



COMMERCE CITY 2045 COMPREHENSIVE PLAN

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2023/09/29

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ACKNOWLEDGMENTS

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State Authorization

This Plan has been prepared in accordance with the requirements of Colorado Revised Statutes § 31-23-201 through § 31-23-213, which states that "...it is the duty of the Planning Commission to make and adopt a master plan for the physical development of the territory within the municipal boundaries." It also states that the Planning Commission is authorized to plan for areas outside of the boundaries of the municipality that bear relation to the areas within the municipal boundaries.

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CHAPTER

1

INTRODUCTION

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INTRODUCTION

Commerce City 2045, the City's new Comprehensive Plan, is intended to act as a roadmap for the City's future, guiding staff, elected and appointed officials, developers, residents, and community stakeholders in decision-making related to topics like land use, development, transportation, parks and open space, and community facilities. The City of Commerce City kicked off the process of updating its Comprehensive Plan in 2021. The City adopted its last plan, the C3 Vision Comprehensive Plan, over a decade ago in 2010. Since that time, significant growth has occurred that called for a reassessment of the City's vision and goals to ensure they align with the current and future needs of the community.



PURPOSE OF THE COMPREHENSIVE PLAN

Colorado Statute 31-23-206 grants the City of Commerce City the authority to prepare a Comprehensive Plan for existing and future development and redevelopment. The purpose of the Plan is to guide decisions related to development regulations, capital improvements, and other local policies and actions. It is a tool for the community to help coordinate efforts and direct how the City may use its resources.

The Comprehensive Plan establishes a unified vision for the future of Commerce City and identifies the strategies, policies, and recommendations necessary to achieve that vision. The **Commerce City 2045 Comprehensive Plan** will be the City's primary guiding document that will assist with planning-related decision-making and direct official policy in the community. Ultimately, the Comprehensive Plan will help pave the pathway for the City's future, assuring the City can address critical issues and ensure the highest quality of life for all residents and business community members.

PLANNING PROCESS

Commerce City 2045 is the result of an extensive and inclusive planning process that engaged a wide range of community members and stakeholders in crafting a shared vision for the City's future. The process looked to identify and address key concerns within the City while setting a precedent for planning in the community.

The Comprehensive Plan was developed and considered for adoption using the following eight steps:

STEP 1: PROJECT INITIATION

This step consisted of meetings with City staff as well as elected and appointed officials, the Comprehensive Plan's Staff Working Group (SWG), the Citizens Advisory Committee (CAC), and the Technical Advisory Committee (TAC) to kick off the project and identify key issues and opportunities at the onset of the planning process.

STEP 2: COMMUNITY ENGAGEMENT

This step consisted of virtual events and online tools to engage the Commerce City community within the limitations of the COVID-19 pandemic. Outreach methods included branding and collateral, social media content, a project website, map.social (an online mapping platform), online surveys, a virtual community workshop series, virtual business workshops, Do-It-Yourself (DIY) Workshop Kits, and key stakeholder interviews. Opportunities for engagement were provided throughout the planning process.

IMPACTS OF COVID-19

It is important to note that the first phase of the planning process was altered by the COVID-19 pandemic. The project team was able to pivot and effectively engage residents and stakeholders by leveraging online and social media platforms and providing virtual meetings, workshops, and tools aimed at allowing people to actively participate in the planning process from home. Throughout this phase of the project, the public was able to provide input, and remain actively and effectively engaged. As the community was able to gather outside, staff conducted “pop-up” style outreach at community events and in City facilities.

STEP 3: MARKET & DEMOGRAPHIC ANALYSIS

This step consisted of an analysis of existing conditions and trends within Commerce City and the larger market area. The analysis examined demographic and market characteristics, such as population, housing, industry, and development trends to ensure the Comprehensive Plan recommendations are grounded in market and economic realities.

STEP 4: EXISTING CONDITIONS ANALYSIS

This step consisted of research, field reconnaissance, and analysis to establish a clear understanding of existing conditions within Commerce City. This includes a review of past plans and studies, land use and development patterns, zoning and development controls, utility services and infrastructure, and community facilities and amenities. This step concluded with the development of this Existing Conditions Report, which summarizes the findings of the first three steps of the planning process.

STEP 5: COMMUNITY VISION, GOALS & OBJECTIVES

This step consisted of community-wide visioning workshops. Based on feedback and findings from the workshops and the initial steps of the planning process, the step included the creation of a community vision and detailed goals and objectives. The purpose of this step was to establish an overarching cohesive vision for Commerce City that can provide direction for subsequent planning activities and serve as the “cornerstone” of the consensus-building process. This step identified a path for growth and investment and ensured the Plan is responsive to the needs and aspirations of the community.

STEP 6: CORRIDOR PLANS

This step consisted of the development of the corridor plans for eight key corridors in the City that significantly shape how community members and visitors experience the community. These corridor plans create specific recommendations for development, multimodal connectivity, beautification, and placemaking to enhance the function, character, and vitality of each corridor.

STEP 7: PRELIMINARY CITY-WIDE PLANS & POLICIES

This step consisted of the preparation of preliminary City-Wide Plans for core elements of the Comprehensive Plan. These plan components provide the “core” of this Comprehensive Plan and reflect outreach activities and the City’s vision, goals, and objectives. The step included working meetings to review draft core elements before preparing the draft plan document.

STEP 8: COMPREHENSIVE PLAN DOCUMENTS & ADOPTION

This step consisted of preparing and presenting for review the draft and final versions of the Comprehensive Plan as part of the adoption process.

USING THE PLAN

The Commerce City 2045 Comprehensive Plan serves the following key functions:

COMMUNICATING THE CITY'S VISION

The Plan is a powerful statement of the community's vision for how it grows and changes over the coming years. The Plan identifies the City's priorities and charts a path for long-term growth.

INFORM DEVELOPMENT PROPOSALS

The Plan is a long-term guide to measure and evaluate public and private proposals that affect the physical, social, and economic environment of the community. The Plan guides and assists in the evaluation of public and private development proposals and help ensure that proposed development supports the City's long-term objectives.

FOUNDATION FOR THE REGULATORY FRAMEWORK

The Plan is a foundation for zoning regulations, the official zoning map, and other decisions guided by these regulations. Future amendments to City regulations should support the long-term goals and objectives of the Plan.

COORDINATE INITIATIVES

The Plan informs and coordinates planning initiatives that affect the City at the local, county, and regional levels. The Plan may aid and inform efforts related to housing, transportation, trails, natural resources, economic development, tourism, and recreation.

CIP AND BUDGETING

The Plan informs the development of the City's Capital Improvement Programs (CIP) and budgeting processes by helping to establish priority expenditures and sequence capital improvement programming.

FUTURE STUDIES

The Plan establishes a path forward but cannot address every issue faced by the City in sufficient detail. It identifies additional studies and future action steps to address specific needs.

INFORM AND EDUCATE

The Plan is a valuable source of information for the City Council, the Planning Commission, and staff, as well as for local organizations, businesses, and residents. This broad spectrum of interests should use the Plan to inform the community and provide important information that can assist with future initiatives. The Plan is also an effective marketing tool that can be used to promote the community and highlight opportunities for investment.

PLAN ORGANIZATION

The **Commerce City 2045 Comprehensive Plan** is organized into the following chapters:

INTRODUCTION

Introduces the purpose of the Comprehensive Plan, how the Plan will be used, a review of the planning process, and the Plan chapters.

OUTREACH AND ENGAGEMENT

Provides an overview of the community engagement process and key issues identified by the community that is addressed by the Plan.

COMMUNITY PROFILE

Presents the existing context of the community, including an overview of the planning area, past plans and studies, demographics, existing land use, and current zoning.

VISION AND CORE PRINCIPLES

Presents the Comprehensive Plan's vision and core principles that were used to guide the goals and recommendations of the Plan.

CHARACTER AREAS

Includes recommendations for where and how distinct types of development should be supported through a character area-based approach to land use planning.

CONNECTED CORRIDORS

Includes a focused planning approach for the Quebec Parkway, 72nd Avenue, 104th Avenue, Highway 2, Tower Road, I-270, and US-85 corridors, identifying specific issues, improvements, and development opportunities.

COMMERCE AND EMPLOYMENT

Includes recommendations for building the City's assets to strengthen the local economy, job opportunities, and quality development.

HOUSING AND NEIGHBORHOODS

Includes recommendations for guiding new residential growth and revitalizing the City's existing residential areas to support inclusive, thriving, and diverse neighborhoods.

COMMUNITY CHARACTER

Includes recommendations for strengthening local identity and image; enhancing gateways and placemaking; supporting arts, history, and culture; and leveraging community destinations for tourism opportunities.

TRANSPORTATION AND MOBILITY

Includes recommendations for improving multimodal connectivity and safety and increasing mobility through the City.

PARKS, OPEN SPACE, AND THE NATURAL ENVIRONMENT

Includes recommendations to enhance the park and trail system and protect and enhance Commerce City's natural assets.

PUBLIC FACILITIES AND INFRASTRUCTURE

Includes recommendations for future infrastructure and community facility improvements and fiscal sustainability to ensure current and future residents are adequately served.

IMPLEMENTATION

Presents how the Plan should be implemented and updated over time, potential funding sources, and an action matrix that identifies the key recommendations contained within the Plan.

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CHAPTER

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OUTREACH AND ENGAGEMENT

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OUTREACH AND ENGAGEMENT

The **Commerce City 2045 Comprehensive Plan** is founded on an inclusive engagement process designed to offer a variety of ways for community members to get involved. Community outreach efforts were conducted throughout the planning process to facilitate discussion with community stakeholders to gain a strong understanding of local needs and aspirations. The engagement process has reached over 500 people across all outreach formats, from facilitated outreach to social media touchpoints. Residents, business community members, property owners, developers, service providers, officials, and other groups with a vested interest have shared their input to help identify issues and opportunities within Commerce City. Together, this feedback helped guide the direction of the Comprehensive Plan and ensure recommendations and policies are responsive to the needs of the community.

COMMUNITY OUTREACH

The Commerce City 2045 Comprehensive Plan is founded on an inclusive and engaging community outreach process. This process gathered input from a wide range of community members, including residents, business owners and operators, developers and property owners, and service providers. Through collecting input and facilitating discussion, outreach helped to identify issues, opportunities, potential actions, strengths and assets, and overall public opinion and a vision for what the Plan should address. **There were more than 36,300 “points of engagement” across all forms of virtual, in-person, and immersive “pop-up/pop-in” outreach.**

TOTAL MEETINGS AND WORKSHOPS CONDUCTED (ALL FORMATS)

48



TOTAL POINTS OF OVERALL ENGAGEMENT (ALL FORMATS)

36,300



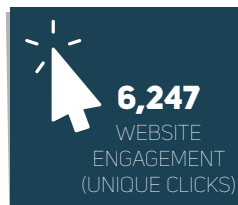
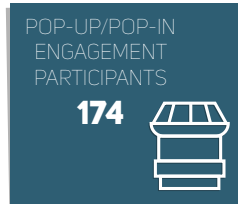
CITIZENS’ ADVISORY COMMITTEE AND STAFF WORKING GROUP MEETINGS



18
TOTAL MEETINGS

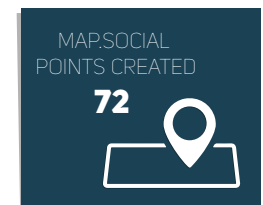
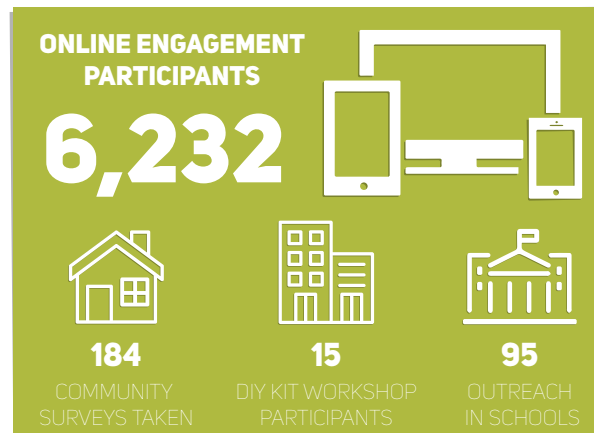


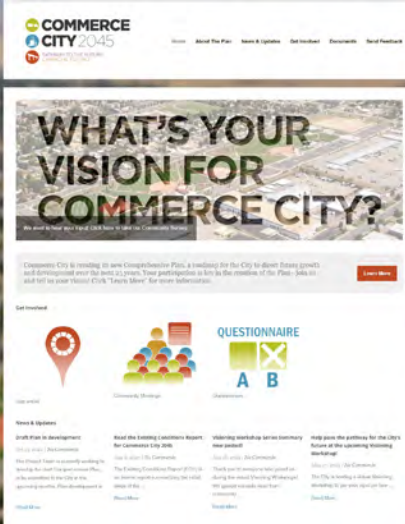
176
TOTAL POINTS OF ENGAGEMENT



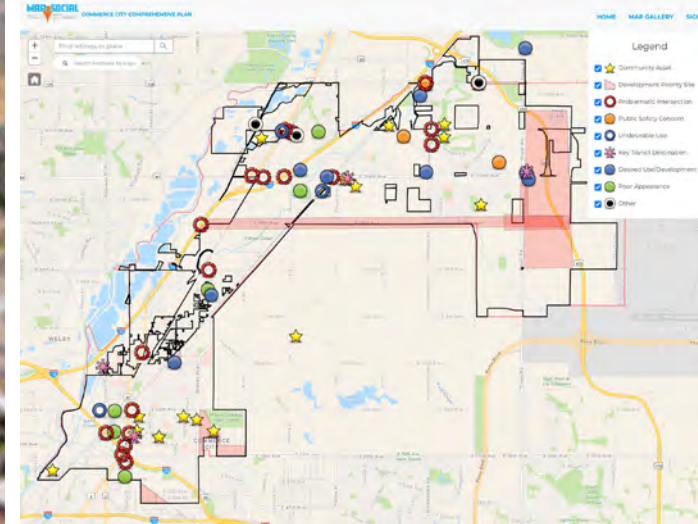
OUTREACH DURING THE COVID-19 PANDEMIC

The COVID-19 pandemic presented a challenge for outreach efforts, but staff and the project team adapted by using virtual meetings, workshops, and online tools to engage community members from home. This allowed the community to view presentations, ask questions, provide input, and remain actively engaged throughout the process. As social distancing requirements lifted, the project team worked with staff to publicize the process widely in person at community events throughout the City.





Project Website



Map.Social



Community Questionnaire

PROJECT WEBSITE

A project website was created to support the planning process and keep the public updated on the project's progress. It included background information about the Plan, project news and announcements, meeting dates, documents, videos, and online engagement tools. The website remained active throughout the development of the Comprehensive Plan and acted as a virtual hub for information and engagement opportunities. The website was available in any language and was connected to the City's website at www.c3gov.com/complan.



On-site participation and input boards were posted around the City.

Outreach and Engagement
Commerce City, CO Comprehensive Plan

OUTREACH MATERIALS

Social media content, postcards, a TV informational slide, and flyers were developed at various stages of the planning process to inform the public about the Comprehensive Plan project and upcoming workshop events. All collateral was made available in both English and Spanish.

map.social

map.social is an online mapping tool that allows participants to pinpoint issues and opportunities within the City on their personalized map in English or Spanish. It was made available to the public throughout the planning process on the project website. map.social received 71 comments as of June 8, 2022.

Do-It-Yourself (DIY) Workshop Kits

DIY Workshop Kits were available by request to the public to allow any group in Commerce City, such as homeowners' associations, places of worship, community organizations, and neighborhood groups, to facilitate their virtual or socially distant in-person workshop. The kits provided an opportunity to engage hard-to-reach groups from the place or virtual setting of their choice, with the input provided directly to the project team. Virtual and in-person versions of the kits were available in both English and Spanish.



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Community Questionnaire

A Community Questionnaire was available on the project website, designed to gather detailed feedback from residents and business community members in Commerce City. A total of 150 responses were submitted. The questionnaire was available throughout the planning process.

Community Facilities Questionnaire

A Community Facilities Questionnaire was sent to key community service providers to gain an understanding of issues and opportunities related to their agency, department, or organization and identify potential challenges to providing quality services. This included utility providers, the Commerce City Police Department, the Public Works Department, South Adams County Water and Sanitation District, and the public school districts.



KICK-OFF MEETINGS

At the initial stage of the planning process, a series of virtual kick-off meetings were conducted with City staff, City Council and the Planning Commission, and three specialized groups developed for the project to help guide the development of the Comprehensive Plan: the Staff Working Group (SWG), Technical Advisory Committee (TAC), and Citizen's Advisory Committee (CAC) (see below for more information).

Approximately 60 people were invited to participate in these three specialized groups. The meetings were intended to introduce the consultant team and review the purpose of the Comprehensive Plan, the planning process, and the forthcoming outreach strategies. The meetings also provided an opportunity to gain feedback from these key groups on issues and areas of concern within the community at the onset of the planning process.

Staff Working Group (SWG)

The SWG included representatives from the city manager's office, economic development, housing, parks and recreation, community development, police, public works, and finance. The SWG met at least four times during the planning process, either virtually or in person, to ensure that the Comprehensive Plan aligns with the goals of each of the City's departments.

Technical Advisory Committee (TAC)

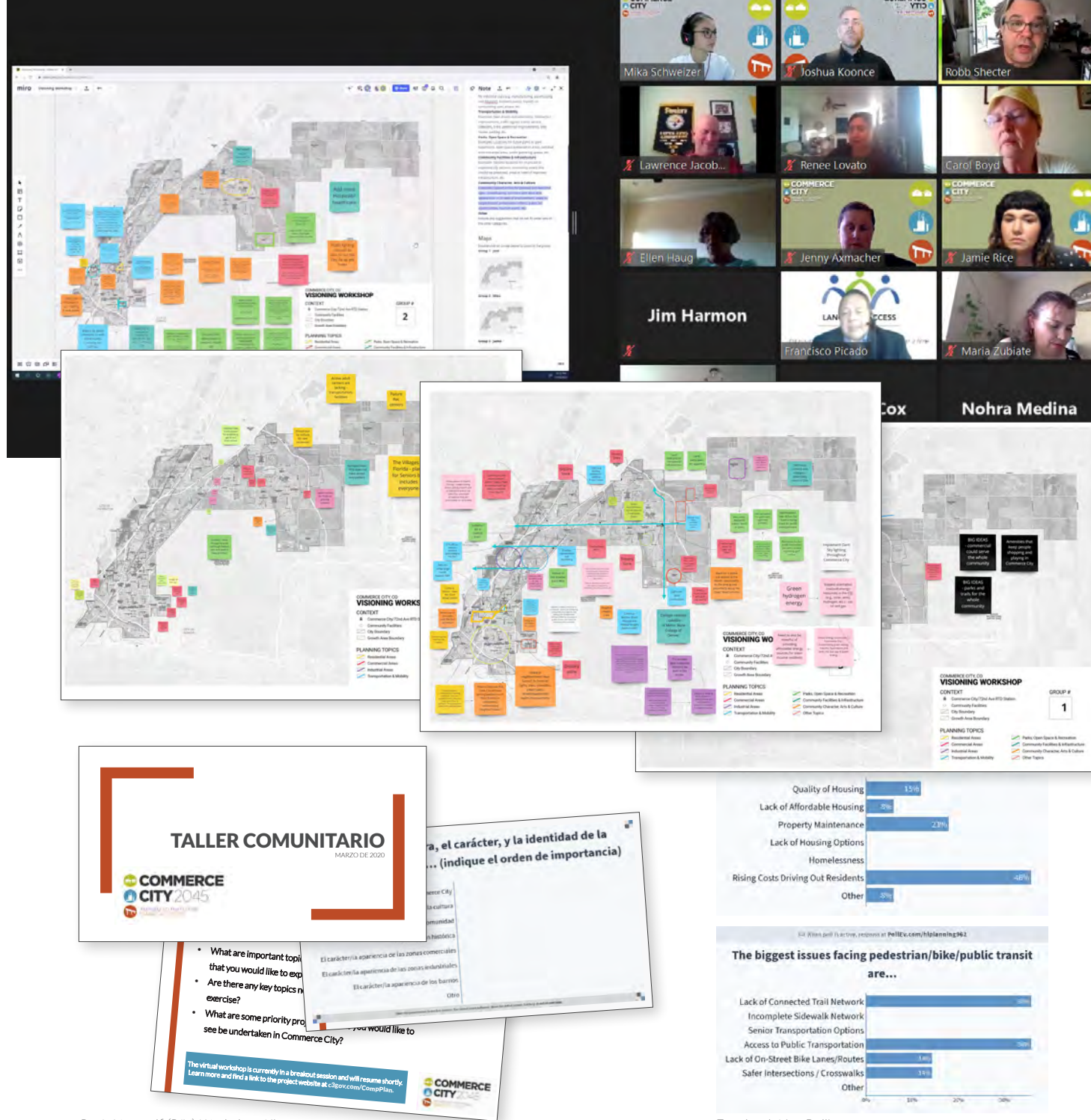
The TAC included representatives from the Rocky Mountain Arsenal National Wildlife Refuge, local school districts, South Adams County Water and Sanitation District, RTD, DRCOG, Adams County, adjacent municipalities, Mile High Flood District, Colorado Department of Transportation, local fire districts, library district, and Denver International Airport. The TAC met at least five times during the planning process to ensure that the Comprehensive Plan aligns with the goals of the City's departments and its local partner organizations and agencies.

Citizen's Advisory Committee (CAC)

The CAC consisted of representatives from a cross-section of the Commerce City community, including members of existing Commerce City Boards and Commissions, residents, business owners, and developers. The CAC met to discuss issues and overall policy direction and provide feedback for City staff and City Council consideration. The committee reviewed Plan elements and acted as a sounding board for the Commerce City community and staff. CAC members also attended scheduled CAC meetings throughout the project to work with the project team.

COMMUNITY WORKSHOP SERIES

The City hosted a series of virtual Community Workshops to familiarize the community with the purpose of the Comprehensive Plan and gain input on issues, opportunities, assets, and challenges existing within the City. The meetings included an introduction to the purpose of the Comprehensive Plan, an overview of the planning process, a live polling session, and breakout room discussions. They concluded with a recap of the breakout room discussions, the next steps of the planning process, and additional ways to get involved. The workshops were conducted in Spanish and English, with translation available.





BUSINESS WORKSHOPS

The City hosted two virtual Business Workshops targeted specifically at property owners, business owners, developers, and Commerce City's corporate citizens. The purpose of the workshops was to gain feedback from business community members who have a unique insight on important factors facing the City and its business climate. One workshop was conducted in Spanish and the other in English.

KEY PERSON INTERVIEWS

Thirteen key-person interviews and focus groups were conducted to gain first-hand insight into the community from a diverse array of specialized perspectives. The project team worked with City staff to identify which individuals and groups to be interviewed. Interviewees included a wide variety of stakeholders, including a representative of the arts community, Latino community, private developers, business owners and operators, and representatives from other governmental, institutional, and civic groups.

KEY OUTREACH TAKEAWAYS

Reoccurring themes emerged from the input received during the community outreach phase of the planning process. While a variety of issues, opportunities, concerns, and priority projects were identified by the community, these key themes summarized below present the most frequently cited ideas shared by the community with the greatest consensus.

It is important to note that the following summary of key outreach themes represents feedback and comments received from the community rather than recommendations or observations of the project team.

UNITING COMMERCE CITY

Community members frequently underscored the strong need to unite north and south Commerce City, which are often treated locally as two separate communities. It was noted that while the Rocky Mountain Arsenal National Wildlife Refuge is a regional asset, it contributes to the division due to its expansive footprint that limits connectivity between the north and south. Additionally, participants discussed the disparity between the quality of development, education, community facilities, and job opportunities between the two areas that should be addressed. The idea of centrally located community facilities, events, and festivals were also mentioned to bring the north and south together.

BALANCED GROWTH & INVESTMENT

Community members highlighted that as the Northern Range continues to experience rapid residential development, there is a need to balance the growth with other uses. The need to concurrently improve infrastructure to support growth was also noted, such as increasing east-west routes. Community members also discussed the significant annexation and development potential of the northeastern area surrounding the Denver International Airport (DEN), with consideration to air traffic noise and pathway impacts.

LACK OF COMMERCIAL DEVELOPMENT

Community members often mentioned the desire for more local commercial businesses. This includes large-scale retail, dine-in restaurants, grocery stores, and entertainment options. It was shared that residents often need to travel to surrounding communities for their shopping needs and wish they could shop locally instead.

CORE CITY REINVESTMENT

Community members discussed that the Core City contains older structures and is facing disinvestment, creating a need to increase investment in the area. This includes improving access to community facilities, healthcare, and education, as well as enhancing neighborhood character. Concern was also raised that new amenities have the potential to negatively affect existing residents and increase gentrification. Community members underscored the importance of avoiding displacement while welcoming new residents into the City.

HOUSING VARIETY

Community members highlighted the need for greater variety in housing types for people from all backgrounds and stages of life. This includes affordable housing, senior housing, and higher density housing, such as apartments, and townhomes, to ensure equitable and accessible housing options.

LAND USE COMPATIBILITY

Community members discussed the need to ensure land use compatibility moving forward and to think about what kind of uses are being developed adjacent to one another. This includes mitigating land use incompatibilities and adverse impacts on industrial areas adjacent to residential neighborhoods. Dick's Sporting Goods Stadium was highlighted as another example, with surrounding residential areas experiencing noise impacts from events.



PEOPLE EXPERIENCING HOMELESSNESS

Community members expressed there is a significant population experiencing homelessness in the City, many of which are veterans. The need to provide support and shelters to help people stay off the street was highlighted. Considering many of the people experiencing homelessness are in the City for a short time, it was noted that support initiatives need to consider how to effectively reach the transient population.

DOWNTOWN AREA/ COMMUNITY GATHERING SPACE

Community members shared there is a lack of a vibrant, family-friendly downtown area that provides public community spaces for people to gather, spend time, and frequent businesses. The desire to attract visitors to a downtown area that would frequent its restaurants, businesses, retail, art, and culture was also discussed.

FISCAL SUSTAINABILITY

Community members expressed financial concern for the City in the next three to five years coming out of the COVID pandemic. With substantial growth planned for this period and various City taxes and Special Districts competing for the same limited resources, feedback highlighted the need to ensure the City prepares for fiscally sound growth.

DIVERSIFYING LOCAL INDUSTRIES

Community members shared the desire to diversify Commerce City's industries and tax base without relying so heavily on the oil and gas industry. At the same time, it was noted that the City must not deny its existing economic assets, such as its significant transportation and trucking industry. Opportunities to enhance its local industries for the future were discussed, such as educational opportunities to train the local workforce to operate EV trucks.

WORKFORCE DEVELOPMENT

Community members expressed the need for workforce and leadership skill development in both English and Spanish. Participants shared the desire to stimulate the local economy in a way where residents can see real change at an individual level, such as through educational opportunities and hands-on job training.

COORDINATION & PARTNERSHIPS

Community members discussed the importance of maintaining close coordination with regional partners to provide quality services to the community and manage growth. Examples include the South Adams County Water and Sanitation District, Adams County, Tri-County Health Department, and the City of Denver.

ACCESS AND CONNECTIVITY

Community members expressed the need to improve connectivity for all modes of transportation. This includes filling in sidewalk gaps, connecting trails, improving transit frequency, and increasing roadway connections. Access to the new RTD station as well as safe routes to schools by walking or biking was also highlighted for improvement. Railroad crossings were also identified to cause disruptions in traffic flow with no alternative routes available.

THE CITY'S IMAGE



Community members often shared the desire to improve the image of the City and better showcase its assets, such as its rich diversity and history. There was also a wish to change the outside perception of Commerce City as a gritty “industrial city,” by attracting non-industrial industries such as commercial and intellectual/high-tech businesses. Opportunities to improve sense of place and better identify entry into Commerce City were discussed, such as through placemaking and wayfinding at gateway points.

ENVIRONMENTAL SUSTAINABILITY

Community members shared concerns over the City’s water supply, quality, and cost of services. The environmental impacts of the City’s industrial uses were also highlighted, especially in heavy industrial areas around the refinery, which some participants wish to see relocated from the City while others considered a vital player in the City’s economy.

