL GOVERNMENT

CITY'S WEBSITE TRAFFIC DURING 2013.

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. It should be noted that from January to mid-March 2013, 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. Currently, the city has 9 boards and commissions, including the Youth Commission that was formed during 2012, totaling 104 possible openings. Currently, 76% (78) of the positions are filled, compared to 81% in 2012, 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 # OF MEMBERS	# OF MEMBERS CURRENTLY SERVING
City Council	9	9
Commerce City Cultural Council	16	10
Commerce City Housing Authority	8	6
Derby Review Board	8	7
Liquor License Authority	9	4
Planning Commission	8	8
Quality Community Foundation	15	9
Board of Adjustment	8	7
Youth Commission	23	18

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

COMMITTEE	# OF MEMBERS
Board of Victim Services	6
Senior Advisory Committees	27 seats*
Youth Advisory Committee	11 seats

**Comprised of three committees: program, outreach, and health and wellness. Of the 27 available seats, 21 were filled during 2012.*

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.

Source: Commerce City City Clerk's Office
Commerce City Parks and Recreation

Desired Trend: ⇧ ***2013 Trend:*** ⇩

Chapter 13—Appearance and 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 2013 are as follows:

WEED AND GRASS GROWTH	**1,346**
INOPERABLE VEHICLES	**1,142**
OUTDOOR STORAGE PROHIBITED	**1,071**
GARBAGE/TRASH REMOVAL	**307**
PROHIBITED ACTS (LDC)	**262**

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.

Even with a significant reduction in Neighborhood Services staffing, the code enforcement violation count statistics remained fairly stable in 2013 compared to 2012. The Commerce City Clean, property-by-property inspection program was suspended in 2013, 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 2014.

Source: Commerce City Neighborhood Services Division

Desired Trend: ***2013 Trend:***

Roadway Miles Available for Adoption

Adopt-a-Street Program

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. (This item is a new addition to the indicators scorecard, appearing for the time in the 2013 report.)

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 keep 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. Five adopting groups have signed up for the program thus far, three that are sponsoring two miles each of roadway, and two that sponsor one mile each, for a total of 8 miles:

- ***Landing Place Church*** – adopted Chambers Road from East 104th Avenue to East 120th Avenue
- ***Good News Community Church*** – tentatively adopted East 104th Avenue from Highway #2 to Chambers Road
- ***Realtor Kevin Baird*** – tentatively adopted East 104th Avenue from Chambers Road to Tower Road
- ***Cub Scout Pack 607*** – tentatively adopted Potomac Street from East 104th Avenue to East 112th Avenue
- ***Commerce City Youth Athletics*** – tentatively adopted Quebec Parkway from East 64th Avenue to East 72nd Avenue

With just 15.7% 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:	↑	***2013 Trend:***	***N/A***

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.

2010-2013

Existing Public Art Installations: **4**

New Installations: **0**

No new public art pieces were added to the city from 2010-2013. However, the Cultural Council embarked on the creation of a public art master plan in 2011, and after several drafts, the plan was approved in February 2013. The Cultural Council has utilized the approved plan to select an artist and piece that will be installed at Fairfax Park during 2014. The art plan will serve to help the city showcase temporary and permanent high-quality public art throughout the community.

The Cultural Council continues to seek a reliable funding source that would support new art opportunities for the city on an annual basis.