TOP ASSETS AND STRENGTHS

The following are the top assets and strengths of Commerce City identified during community outreach:

- Location
- Proximity to Denver and other nearby communities
- Access to DEN
- High accessibility via highways, interstates, and railroads
- Public transportation system (including the RTD Station)
- Highly walkable sidewalk network
- The City’s diversity and history
- The City’s reputation for great residents
- Core City Commerce City
- Untapped growth opportunity
- Small-town feel
- Local pride
- Very welcoming
- Great place to raise a family
- High-quality small restaurants/businesses
- Wide range of professionals
- The Youth Commission
- The Police Department
- Dick’s Sporting Goods Park
- Rocky Mountain Arsenal National Wildlife Refuge
- Affordable cost of living
- Recreation centers, parks, and open space
- Views of the mountain range

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CHAPTER

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COMMUNITY PROFILE

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COMMUNITY PROFILE

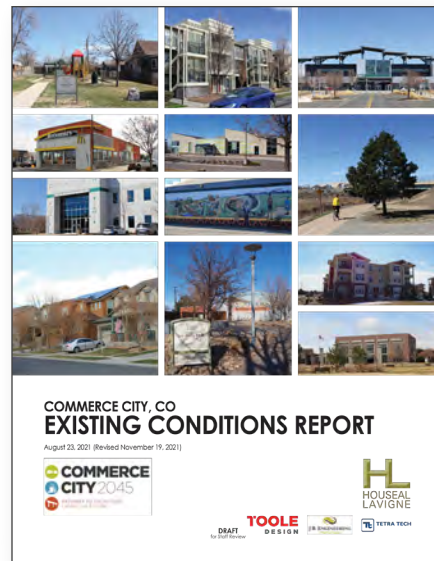
To determine how Commerce City should grow over the next 20 years and what issues should be addressed, a clear understanding of where the City is today first had to be established. This understanding of the City's existing needs and opportunities, paired with community input, created the foundation of Commerce City's vision for the future. The following section provides an overview of the City's regional context, past planning efforts, demographic snapshot, existing land use, and current zoning.



EXISTING CONDITIONS REPORT

The Existing Conditions Report (ECR) was created during the initial stages of the planning process to answer the question, “Where is Commerce City today?” It is a summary of the community’s existing conditions in 2021 that presents an overview of current issues, opportunities, challenges, and assets in the community. It served as an interim deliverable that established a baseline of current community characteristics and data to be built upon and addressed in the Plan. The following section highlights key information included in the ECR.

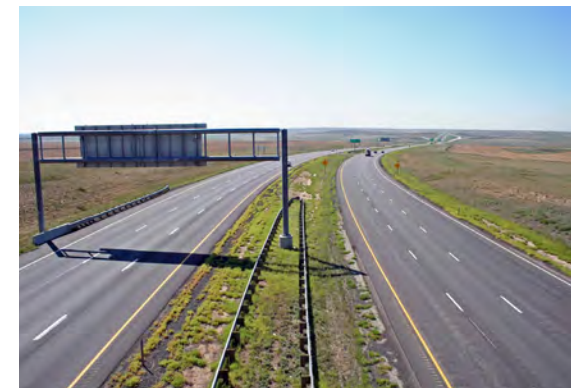
The full report is available on the City's website



REGIONAL CONTEXT

The City of Commerce City is in western Adams County, just northeast of the City of Denver. The City is well connected to the region by a series of major roadways, including I-76, U.S. Routes 6 and 85, and Highway 2 that cuts southwest-northeast through the City; I-270 and I-70 to the south; and toll road E-470 to the east.

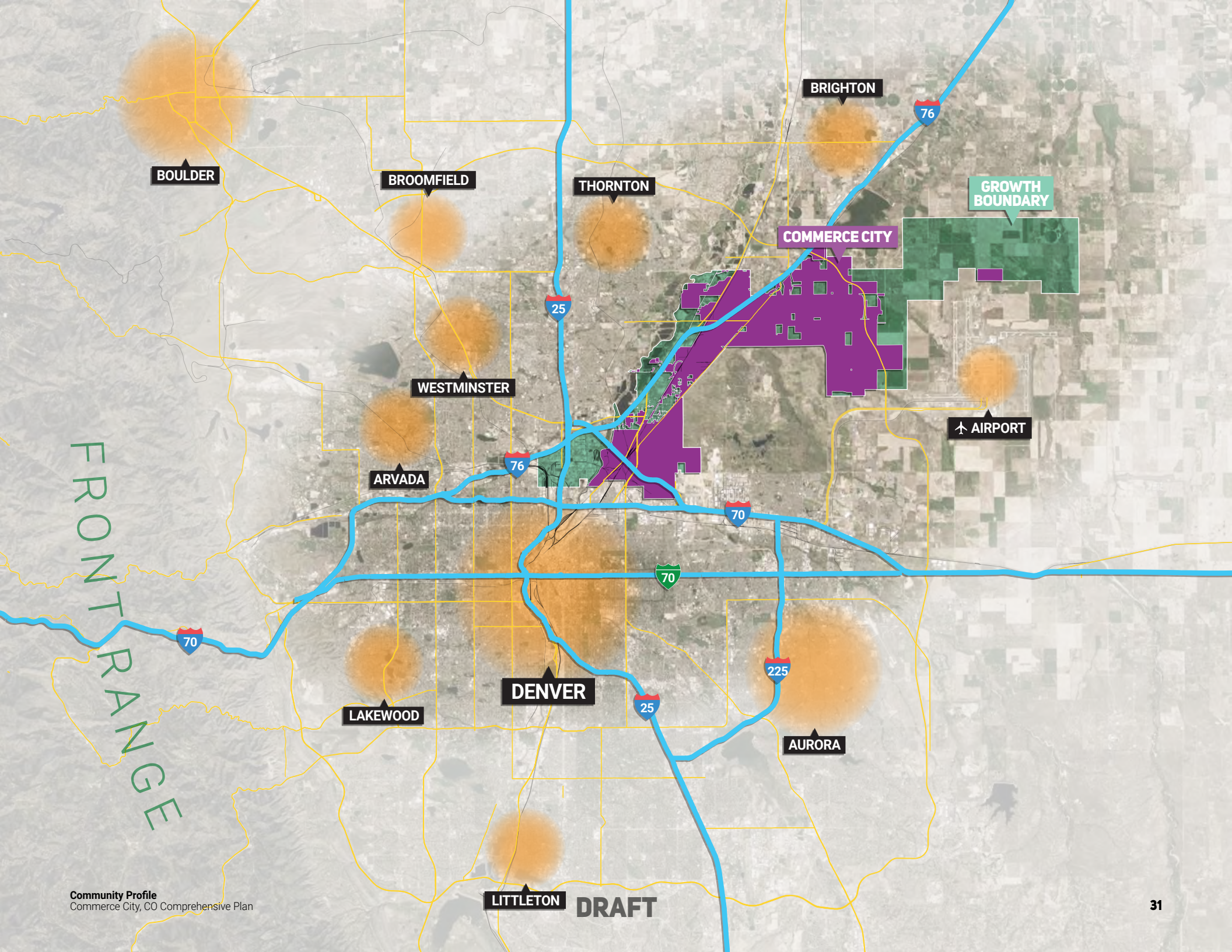
The City is accessible internationally via the Denver International Airport (DEN) located adjacent to its eastern planning area. Commerce City is also accessible by rail via the Burlington Northern/Santa Fe and Union Pacific railroad lines. The South Platte River runs along the western side of Commerce City’s planning area, which borders the nearly 15,000-acre Rocky Mountain Arsenal National Wildlife Refuge to the east.

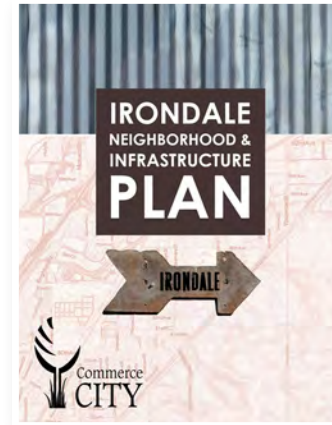
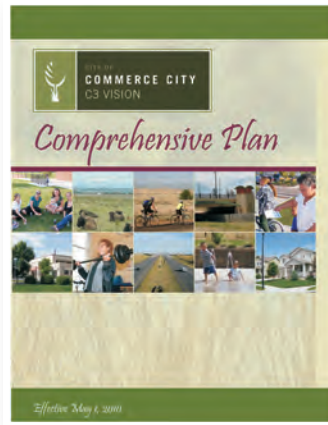


E-470 Highway



Burlington Northern/Santa Fe





PAST PLANS, STUDIES AND INITIATIVES

Past plans, studies, and initiatives were reviewed to provide a familiarity with what the community has done leading up to the new Comprehensive Plan. **Commerce City 2045** builds on the City's past planning efforts, incorporating recommendations that remain relevant and ensuring applicable existing community policies and goals are carried forward and integrated within the Plan where applicable. The following past plans, studies, and initiatives set the stage for new policies and recommendations for the **Commerce City 2045 Comprehensive Plan**.

C3 VISION COMPREHENSIVE PLAN (2010)

The Commerce City C3 Vision Comprehensive Plan was adopted in 2010, setting the City's visions, goals, and policies; and guiding its development and investment decisions. Under Colorado state law, the C3 Vision Plan is a policy advisory document created to address future needs looking toward the year 2035 and beyond. **Commerce City 2045** serves as an update to the C3 Vision Comprehensive Plan, building on the plan and carrying over strategies that are still relevant today.

SUB-AREA PLANS

Irondale Neighborhood and Infrastructure Plan (2018)

This plan outlines the existing conditions and upgrades to Irondale's roadway, drainage, and utility networks. The plan aims to prepare Irondale for future growth and development by assessing what infrastructure should remain and where improvements should be prioritized. The plan also provides an implementation framework that outlines capital improvements and specific policy recommendations.

Commerce City Station Area Master Plan (2013)

This plan aims to guide public and private investment surrounding the new 72nd Avenue Commuter Rail Station, located at 72nd Avenue and Colorado Boulevard. This station is part of the broader Regional Transportation District's (RTD) FasTracks Program, approved in 2004, that establishes the North Metro Corridor commuter rail line. The study area is envisioned as a walkable, mixed-use area with a unified identity that supports transit-oriented development and redevelopment. The plan identifies urban design concepts for open spaces, roadway design, and building types, as well as a detailed implementation framework and financing strategies.



Derby Sub-Area Master Plan (2006)

This plan focuses on the revitalization of the Derby Sub-Area into an attractive destination that supports 24/7 activity and a pedestrian-friendly environment. Goals for this plan include improving the area's visibility and identity, building on its 1950s-era architecture, becoming an environmental model, improving multimodal connectivity, and responding to the needs of the community. Based on community outreach conducted, the plan identifies desirable future land uses, right-of-way configurations, architectural guidelines, greenway and open space designs, and public realm improvements, such as lighting, landscaping, signage, and public art.



TRANSPORTATION PLANS

Walk Bike Fit – A Multi-Modal Active Transportation Plan (2012)

This plan aims to strengthen Commerce City as a more walkable and bike-friendly community. The plan identifies existing conditions of the City's active transportation network, as well as challenges and barriers to safe and pleasant active travel. The plan establishes recommendations for desirable roadway designs, an interconnected citywide and regional greenway and trail network, and safety and accessibility guidelines for all users.



PARKS, RECREATION AND GOLF PLANS

Buffalo Run Golf Course Strategic Master Plan (2014)

This plan provides the City with direction for addressing current and future capital improvement opportunities at the Buffalo Run Golf Course. It aims to enhance the "Buffalo Run Experience" by improving amenities and services; providing quality golf, recreation, and dining experiences; and ensuring financial soundness and fiscal responsibility. The plan provides an in-depth analysis of the current conditions of the facility, including soil conditions, landscaping, and the status of its restaurant and marketing position, as well as an outline of specific recommendations to improve the course's facilities and equipment paired with estimated costs.



Second Creek Greenway Master Plan (2005)

This plan is intended to guide the development of a multi-use trail and greenway along the length of Second Creek through the Northeastern Metro Area, linking The Platte River Greenway to the Highline Canal Trail. The plan contains design standards, trail cross-sections, recommended improvements, and cost estimates for upgrades and maintenance. The plan also details an implementation framework for this 17.3-mile greenway, outlining elements like the project's organizational structure, phasing, fundraising strategy, and cost estimates.



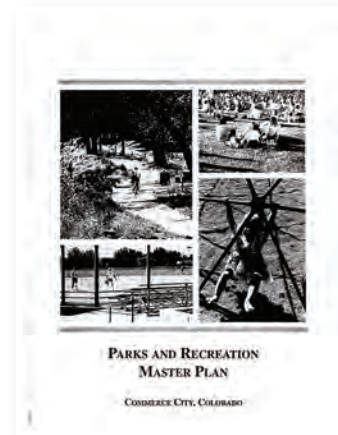
Prairieways Action Plan (1999)

This plan establishes guiding principles and standards for parks, trails, and open space as a vision for the future. The plan studies a 43-square-mile area located between Denver International Airport and the Rocky Mountain Arsenal National Wildlife Refuge. It outlines actions to proactively protect natural resources and enhance the quality of life, providing guidelines for parks, trails, and open space for Commerce City. It aims to meet the established local, regional, and national park standards and presents a complete roster of the existing parks and amenities together with facility descriptions.



South Platte River Corridor Heritage Plan (1997)

This plan provides a strategic framework for preserving a 17-mile stretch of the South Platte River corridor through Adams County to protect and enhance its natural, cultural, and recreational qualities. It outlines an action plan to improve and protect existing natural areas while also exploring new recreation opportunities. The plan discusses completing the Platte River Trail System, exploring the feasibility of the Gravel Mine reclamation, enhancing self-image through gateway signage, preserving rural character, and developing a sense of community stewardship through environmental education programs.



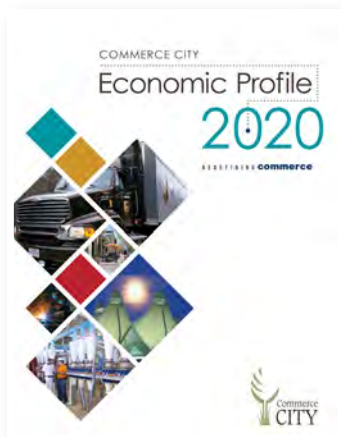
Parks and Recreation Master Plan (1994)

This plan aims to improve the quality of life for Commerce City residents through the provision of parks, open space, and recreational facilities. This includes protecting significant natural and cultural/historic features, providing recreational opportunities for all residents, securing adequate funding, and enhancing the level of service to match that of other Front Range Communities while responding to residents' specific needs. The document provides a complete inventory and needs assessment of existing parks, recreation facilities, and natural resources.



Emerald Strands (1990)

This plan proposes a formal regional park, open space, and trail system in response to the significant urban growth expected due to the construction of the Denver International Airport (DEN). The plan aims to create an attractive framework for development by establishing an inviting park, open space, and trail system that caters to the needs of current and future populations. The plan emphasizes the protection of natural resources, scenic views, and historic features and creates links to the regional park and trail system.



ECONOMIC DEVELOPMENT PLANS

Commerce City Economic Profile (2020)

This document presents statistics related to demographics, employment, and community amenities. It provides a map of development opportunities in the City as well as information on major employers, transportation, sales and property tax, cost of living, housing, and parks and recreation. The Economic Profile is framed in terms of Opportunity, Mobility, and Livability – assets that define Commerce City and indicate its attractiveness for investment.



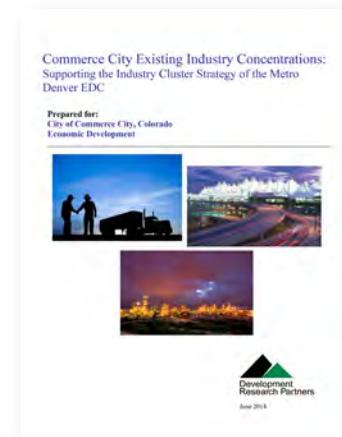
City Council Goals & Work Plan (2020)

This plan outlines five goals, developed by the City Council, for the growth and improvement of Commerce City. Each identifies desired outcomes and more specific, strategic actionable items to achieve them. The goals are: (1) Promote a balanced and thriving economy; (2) Promote efficient and effective city government to improve levels of service; (3) Develop and maintain the public infrastructure to improve community appearance and encourage continued development; (4) Promote resident health, safety, and education; and (5) Improve community involvement and trust. The Work Plan also provides a detailed analysis of the status of projects related to these goals.



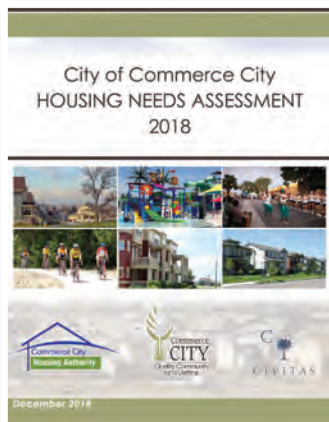
The Retail Coach Reports (2018)

This collection of reports contains various data related to Commerce City's demographic profile and economic development characteristics. The demographic data included presents information on population counts and projections, racial and ethnic composition, language spoken at home, educational attainment, and household income. The economic data includes analyses of retail market gaps and opportunities, workplace population, and potential and actual sales by business sectors. Data on housing structures by construction completion date are also included.



Commerce City Existing Industry Concentrations: Supporting the Industry Cluster Strategy of the Metro Denver EDC (2014)

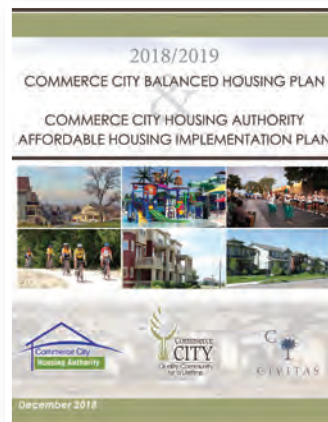
This report identifies the companies key to Commerce City's economic base, prioritizing future business expansion and recruitment efforts. It identifies specific sectors within the City's existing industry base and explains the relationship between geographic clusters and supply-chain linkages that exist between them. The report also lists the largest private employers in Commerce City and compares the major industries by their proportionate shares of the business community and local job pools.



HOUSING PLANS

Housing Authority Housing Needs Assessment (2018)

This plan was created in response to a fast-growing population and a local housing market that was falling short of meeting certain housing demands. The assessment identifies areas of strengths and weaknesses in the City's housing stock, focusing on housing supply by age, size, affordability, accessibility, and diversity. It calls for more options in multifamily units, senior housing, affordable housing, disability-accessible units, high-income housing, desirable rental properties, and housing solutions for people experiencing homelessness.



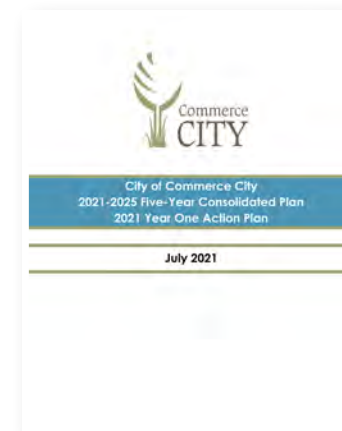
Housing Authority Balanced Housing Plan & Affordable Housing Implementation Plan (2019)

In response to the Housing Authority Housing Needs Assessment, this plan provides Commerce City strategies and recommendations for expanding housing options, especially for low to moderate-income residents, as well as seniors, veterans, and people experiencing homelessness. Potential strategies for funding housing developments are included as well as an Affordable Housing Implementation Plan.



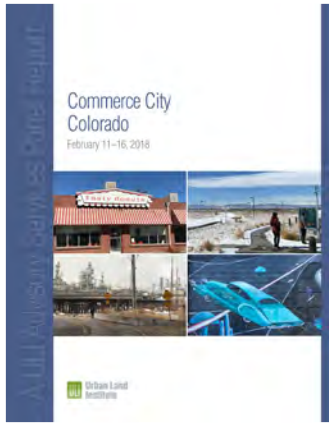
Commerce City Housing Authority Strategic Plan (2011)

This plan aims to maximize the availability of affordable, safe, and quality housing for all Commerce City residents while supporting self-sufficiency and housing market stability. The goals of the plan include preserving and enhancing the number of quality affordable housing, examining opportunities for new affordable housing developments, developing additional services and opportunities to promote self-sufficiency for residents, working with partners to develop and meet common affordable housing goals, and continually striving for an excellent and professional Housing Authority.



City of Commerce City 2021-2025 Five-Year Consolidated Plan 2021 Year One Action Plan

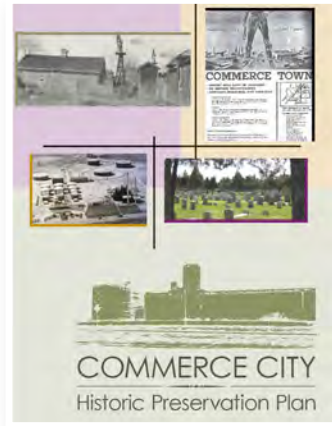
This five-year strategic plan responds to federal requirements set forth by the U.S. Department of Housing and Urban Development (HUD). The Consolidated Plan covers the grant funds that the City receives from HUD through the Community Development Block Grant (CDBG) Program and informs the goals and objectives for each Annual Action Plan for the five-year period.



OTHER PLANNING EFFORTS

ULI Report – Implementing Wellness in the Built Environment (2018)

This report focuses on increasing access to Healthy Eating and Living (HEAL) opportunities within a study area bounded by Colorado Boulevard, 72nd Avenue, 56th Avenue, and Quebec Parkway. As this area has high concentrations of Latin Americans and persons of low-income and mixed-documentation statuses, the report looks to connect residents with facilities and resources related to healthy lifestyles. The report analyzes economic conditions, transportation and mobility, health equity, physical design, and placemaking, and how to foster ownership and community pride—all under the lens of catering to underserved community members and ensuring their health and wellness.



Historic Preservation Plan (2015)

This plan is a policy document intended to provide a strategic and sustainable approach to promote and protect Commerce City's diverse historical resources. It builds on the City's 2010 Comprehensive Plan and is formatted as a toolkit for developing a complete historic preservation process. This includes direction on how to gather local historical information, develop a historic educational network, identify historic resources and partnerships, and use historic preservation as placemaking and economic development tools.



Cultural Council's Public Art Plan (2013)

This plan envisions a robust public art program to foster a thriving community by adding visual appeal and artistic elements throughout the City. It aims to engage residents of all ages and backgrounds to take pride in the community and contribute to local culture and history. The plan discusses how to administer public art, including processes for the site and artwork selection, and policies and procedures related to art exhibitions, themes, loans, maintenance, deaccessioning, and conservation.

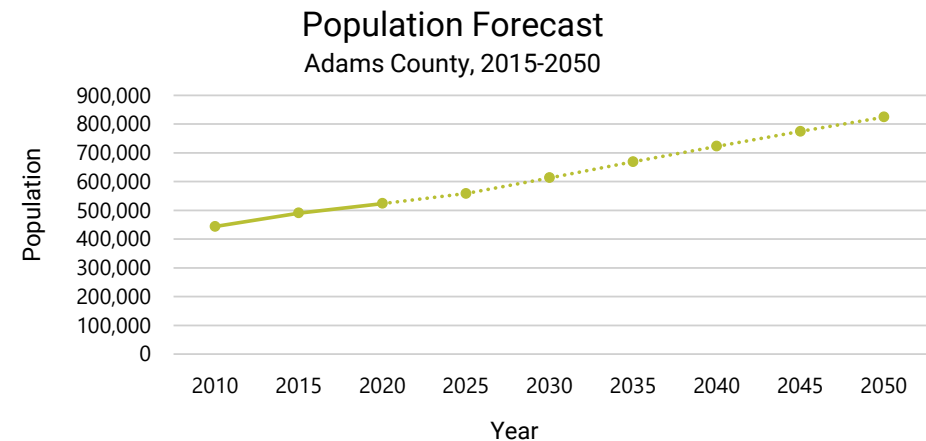
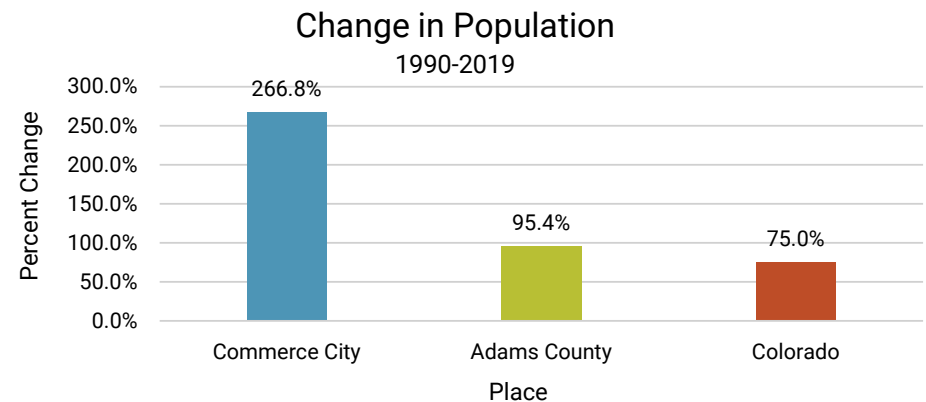
DEMOGRAPHIC SNAPSHOT

The Demographic Snapshot provides an overview of existing characteristics in Commerce City's current population. Understanding local demographics enables the City to respond more adequately to the community's needs. Where appropriate, Commerce City has been compared to Adams County and the State of Colorado as a whole. It should be noted that in some sections, county-level data was used for analysis due to the unavailability of city-level data.

POPULATION

Commerce City has experienced considerable population growth in the past 20 years, and it is expected to continue.

In 2019, the population in Commerce City was estimated at 60,392 residents. Between 1990 and 2019, significant population growth occurred in both Adams County (95.4 percent) and Colorado (75.0 percent). The major boom in Commerce City's population by 266.8 percent far surpasses both study areas, however, by 2.8 times and 3.6 times, respectively. Adams County's population is projected to steadily increase into 2050 by about 8.0 percent each year, which can be considered representative of Commerce City's continued growth as it makes up about a tenth of the County's population.



Source (all charts): Colorado Department of Local Affairs (DOLA)

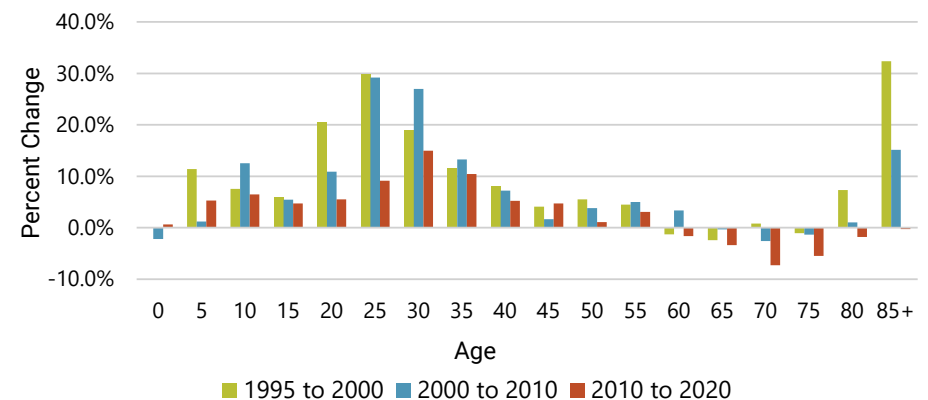
HUMAN MOVEMENT PATTERNS

Adams County is gaining population largely due to its net positive migration of young adults.

Human movement pattern data is available at the county level. Looking at net migration trends by age, much of Adams County's population change was caused by new residents between 20 and 35 years old moving into the area. This age range accounted for 80.8 percent of total net migration between 1996 to 2000, 80.3 percent between 2000 to 2010, and 40.1 percent between 2010 to 2020. This relates to the perception of Colorado as a place that is attractive for young adults due to its growing economy, housing opportunities, and access to natural resources and outdoor recreation.

The 85 years old and older age group notably grew significantly between 1995 to 2000 by 32.4 percent and between 2000 to 2010 percent by 15.1 percent, though declining to -0.3 percent between 2010 to 2020. While the County's growing economy, attractive scenery, and natural amenities have made it a desirable place to retire and age, high costs of living, lack of easy access to healthcare services, and the need to drive longer distances in suburban and rural areas may be causing this age group to look elsewhere to settle over the past decade.

Rate of Net Migration by Age
Adams County



Source (all charts): Colorado Department of Local Affairs (DOLA)

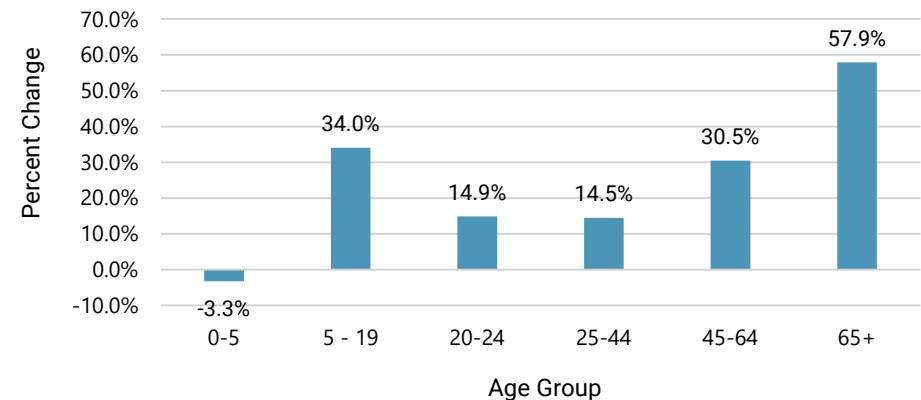
AGE

Commerce City's senior population is becoming larger, which is in line with county, state, and national trends.

Commerce City's largest age groups are residents aged 5 to 19, 25 to 44, and 45 to 65 years old, which make up 26.7 percent, 31.9 percent, and 20.4 percent of the population, respectively. These age groups are also the largest for Adams County and Colorado, which overall have similar age compositions as the City. Notably, Commerce City's 65-year-old and older age group (7.4 percent) is about half the rate of Colorado (13.8 percent).

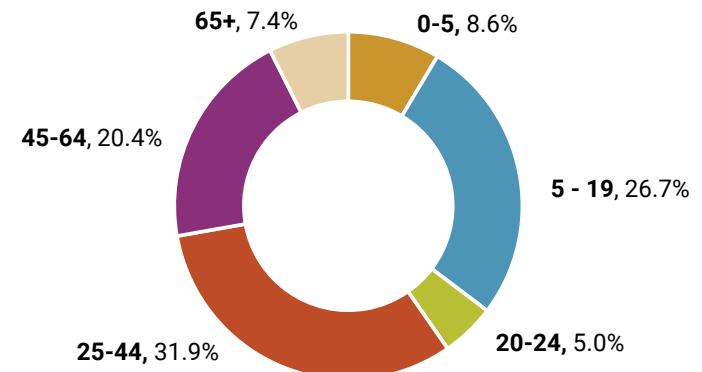
While lower than the State, between 2010 and 2019, the City experienced the largest increase in the 65-year-old and older age group by 57.9 percent, which is also the case for Adams County (38.6 percent increase) and State (40.8 percent increase). All three geographies are gaining senior population, which is in line with national trends driven by the large, aging baby boomer generation. Further, as the net migration of people 65 years old and older in Adams County has been negative during this period, it can be inferred that most of this growing age group have been longtime residents. Over the same period, the 0 to 5 age group saw a decrease of around 3.0 percent in each study area, indicating fewer people are starting new families.

Age Distribution Change
Commerce City, 2010-2019



Source (all charts): U.S. Census Bureau

Age Distribution
Commerce City, 2019



SEX

Like Adams County and Colorado as a whole, Commerce City's population is split about 50/50 by male and female residents.

Female residents make up 49.9 percent of the population in Commerce City, with males at 50.1 percent. This is reflective of the County and State, which are made up of 50.5 percent male to 49.5 percent female and 50.3 percent male to 49.7 percent female, respectively.

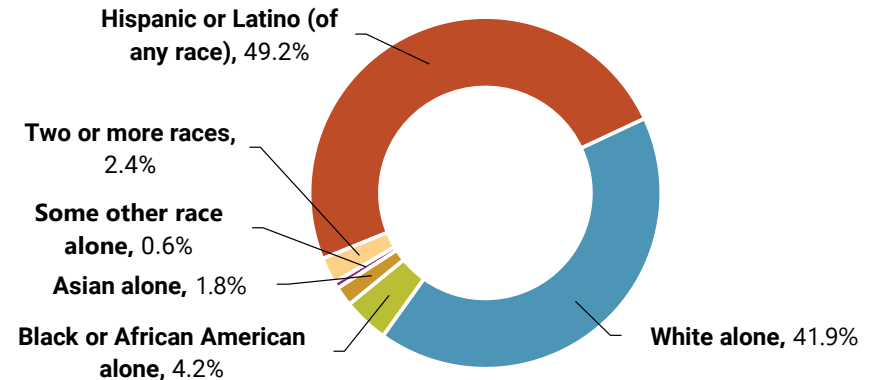
RACE AND ETHNICITY

Commerce City has a majority White-identifying population like Adams County and Colorado but is comprised of a higher portion of Hispanic citizens.

Commerce City's racial composition closely mirrors that of Adams County and Colorado with predominately White populations (81.6 percent in both Commerce City and Adams County, and 84.0 percent in Colorado). Commerce City has a significant Hispanic or Latino population that makes up just about half of its population (**note: those who identify as Hispanic or Latino can be of any race**). Commerce City has a higher Hispanic population (49.2 percent) than Adams County (40.0 percent) and is more than double Colorado's proportion (21.5 percent).

The 150.1 percent increase in Commerce City's Hispanic population between 2000 and 2019 is also much greater than in Adams County (96.7 percent) and Colorado (64.2 percent); however, the proportion of the City's Hispanic population has decreased from 52.9 percent in 2000 to 49.2 percent in 2019. A higher number of new Non-Hispanic residents have moved to the City and it is becoming slightly less ethnically diverse with ongoing growth.

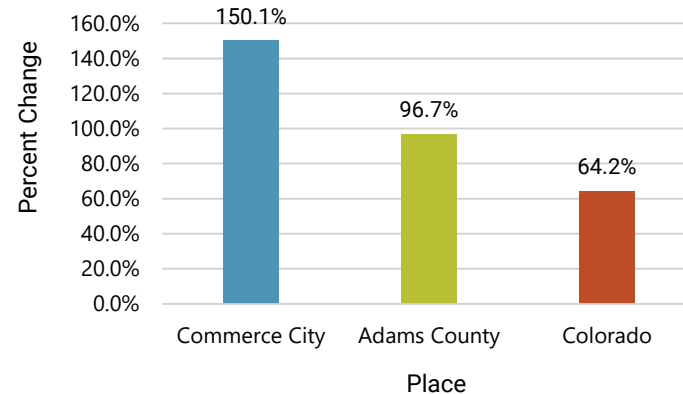
Hispanic or Latino and Race
Commerce City, 2019



Source: Table P2: Hispanic or Latino, and Not Hispanic or Latino by Race, 2020 Decennial U.S. Census Bureau

Note: Those who identify as Hispanic or Latino can be any race.

Change in Hispanic Population
2000-2019



Source (all charts): U.S. Census Bureau

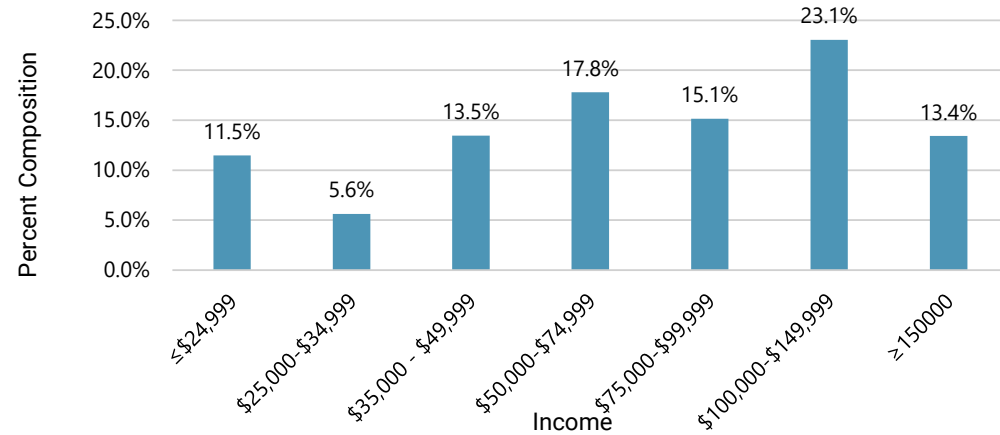
INCOME

Like Adams County and Colorado, Commerce City's highest-earning households have grown the most over the last decade, while its lower-earning households are decreasing faster than the County and State.

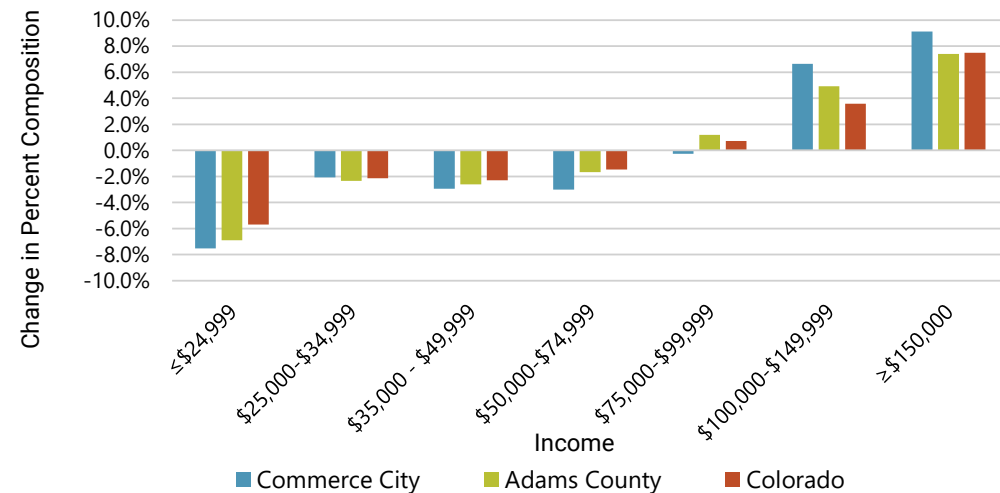
The median household income in Commerce City (\$77,065) is comparable to that of Adams County (\$75,804) and Colorado (\$77,127). The City's largest household income group is the \$100,000 to \$149,000 group (23.1 percent), followed by the \$50,000 to \$74,000 group (17.8 percent). Between 2010 and 2019, the City experienced the largest increase in the \$150,000 or higher (9.1 percent) and \$100,000 to \$149,000 (6.7 percent) income groups, which is reflective of the County and State. All income groups of \$74,999 or lower have decreased in share during this period for all geographies, with the \$24,999 or lower group decreasing the most.

These changes in combination with the highest earners increasing and lowest earners decreasing were typically more dramatic in Commerce City than in Adams County and Colorado. Overall, this indicates the City's population is becoming wealthier, which could be caused by an influx of new residents who earn higher incomes.

Household Income
Commerce City, 2019



Change in Household Income
Percent Composition
2010-2019

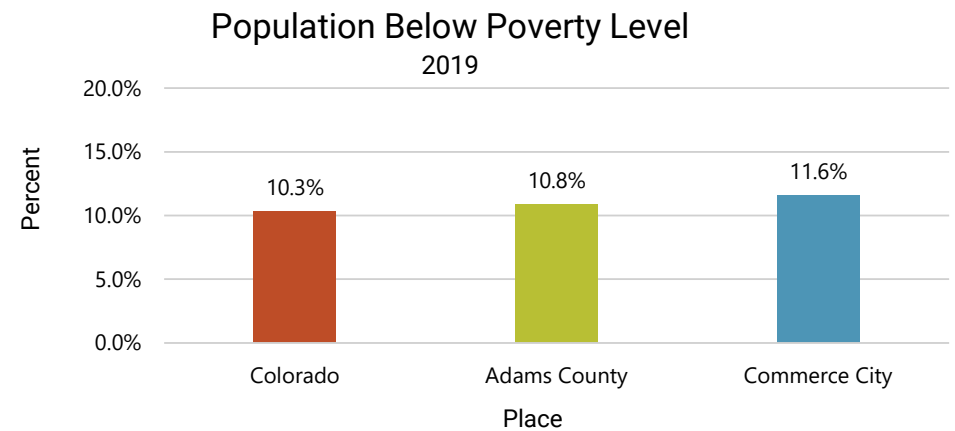
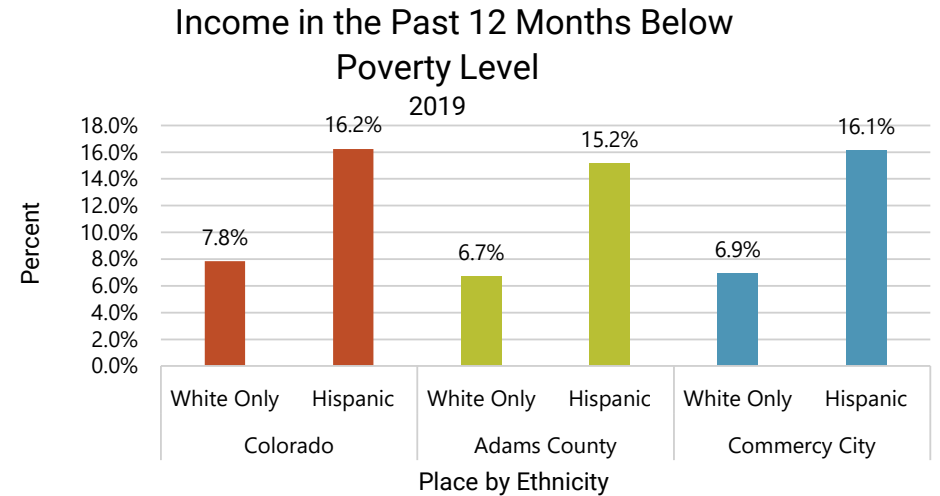


Source (all charts): U.S. Census Bureau

POVERTY

Poverty rates in Commerce City are in line with Adams County and Colorado, with higher Hispanic residents living in poverty than Non-Hispanic.

In 2019, Commerce City's poverty rate was 11.6 percent, which was slightly above both Adams County (10.8 percent) and Colorado (10.3 percent). The rate of Hispanic poverty (16.1 percent) is greater than White Only poverty (6.9 percent) in Commerce City by a factor of 2.3, marginally above Adams County's (2.3) and Colorado's factors (2.1). This indicates that the City's Hispanic population is experiencing economic disparities and potentially lack of access to employment opportunities compared to its White Only counterpart. The City must ensure equitable employment opportunities and economic vitality in all parts of the community, including in predominantly Hispanic areas.

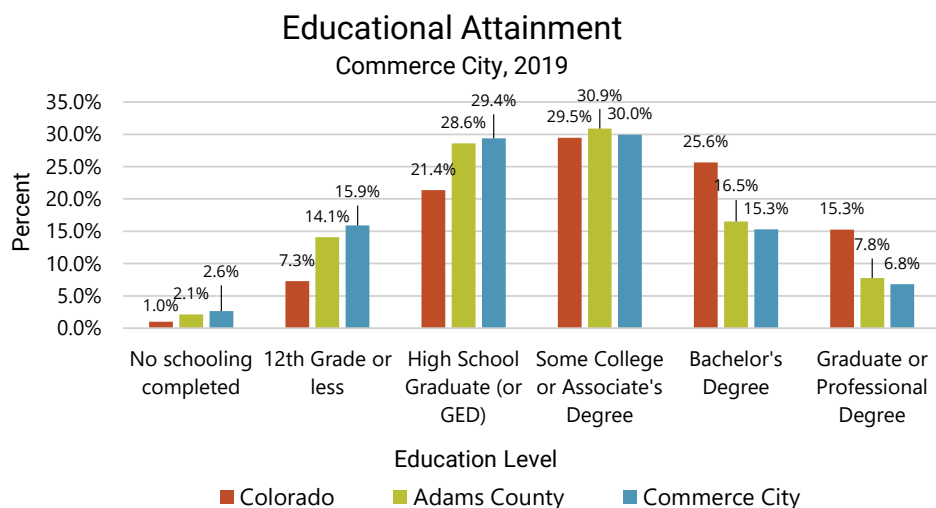


Source (all charts): U.S. Census Bureau

EDUCATIONAL ATTAINMENT

Commerce City has a graduate education attainment that is substantially lower than the State.

The majority of Commerce City residents' educational attainment is a high school graduate (or GED) (29.4 percent) or has some college completed or an associate degree (30.0 percent). Overall, the City and County show similar trends, while there are more significant differences between the City and State. A far lower portion of Commerce City residents holds bachelor's degrees (15.3 percent) or graduate/professional degrees (6.8 percent) than in Colorado (25.6 percent and 15.3 percent respectively). Additionally, more than double the City's residents have completed no schooling (2.6 percent) and 12th grade or less (15.9 percent) compared to the State (1.0 percent and 7.3 percent respectively). The City's population has generally received less higher-level education than the State's, which may be due to a large blue-collar workforce that is employed within its prominent industrial base.

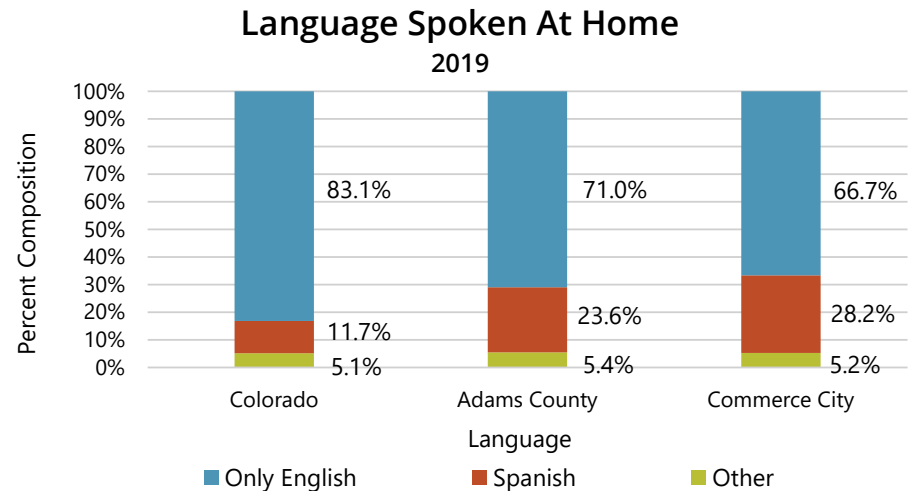


Source: U.S. Census Bureau

LANGUAGE SPOKEN AT HOME

A third of Commerce City's population speaks a language other than English at home, and most of them speak Spanish.

Across all geographies, English is the predominant language spoken at home. In Commerce City, however, 66.7 percent of residents speak only English which is far below Colorado's rate of 83.1 percent. Over twice the rate of residents in Commerce City speak Spanish (28.2 percent) compared to Colorado (11.7 percent). With almost a third of Commerce City's population speaking Spanish, it is important to reduce language barriers in the community, such as to increase access to municipal services and economic development programs.



Source: U.S. Census Bureau

PEOPLE EXPERIENCING HOMELESSNESS

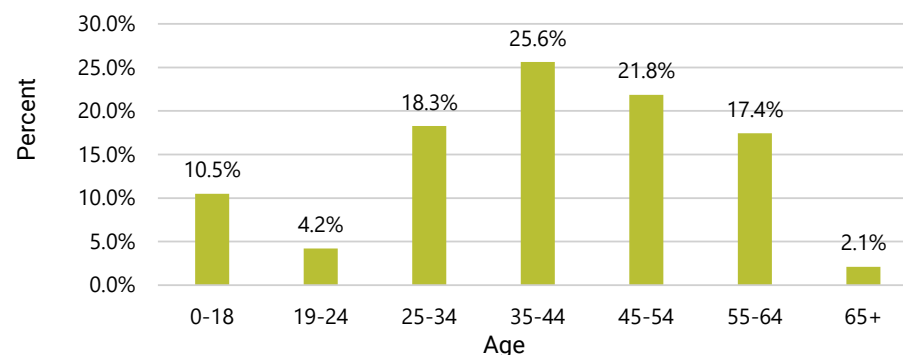
The 2020 count of people experiencing homelessness in Adams County was 476, most of which reside in emergency shelters.

The population experiencing homelessness in Adams County is mostly made up of people ages 35 to 44 years old (25.6 percent) with the 25 to 34, 45 to 54, and 55 to 64 age groups all having similar shares above 17.0 percent. The 19 to 24 years old and 65 years old and over age groups make up the smallest proportion of the population experiencing homelessness at 4.2 percent and 2.1 percent respectively; however, the rate increases for 18 years or younger at 10.5 percent.

The racial composition of the population experiencing homelessness is representative of the wider Adams County population. The proportion of the population experiencing homelessness that is Hispanic, however, is about half of the County's overall makeup (20.8 percent compared to 40.0 percent), with the majority being Non-Hispanic at 79.2 percent. Most of the County's population experiencing homelessness lives in emergency shelters (58.0 percent), with about a third unsheltered (33.6 percent), and 8.4 percent in transitional housing.

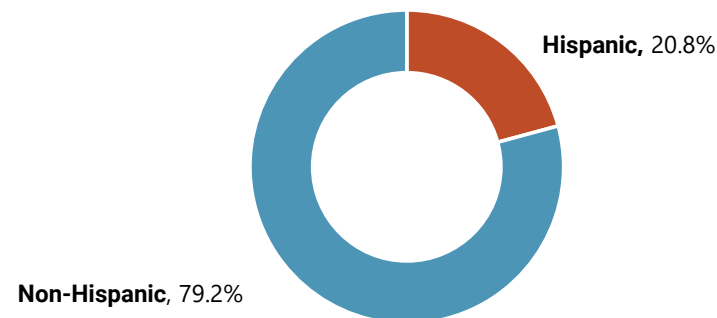
People Experiencing Homelessness by Age

Adams County, 2020



People Experiencing Homelessness by Ethnicity

Adams County, 2020



Source (all charts): Metro Denver Homeless Initiative

MAJOR EMPLOYERS

Echoing employment by industry statistics, the largest employers in Commerce City are primarily logistics, energy, and construction companies, except for Walmart, which is a consistent national leader.

The largest private employers in Commerce City are United Parcel Service (3,163 employees), FedEx Ground (783 employees), Shamrock Foods (780 employees), FedEx Freight (772 employees), Q3 Contracting (723 employees), Liberty Oilfield Services (691 employees), Suncor Energy USA (441 employees), Old Dominion Freight Lines (369 employees), Douglass Roofing Co. (359 employees), and Walmart (310 employees). This is reflective of the City's large industrial base and fast-growing "Mining, Quarrying and Oil, and Gas Extraction," "Wholesale Trade," and "Manufacturing" industries. The City must continue to support these key employers moving forward as they provide critical employment opportunities in the City and support the local economy.

COMMUTE TIME

When compared to averages in Adams County and Colorado, Commerce City has the highest commute time.

Commerce City's mean travel time to work, 30.3 minutes, is slightly higher than Adams County's (29.8 minutes) and 17.4 percent higher than the mean in Colorado (25.8 minutes). Eighty-two percent of Commerce City residents work outside the City, and 81.9 percent of Adams County residents work outside the County, largely due to Denver being a major employment center. The new N Line Stations at 48th and 72nd Avenues may have an impact on reducing certain commute times.

Commerce City - Major Private Employers

EMPLOYERS	# EMPLOYEES
United Parcel Service	3,163
FedEx Ground	783
Shamrock Foods	780
FedEx Freight	772
Q3 Contracting	723
Liberty Oilfield Services	691
Suncor Energy USA	441
Old Dominion Freight Lines	369
Douglass Roofing Co.	359
Walmart Stores	310

Source: Commerce City Economic Development Office

EXISTING LAND USE

Existing land use was inventoried based on field reconnaissance and research conducted in 2021. All parcels within the City's planning area were categorized into one of the following 17 land use classifications:

SINGLE-FAMILY DETACHED

This category includes single-family homes occupying individual lots in the City's newer planned subdivisions located north of 88th Avenue.

SINGLE-FAMILY ATTACHED

This category includes two adjacent dwelling units that share an exterior wall with individual entrances. Single-family attached units accommodate the occupancy of two families living independently from each other. This land use can include townhomes and duplexes.

MULTIFAMILY

This category includes structures containing multiple dwelling units stacked vertically with shared entrances, stairways, hallways, and amenities. Multifamily residential accommodates three or more families living independently of each other. This land use includes townhouses, apartments, condominiums, and assisted living facilities.

MOBILE/MANUFACTURED HOME PARK

This category includes manufactured, detached single-family homes that are constructed on a permanent chassis, allowing for transportability. This includes mobile home parks, which are single properties containing a community of manufactured homes.

COMMERCIAL

This category includes retail and service businesses, such as shops, restaurants, banks, gas stations, and auto service stations. Small office uses are also included within this designation.

OFFICE

This category includes large-scale office developments or planned office parks used for professional services as well as medical office uses.

INDUSTRIAL

This category includes both heavy and light industrial businesses, including manufacturing, warehousing, and distribution of goods and materials, industrial machinery, or refineries.

PUBLIC/SEMI-PUBLIC

This category includes government uses, municipal facilities, community service providers, schools, nonprofit organizations, community recreation centers, and religious institutions. Examples include the Civic Hall, Anythink Commerce City Library, fire stations, places of worship, and public schools.

PARKS

This category includes designated public park spaces managed by the Commerce City Parks and Recreation Department, as well as private parks located within planned subdivisions, such as homeowner's association parks in the Northern Range.

OPEN SPACE

This category includes preserved or maintained natural areas within the City, such as water bodies or greenways, as well as golf courses. Open space areas used as buffers or for landscaping within planned subdivisions as well as detention/retention ponds are also included. While not in the City's planning area, the Rocky Mountain Arsenal National Wildlife Refuge is an expansive open space use located just outside the community.

UTILITIES & TRANSPORTATION

This category includes utility infrastructure, such as electrical substations, power line rights-of-way, and water treatment facilities. It also includes transportation-related uses, such as railroad lines, the RTD station, and Denver International Airport parking lots.

VACANT





This category includes properties that were once developed and used to contain a structure but has since been cleared.

AGRICULTURE














This category includes rural properties and undeveloped land, or land used for the production of crops, livestock, and farming-related activities. This includes large-lot rural residential uses in northern Commerce City.