"Determination" by Joshua Wiener
Slated for installation at Fairfax Park in 2014

Source: Community Development Department

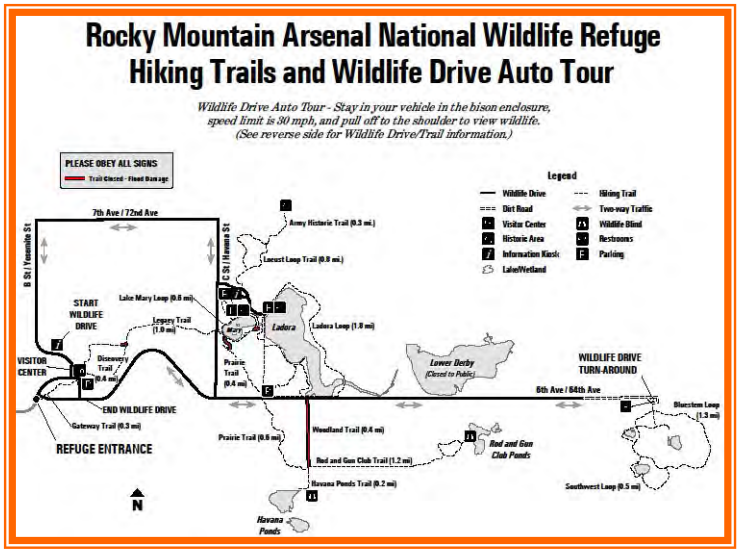
Desired Trend: ⇧

2013 Trend: ⇔

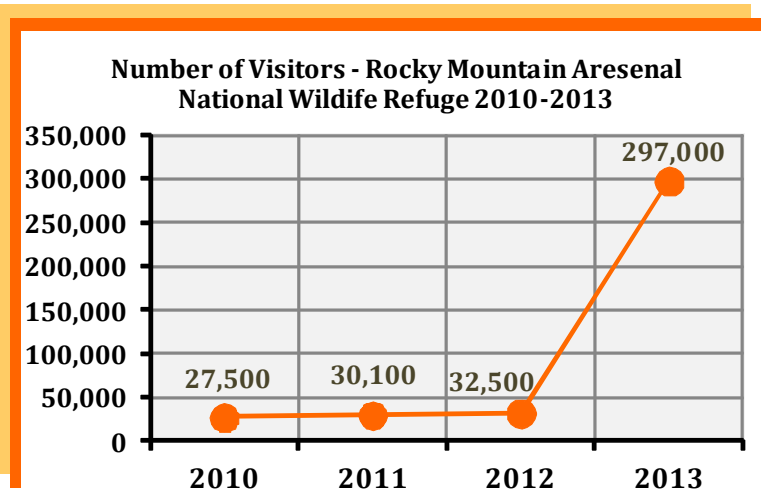
Rocky Mountain Arsenal National Wildlife Refuge

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. The site is now the largest contiguous open space for wildlife in the Denver-metro region, which makes it a major destination for visitors.



The Refuge provides environmental education and interpretive programs, catch-and-release recreational fee fishing, nearly nine miles of trails, wildlife viewing opportunities, site tours for the public, and is a sanctuary for more than 330 species of animals, including wild bison, deer, coyotes, bald eagles, and burrowing owls.



In spring of 2011, construction was completed on a new visitors' center located near the Prairie Gateway/ Victory Crossing. In 2013, Refuge visitor numbers skyrocketed by an incredible 814% over 2012, which is mainly attributed to the recent implementation of the Wildlife Drive Auto Tour - a 9-mile long motorized vehicle route throughout the Refuge. Patrons who take advantage of this amenity, which on average takes between 30 to 60 minutes to complete, are able to observe from their vehicle mule deer, bison, white tailed deer, water foul, shore birds, nesting hawks and owls, and wintering bald eagles. The Refuge also offers an extensive year-round trail system for hiking and snowshoeing.

Commerce City surrounds the Rocky Mountain Arsenal National Wildlife Refuge on three sides. The Refuge is the largest urban wildlife refuge 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.

Source: RMANWR

Desired Trend:	↑	*2013 Trend:*	↑

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.

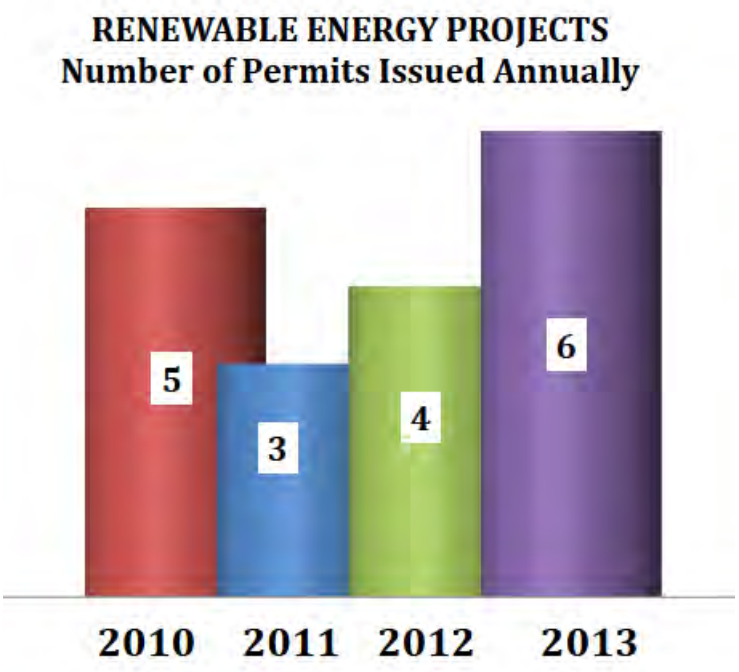
Commerce City will support renewable energy production, efficiency, and energy conservation in city programs and private developments. Measures should be cost-effective and meet other community goals.

In 2013, the city issued 6 permits for renewal energy projects located at:

- 11430 East 118th Avenue
- 8495 Quebec Street
- 10401 Belle Creek Boulevard
- 17190 East 104th Place
- 10533 Salem Court
- 11190 Eagle Creek Parkway

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:	⬆	*2013 Trend:*	⬆