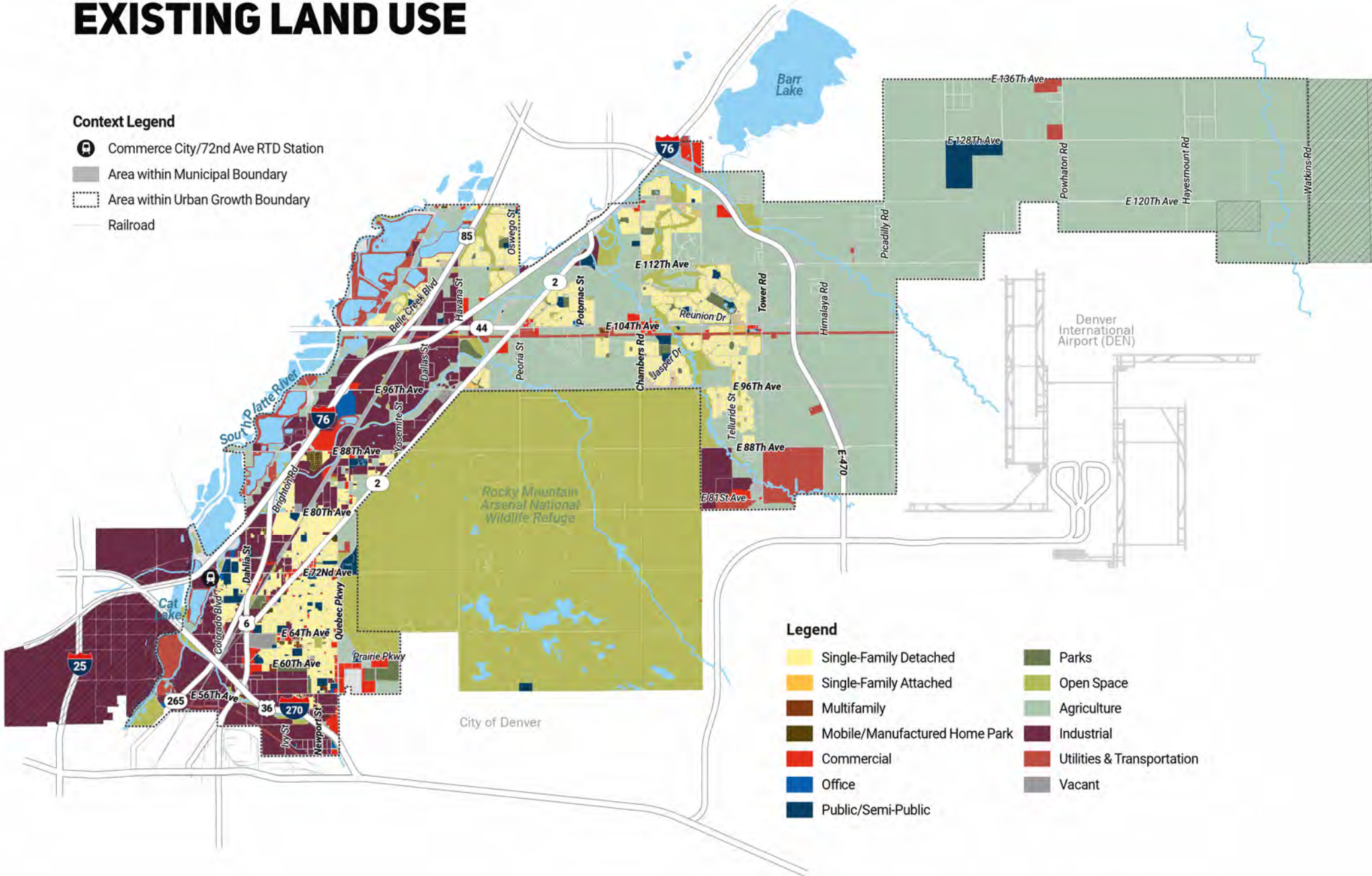
EXISTING LAND USE

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary
-  Railroad

Legend

- | | |
|---|--|
|  Single-Family Detached |  Parks |
|  Single-Family Attached |  Open Space |
|  Multifamily |  Agriculture |
|  Mobile/Manufactured Home Park |  Industrial |
|  Commercial |  Utilities & Transportation |
|  Office |  Vacant |
|  Public/Semi-Public | |



CURRENT ZONING

Zoning establishes districts that regulate uses and building size restrictions for development in appropriate areas in the City to prevent incompatible uses, ensure coordination of infrastructure services, manage growth, and protect the quality of life. Commerce City's land use regulations and zoning districts are defined in "Article IV, Zoning Districts" of the LDC. Each property in the City is designated as one of the following:

R-1 – SINGLE-FAMILY DETACHED RESIDENTIAL DISTRICT

The purpose of the single-family detached residential district is to allow for single-family detached dwellings in low-density residential developments. This district may also include uses that support and are compatible with low-density residential areas.

R-2 – SINGLE-FAMILY ATTACHED RESIDENTIAL DISTRICT

The purpose of the single-family attached residential district is to provide a residential district that permits single-family attached dwellings (duplexes) and single-family detached dwellings in a moderate-density setting.

R-3 – MULTI-FAMILY RESIDENTIAL DISTRICT

The purpose of the multi-family residential district is to provide a high-density residential district that allows one or more single-family attached dwellings or multi-family dwellings on a single lot. No single-family detached dwellings are permitted.

R-4 – TOWNHOUSE RESIDENTIAL DISTRICT

The townhouse residential district is to be used exclusively for structures with three or more townhouse dwelling units. It is intended that this district serves as a transition between single-family residential districts and multi-family residential or commercial districts.

MHP – MOBILE HOME PARK DISTRICT

The purpose of the mobile home park district is to provide a district for mobile homes with the necessary facilities that include mobile home spaces or lots that may, but necessarily be, owned by different people.

R-U – RESIDENTIAL UNIT DISTRICT.

The R-U Residential Unit District promotes innovative single-family residential design where the developer and city agree that the zone district guidelines of R-1, R-2, and PUD do not allow or encourage sufficient design flexibility to meet the needs of a proposed development.

C-1 – LOCAL COMMERCIAL DISTRICT

The purpose of the local commercial district is to provide a district designed for administration and professional services, local employment and services, and a small local retail district designed for smaller retail shopping and personal service areas.

C-2 – GENERAL COMMERCIAL DISTRICT

The purpose of the general commercial district is to provide a wide variety of general retail, business, and service uses, as well as professional and business offices, but not intensive, high traffic generating activities.

C-3 – REGIONAL COMMERCIAL DISTRICT

The purpose of the regional commercial district is to provide for more intensive or higher impact business activities, as well as general retail, commercial, personal, and business services, and professional offices for both the general and traveling public in an interstate and regional context.

I-1 – LIGHT-INTENSITY INDUSTRIAL DISTRICT

The purpose of the light intensity industrial district is to provide a general commercial and restricted industrial district designed for a variety of compatible business, warehouse, wholesale, office, and limited industrial uses.

I-1S – INDUSTRIAL PARK STORAGE DISTRICT

The I-1S industrial park storage district is comprised of areas that are primarily developed for nonoffensive types of industrial activity, wholesaling activity, and commercial facilities. It potentially allows for screened outdoor storage and is not compatible with adjoining residential uses.

I-2 – MEDIUM-INTENSITY INDUSTRIAL DISTRICT

The purpose of the medium intensity industrial district is to provide a district in which light and medium industrial and similar uses may be operated. Medium-intensity industry consists of any industrial or manufacturing operation subject to acceptable safeguards to control potential nuisances and hazardous effects.

I-3 – HEAVY-INTENSITY INDUSTRIAL DISTRICT

The purpose of the heavy intensity industrial district is to provide a district designed to accommodate the normal operation of almost all industries, subject to those regulations necessary for the protection of nearby property owners in the lawful use of their respective properties.

AG – AGRICULTURAL DISTRICT

The purpose of the agricultural district is to provide areas in the City for large-lot, single-family detached dwelling uses; provide areas for limited production of agriculture including crops and livestock; and to allow for land that has no future land use proposed at the time of annexation or that is in a transitional stage before its ultimate development.

PUBLIC – PUBLIC ZONE DISTRICT

The purpose of the public zone district is to protect established public lands and to provide an area in the City for the location of parks, public open space, government buildings and facilities; schools and school grounds; and quasi-public buildings and facilities.

PUD – PLANNED UNIT DEVELOPMENT DISTRICT





The purpose of the planned unit development district is to allow projects of innovative design and layout that would not otherwise be permitted because of the strict application of zoning or general development standards. The PUD district promotes more economical and efficient use of land, greater residential density when coupled with extra site amenities, and physical connections between existing and proposed development.

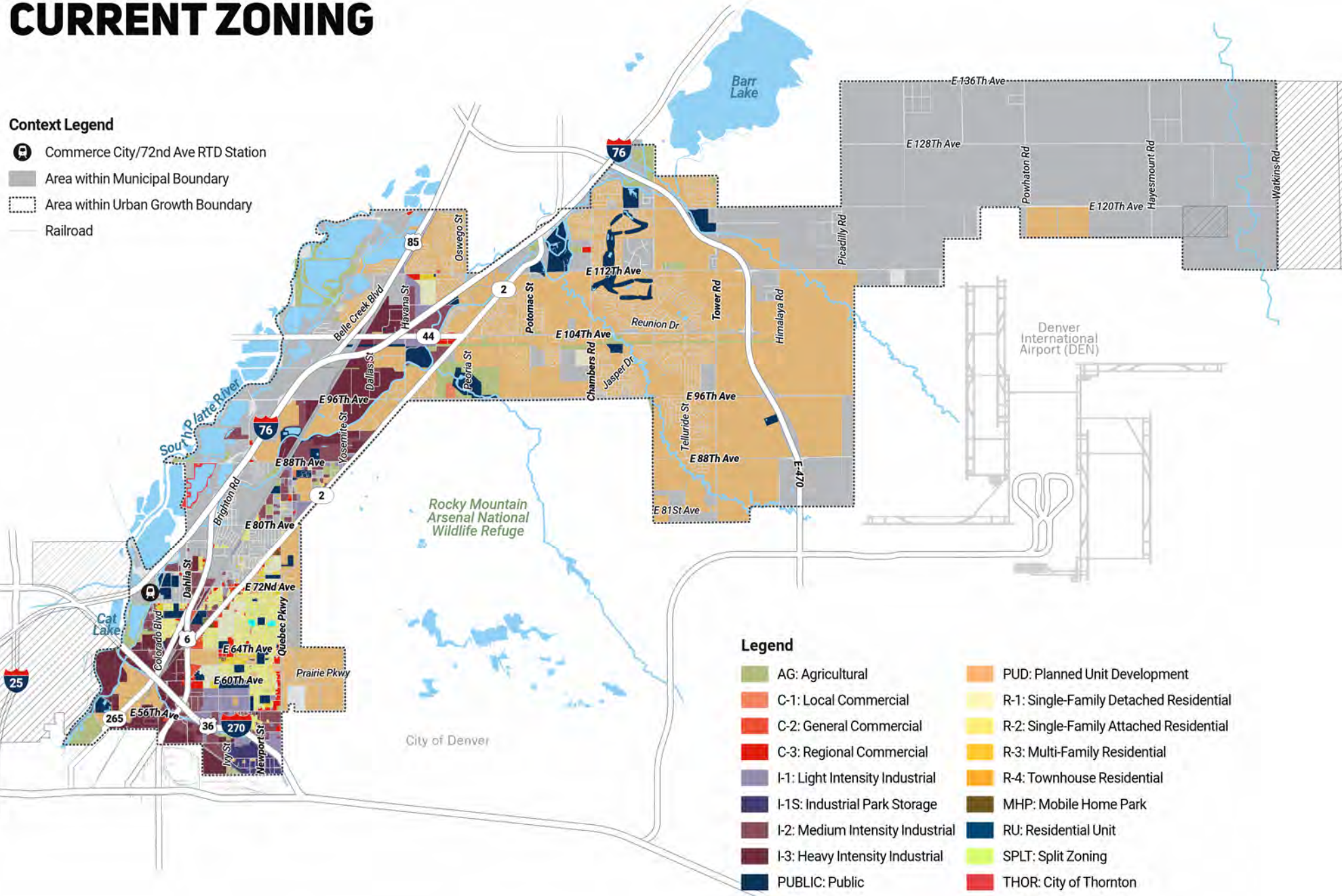
FP – FLOOD OVERLAY DISTRICT

The floodplain overlay district is comprised of two areas: floodway and floodway fringe. The purpose of this district is to promote public health and minimize losses due to floods.


CURRENT ZONING

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary
-  Railroad



Legend

- | | |
|--|---|
|  AG: Agricultural |  PUD: Planned Unit Development |
|  C-1: Local Commercial |  R-1: Single-Family Detached Residential |
|  C-2: General Commercial |  R-2: Single-Family Attached Residential |
|  C-3: Regional Commercial |  R-3: Multi-Family Residential |
|  I-1: Light Intensity Industrial |  R-4: Townhouse Residential |
|  I-1S: Industrial Park Storage |  MHP: Mobile Home Park |
|  I-2: Medium Intensity Industrial |  RU: Residential Unit |
|  I-3: Heavy Intensity Industrial |  SPLT: Split Zoning |
|  PUBLIC: Public |  THOR: City of Thornton |

PLANNING INFLUENCES

The City's desired development patterns are influenced by several factors, including its existing land use, zoning, annexation priority areas, general improvement districts, and metro districts. This section explains the influencing factors to provide context for future growth and development.

URBAN GROWTH BOUNDARY

Commerce City's Urban Growth Boundary (UGB), established through an intergovernmental agreement (IGA), represents the City's anticipated geographical limit to growth within the three-mile extraterritorial jurisdiction under Colorado annexation law. Commerce City has established IGAs with the Cities of Thornton, Aurora, and Brighton. Proposed property annexations must be within the UGB and comply with the Commerce City Comprehensive Plan. The City also uses a contiguity policy for growth planning—at least one-sixth of the perimeter of the area proposed to be annexed must be contiguous with the existing City limits.

The IGA between the City of Thornton and the City of Commerce City was established in 1989, identifying the South Platte River as a natural boundary between the two cities and their future growth areas.

THREE-MILE PLAN

Colorado's annexation law limits municipal annexations to no more than three miles beyond the current municipal boundary in any given year. As with all municipalities in Colorado, Commerce City must prepare and adopt a three-mile plan before annexing property into its territorial boundaries. The future land use plan (Character Areas), Annexation Priorities, and Urban Growth Boundary identified within the Comprehensive Plan help the City meet this requirement. More information on the three-mile plan can be found in Colorado Revised Statutes Title 31 - § 31-12-105.

GENERAL IMPROVEMENT DISTRICTS

The City uses General Improvement Districts (GIDs) to fund infrastructure for quality development in the City and its planning area. The GIDs are public corporations and body politics organized and existing under the State laws of Colorado. Commerce City's City Council acts as the Board of Directors of the GIDs and an IGA between the GIDs and South Adams County Water and Sanitation District (SACWSD) guides the construction, installation, and maintenance of water and sewer lines. A separate IGA between the City, GIDs, and SACWSD requires properties that connect to GID infrastructure to annex in Commerce City and into the respective GID.

The City currently has three GIDs: The Northern Infrastructure General Improvement District (NIGID), the E-470 Commercial Area General Improvement District (ECAGID), and the E-470 Residential Area General Improvement District (ERAGID). These GIDs have provided funding for the acquisition, construction, installation, operation, and maintenance of water lines and wastewater lines, lift stations, pumping stations, and associated facilities, as well as other improvements within their districts.

METRO DISTRICTS

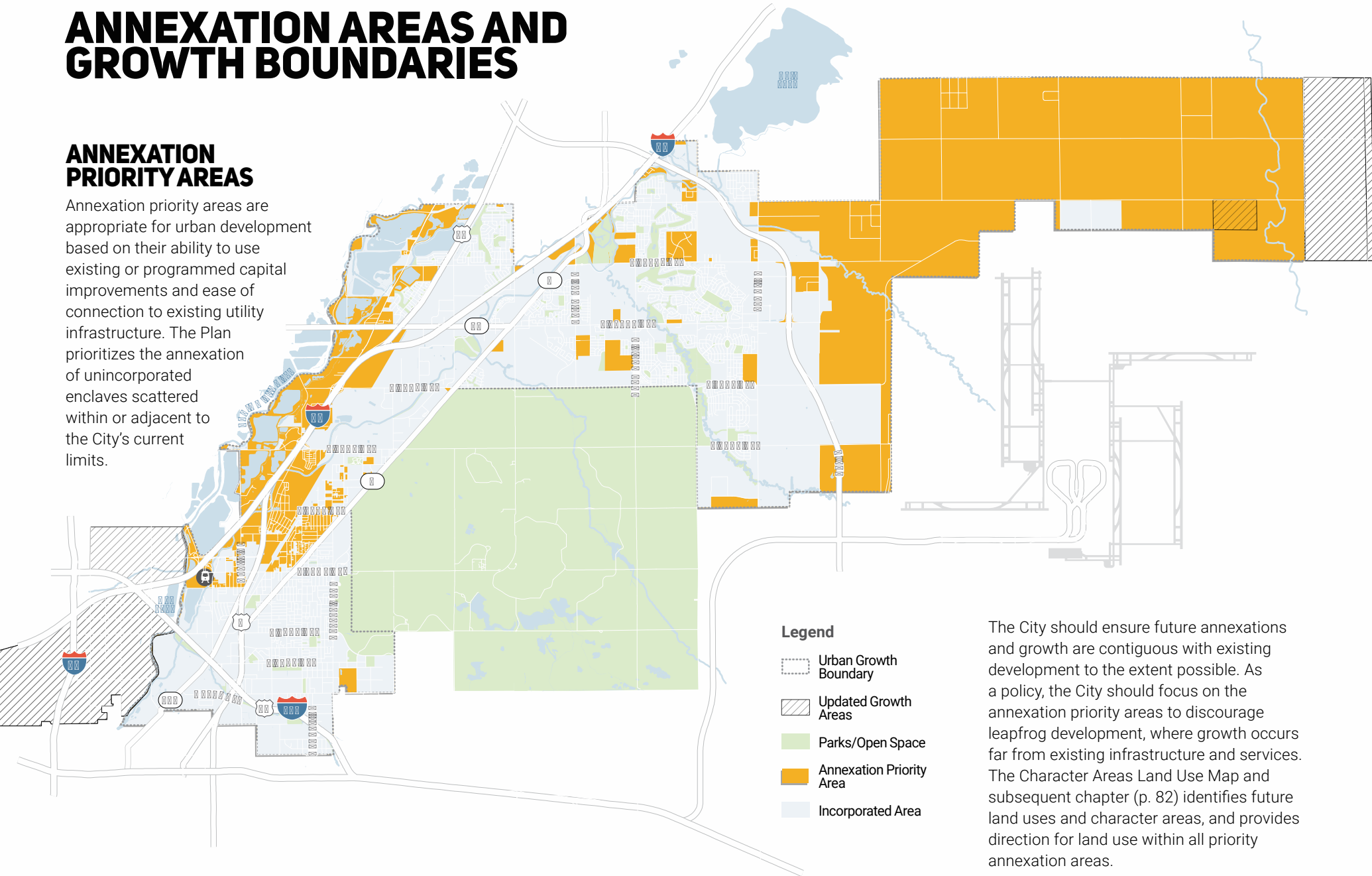
Metropolitan Districts, commonly known as Metro Districts, are small units of government governed under Title 32 of the Colorado Revised Statutes. Metro Districts have been a driver of residential growth in Commerce City's northern range. They are independent taxing bodies, similar to school, fire, or water districts. Metro Districts can tax residents to fund necessary public infrastructure in new subdivisions. Typical projects include road maintenance, sewer line construction, drainage facilities, and other projects like affordable housing, public spaces and parks, and environmental sustainability improvements. Funds can be used for both the construction and ongoing operation of public improvements.

A developer establishes a Metro District by submitting a letter of interest and an application to the City. The letter is reviewed by City Staff and later presented to the City Council during a public hearing. Applications can be rejected, approved, or temporarily approved by City Council on a case-by-case basis. Once formed, Metro Districts have funding powers such as bonds or special assessments. A mill levy, or the "tax rate" applied to the assessed value of a property, is added to the homeowner's annual property tax bill, and resources from the levy are used only for the benefit of property owners and the neighborhood. Fees may also be imposed for facilities and services.

ANNEXATION AREAS AND GROWTH BOUNDARIES

ANNEXATION PRIORITY AREAS

Annexation priority areas are appropriate for urban development based on their ability to use existing or programmed capital improvements and ease of connection to existing utility infrastructure. The Plan prioritizes the annexation of unincorporated enclaves scattered within or adjacent to the City's current limits.



The City should ensure future annexations and growth are contiguous with existing development to the extent possible. As a policy, the City should focus on the annexation priority areas to discourage leapfrog development, where growth occurs far from existing infrastructure and services. The Character Areas Land Use Map and subsequent chapter (p. 82) identifies future land uses and character areas, and provides direction for land use within all priority annexation areas.

DRAFT



CHAPTER

4

VISION, CORE PRINCIPLES, GOALS AND OBJECTIVES

DRAFT

VISION AND CORE PRINCIPLES

The **Commerce City 2045 Community Vision and Core Principles** represent the values and ideals of the community. These central components of the plan are rooted in public outreach and reflect the community's ideal future for Commerce City.

- The **Community Vision Statement** is an aspirational statement that links an overarching set of ideals to guide the City and its growth areas into its future. It affirms the community's strengths, desires, and abilities.
- **Core Principles** reflect the values of the Commerce City community. The Core Principles will cut across chapters, policies, and recommendations, driving what Commerce City can become following the Comprehensive Plan. The overarching purpose for Commerce City 2045 is to help the City aspire to reflect the four Core Principles to ensure the it moves in the right direction.

COMMUNITY VISION STATEMENT

Commerce City is a thriving community: economically strong, environmentally sustainable, and socially equitable. Commerce City is a healthy and safe city where fresh air, clean water, public health, and the preservation of natural open space are paramount. Commerce City is a financially sound city where businesses flourish through collaboration and innovation. Commerce City is a diverse community that celebrates its unique history, identity, and culture, where families and individuals of all ages can live, work, and play.



CORE PRINCIPLES

Look for a callout box at the beginning of each of the Comprehensive Plan elements (Chapters 7-12) describing how these core principles apply throughout the plan document. The associated icons for each core principle can be found alongside the Comprehensive Plan's actions in the Implementation Action Matrix, beginning on page 231.

By 2045, Commerce City will be a...



WELCOMING AND EQUITABLE CITY

Commerce City is already known for its diversity, with nearly half of the population identifying as Hispanic. As a welcoming city, Commerce City will continue on its trajectory of embracing residents from all backgrounds and walks of life. As an equitable city, Commerce City will be known for fairness and inclusion – a place where anyone can succeed regardless of their starting point.



SAFE, HEALTHY, AND LIVABLE CITY

Whether choosing a place to live, finding opportunities to be active, or simply going about a daily routine, Commerce City residents will know their community is safe, healthy, and livable. Citizens will enjoy easy access to the essential services and amenities that make a place home, including healthcare and wellness benefits, fresh foods, and an abundance of active recreational opportunities – making Commerce City a place to put down roots, not just stay for a while.



ECONOMICALLY THRIVING CITY

Commerce City will build a resilient tax base by supporting its businesses, from the smallest startup helmed by a first-time entrepreneur to its oldest, well-established industries. Commerce City will live up to its name, known as a place of thriving commerce and a well-rounded, sustainable local economy.



ENVIRONMENTALLY RESPONSIBLE CITY

Open space is an integral part of Commerce City's identity, nestled between the expansive Rocky Mountain Arsenal National Wildlife Refuge and the South Platte River in the Rocky Mountain Front Range. Commerce City will take social equity and environmental responsibility to heart with sustainable and prudent efforts to preserve air quality, water resources, and natural areas for future generations.



GOALS AND OBJECTIVES

The following community-articulated goals and supporting objectives highlight the City's priorities while providing focus and direction for more detailed recommendations, future planning studies, partnerships, and City initiatives. Generally, **goals** describe desired results toward which planning efforts should be directed. They are broad and long-range. Goals represent an ambition to be sought and require the culmination of many smaller actions to be fully achieved. **Objectives** describe more specific actions or initiatives that should occur to advance toward the overall goals.

While the goals and objectives are largely grouped within the same categories as the subsequent plan elements, many are applicable across plan elements. In particular, the goals and objectives for **Character Areas (Land Use)** address land use, growth, and development but are applicable throughout the chapters of the plan.

Similarly, the goals and objectives for **Health and Environmental Sustainability** are not confined to any single chapter or section of the plan, rather, they reflect the "Environmentally Responsible" core principle. As such, recommendations in support of sustainability and resiliency are found throughout the various chapters.





CHARACTER AREAS (LAND USE)

The following goals and objectives address land use, growth, and development but are broadly applicable throughout the chapters of the plan.

GOAL 1

Strive for a balanced mix of land uses across the City as represented in the Character Areas Plan and map.

1. Provide neighborhood-level services within residential areas, as appropriate.
2. Provide opportunities at key nodes and intersections with land for business, retail, and industrial needs.

GOAL 2

Manage growth and annexation in a strategic, positive, and compatible way to accommodate the City's growing population.

1. Ensure future growth is consistent with the Character Areas Plan and map.
2. Recognize that Commerce City's population will continue to increase and positively foster the City's continued growth.

3. Continue to plan for the development of the land to the north of the airport.
4. Design an economy that creates a sense of community.
5. Strategically improve roadway, water, and wastewater capacity to support future growth.
6. Ensure adequate land for future economic development growth.

GOAL 3

Ensure industrial areas continue to provide a strong employment base while working to improve their overall impact on Commerce City residents.

1. Ensure separation and buffering of incompatible land uses.
2. Strengthen and reinvest in the City's long-standing and historic neighborhoods.
3. Protect neighborhoods from incompatible development.
4. Identify neighborhoods in need of buffering from industrial activities.
5. Review industrial development standards to determine ways to improve both new and existing sites.
6. Expand and further develop business retention strategies.

GOAL 4

Utilize the land development code standards to improve the City's overall urban design, quality of life, and connectivity through strong regulations.

1. Align the City's zoning and development regulations in the Land Development Code with the Comprehensive Plan.
2. Continue to emphasize the neighborhood village concept.
3. Update and modernize the Land Development Code.

GOAL 5

Integrate new public gathering spaces and activity centers into the City's future development at key locations throughout the City.

1. Update the Station Area Master Plan to provide direction for future land use and development within the area, including 72nd Avenue improvements and I-76 interchanges.
2. Analyze various town center concepts for gathering and activity spaces in Derby, Reunion Center, and the Prairie Gateway.
3. Ensure activity centers include an outdoor public park and recreation spaces.
4. Ensure gathering and activity centers are dispersed equitably throughout the community.

GOAL 6

Prioritize infill projects as well as redevelopment within the City to minimize the need for additional infrastructure improvements.

1. Continue to focus on the existing identified redevelopment areas.
2. Examine potential redevelopment of the core historic community areas (Rose Hill, Adams City, Irondale, and Commerce Town).

GOAL 7

Strengthen the regional coordination and cooperation between Commerce City and other partners.

1. Coordinate with Denver International Airport.
2. Coordinate with Adams County and other neighboring jurisdictions and regional agencies.

GOAL 8

Improve the overall image and appearance of the City.

1. Strengthen code and zoning enforcement efforts to help maintain a clean, safe, and desirable community.
2. Strategically and proactively enforce highly visible and common code violations.
3. Develop incentive programs to encourage property upkeep.



HEALTH AND ENVIRONMENTAL SUSTAINABILITY

*The following goals and objectives address health and environmental sustainability and reflect the core principles of the Comprehensive Plan – **a Safe, Healthy, and Livable City**, and **an Environmentally Responsible City**. Like the core principles, these goals and objectives are broadly applicable throughout the chapters of the plan.*

GOAL 1

Promote sustainability practices in the community to protect, restore, and improve air quality, and reduce greenhouse gas (GHG) emissions by working towards compliance with state and local quality standards.

1. Coordinate with Colorado Air Pollution Control Division (APCD) and local air regulators.
2. Continue to work with Greenhouse Gas Emissions and Energy Management for Manufacturing in Colorado (GEMMs) to improve local air quality.

GOAL 2

Advocate and strengthen public health protections to ensure the City's water quality is monitored and optimized with appropriate technologies and there are strategies in place to reduce exposure to public health.

1. Work with South Adams Water and Sanitation as a water district provider.
2. Collaborate with the State Water Quality Control Commission to ensure the water quality of South Platte, Sand Creek, and Burlington Ditch.

GOAL 3

Encourage water conservation efforts with drought-friendly plant material, irrigation systems, and water conservation innovations.

1. Ensure the City is knowledgeable about the Colorado Department of Public Health and Environment (CDPHE) and Colorado Department of Local Affairs (DOLA) workshops to educate employees and the public on water conservation.
2. Work with the Colorado State University (CSU) Extension, other jurisdictions, and other partners on innovative policies and incentives for water conservation and education.

GOAL 4

Support and promote public physical and mental health programs throughout the County.

1. Create and/or enhance partnerships between the City, county, health care providers, schools, non-profit organizations, and other external agencies.
2. Ensure residents have access to affordable, attainable, and equitable health and human services.
3. Work across departments, with regional partners, and with the business community to realize the vision for the Walk/Bike/Fit Multi-Modal Active Transportation Plan to ensure people can choose active travel with walking and bicycling as a connected, safe, and healthy mode of transportation throughout the City.

GOAL 5

Address food security concerns and increase access to fresh, healthy foods.

1. Partner with organizations and economic development to support increased access to affordable, healthy food.
2. Work with local and regional food systems to promote the preservation of working farms, agricultural lands, community gardens, and other components of the local food system throughout the City.
3. Map out and identify food deserts to encourage and attract businesses to neighborhoods with low access to fresh, healthy food.

GOAL 6

Protect life, property, infrastructure, and the environment from emergency, hazard, and disaster events.

1. Support the Adams County Hazard Mitigation Plan and collaborate with the County every five years to ensure compliance with federal and state emergency management agencies.
2. Educate the public on preventative maintenance, measures, and action plans to reduce damage to property in the event of an emergency or natural disaster.
3. Identify and evaluate potential hazards in the City such as earthquakes, pipelines, electrical stations, weather events, flooding, and fires.

GOAL 7

Practice sustainable growth and environmental stewardship.

1. Protect and manage bodies of water, watersheds, and flood plains.
2. Enhance stormwater management and water quality and encourage best practices for green infrastructure and stormwater management.
3. Preserve and enhance the existing urban tree canopy, and partner with local nonprofits to care for, maintain, and grow the tree canopy within Commerce City.
4. Promote and encourage the redevelopment of old landfill and brownfield sites, ensuring land use transitions are appropriate and enhance surrounding neighborhoods.
5. Strengthen and promote waste diversion programs to minimize the need for additional landfills.
6. Support the proper disposal of hazardous materials and hard-to-recycle items.
7. Provide educational efforts for the public to explore solutions for addressing air quality, water quality, and clean energy and transportation solutions in their neighborhoods and businesses.
8. Ensure the City's natural assets enhance livability and economic vitality.



COMMERCE AND EMPLOYMENT

GOAL 1

Fully utilize the community's human resources and talent through a high level of employment.

1. Update the Economic Development Strategic Plan.
2. Support and encourage an educated and skilled workforce.
3. Strengthen the talent resource pool.
4. Entice and retain a young and talented workforce.

GOAL 2

Promote a healthy, progressive, and competitive local economy.

1. Update the City's retail attraction strategies and incentives.
2. Plan for and encourage a large-scale medical center or hospital campus.
3. Pursue a community college campus in Commerce City.
4. Continue to recruit primary employers that meet the City's vision for the community.
5. Enhance support for local entrepreneurs.
6. Continue to develop programs that attract and retain artisans.

GOAL 3

Facilitate intergovernmental and public/private partnerships that foster successful economic development.

1. Promote site design, programs, and development that add to the overall quality of life for Commerce City residents and businesses.
2. Work with major employers and educational entities to create vocational training programs.
3. Develop City beautification and community-building programs with the City's employers.
4. Develop partnerships to land bank property for future projects.

GOAL 4

Reinvest in the City's existing commercial and industrial areas.

1. Promote and strengthen industry and jobs in strategic areas.
2. Incentivize certain site improvements for older industrial businesses, such as storage/parking lot paving or adaptive reuse.
3. Enhance existing commercial developments
4. Utilize and expand the use of Urban Renewal Areas.

GOAL 5

Cultivate unique and diverse destination-type activities within Commerce City's centers and activity areas.

1. Support the development of various activity centers, including youth and senior seniors, at strategic key locations throughout the City.
2. Focus on creating an entertainment district within the Stadium District Character Area.
3. Facilitate the future development of E. 104th Ave and Tower Road as a regional activity center that provides a combination of retail, commercial, entertainment, service, and residential options.
4. Develop Derby into a unique commercial destination.
5. Explore opportunities for pedestrian-oriented commercial centers with a mix of uses.
6. Ensure entertainment uses within the Stadium District are sensitive to the existing residential uses across Quebec.
7. Strive for the development of high-quality lodging establishments within activity centers.

GOAL 6

Attract and support quality retailers to become a more balanced City.

1. Expand commercial uses in the City.
2. Encourage the development of new centers with an emphasis on commercial/retail.

GOAL 7

Reduce economic leakage by having more retail and service options for residents within Commerce City.

1. Preserve adequate land for commercial concentration areas.
2. Pursue strong and compatible primary employers in the City's industrial districts.
3. Recruit businesses that provide stable, high-paying jobs with opportunities for growth and advancement.
4. Strengthen the existing industrial design standards.

GOAL 8

Engage and attract new and emerging clean industries, businesses, and emerging technologies.

1. Leverage the City's proximity to Denver International Airport as an engine for economic development and tourism.
2. Become a hub for tech innovation in the energy economy.
3. Strive to be a leader in clean, emerging technologies.
4. Foster a climate of innovation that permeates the employment sector.
5. Improve the South Platte riverfront to open the possibility of creating employment, gathering, and recreational opportunities.

GOAL 9

Reduce cultural barriers in business development.

1. Provide opportunities and resources for business success.
2. Address the unique needs of the City's diverse business community.
3. Mitigate language barriers.



HOUSING AND NEIGHBORHOODS

GOAL 1

Promote a full range of housing options for residents of all ages, incomes, physical abilities, and lifestyles.

1. Support greater housing choices and neighborhood amenities for all City residents.
2. Promote a variety of housing types to increase affordable housing options.
3. Provide additional housing opportunities for seniors and special needs populations, such as veterans.
4. Consider inclusionary housing requirements as a method to provide affordable housing.
5. Pursue public-private partnerships with the development community.
6. Explore the use of land banking.
7. Increase the range of “missing middle” housing options with multiple units compatible in scale and form with detached single-family homes and located in a walkable neighborhood

GOAL 2

Work to limit and decrease homelessness within Commerce City.

1. Work with local and regional organizations to provide resources for people experiencing homelessness.
2. Address housing vulnerabilities throughout the community.
3. Ensure a variety of affordable housing options are provided.

GOAL 3

Support existing neighborhoods with appropriate maintenance and infrastructure improvements.

1. Identify residential neighborhoods in need of preservation and revitalization.
2. Improve lighting, walkability, and traffic flow through existing neighborhoods.
3. Ensure existing mobile home parks function as safe, well-maintained housing options.

GOAL 4

Build new neighborhoods with diverse housing, strong design, and ample open space and amenities that are welcoming to all.

1. Buffer residential development from Denver International Airport.
2. Consider the proximity to E-470 with new development proposals.
3. Continue to utilize the "Neighborhood Village Concept" to locate parks and school sites in each new neighborhood development.
4. Ensure private parks are designed for full utilization and amenities.
5. Continue to advance high-quality design and architecture.

GOAL 5

Focus on code enforcement to improve the condition of housing and surrounding developments and create a condition where residents invest in their homes and neighborhoods.

1. Create a rental inspection program or similar mechanism to ensure safe, quality rental stock.

GOAL 6

Create a sense of community in all of Commerce City's neighborhoods.

1. Support walkable neighborhoods with access to day-to-day amenities, such as open space and recreational activities.
2. Pursue neighborhood plans for various areas of the City needing additional study and evaluation for future decision-making.
3. Allow neighborhood-serving retail, office, and local neighborhood amenities.
4. Build upon the uniqueness and existing culture and character of Commerce City's neighborhoods.

GOAL 7

Ensure that all City residents have the opportunity to obtain safe, healthy, and affordable housing.

1. Ensure fair and equal housing opportunities.
2. Make adequate provisions for the existing and projected housing needs of all economic segments of the population.
3. Strengthen inter-jurisdictional cooperative efforts to ensure an adequate supply of housing is available to all residents.
4. Support housing programs and policies that promote healthy living and improve occupant health and safety.
5. Continue to partner with the Commerce City Housing Authority.
6. Integrate affordable housing efforts throughout the entire community, rather than clustering in specific areas.



ARTS, CULTURE, AND TOURISM

GOAL 1

Honor and celebrate the communities and cultures of Commerce City.

1. Recognize and commemorate the original communities of the Commerce City area, such as Irondale, Derby, and South Rose Hill.
2. Promote and showcase community diversity.
3. Enhance local celebrations and events in the community.
4. Utilize and partner with various community groups such as the Diversity Equity and Inclusion Committee, Cultivando, the Cultural Commission, and others.

GOAL 2

Preserve and build upon the historic qualities that make up what is now Commerce City.

1. Partner with the Historical Society to showcase the history of Commerce City.
2. Highlight the historical events of the City.
3. Encourage adaptive reuse of existing buildings.

GOAL 3

Create opportunities for all residents and visitors to experience a wide variety of arts and cultural resources.

1. Partner with cultural agencies and educational facilities.
2. Increase public art and ensure it is representative of the community.
3. Pursue the creation of an arts district and programs.
4. Ensure multi-generational art experiences.

GOAL 4

Utilize the community's natural and cultural resources as a tourism generator.

1. Assist with marketing the Rocky Mountain Arsenal National Wildlife Refuge to encourage tourism to the area.
2. Leverage the City's proximity to Denver International Airport.
3. Develop the South Platte riverfront area.
4. Partner with Barr Lake State Park for future planning efforts.
5. Showcase Dick's Sporting Goods Park as a tourism and economic development center.



TRANSPORTATION AND MOBILITY

GOAL 1

Create and maintain a well-connected and safe transportation network that includes auto, bicycle, pedestrian, and transit options, maximizing mobility and supporting the City's growth.

1. Improve multi-modal connectivity throughout the community.
2. Ensure residents have alternative transportation options available.
3. Ensure land use decisions are coordinated with transportation considerations.
4. Explore road diets for commercial roadways within the City.
5. Pursue Vision Zero, a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
6. Work towards fewer connection impediments both east-west across the City and north-south.

GOAL 2

Ensure that transportation options are inclusive for people of all ages and abilities throughout the City.

1. Update the City's Transportation Master Plan.
2. Promote and implement "complete streets" throughout the City.
3. Evaluate and implement emerging transportation technologies, including EVs, driverless vehicles, and other future technological opportunities.

GOAL 3

Expand and improve transit services and related options throughout the community.

1. Work with the Regional Transportation District (RTD) to identify gaps and expand bus routes throughout the City.
2. Continue to advocate for future bus rapid transit along key City corridors.
3. Work with developers, in addition to public agencies, for coordinated transportation facilities.
4. Ensure transit services are accessible for riders of all ages and abilities.

GOAL 4

Coordinate with federal, state, and local governments as well as other transportation agencies on efforts to enhance transportation in the area.

1. Ensure coordination and cooperation with the Colorado Department of Transportation (CDOT) for roadways, interchanges, and multi-modal options.
2. Ensure coordination and cooperation with the E-470 authority.
3. Ensure coordination and cooperation with Denver International Airport.
4. Adequately plan for emergency access vehicles.

GOAL 5

Encourage and support efforts to increase bicycle and pedestrian connectivity throughout the City.

1. Improve pedestrian and bicycle safety along major roadways and intersections.
2. Focus on pedestrian and bicycle amenities and connections for the 72nd Street RTD Station and surrounding area.
3. Fully implement the Walk/Bike/Fit Multi-Modal Active Transportation Plan.

GOAL 6

Minimize conflicts with freight and the railroads in the City.

1. Work to reduce truck traffic in residential areas.
2. Establish safer and less burdensome railroad crossings.
3. Ensure neighborhoods are protected from negative railroad externalities to the maximum extent feasible.



PARKS, OPEN SPACE, AND NATURAL ENVIRONMENT

GOAL 1

Maintain and improve existing parks to ensure they are accessible and inclusive of all residents.

1. Modernize development regulations to ensure parks are built to be inclusive of all ages and abilities.
2. Fully utilize and update Buffalo Run golf course as an amenity for residents.
3. Reevaluate the usage and amenities of existing parks to ensure they maximize potential.

GOAL 2

Design and build future inter-connected parks to ensure they are accessible and inclusive of all residents.

1. Improve pedestrian and bicycle connectivity between the City's parks, open spaces, and the Rocky Mountain Arsenal National Wildlife Refuge.
2. Design and site neighborhood parks to occupy central locations and function as focal points for recreational and community activities.

3. Plan for a new, large regional City park in the updated Parks and Recreation Master Plan.
4. Work towards ensuring that each residential neighborhood is within a one-half mile of a City park.
5. Increase larger, multi-use parks, while minimizing the use of pocket parks.

GOAL 3

Focus on increased recreational opportunities for all.

1. Develop additional year-round facilities and activities in all areas of the City.
2. Provide active and passive activities for residents of all ages and abilities.
3. Encourage additional community gathering events, spaces, celebrations, and annual traditions.
4. Pursue a multi-purpose sports facility.

GOAL 4

Grow and maintain the City's connected system of multi-use trails and open space.

1. Encourage public access and trail connectivity to community open spaces.
2. Develop more trail connections throughout the Core City between key destinations.
3. Explore the activation of the City-owned land around the perimeter of the Rocky Mountain Arsenal National Wildlife Refuge.



PUBLIC FACILITIES AND INFRASTRUCTURE

GOAL 1

Support and collaborate with the City's school districts.

1. Coordinate and plan for the locations of new school sites within the City.
2. Work with the school districts in future growth decisions of the City.
3. Partner with the school districts to encourage innovative educational opportunities.

GOAL 2

Maintain high-quality public safety and emergency response services.

1. Support an effective and efficient Police Department.
2. Support effective and efficient Fire Districts/Departments.
3. Partner with public safety departments and districts for future service locations.
4. Minimize the risk of fire in wooded and open space areas that also include residential uses.
5. Plan for a new justice center in the northern portion of the City.

GOAL 3

Support a diverse range of educational opportunities that continues lifelong learning.

1. Encourage a community college or vocational school to locate in Commerce City.
2. Provide life skill resources to the community.
3. Provide business skill resources to the community.

GOAL 4

Improve access to health care facilities, programs, and human services.

1. Coordinate with local and regional partners for shared information and resources.
2. Encourage the development of a medical campus along the E-470 corridor.

GOAL 5

Ensure appropriate, high-quality infrastructure to accommodate community needs and future growth.

1. Work with regional partners to ensure adequate regional drainage and stormwater facilities.
2. Ensure new drainage facilities are aesthetically pleasing and consider passive recreation in addition to functionality.
3. Provide the necessary infrastructure to maintain and improve older neighborhoods.
4. Encourage development in areas where adequate public facilities are already in place.

GOAL 6

Ensure the long-term financial stability of Commerce City with fiscally responsible land use policies and actions.

1. Efficiently invest in infrastructure and services over the long term.
2. Retain and increase revenue-producing land uses.
3. Perform an analysis to adequately consider the fiscal costs and benefits of potential development.
4. Diversify revenue sources for the City.
5. Partner with the General Improvement Districts to maximize infrastructure improvements and benefits to the City.

GOAL 7

Coordinate with water and wastewater agencies to ensure adequate water and wastewater supply and infrastructure capacity before development occurs.

1. Continue to coordinate with the South Adams County Water and Sanitation District , and other districts, as necessary.

GOAL 8

Increase access and transparency to local government.

1. Ensure residents can easily access City information.
2. Host regular events to inform the public of City projects.
3. Explore ways to increase citizen participation.
4. Fully utilize web-based and social media opportunities.
5. Provide language translation services for meetings, documents, and City facilities.

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CHAPTER

5

CHARACTER AREAS

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CHARACTER AREAS

Commerce City is a community comprised of many different types of places, each with its own character, history, and importance to the City. Collectively, these places create the unique fabric of Commerce City and distinguish the City from other communities throughout the Front Range. From the City's Central Neighborhoods to the legacy industrial areas in the 270 Industrial District and the new residential areas in the Northern Neighborhoods, it is this collection of places that creates a complete, active, livable, and desirable community.

*Rather than focusing on individual uses, **Commerce City 2045** focuses on unique places. Great places allow people to interact and engage with one another, create a home, become part of a community, conduct business, pursue a dream, and live a healthy and connected lifestyle. A vibrant and sustainable community does not think in terms of isolated uses but instead focuses on establishing an integrated mix of livable places where the right combination of uses creates something special. The Plan is a guide for how land is maintained and developed within Commerce City, developed with an understanding that land use and development patterns have significant implications for the appearance, character, form, and function of the community.*

This section of the comprehensive plan establishes thirteen distinct Character Areas that will serve as the core of the City's long-range planning efforts. The Character Areas reflect established land use patterns in some areas and new/planned land uses and development in other areas, to accommodate and guide new growth and development moving forward.

A VISION FOR COMMERCE CITY'S PLACES

Commerce City will prosper as it proactively addresses new development and growth, ensuring it has the right mix of land uses planned to support new businesses, high-quality homes, and well-maintained and accessible public spaces. Strong municipal leadership and consistent development policies will help the City achieve stable growth and employment. As a result, Commerce City will be known throughout the region as an ideal community for purchasing a home, raising a family, and starting or engaging in business.

The City's focus on improving community character will foster growth in its key activity centers, such as the Derby Downtown District, leading to desirable places within the City comprised of a lively mix of uses and public amenities. With a robust variety of community events, public gathering spaces, historic communities, and equitable investment efforts, residents from the northern range to the southern area of the City will identify as part of one Commerce City.

WHAT IS A "PLACE BASED" APPROACH?

Character Areas serve as the City's framework for managing desired growth and development across the community. Thirteen distinct Commerce City character areas provide a development palette for all areas of the City and its growth area.

Some character areas, such as the Central Neighborhoods, are built out, and policies for reinvestment, infill, and public realm improvements will achieve the desired character over time. Others, such as the Urban Neighborhoods, reflect opportunities for new investment to foster a vibrant area in Commerce City. Over the coming decades, places in Commerce City will evolve and strengthen through community engagement, neighborhood planning, public and private investment, and strategic partnerships. Character Areas share defining features, but they will grow into their unique character and land use mix within the overall framework of the Comprehensive Plan.

HOW DO CHARACTER AREAS WORK WITH THE REST OF THE COMPREHENSIVE PLAN?

Character Areas are the foundation for all subsequent plan sections. The core elements of the Comprehensive Plan build on the Character Areas Plan and provide specific policies and recommendations for each contributing land use and key development area within Commerce City. Character areas are not specific to individual parcels and do not regulate development. They provide a broad, community-wide view of how land use should be dispersed across the City, while the core elements detail the steps required for Commerce City to grow these unique places over time.

CHARACTER AREAS LAND USE MAP

Context Legend

- Commerce City/72nd Ave RTD Station
- Area within Municipal Boundary
- Area within Urban Growth Boundary
- Updated Growth Areas
- Parks/Open Space
- Railroad

Legend

- | | |
|-----------------------------------|------------------------------------|
| 270 Industrial District | Northern Business District |
| Community Connection District | Northern Neighborhoods |
| Stadium District | E-470 Expressway Corridor District |
| Central Neighborhoods | DEN Gateway District |
| Fusion District (Irondale) | Innovation District |
| Fusion District (South Rose Hill) | North Airport District |
| South Platte District | Future Growth Areas |

Commerce City 2045 defines character areas – neighborhoods, districts, and corridors – based on the desired character, form, and function. There are 13 character areas throughout Commerce City. These character areas address common land uses, including housing and residential areas, commercial areas, and industrial areas. The map depicts the general location of each character area rather than the land use designation of each parcel, focusing on the mix of uses that function together to establish an identifiable place within the community.

LAND USE DEFINITIONS

The following land uses are found within the Character Areas, as either primary or secondary land uses. See the facing table.

AGRICULTURAL USES

Agricultural land use in urban planning refers to the designation of land for agricultural purposes in order to protect it from development.

ATTACHED HOMES/ DUPLEXES/TOWNHOMES

Attached homes are a type of housing that share at least one wall with another unit. They can be built in a variety of configurations, including townhouses and duplexes.

SINGLE FAMILY HOMES

Single family homes are detached houses designed to be occupied by a single household, typically located on individual lots.

MULTIFAMILY RESIDENTIAL

Multifamily housing refers to any type of housing that contains more than one dwelling unit, including apartments, and condominiums.

LARGE LOT RESIDENTIAL

Large lot residential includes single-family homes on lots that are larger than the standard lot size, with increased open space on each residential lot.

COMMERCIAL (RETAIL, ENTERTAINMENT, AND SERVICE)

Commercial land uses include are intended for businesses and non-residential business activities, including day-to-day retail, entertainment, dining, hospitality and travel, service businesses, and larger regional commercial developments.

PRIMARY EMPLOYMENT AREAS

A primary employment area is a geographic area that is a primary source of employment for the City. Primary employment areas are characterized by a high concentration of jobs in a variety of industries.

OFFICE

Office uses include large-scale office developments such as planned office parks used for professional services, small individual offices, and medical office uses.

FLEX SPACES

Flex spaces can be used for a variety of purposes, including office space, retail space, or occasionally residential live-work space. Flex spaces are often used in developments which combine a mix of different types of uses in one area.

TECHNOLOGY AND RESEARCH

Technology and research uses offer a variety of amenities and services that are tailored to the needs of tech companies, such as office space, laboratory space, research and development facilities, and conference and meeting spaces.

AIRPORT LOGISTICS

Airport logistics include limited light industrial uses, such as the manufacturing, assembly, technology, and distribution of goods and materials, compatible with aviation and in support of Denver International Airport.

INDUSTRIAL

Industrial land uses include properties and structures dedicated to industrial businesses and heavy commercial operations. These include large-scale facilities that involve processing plants, heavy manufacturing and commercial uses, and industrial machinery.

WAREHOUSING AND DISTRIBUTION/LOGISTICS

Warehousing and logistics land uses involve the storage of goods in a facility and movement of goods from one place to another.

UTILITY

Utility and infrastructure land uses and facilities are dedicated to the provision of essential services, such as water, sewer, electricity, and transportation.

PUBLIC GATHERING SPACES

Public gathering spaces are dedicated to providing a place for people to gather and socialize and can include a variety of different types of spaces, such as parks, squares, plazas, and amphitheaters. Public gathering spaces provide a place for people to meet and interact with each other.

PARKS AND OPEN SPACES

Parks and open spaces include public and private open spaces, active and passive parks, recreational facilities, and important environmental features, such as wooded areas, streams, and wetlands.

CHARACTER AREAS AND LAND USES

The 13 character areas consist of several typical land uses. Primary land uses are prominent and play a pivotal role in characterizing the character area. Secondary Land Uses are less prevalent and strengthen the primary land uses. For example, the Central Neighborhoods character area primarily consists of a mix of single family homes and attached homes, but it also contains parks, schools, and semi-public or civic facilities.

Character Areas generally describe the overall character of a place. It includes a typical land use mix, key character features, and other physical and functional elements. Each character area in the following pages includes a list of typical land uses and indicates whether each is a primary, secondary, or excluded use. Each development proposal should be evaluated on its own merits.

LAND USES

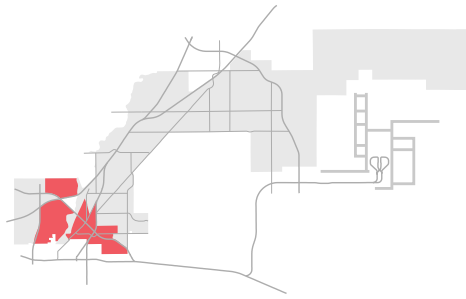
Corresponding land use descriptions are defined on page 80.

CHARACTER AREA	Agricultural Uses	Attached Homes/Duplexes/Townhomes	Single Family Homes	Multifamily Residential	Large Lot Residential	Commercial (Retail, Entertainment and Services)	Primary Employment Areas	Office	Flex Spaces	Technology and Research	Airport Logistics	Industrial	Warehousing and Distribution	Utility	Public Gathering Spaces	Parks and Open Spaces
1 270 Industrial District																
2 Community Connection District																
3 Stadium District																
4 Central Neighborhoods																
5a 5b Fusion District																
6 South Platte District																
7 Northern Business District																
8 Northern Neighborhoods																
9 E-470 Expressway Corridor District																
10 DEN Gateway District																
11 Innovation District																
12 North Airport District																

◆ Primary Land Uses are more prominent and play a pivotal role in characterizing that placetype.

◇ Secondary Land Uses are less prevalent and serve to support the primary land use.

270 INDUSTRIAL DISTRICT



The 270 Industrial District contains the City's established heavy industrial areas. Land uses in the 270 Industrial District include processing plants, heavy manufacturing and commercial uses, sand or gravel operations, freight and truck yards, and industrial machinery. The Suncor oil refinery is the most notable business in the 270 Industrial District. The refinery benefits from access to Denver International Airport and regional rail service to deliver the products it processes, including gasoline, diesel, jet fuel, asphalt, and a substantial portion of the region's gasoline.

Given the freight traffic, visual impact, noise, and environmental impacts generated by heavy industrial uses in the 270 Industrial District, it should be constrained to its existing/established boundaries and not expanded into adjacent areas. Priority should be placed on buffering the character area from adjacent land uses wherever possible, especially where industrial uses abut existing residential areas. The character area should incorporate new employment uses over time, such as business parks, offices, and light manufacturing at its edges, serving as a buffer and providing a more compatible transition to nearby neighborhoods and commercial areas.

Primary Land Uses

- Primary Employment Areas
- Technology and Research
- Industrial
- Warehousing and Distribution/Logistics
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Office
- Commercial (Retail)

Excluded Uses

- Residential (all types)

Areas/Points of Special Consideration

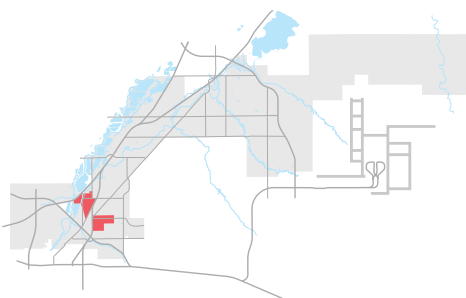
- Suncor



COMMUNITY CONNECTION DISTRICT

The Community Connection District consists of all types of housing, providing a range of options for the City's residents. Attached-single family units, in the form of townhomes, rowhouses, and duplexes are accommodated in this place type, along with multifamily units. Single-family homes are also found within the Community Connection District, intermixed among other types of residential units. Community Connection District areas are generally located near the City's original southern core, with parks and open space, and supporting uses including retail and office typically abutting industrial, employment, and commercial areas to provide a buffer.

Within the Community Connection District, multifamily structures are typically three to four stories in height and are the most intense residential areas within the City. These neighborhoods are served by nearby commercial districts as well as smaller retailers and service providers that may be clustered at key intersections or located on the ground floor within more prominent multifamily buildings. New development within the Community Connection District areas should reflect the density, scale, and character of surrounding neighborhoods.



Primary Land Uses

- Attached Homes/Duplexes/Townhomes
- Single Family Homes
- Multifamily Residential
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Office
- Commercial (Retail)

Excluded Uses

- Industrial

Areas/Points of Special Consideration

- Mile High Greyhound Park
- RTD Station



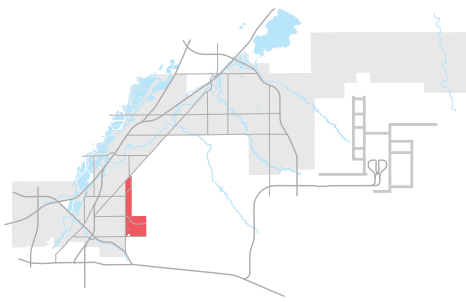
72ND STREET STATION AND MILE HIGH GREYHOUND PARK

Both 72nd Street Station and the former Mile High Greyhound Park are ready for new development, as guided by the 2013 Commerce City Station Area Master Plan and the 2018 Mile High Greyhound Park Urban Renewal Plan, respectively. These important areas should develop with a mix of uses working together to create a dynamic and active environment. The two areas cover some of the largest available vacant parcels in the Community Connection District and should be redefined as unique walkable and bikeable neighborhoods with a mix of uses in a higher-density setting. Around 72nd Street Station, transit-oriented development (TOD) and the "neighborhood village" principle (see page 139 in the Housing and Neighborhoods chapter) for walkable areas should be promoted to provide opportunities for residents to live, work, and recreate. Similarly, development at the Mile High Greyhound Park site should be rich in pedestrian amenities, provide public gathering places, and be uniquely identifiable within the City.

STADIUM DISTRICT

The Stadium District is a unique area for Commerce City that presents significant potential for new development and activation. It is home to the world-class sports venue, Dick's Sporting Goods Park, sports fields and parking lots, the Commerce City Civic Center, and several large undeveloped lots. The Stadium District is well-positioned at Commerce City's southeast corner to capitalize on the stadium's regional draw and attract visitors from Denver's northern neighborhoods. Additionally, the Stadium District sits at the gateway of the largest preserved open space in the region, the Rocky Mountain Arsenal National Wildlife Refuge.

The character area should grow as a regional activity center with a mix of uses that supports the City's most recognizable venue. A variety of entertainment uses, hotels, and commercial retail and service should establish the area as a "24/7 neighborhood," drawing foot traffic all days of the week as opposed to just game days. Additional municipal facilities and offices should be developed as part of the mix of uses to further establish a civic hub. High pedestrian and bike connectivity should be provided to the Rocky Mountain Arsenal National Wildlife Refuge and surrounding neighborhoods.



Primary Land Uses

- Commercial (Retail, Entertainment, and Service)
- Office
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Multifamily Residential
- Flex Spaces
- Hospitality and Travel Services

Excluded Uses

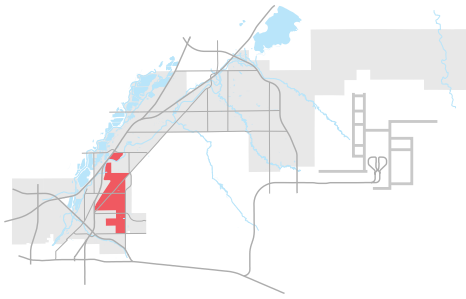
- Single Family Homes
- Industrial
- Agricultural

Areas/Points of Special Consideration

- Dick's Sporting Goods Park
- Rocky Mountain Arsenal National Wildlife Refuge



CENTRAL NEIGHBORHOODS



The Central Neighborhoods character area includes Commerce City's original neighborhoods, nestled in the southwest portion of the City, mostly south of 80th Avenue, in the areas along both sides of Highway 2, west of the Rocky Mountain Arsenal National Wildlife Refuge. Central Neighborhoods are comprised primarily of single-family detached and attached homes arranged in a traditional block pattern intermixed with public uses, religious institutions, schools, and neighborhood parks. Central Neighborhoods benefit from convenient access to retail, transportation networks, and proximity to amenities such as the 72nd Avenue RTD Station, the Derby area, and the Rocky Mountain Arsenal National Wildlife Refuge.

Reinvestment will be essential to maintaining and enhancing the Central Neighborhoods, ensuring the area thrives as a vital part of the community. Higher density infill strategies should be encouraged to increase housing choice, including the development of missing middle housing, such as small apartment buildings, townhomes, and duplexes, in addition to single-family residential. Public realm improvements should include sidewalk upgrades, street lighting, crosswalks, and increasing safety and walkability to schools, parks, and other community destinations.

Primary Land Uses

- Attached Homes/Duplexes/Townhomes
- Single Family Homes
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Multifamily Residential
- Commercial (Retail)
- Office

Excluded Uses

- Industrial

Areas/Points of Special Consideration

- Derby
- 72nd Avenue



DERBY – THE HISTORIC HEART OF COMMERCE CITY

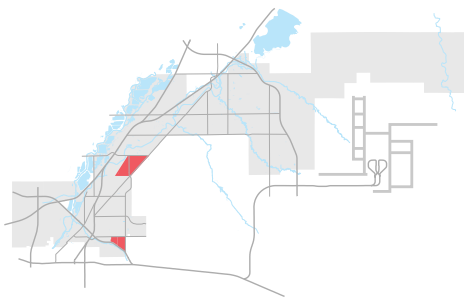
Derby originated as a small-town community in 1889. As the core of the Central Neighborhoods, the district should be a focal point, showcasing local restaurants and shops all within a welcoming, pedestrian-friendly atmosphere. New development should be inviting to pedestrians and emphasize small specialty shops, restaurants, and professional offices. Residential uses should be integrated with nonresidential activities to create an active area for the neighborhood. Outdoor eating areas, small parks, plazas, and courtyards should be an integral part of Derby to promote engagement and interaction. Rehabilitation of aging structures and infill development of vacant and underutilized properties should be prioritized to take advantage of hints of historic architecture that are found throughout Derby.



FUSION DISTRICTS

Historically, Irondale and Rose Hill were individual communities surrounded by increasingly industrial areas, resulting in a mix of land uses. In Irondale, this includes a mix of residential properties, businesses, industrial development, and agriculture. In Rose Hill, there are a variety of outdoor storage uses and trucking operations, transportation-oriented commercial development such as a truck stop and fueling station, and other commercial uses. These are interspersed with residential pockets such as near Oneida and 52nd Place and in the area south of 56th Avenue and west of Newport Street.

The City should continue to protect and reinvest in these neighborhoods, enhancing public infrastructure like curb and gutter, ADA accessible sidewalks, crosswalks, streetlights, and integrated park and open space. Heavy industrial uses should be discouraged and phased out over time, eliminating truck activity within the residential portions of the character areas. Over time, primary light industrial and small-scale manufacturing should be encouraged where previously heavy industrial development existed, providing a buffer from residential areas and a gradual transition to the more intense land uses in the 270 Industrial District and the Northern Business District.



Primary Land Uses

- Primary Employment Areas
- Industrial
- Warehousing and Distribution/Logistics
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Limited Residential
 - Attached Homes/Duplexes/Townhomes
 - Single Family Homes
 - Multifamily Residential
- Commercial (Retail)

Excluded Uses

- Heavy Industrial
- Multifamily Residential

Areas/Points of Special Consideration

- Irondale
- Municipal Services Center



IRONDALE

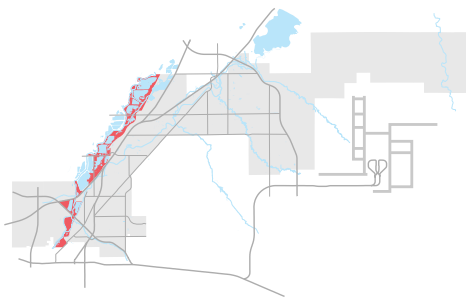
The City's 2018 Irondale Neighborhood & Infrastructure Plan policy and recommendations for Irondale. This detailed document should be carried forward to continue to guide reinvestment and development in the neighborhood. Rose Hill is further discussed in the Local Area Improvements section of the I-270 Corridor Framework on page 98.



SOUTH PLATTE DISTRICT

The South Platte District should be reserved for maintaining the facilities and other infrastructure essential to the operation of the City, as well as providing river-oriented parks and open space. Existing utility areas should be examined for the possible establishment of trails, waterfront access, and other public/recreational amenities where feasible. Any new utility area within the South Platte District should be designed to accommodate trails and other public amenities.

The South Platte District supports the provision of utility services and infrastructure and contains utility-related facilities, such as generating stations, electrical substations, water treatment facilities and reservoir access, and easements for the transmission of gas, electricity, water, and sewer. Several reservoirs along the South Platte River are controlled by local utilities. The uses in this character area serve a vital support role for the community and the lands upon which they are located present opportunities to enhance public amenities. Unattractive facilities should be screened to the extent possible and practical from interspersed large lot residential homes and neighboring commercial areas.



Primary Land Uses

- Large Lot Residential
- Limited Flex Spaces (related to the river)
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Commercial (Retail)
- Office

Excluded Uses

- Heavy Industrial

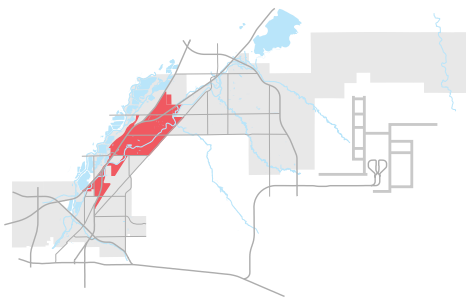
Areas/Points of Special Consideration

- Riverside Cemetery



NORTHERN BUSINESS DISTRICT

The Northern Business District plays a key role in the City's employment base and helps drive the local economy. This character area consists of a wide variety of commercial service, light industrial, and business park uses. The uses contained within this character area often require extensive areas dedicated to outdoor storage of materials, equipment, or vehicles, and can generate on-site activity that should be buffered and screened from adjacent residential and commercial areas. Development in this character area can range from traditional industrial uses to newer employment areas such as research and business parks developed in a campus-like setting. Because uses in this character area can generate high volumes of traffic from employees and trucks, efforts should be made to minimize impacts on local streets and residential areas.



Primary Land Uses

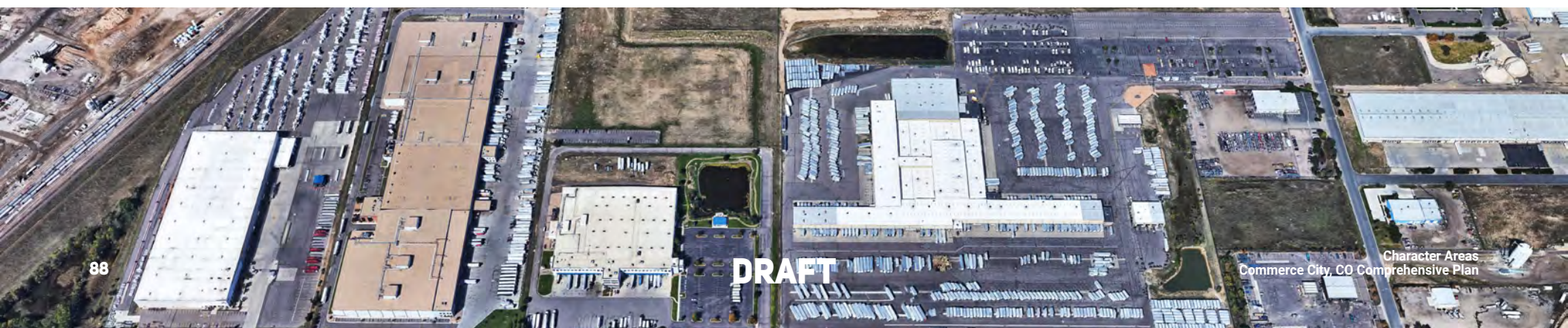
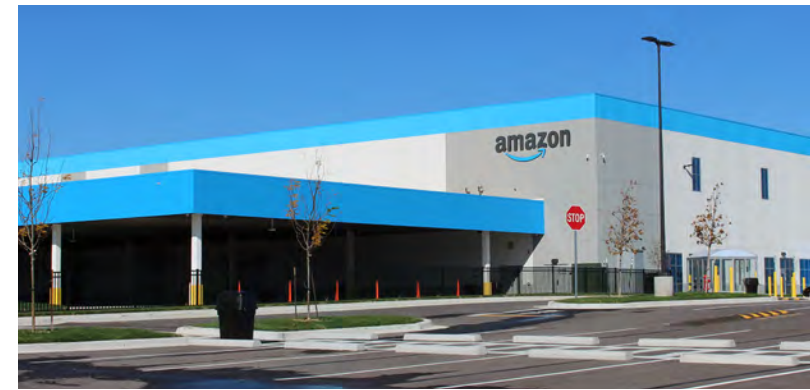
- Primary Employment Areas
- Industrial
- Warehousing and Distribution/Logistics
- Utility
- Public Gathering Spaces
- Parks and Open Spaces
- Office

Secondary Land Uses

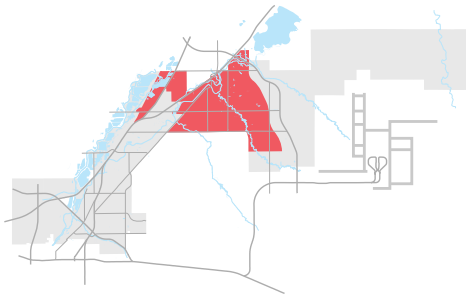
- Commercial (Retail)

Excluded Uses

- Residential (all types)



NORTHERN NEIGHBORHOODS



The Northern Neighborhoods include residential areas principally located in Commerce City's northern range, characterized by a mix of single-family detached housing and clusters of attached homes arranged in neighborhoods with curvilinear streets and integrated open spaces. Existing developments in the Northern Neighborhoods have developed primarily over the past two decades. Reunion is a master-planned community and the largest existing development in the Northern Neighborhoods character area, other examples include Belle Creek, Second Creek Farm, and Fronterra Village. The Northern Neighborhoods will continue to provide a significant opportunity for the City's residential growth and expansion.

As Northern Neighborhoods continue to develop, they should include a mix of housing products, such as attached homes, duplexes, townhomes, and accessory dwelling units. Northern Neighborhoods should be distinct places with unique local character and include cross-neighborhood trail connectivity, integrated green space, and access to public parks and gathering spaces. Pedestrian connectivity, residential-scaled neighborhood commercial uses at perimeter locations, and anti-monotony policies for new home developments should be encouraged.

Primary Land Uses

- Attached Homes/Duplexes/Townhomes
- Single Family Homes
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Multifamily Residential (near collectors and arterial roads)
- Commercial (Retail, Entertainment, and Service)
- Office

Excluded Uses

- Industrial

Areas/Points of Special Consideration

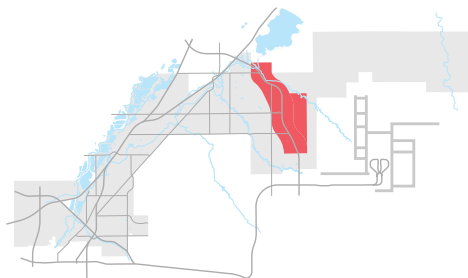
- Buffalo Run Golf Course



E-470 EXPY. CORRIDOR DISTRICT

E-470 is a high-speed (75 mph) expressway running through primarily undeveloped eastern portions of the City on the west side of Denver International Airport. Considering the corridor's status as the eastern spine of the City, the E-470 Expressway Corridor District should take advantage of the large volume of through traffic and be developed for some of the City's most intense and dense residential and commercial office development.

Over time, the City should encourage development and expansion near the E-470 interchanges, with enhanced and cohesive architecture and site design establishing the corridor as a "place" within Commerce City. As new development occurs, there is an opportunity for a strong design precedent in this area. Enhanced architecture and site design should include varying heights and diverse exterior materials with strong architectural elements and facades. New development should emphasize the placement of buildings along the E-470 corridor, arranged in a vertical mix of commercial and residential, with retail, office, and entertainment centralized around a public park or plaza. New development should include pedestrian-scaled areas for walkability and a comprehensive pedestrian access system that links various building elements, as well as comprehensive bicycle paths.



Primary Land Uses

- Primary Employment Areas
 - Medical
 - Higher Education
 - Office
- Warehousing and Distribution/Logistics
- Utility
- Public Gathering Spaces
- Parks and Open Spaces
- Commercial (Retail)
- Technology and Research

Secondary Land Uses

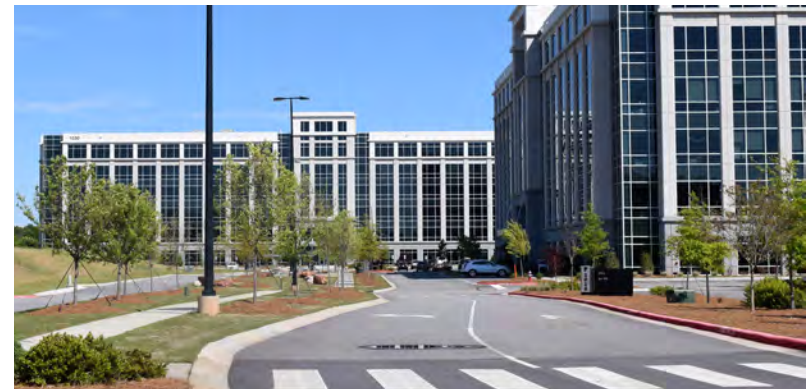
- Attached Homes/Duplexes/Townhomes
- Single Family Homes
- Multifamily Residential

Excluded Uses

- Heavy Industrial

Areas/Points of Special Consideration

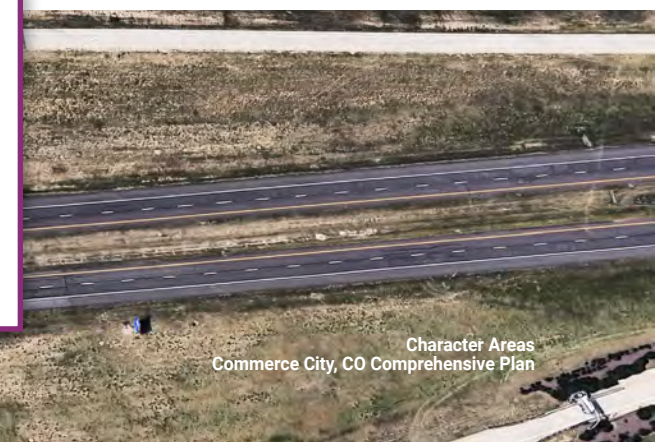
- Reunion Center



ESTABLISHING CHARACTER ALONG A NEW-GROWTH CORRIDOR

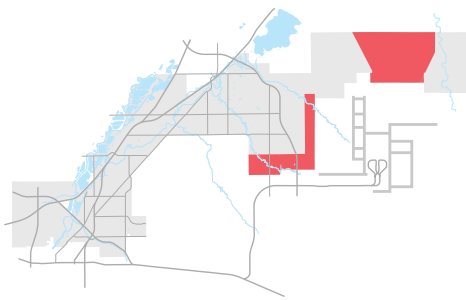
As new development occurs, there is an opportunity for a strong design precedent in the E-470 Expressway Corridor District. Gateway identification, including monument signs with landscape improvements and comprehensive wayfinding signage, should be installed at key intersections and entry points. Over time, the City should encourage development and expansion near the interchanges, with enhanced and cohesive architecture and site design establishing the corridor as a "place" within Commerce City. Varying building height and diverse exterior materials with strong architectural elements and facades should be encouraged.

Within these areas, the City should work with DEN to consider noise contours, aviation easements, and the 55, 60, and 65 day-night average sound level (DNL), particularly for all residential and sensitive uses- parks, schools, music venues, public health facilities, and places of worship.



DEN GATEWAY DISTRICT

The DEN Gateway District benefits from its proximity to the airport and strategic location near E-470. Light industrial uses, such as manufacturing, assembly, fulfillment centers, and warehousing and distribution facilities that benefit from large land areas, proximity to the airport, and easy access to the interstate are ideally suited. Because uses in this character area can generate high volumes of traffic from employees and trucks, efforts should be made to minimize impacts on local streets and residential areas. Commercial retail and service uses can play a supporting role and provide goods and services to district employees.



Primary Land Uses

- Technology and Research
- Airport Logistics
- Hospitality and Travel Services
- Warehousing and Distribution/Logistics
- Utility
- Public Gathering Spaces
- Parks and Open Spaces
- Commercial (Retail, Service Hospitality)
- Office

Excluded Uses

- Residential (all types)
- Heavy Industrial

Areas/Points of Special Consideration

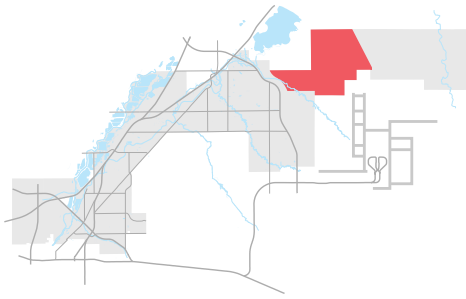
- Tower Landfill



INNOVATION DISTRICT

The Innovation District is intended to support new employment areas that can benefit from good access off of E-470 and through the airport. Long term, the Innovation District should provide space for science and technology companies, and their associated land uses such as research labs, office flex spaces, and light industrial and manufacturing operations. As this character area develops, it will increase business recruitment and attract a specialized workforce, growing the local economy.

Over time, the Innovation District should provide the supporting infrastructure (power, telecommunications, roadway connectivity) to support the necessary research and development and business growth desired in the character area over the next few decades. Within the Innovation District, technology and business parks should be master-planned with a campus-like setting, guiding cohesive development, infrastructure, amenities, and public spaces.



Primary Land Uses

- Agricultural Uses
- Technology and Research
- Airport Logistics
- Industrial
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Large Lot Residential
- Commercial (Retail, Service Hospitality)

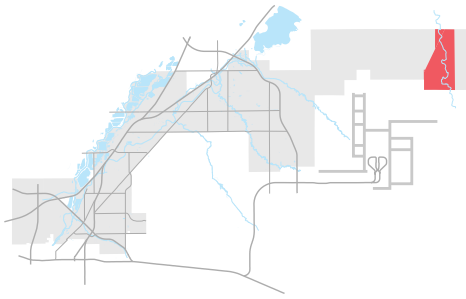
Excluded Uses

- Multifamily Residential



NORTH AIRPORT DISTRICT

The North Airport District is found in the easternmost limit of the municipal boundary, north of Denver International Airport. The North Airport District includes large rural residential properties, and agricultural uses such as ranchland, farms, and cropland. The area is located strategically near the airport, however, much of the North Airport District will remain undeveloped over the next two decades. This is due to the anticipated rate of growth in the regions and the City's focus on infill development of vacant and underutilized properties within its municipal boundary and designated annexation priority areas.



Primary Land Uses

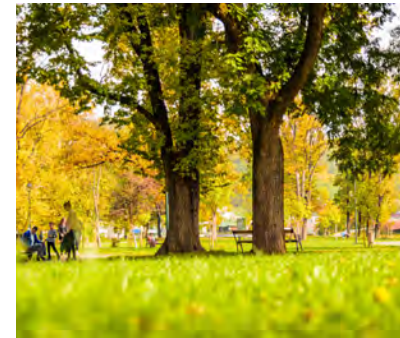
- Large Lot Residential
- Utility
- Public Gathering Spaces
- Parks and Open Spaces

Secondary Land Uses

- Agriculture
- Commercial (Retail)
- Office

Excluded Uses

- Multifamily Residential
- Industrial



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CHAPTER

6

CONNECTED CORRIDORS

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CONNECTED CORRIDORS

This section presents framework plans for Commerce City's key corridors. Each corridor plays a role in supporting connectivity, building community identity, and providing access to neighborhoods, employment areas, and other community destinations. Realizing their importance, the corridor framework plans provide specific recommendations for development, multimodal connectivity, beautification, and placemaking to enhance the function, character, and vitality of each corridor. Through reinvesting into the corridors, the framework plans aim to elevate Commerce City's image, experience, and quality of place as a whole and draw in desirable development over time.

Commerce City covers a broad geographic area connected by corridors, each of which plays a major part in shaping how community members experience the City. A focused look at the City's corridors is necessary to understand how each differs and what improvements are needed. This section looks at eight of Commerce City's corridors and presents general recommendations aimed at enhancing local land use, access and mobility, function, and character, providing direction for how each corridor should improve over time.

Context Legend

- ### Corridor Subareas

- 1 I-270
- 2 US-85
- 3 Quebec Parkway
- 4 E 72nd Avenue
- 5 Highway 2 (South)
- 6 Highway 2 (North)
- 7 E 104th Avenue
- 8 Tower Road/High Plains Parkway



I-270 – Quebec Street to South Platte River

I-270 is an east-west interstate that provides entry into the City and connects residents and the business community with the region. Existing industrial developments influence the perception of those entering the City. The corridor framework aims to enhance the image of this area while promoting quality industrial and commercial development. Attention is given to preserving and reinvesting in the Rose Hill neighborhood and improving the Sand Creek Regional Greenway as an important recreational amenity.



US-85 – E 64th Avenue to 88th Avenue

US-85 is a north-south corridor that runs through the Historic City along the western spine of Commerce City. Currently containing aging industrial development, established residential areas, the Mile High Flea Market, and a large-scale manufactured home community, this corridor framework aims to enhance the image and identity of the corridor and set a clear direction for future development and reinvestment.



Quebec Parkway – Highway 2 to I-270

Quebec Parkway is a prominent corridor on the eastern edge of the Core City along the Rocky Mountain Arsenal National Wildlife Refuge. This corridor framework seeks to enhance the area as an attractive gateway into the City and recreational hub, promoting high-quality development and leveraging access to Dick's Sporting Goods Park and the Rocky Mountain Arsenal National Wildlife Refuge.



72nd Avenue – E 72nd Street Station to Quebec Parkway

E 72nd Avenue is a major east-west corridor that presents the opportunity to be transformed into a model multimodal corridor. E 72nd Avenue connects to community destinations like Derby District, Adams City High School, and Anythink Library. The framework builds on the 72nd Avenue RDT commuter rail station, existing bus routes, and the park-n-ride at Vasquez Boulevard, while supporting safe and comfortable bicycle and pedestrian infrastructure.



Highway 2 (South) – Vasquez Boulevard to Quebec Street

Highway 2 from Vasquez Boulevard to Quebec Street currently features a mix of auto-oriented commercial uses, and mobile home parks. This corridor framework aims to enhance this important arterial that connects the Historic City with Northern Range neighborhoods, promoting attractive redevelopment, lot consolidation, and quality site design. The framework also provides recommendations for streetscaping and improved pedestrian and bike access to beautify Highway 2 as a multimodal gateway corridor.



Highway 2 (North) – E 96th Avenue to E 112th Avenue

Highway 2 from E 96th Avenue to E 112th Avenue features industrial and employment development to the south, new residential neighborhoods growing rapidly to the north, and a significant amount of undeveloped land. This corridor framework promotes compatible land development that supports diverse housing options, local goods and services, and recreational opportunities, including a greenway trail along First Creek. Continuing to support high multimodal connectivity will also be key.



E 104th Avenue – US-85 to Potomac Road

E 104th Avenue between US-85 and Potomac Street is a major east-west corridor in Northern Range. Development types vary along this segment of US-85, with industrial uses at its western end and new residential and commercial growth east of Highway 2. This corridor framework aims to improve multimodal connectivity and trail connections while ensuring development occurs in a compatible manner. This includes supporting quality employment opportunities and access to goods and services for the rapidly growing resident population.



Tower Road/High Plains Parkway – 81st Avenue to E 120th Avenue

Tower Road provides a critical connection in northeastern Commerce City, providing access to Denver International Airport (DEN) and the City of Denver. Tower Road is planned to be realigned into High Plains Parkway to the north of E 104th Avenue, which will create a continuous north/south arterial from Brighton to Denver, opening opportunities for new development in the area. The corridor framework sets guidelines for strategic planning for desirable land uses, infrastructure, and multimodal connectivity to ensure.



CORRIDOR TOOLKIT IMPROVEMENTS

The Corridor Toolkit Improvements provide a set of key improvements that can be applied across the eight corridor plans. The toolkit aims to improve the image of Commerce City, enhance multimodal connectivity, and improve circulation and access. The Toolkit Improvements are identified by symbols in each corridor framework map where relevant and are defined as follows:



OPPORTUNITY SITES

Opportunity sites are flagged in each corridor framework. These sites are properties that are vacant, aging, or incompatible in use, presenting opportunities for future redevelopment. Future development and improvements should align with the community's vision and character area designation, ensuring development regulations are in place to reflect desirable land uses and built form along each corridor.

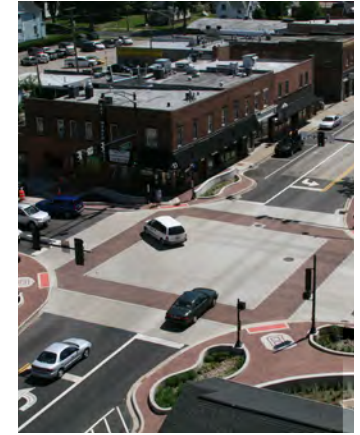
GATEWAY

Major thoroughfares and intersections present opportunities to create gateways that welcome residents and visitors into Commerce City. The corridor plans identify key locations where gateways should be constructed to strengthen the City's identity, character, and sense of place. Gateway features could include decorative archway signs, monument signs, public art, and/or landscaping. Disinvested or unattractive buildings surrounding gateway points should be prioritized for improvement through redevelopment, rehabilitation, screening, and/or landscaping.



WAYFINDING

Wayfinding can play a major role in strengthening a sense of place and directing residents and visitors to key destinations within the community – such as public libraries, Derby, neighborhood commercial centers, museums, Dick's Sporting Goods Park, the RTD commuter rail station, and municipal facilities. As part of a city-wide wayfinding program, both auto- and pedestrian-scale wayfinding should be installed along the corridors, providing direction to nearby community assets. By drawing people to key destinations, the City can help increase activity in business areas and tourist attractions, boosting its local economy. Wayfinding signs should be eye-catching, uniform in design, and are easy-to-understand.



INTERSECTION IMPROVEMENTS

One of the top issues the City faces along its corridors is how to make them safer and more welcoming for all modes of transportation. As focal points where cars, pedestrians, and bicyclists merge, key intersections should be enhanced to improve crossings conditions and appearance, while maintaining efficient traffic flow. Improvements to intersections should be assessed in coordination with respective transportation agencies to rethink how the pedestrian realm can be reinforced. Potential improvements include connections to a continuous sidewalk network, ADA-accessible sidewalk ramps, bulb-outs, pedestrian-scale traffic lights, crosswalk treatments, and pedestrian refuge islands (see next section).



PEDESTRIAN REFUGE ISLANDS

An effective strategy for improving crossing conditions for pedestrians and bicyclists is installing pedestrian refuge islands. These islands help wide, auto-centric roadways become safer and less intimidating by providing mid-way landing areas that break up the crossing length. They should be paired with highly visible “zebra crossings” to accentuate the crosswalk to drivers. Pedestrian refuge islands can also be used to increase crossings options along long blocks as mid-block crossings. Mid-block crossing should be supplemented with Rectangular Rapid-Flashing Beacons (RRFB) when feasible, which feature pedestrian-activated flashing lights that create a visual cue to drivers that pedestrians are present.



SCREENING

Screening can help elevate the character of corridors and minimize land use incompatibilities. Screening includes the use of quality, opaque fencing, walls, and/or landscaping to screen unattractive uses like parking, loading bays, storage, or trash disposal areas from the public right-of-way and adjacent uses. Landscaping and high-quality fencing should be encouraged through new development and renovations to beautify the streetscape, while communicating a message of investment to visitors. Chain-link fencing should be discouraged. This is particularly importable for highly visible properties located at the intersection of major roads, near community facilities, or gateway points.



ACCESS MANAGEMENT

To improve corridor circulation and access, potential traffic conflict points and disruptions in sidewalks should be reduced by consolidating excess curb cuts. This may be completed during roadway improvements or through the site plan approval process for future redevelopment. The City should explore modifying development regulations to require future curb cuts to meet ADA standards. In large-scale developments, curb cuts may be enhanced with crosswalks, either with striping or pavement enhancements, to signify a continuation of the sidewalk for improved pedestrian comfort and safety.



SIDEWALK CONNECTIVITY

To strengthen Commerce City's multimodal system, the City should prioritize strategically filling in gaps in the sidewalk network. Many corridors currently lack sidewalks, or where they exist, they are often narrow and run directly along the roadway, creating an uncomfortable pedestrian experience. Sidewalks should be expanded with wide widths that are protected from traffic with landscape buffers and trees. Multiuse paths can be considered as an alternative to accommodate bicyclists and other active modes of transportation. Sidewalks and paths should be ADA-compliant to ensure equitable access for people of all abilities.

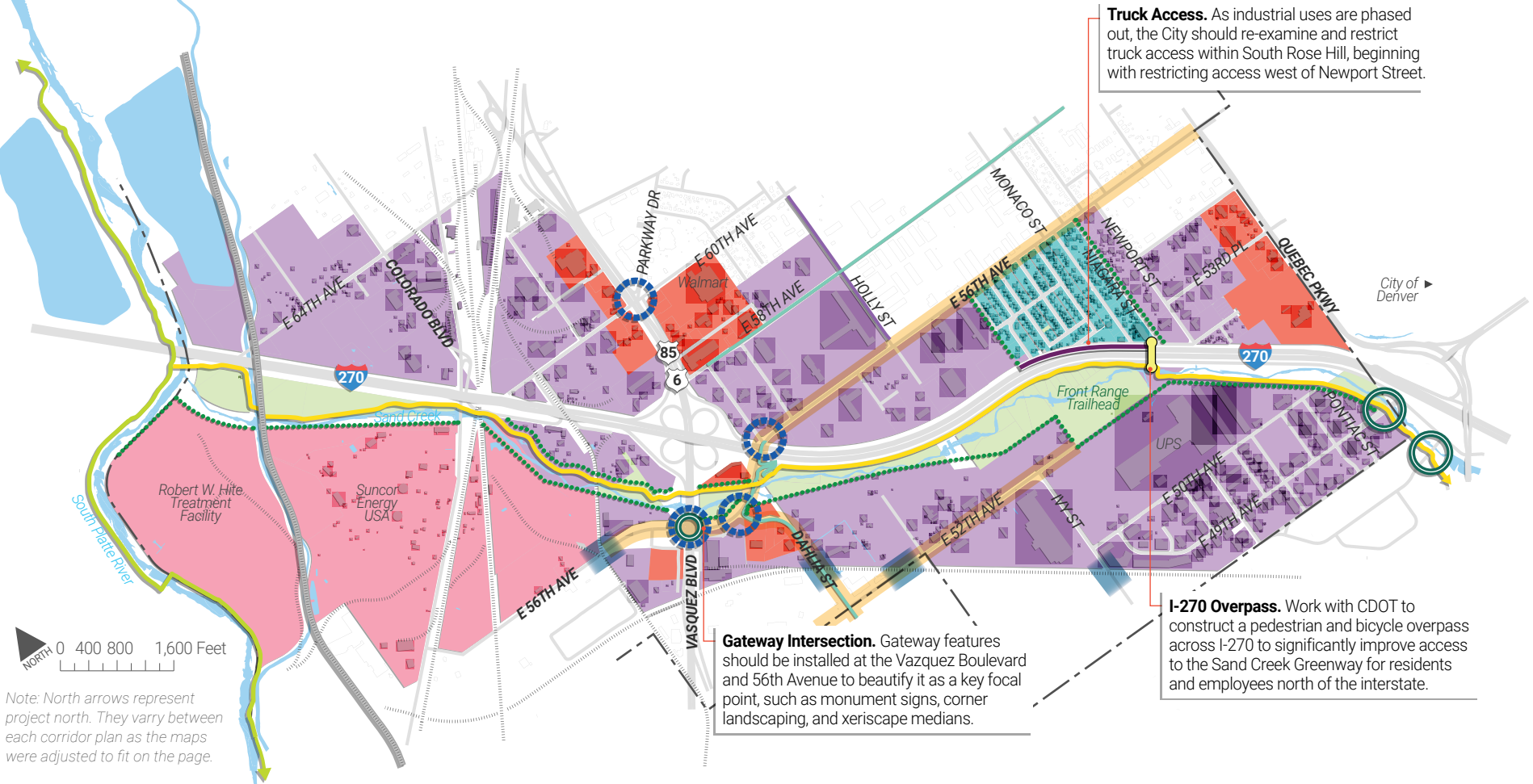


Source: railtec.illinois.edu

ENHANCED RAILROAD CROSSING

Railroad crossings should be improved to be safe for both cars and pedestrians/ bicyclists to cross. This includes upgrading **roadway conditions and street markings** and **constructing a defined** pedestrian crossing path. The area surrounding the railroad crossing should be well maintained, with gravel treatment and screened utility boxes.

I-270



I-270 is a critical east-west interstate that provides entry into Commerce City at its southern end while connecting residents and the business community with the region. Together with Sand Creek, it acts as a barrier between Northern Business District and Fusion District areas, and the southern 270 Industrial District. Much of the industrial areas are unattractive and aging, giving poor first impressions to people entering the City. The South Rose Hill neighborhood also faces a unique issue—it is surrounded by industrial development and has experienced encroachment of industrial development and truck activity. To the south, the Sand Creek Regional Greenway provides a pedestrian and bike connection through the City – an important recreational asset that should be leveraged. There is an opportunity to plan for a desirable mix of industrial, employment, and commercial that elevates the corridor's character while preserving and protecting the quality of life for residents.

Existing Context

- Municipal Boundary
- Existing Railroad
- Existing RTD N Line
- Existing Trail
- Existing Bike Lane

- Existing Bike Shared Lane
- Existing Parks/Open Space
- Existing Energy/Utility Uses

Toolkit Improvement

- Gateway
- Intersection Improvement
- Site Screening & Buffering
- Enhanced Railroad Crossing



Aerial Image of the I-270 Corridor

LOCAL AREA IMPROVEMENT

The following local area improvements apply to the I-270 corridor subarea.

- South Rose Hill Neighborhood.** The City should continue to protect and reinvest in this neighborhood, enhancing public infrastructure like curb and gutter, ADA-accessible sidewalks, crosswalks, streetlights, and integrated parks and open spaces. Industrial uses should be discouraged and phased out over time, eliminating truck activity within the residential neighborhood. A mix of housing types – including townhomes, duplexes, and accessory dwelling units – should be encouraged to increase affordable living options near employment opportunities. Higher-density residential types should be promoted along Niagara Street to provide a transition from single-family detached homes to the business park to the east.
- Community Commercial.** High quality commercial and office space should be promoted surrounding the intersection of Vazquez Boulevard and 56th Avenue to enhance this area as a gateway point and expand desirable retail and service uses for surrounding employees and trail users. Emphasis should be placed on attractive building and site design to foster a positive first impression, including curb and gutter, perimeter and internal landscaping, ADA-accessible crosswalks, and internal pedestrian pathways.
- Business and Employment.** As redevelopment occurs, light industrial, office, and employment uses should continue to be supported within this area. A focus should be on improving the quality of development, including paved parking areas, sufficient vehicular and truck access management, quality façade designs, internal pedestrian pathways, and perimeter landscaping and screening. Chain link fences should be discouraged.
- Sand Creek Greenway.** This greenway and creek open space should continue to be preserved and enhanced as a regional recreational amenity. This includes improving pedestrian and bike access leading to greenway access points and enhancing the green space surrounding the creek. The Front Range Trailhead area should be further programmed, such as with a state-of-the-art pavilion, pergola, a central plaza, and/or unique outdoor seating areas. Creek restoration should be explored to construct unique water viewing areas and access points, such as boardwalks, overlooks, and bridges. Suggested enhancements for industrial users should be included along the Sand Creek Greenway. This can include design elements such as a cohesive fence, art, and landscaping.
- Multimodal Connectivity.** The City should continue to upgrade roadway conditions to support multimodal connectivity and safety, including for cars, trucks, pedestrians, and bicyclists. All roadways should feature sufficient access management, curb and gutter, ADA-accessible sidewalks on both sides with landscaped buffers, lighting, and highly visible crosswalks.

US-85

Public Art Gateway Feature. This island should be enhanced as a gateway to Brighton Boulevard as part of a branding effort, such as through hardscaping or xeriscaping and a large scale public art piece that represents the industrial character of the corridor.

Manufactured Home Community. Manufactured homes are an important aspect of the community's affordable housing. The City should work with the park to ensure it is well-maintained, and that the homes are safe and habitable for the long term.






Elm Drive should be paved to formalize the roadway and improve circulation and the character of the block.

0 400 800 Feet





Note: North arrows represent project north. They vary between each corridor plan as the maps were adjusted to fit on the page.

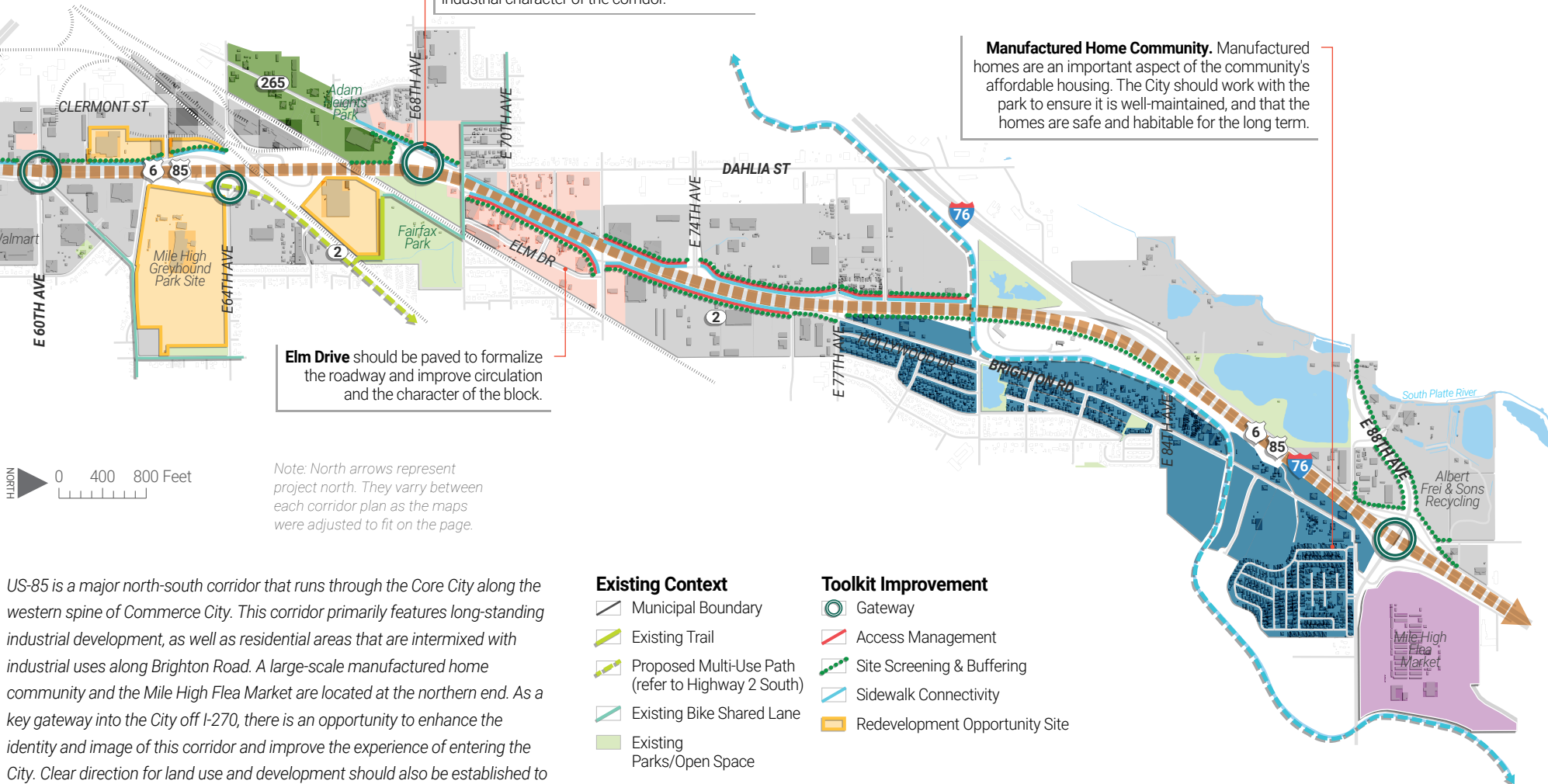
US-85 is a major north-south corridor that runs through the Core City along the western spine of Commerce City. This corridor primarily features long-standing industrial development, as well as residential areas that are intermixed with industrial uses along Brighton Road. A large-scale manufactured home community and the Mile High Flea Market are located at the northern end. As a key gateway into the City off I-270, there is an opportunity to enhance the identity and image of this corridor and improve the experience of entering the City. Clear direction for land use and development should also be established to guide future redevelopment and reinvestment in the area. Improvements to US-85 will require coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA).

Existing Context

-  Municipal Boundary
-  Existing Trail
-  Proposed Multi-Use Path (refer to Highway 2 South)
-  Existing Bike Shared Lane
-  Existing Parks/Open Space

Toolkit Improvement

-  Gateway
-  Access Management
-  Site Screening & Buffering
-  Sidewalk Connectivity
-  Redevelopment Opportunity Site













Aerial Image of the US-85 Corridor

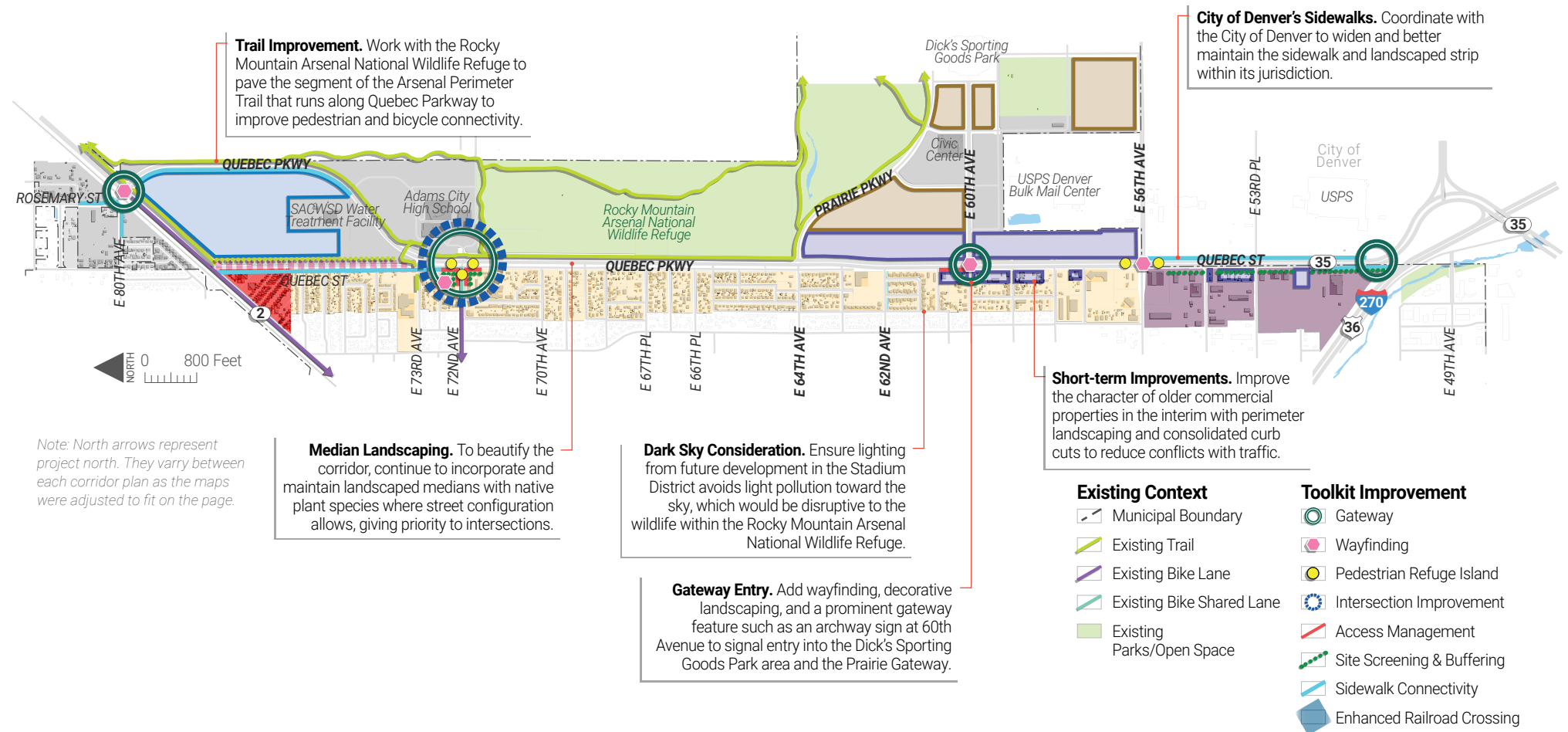
LOCAL AREA IMPROVEMENT

The following local area improvements apply to the US-85 corridor subarea.

-  **US-85.** The City should work with CDOT and FHWA to enhance the roadway design and character of US-85 as an important corridor in the City. This includes installing xeriscape medians and better maintaining shoulders including picking up debris. Beautification should be encouraged along the highway, such as curb and gutter along frontage roads, screening and perimeter landscaping, and paved parking areas.
-  **First Creek Greenway.** A master plan should be developed to create a continuous greenway along First Creek that can be leveraged as a major recreational and natural amenity. This greenway would help connect Core City residents and employees with the Northern Range and vice versa via walking or biking. Development should be prohibited within a certain distance of the creek to preserve the natural environment. Underpasses should be created where trails intersect major roadways to eliminate risks of accidents with vehicles.
-  **Brighton Road.** This corridor would significantly benefit from beautification efforts. The City should facilitate private investments into properties by investing in public infrastructure. This includes reconstructing the road to have curb and gutter, ADA-accessible sidewalks on both sides, crosswalks, and streetlights. As redevelopment occurs, residential uses should only be supported south of 84th Avenue, and industrial uses to the north, to encourage separation of incompatible uses. Industrial uses should have high-quality facades and be sufficiently screened along the perimeter.
-  unpaved parking areas, and high industrial and truck activity. As a gateway into the industrial area further south, it should be enhanced and branded, building off industrial-style, decorative screening and art installation at the Rocky Mountain Recycling center. The roadway should be improved with curb and gutter, ADA-accessible sidewalks on both sides, lighting, and an enhanced railroad crossing with a pedestrian crossing area. Future redevelopment should feature paved parking areas, sufficient access management, quality façade designs, and perimeter landscaping and screening, particularly adjacent to Adams Heights Park and the residential neighborhood. Chain link fences should be discouraged.
-  industrial and local commercial uses. As redevelopment occurs, local-serving commercial uses should be encouraged given their highly accessible location and surrounding residential uses. Pedestrian access and environment should be enhanced by promoting consistent setbacks, parking located to the rear, ADA-accessible sidewalks, and perimeter landscaping.
-  **Mile High Market.** While an important community destination, the Mile High Market features an expansive, underutilized parking lot and presents the opportunity to be reimaged. Its accessible location and large-scale site have the potential for outlot development.
-  **Brighton Boulevard.** This area contains primarily industrial properties, outdoor storage,
-  **Community Commercial.** These areas currently contain a mix of

QUEBEC PARKWAY

Quebec Parkway is a prominent corridor on the eastern edge of the Core City. The road runs alongside the Rocky Mountain Arsenal National Wildlife Refuge—nowhere else in the City is its relationship to the vast open space it surrounds more apparent. Dick's Sporting Goods Park and the Rocky Mountain Arsenal National Wildlife Refuge catalyze the opportunity to enhance this area as a tourism and recreation hub, and a key gateway into the City off Highway 2. While the parkway will function as a major vehicular corridor, the City should continue its efforts to enhance pedestrian and bicycle connections in the area and attract quality development that highlights the community's identity. Expansive undeveloped properties present opportunities to attract a mix of uses that support this vision, while respecting the established residential neighborhoods to the west.





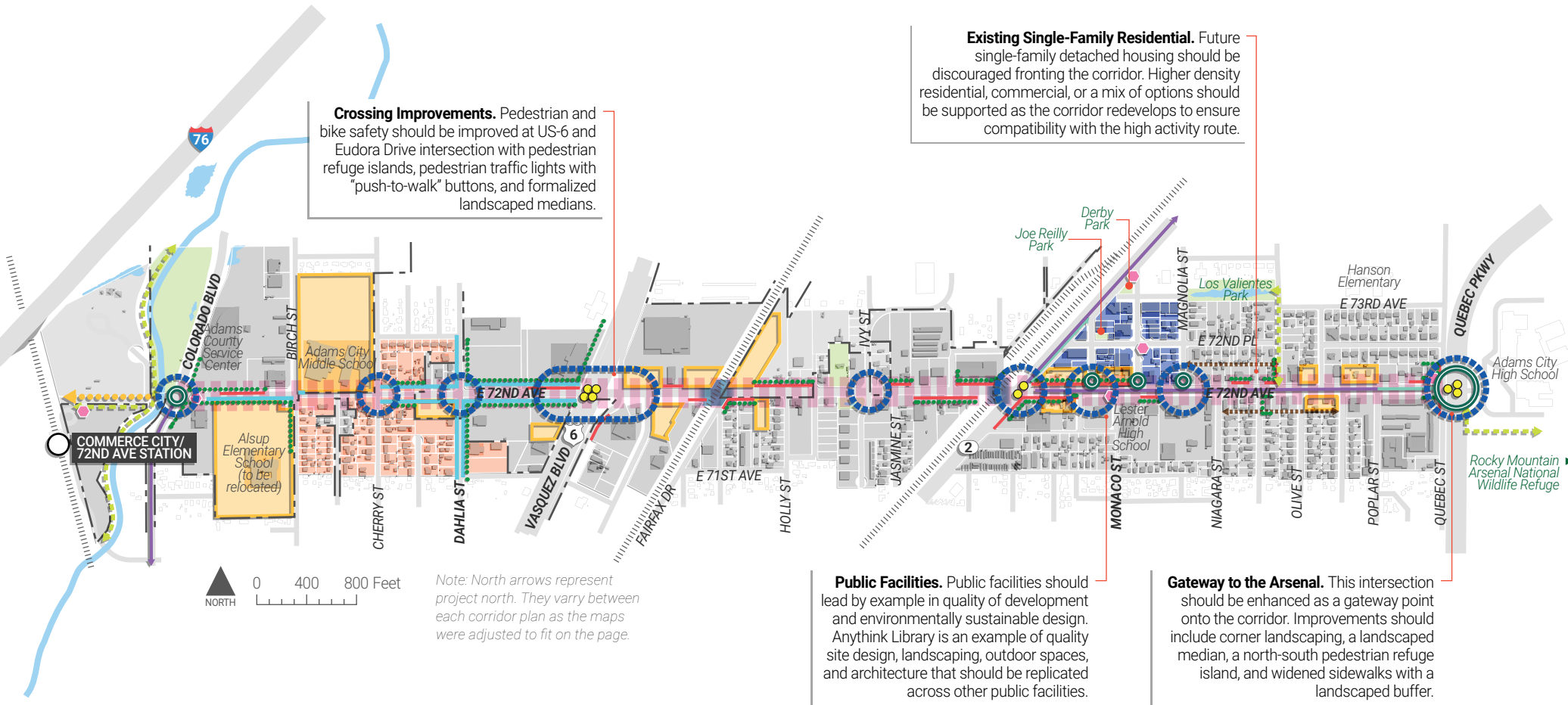
Aerial Image of the Quebec Parkway Corridor

LOCAL AREA IMPROVEMENT

The following local area improvements apply to the Quebec Parkway corridor subarea.

- **Quebec Street.** This street runs parallel to the Parkway after the curve. It should be improved particularly in the preparation for the future development of the undeveloped site to the east. Strong pedestrian and bike infrastructure should be provided, such as sidewalks and bike paths on both sides of the street and ADA-accessible curb ramps. This would also provide a safer route between residential neighborhoods to the west and Adams City High School.
- **Undeveloped Area (West).** This large undeveloped site should be developed for local-serving commercial uses that serve both Core City and Northern Range residents to draw the community together. This includes restaurants, entertainment options, and community gathering spaces that emphasize quality of place. The scale of development should respect the residential neighborhood to the west and offer businesses that help increase access to day-to-day amenities. Higher density residential (townhomes or low-density multifamily) is also appropriate where the site faces existing single-family neighborhoods. A pedestrian- and bike-friendly environment should be supported. The northern point of the site at E 80th Avenue should be enhanced with a gateway feature or public art to enhance the appearance of the intersection.
- **Undeveloped Area (Dick's Sporting Goods Park Frontage).** Undeveloped properties fronting the parkway should provide a mix of commercial and entertainment options that serve both stadium attendees and nearby residents. As the properties are located along a principal arterial, they may be auto-oriented, however, they should provide internal and external pedestrian connections and quality architecture to improve the corridor's character.
- **Neighborhood Reinvestment.** Continue to reinvest in existing residential neighborhoods. Improvements should include widened sidewalks, curb and gutter, ADA-accessible sidewalk ramps, and lighting.
- **Undeveloped Area (Around Dick's Sporting Goods Park area).** Undeveloped properties around Dick's Sporting Goods Park should support a unique, active, mixed-use district that builds on the stadium's tourism draw. These uses should concentrate around the stadium to provide attendees with a variety of attractive hospitality, food, drink, and entertainment options within walking distance. As development fills in over the long term, surface parking lots may be condensed to garages to allow for more developable space. Offices and municipal facilities may be appropriate further west from the stadium, building on the existing state-of-the-art Civic Center.
- **Industrial to Commercial Shift.** As redevelopment occurs, commercial uses should be encouraged in the southern end of Quebec Street, shifting away from existing industrial uses. Uses should serve employees of the industrial area to the west as well as travelers exiting off Highway 2. Development should be high quality in design to provide a positive first impression of the City, including perimeter landscaping, sidewalk connectivity, and access management for cars and trucks. Cross access should be encouraged to reduce excessive curb cuts along Quebec Street. Dispensaries should be either minimized or integrated within well-designed developments.

E 72ND AVENUE



The E 72nd Avenue Corridor is a primary east-west connection through the Core City that presents significant potential to become a key multimodal corridor. With connections to the 72nd Avenue RTD commuter rail station at its western end and several RTD bus routes, future developments and improvements should build on existing transit access and enhance the corridor for all roadway users. This will improve access to the numerous community facilities along the corridor, including Anythink Library and Adams City High School. Improvements along the corridor will positively impact Derby, residential neighborhoods, and employment opportunities. Redeveloped or improved properties should feature high quality design, fostering a pedestrian-friendly environment.



Aerial Image of the E 72nd Avenue Corridor

LOCAL AREA IMPROVEMENT

The following local area improvements apply to the E 72nd Avenue corridor subarea.



Strengthen Pedestrian Links.

Pedestrian and bike connectivity should be improved to destinations on both ends of the corridor. To the west, the ongoing roadway extension and sidewalk addition should be completed over the bridge to the rail station and trails along the O'Brian Canal. To the east, connectivity to the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail should be enhanced by adding directional pedestrian wayfinding leading to the trail and formalizing the trailhead, such as a gateway sign, trail map, and rest area. This will require a partnership between the City and the Refuge. Pedestrian and bike connectivity to Los Valientes Park should be strengthened with widened sidewalks, curb and gutter, and ADA-accessible ramps.



Annex Unincorporated Areas.

There is a concentration of unincorporated properties along E 72nd Avenue around Birch Street to Dahlia Street. The City should work with property owners to annex these areas to better guide future developments and quality of design, allow for a more unified neighborhood character, and provide access to City services and programs. In line with the Station Area Master Plan, diverse types of commercial uses should front E 72nd Avenue with residential properties located to the rear as redevelopment occurs.



Redevelopment Opportunity

Sites. Key sites along the corridor, and specifically near Derby, feature aging commercial buildings, incompatible site designs, and vacant lots. They should be redeveloped to showcase quality development at this highly visible location off

Highway 2, including perimeter landscaping, shared parking to the rear or side, and consolidated driveways.

Derby. For visitors traveling along the corridor, the presence of Derby is easy to miss. There is an opportunity to better highlight the district and strengthen connections to community facilities along the south side of E 72nd Avenue. The street should be reconfigured, building on the Derby Subarea Master Plan, with pedestrian refuge islands, a landscaped median, widened sidewalks with landscaped buffers and trees, crosswalk treatments, and traffic speed reductions. Entrances into the Derby district should be announced with eye-catching archway or monument signs.



Rear Alley Improvement. A key component of improving access management and reducing driveways along E 72nd Avenue is by providing alternative access ways. Rear alleys should be constructed as redevelopment occurs to direct access via side streets rather than directly onto E 72nd Avenue, reducing traffic conflicts and interruptions along the sidewalk.



Roadway Configuration.

E 72nd Avenue is predominately auto-oriented. While there are sidewalks and bike lanes in some areas, there are gaps in the network. Sidewalks are narrow and run directly along the busy roadway and bike lanes. They are unprotected from cars, creating uncomfortable walking and biking conditions. The full corridor should be reconfigured to realize its potential as a key multimodal route.

The City should provide a continuous sidewalk on at least one side of the street and a multiuse path on the other to accommodate bicyclists, both separated by a landscaped buffer. This would require lane reductions and/or narrowing. West of the US 85 should be reconfigured to follow the Station Area Master Plan with sidewalks, landscaped buffers, on-street parking, and bike lanes on either side.

HIGHWAY 2 (SOUTH)

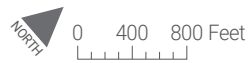
Lot Consolidation. Consider constructing a cul-de-sac at 66th Way and Glencoe Street to allow for lot consolidation to the west for larger scale commercial or mixed a mix of residential/office/commercial use development.

Railroad Screening and Landscaping. Work with railroads to incorporate evergreen landscaping along the entire length of the railroad to screen it from street view and enhance the corridor's aesthetic.

Rebrand Highway 2. As Highway 2 is now under the jurisdiction of the City, consider renaming the street to rebrand the corridor as an important Commerce City connector.

Mile High Greyhound Park. Complete the Mile High Greyhound Park redevelopment. Ensure strong pedestrian and bike connectivity with wide sidewalks and safe crossings leading to the site along 64th Avenue.

Overhead Utility Line. As redevelopment occurs, bury utility lines or relocate them to the rear of properties to reduce visual clutter along the corridor.



Note: North arrows represent project north. They vary between each corridor plan as the maps were adjusted to fit on the page.

Highway 2 is an arterial that connects the Historic City with newer Northern Range neighborhoods. This segment of the highway runs between 64th Avenue and Quebec Parkway and currently features a variety of dated, auto-oriented commercial uses and mobile home parks. The five-lane roadway and sidewalk that run along the travel lanes creates an environment dominated by the automobile that is unwelcoming to the pedestrian. There is an opportunity to promote attractive redevelopment along this roadway through lot consolidation and quality site design. Streetscaping and enhanced pedestrian and bike access should be prioritized along the corridor to beautify it as a gateway and promote multimodal connectivity

Existing Context

- Municipal Boundary
- Existing Railroad
- Existing Trail
- Existing Bike Lane
- Existing Bike Shared Lane
- Existing Railroad Underpass
- Existing Parks/Open Space
- Derby District

Toolkit Improvement

- Gateway
- Wayfinding
- Pedestrian Refuge Island
- Intersection Improvement
- Access Management

- Site Screening & Buffering
- Sidewalk Connectivity
- Enhanced Railroad Crossing

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Aerial Image of the Highway 2 (South) Corridor

LOCAL AREA IMPROVEMENT


The following local area improvements apply to the Highway 2 (South) corridor subarea.


Redevelopment Opportunities.


Sites should be designed to minimize accessways directly onto Highway 2, with ample perimeter landscaping and parking lots situated to the rear of buildings away from street view. Opportunities for lot consolidation should be promoted where feasible to allow for larger scale, coordinated development featuring cross access and strong internal circulation. Vertically mixed commercial/residential development should be encouraged, building on the new Mile High Greyhound Park development to the south and expanding amenities and access to local goods and services for surrounding residents.

 **Northeast Area Transit Evaluation.** In line with the Commerce City Transportation Plan, the City should continue to actively participate in evaluating the feasibility of the Northeast Area Transit Evaluation (NATE) along Highway 2, which proposes a station at Derby. Part of the FasTracks initiative, this potential commuter rail line would require the purchase of the BNSF right-of-way to connect Brighton through Commerce City to Denver.

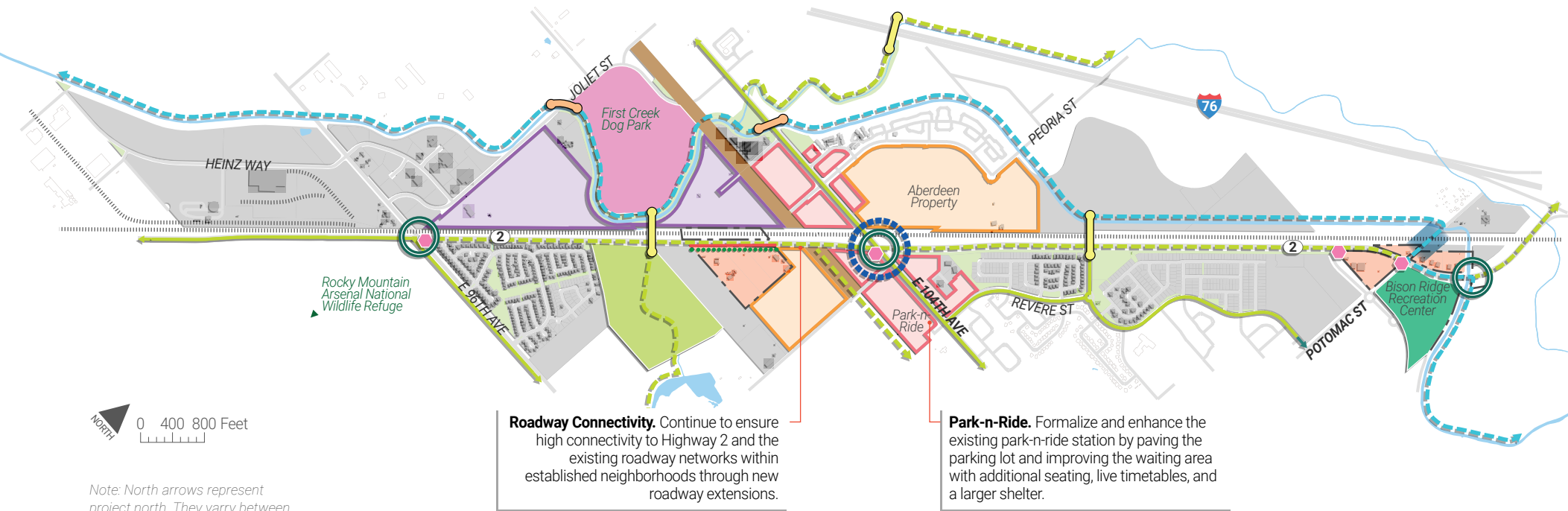
 **New Orange Route.** In coordination with the City's Transportation Plan, the City should continue to work with RTD in creating the proposed Orange Route. This new bus route would connect the 72nd Avenue RTD station, Highway 2, E 100th Avenue, and Tower Road, to the Peoria/Smith light rail station, significantly improving transit connectivity within the City and to the surrounding region.

 **Railroad Underpasses.** As the BNSF railroad currently acts as a major barrier to neighborhoods east and west of Highway 2, a pedestrian and bike underpasses should be constructed at Oneida Street and E 69th Avenue, like the one that exists at E 67th Place. This would improve multimodal connectivity along the corridor, including better access to assets like area businesses, Fairfax Park, Leadership Community Academy, Hanson Elementary School, and Adams City High Schools.

 **Noise Barrier.** A noise barrier should be constructed where residential properties are located along the BNSF rail line to reduce noise pollution and improve the quality of life for residents.

 **Multiuse Path.** A wide multiuse path should be constructed along the eastern side of Highway 2, replacing the existing sidewalk and on-street bike lane to provide a safer, more pleasant pedestrian and biking experience. The multiuse path should be well-separated from travel lanes using trees with a landscape buffer.

HIGHWAY 2 (NORTH)



Note: North arrows represent project north. They vary between each corridor plan as the maps were adjusted to fit on the page.

This section of Highway 2 runs between 96th Avenue and 112th Avenue, featuring a significant amount of undeveloped land. With industrial and employment growth occurring to the south, and new residential neighborhoods rapidly growing to the north, establishing a framework for future development will be key in ensuring compatible land use patterns. The First Creek runs through this area, providing an opportunity to leverage the natural feature as a community asset. Future development should support quality housing options balanced with access to local goods and recreational opportunities, while providing multimodal connectivity to nearby employment opportunities.

Existing Context

- Municipal Boundary
- Existing Railroad
- Existing Trail
- Existing Parks/Open Space
- Existing Overhead Utility Line

Toolkit Improvement


- Gateway
- Wayfinding
- Intersection Improvement
- Access Management
- Site Screening & Buffering
- Enhanced Railroad Crossing




Aerial Image of the Highway 2 (North) Corridor


LOCAL AREA IMPROVEMENT


The following local area improvements apply to the Highway 2 (North) corridor subarea.

 **First Creek Greenway.** The City should develop a master plan to create a continuous greenway with a trail along First Creek. This trail could be leveraged as a major recreational and natural amenity. The trail would help connect Northern Range residents with nearby employment opportunities as well as the Core City through active modes of transportation. Development should be prohibited within a certain distance of the creek to preserve the natural environment of the greenway.

 **Trail Overpasses.** Pedestrian/bike overpasses for the proposed First Creek Greenway should be created over major roadways to create a continuous trail network without potential conflicts with traffic. This would significantly increase the safety and connectivity of the trail. The overpasses should be designed in a way that would positively contribute to the surrounding area's visual appeal and can serve as a gateway into the area.


Connected Corridors
Commerce City, CO Comprehensive Plan


 **Trail Enhanced At-Grade Crossings.** Enhanced at-grade trail crossings for the proposed First Creek Greenway and the proposed trail along Burlington Ditch should be installed over major roadways to ensure safe crossings for trail users. These crossing should include highly visible crosswalks, pedestrian signals and pushbuttons, and flashing pedestrian crossing signs. Depending on the traffic volume, the proposed crossing at E 104th Avenue may warrant the installation of a High-Intensity Activated CrossWalk Beacon (HAWK) to further improve visibility and safety for trail users.


 **Future Trail/Multiuse Path.** Opportunities to build on the existing multiuse path/trail along E 104th Avenue exist along Burlington Ditch and the south side of Highway 2 north of E 96th Avenue.


 **Future Community Park.** Construct a new community park surrounding the First Creek Dog Park to increase access to parks and recreation for surrounding employees and residents in this underserved area.


 **Open Space Preservation.** In alignment with the Prairieways Action Plan, the City should preserve the open space surrounding the First Creek east of Highway 2 and ensure it serves as a recreation amenity for surrounding residents.

 **Residential Development.** Undeveloped properties to the east of Highway 2 should support a diverse mix of housing types for people of all stages of life and income levels. This includes a mix of single family detached, single family attached, and multifamily development in different price points and living opportunities.

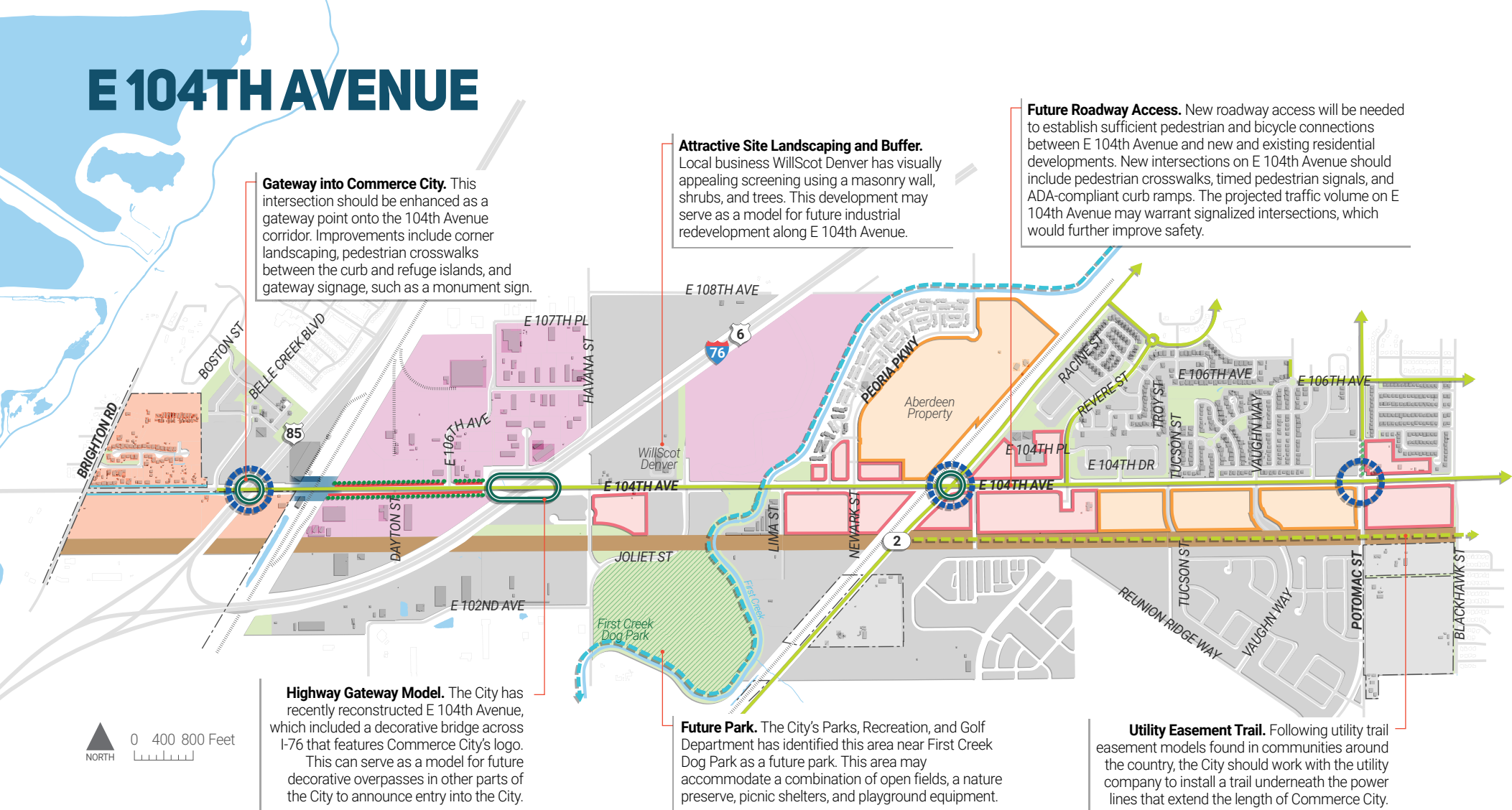
 **Community Commercial.** In line with the Community Commercial character area, local-serving commercial development should continue to be promoted surrounding the intersection of Highway 2 and E 104th Avenue. Examples include sit-down restaurants, cafes, drink establishments, salons, and other day-to-day retail and services. Pedestrian connectivity to the corridor's trails and the multiuse path should be prioritized and public outdoor spaces should be integrated into site designs.

 **Business and Employment.** In line with the Northern Business District character area, continue to expand industrial and employment uses in this area. Development should feature high quality facades, parking to the rear, and sufficient screening and perimeter landscaping.

 **Annexation.** Pockets of unincorporated areas should be annexed to guide future development and connect the properties to municipal services. This includes unincorporated industrial and auto-oriented uses, which should be redeveloped as opportunities arise to be more compatible with the vision for the corridor.

 **Bison Ridge Recreation Center.** The new recreation center is a 108,000 square-foot year-round facility offering a variety of health and recreation amenities. Residential development should continue to be supported surrounding the facility. Trail connections should also be encouraged to provide new residents with safe access to the facility. Existing industrial uses should be annexed and redeveloped as opportunities arise, potentially into neighborhood commercial uses along Highway 2 to serve surrounding residents.

E 104TH AVENUE



NORTH
0 400 800 Feet

E 104th Avenue between US-85 and Potomac Road is a key east-west corridor in Commerce City. Industrial uses exist at its western end, while new residential and commercial growth, like Reunion and Reunion Marketplace Center, are located east of Highway 2. E 104th Avenue provides access to the City's regional transportation network, including I-76, US-85, Highway 2, and E-470, and neighboring communities. Large vacant properties along the corridor present opportunities to attract quality development that will elevate the City's image. Although the Corridor will primarily function for automobile traffic, the City should prioritize creating a multimodal environment, enhancing safety for bicyclists and pedestrians while maintaining smooth east-west traffic flow. Ensuring desirable transition in uses and sufficient screening and buffering will be key in minimizing conflicts between the existing industrial uses and future non-industrial developments.

Existing Context

- Municipal Boundary
- Existing Trail
- Existing Bike Shared Lane
- Existing Parks/Open Space
- Future Park

Toolkit Improvement

- Gateway
- Wayfinding
- Intersection Improvement
- Access Management
- Site Screening & Buffering
- Sidewalk Connectivity
- Enhanced Railroad Crossing


Note: North arrows represent project north. They vary between each corridor plan as the maps were adjusted to fit on the page.



Aerial Image of the E 104th Avenue Corridor


LOCAL AREA IMPROVEMENT


The following local area improvements apply to the E 104th Avenue corridor subarea.


 **Future Park.** The City's Parks, Recreation, and Golf Department has identified this area near First Creek Dog Park as a future park. The site is approximately 68 acres and may accommodate a combination of open fields, a nature preserve, picnic shelters, and playground equipment. The City should consider widening one side of Havana Street/Joliet Street's sidewalk to accommodate a 10-12-foot multiuse path to facilitate bicycle connectivity between E 104th Avenue and the future park.


 **Future Trail/Multiuse Path.** Building on the existing multiuse path/trail along E 104th Avenue and in coordination with the City's Parks, Recreation, and Golf Department, construction of north-south trails should continue. This includes trails along Potomac Road, Chambers Road, and Tower Road. The City should coordinate with utility companies to construct a greenway trail

along First Creek and under the utility right-of-way south of 104th Avenue.

 **Annex Unincorporated Areas.** There are several unincorporated properties near the Brighton Road intersection. The City should annex this area to better guide development patterns and architectural design, establish a coherent neighborhood identity, enable improvements in the public right-of-way, and provide access to City's services. In line with the Comprehensive Plan's character areas, the northern side should remain primarily residential while the southern side of E 104th Avenue should support commercial uses. Gateway features, such as a monument sign and landscaping, should be added to this intersection to announce entry into the City.

 **Industrial Development.** In line with the Comprehensive Plan's character areas, industrial development that leverages access to the regional transportation network should continue to be supported between US-85 and First Creek. Where industrial uses abut commercial or residential uses, sufficient perimeter buffering and screening should be provided to mitigate undesirable noise and visual impacts. Sidewalks should be provided on both sides of the street to increase multimodal access to employment uses. As larger-scale logistical buildings are built, the City and the CDOT should continue to coordinate and adjust truck routes as needed.

 **Residential Development Opportunity.** Undeveloped areas along E 104th Avenue present development opportunities for new residential neighborhoods. These neighborhoods should feature a mixture of housing products, such as single-family homes, duplexes, townhomes, and multifamily. Higher density housing should be encouraged adjacent to neighboring commercial uses as well as along E 104th Avenue to provide a desirable transition in uses. Neighborhoods should feature distinct and unique identities and incorporate parks and cross-neighborhood trail connections. The City should encourage pedestrian and bicycle connections to neighborhood-scaled commercial uses at perimeter locations.

 **Commercial Development Opportunity.** Undeveloped properties along E 104th Avenue at major intersections should support a mix of commercial and office uses. Though these properties front an arterial and should support vehicular access, they should also incorporate attractive pedestrian-oriented environments, including public gathering spaces and outdoor seating areas. New development should feature sufficient internal and perimeter pedestrian and bicycle connections, in addition to quality building and site design, to positively contribute to the Corridor's visual appeal.

TOWER ROAD/ HIGH PLAINS PARKWAY

Residential Expansion. Most areas along Tower Road are anticipated to accommodate additional residential subdivisions. Future residential developments should be well-connected to each other and the roadways and include sufficient stormwater management elements to reduce their strain on the City's infrastructure.

Buffer Against Tower Road Landfill. Sufficient buffering will be needed to protect future residential developments from the landfill's negative externalities.

Regional Commercial Hub. E470 connects Commerce City, Denver, other communities in the region, and DEN. A regional commercial hub located here could leverage the E470's traffic volume and conveniently provide goods and services to visitors and residents.

Potential Annexation. Pockets of unincorporated areas should be annexed to guide future development, complementing the surrounding area's physical character and connecting the properties to municipal services.

Over the last five years, the City widened Tower Road to a four-lane arterial with on-street bike lanes and sidewalks. The road provides a critical connection along the east side of the City, connecting to Denver International Airport (DEN), the City of Denver, and the City of Aurora. Within the Reunion development, Tower Road is planned to be realigned into High Plains Parkway to the north of E 104th Avenue, which will then connect to Buckley Road at E 120th Avenue. This will serve as a continuous north/south arterial roadway corridor from Brighton to Denver. These major roadway enhancements will create opportunities for growth in eastern Commerce City and also improve multimodal connectivity. Strategically planning for compatible land uses, infrastructure, and multimodal networks will be critical in ensuring development around Tower Road occurs in a desirable manner that supports a high quality of life.

Legend

- Municipal Boundary
- Existing Railroad
- Existing Bike Lane
- Existing Trail
- Parks/Open Space
- Existing Overhead Utility Line
- Buffer Between Tower Road Landfill
- Existing Unincorporated Area
- Existing Utility/Landfill

Toolkit Improvement

- Gateway
- Wayfinding

Note: North arrows represent project north. They vary between each corridor plan as the maps were adjusted to fit on the page.




Aerial Image of the Tower Road/High Plains Parkway Corridor


LOCAL AREA IMPROVEMENT

The following local area improvements apply to the Tower Road/High Plains Parkway corridor subarea.

 **High Plains Parkway.** The City should continue to coordinate with Brighton and private developers on constructing the High Plains Parkway extension. Future development should provide sufficient access management and multimodal connectivity to this new roadway, and regulations for truck traffic should be determined.


 **Expanded Trail System.** A variety of waterways cut through the corridor area, including First Creek, Second Creek, and the Burlington Ditch. Greenways should be established, and trails should be constructed along each of these waterways to enhance them as natural assets and increase pedestrian and bicycle connection through the City. Underpasses or pedestrian/bike bridges should be created where trails intersect major roadways to eliminate risks of accidents with vehicles.

 **Regional Commercial Center.** With access to 104th Avenue and E-470, this intersection provides an opportunity to support commercial and retail development in line with the Comprehensive Plan's character areas. This includes large-scale commercial retail, services, hotels, and entertainment uses that draw customers from around the region, as well as from the airport. The City should seek to create a regional commercial center that provides a unique pedestrian environment and experience with high quality architecture and integrated outdoor spaces.

 **Community Commercial Nodes.** Smaller-scale, local serving commercial, office, and vertically mixed commercial/residential development should be encouraged at key intersections. Examples include food and drink establishments, salons, clinics, fresh food stores, and entertainment options. They should aim to create community destinations, incorporating attractive pedestrian-oriented environments like public gathering spaces and outdoor seating areas. Development should positively contribute to the Corridor's visual appeal and feature sufficient internal and perimeter pedestrian and bicycle connections, in addition to quality building and site design.

 **Business and Employment.** New industrial growth has occurred in this area which exhibits quality site design and building facades. The City should continue to ensure industrial development provides strong pedestrian connections, attractive building facades, and spaces that accommodate contemporary industrial operations. Sufficient screening and buffering should be provided along the northern limits adjacent to residential uses.

 **Transit Connectivity.** No transit routes currently exist along Tower Road. The City should work with RTD to explore expanding north-south bus service along Tower Road and the future High Plains Parkway to serve new residents and connect them with community destinations and employment, including the business park at the southern end of the corridor and the future regional commercial center.

 **Tower Road Landfill.** Adequate screening and buffering for the Tower Road Landfill should be provided to prevent the encroachment of incompatible land uses next to the landfill. Residential uses should be distanced from the landfill to protect residents from methane gas and other negative landfill externalities. Restrictions should be put in place on allowed uses. The need and cost for explosive gas investigation and the potential requirement of mitigation equipment in development should be determined. The City should monitor the function of the landfill for potential remediation in the long term for creative reuse, such as a community park that would connect to the Second Creek Greenway.

DRAFT



CHAPTER

7

COMMERCE AND EMPLOYMENT

DRAFT





COMMERCE AND EMPLOYMENT

Commerce City's local economy will thrive as it builds on a spirit of innovation, resilience, collaboration, and entrepreneurship. By supporting established industries and embracing new industries and employment centers, the City will continue to ensure high-quality local job opportunities for its residents. The City's focus on the business sector will spark new development of commercial areas and a mix of uses in the historic City, and in new commercial nodes that serve the central and northern parts of the community. Residents will enjoy a wealth of local options for shopping, entertainment, and activities that allow them to stay local and offer local job opportunities.

CORE PRINCIPLES



Welcoming and Equitable City: A diverse, resilient economy provides opportunities for individuals and businesses to succeed.



Safe, Healthy, and Livable City: A safe environment, healthy workforce, and affordable access to housing, transportation, and other amenities offer the infrastructure and environment for businesses to be productive and successful in Commerce City.



Economically Thriving City: The City's commercial and employment areas increase the range of goods and services to meet a broader spectrum of need and support the whole community.

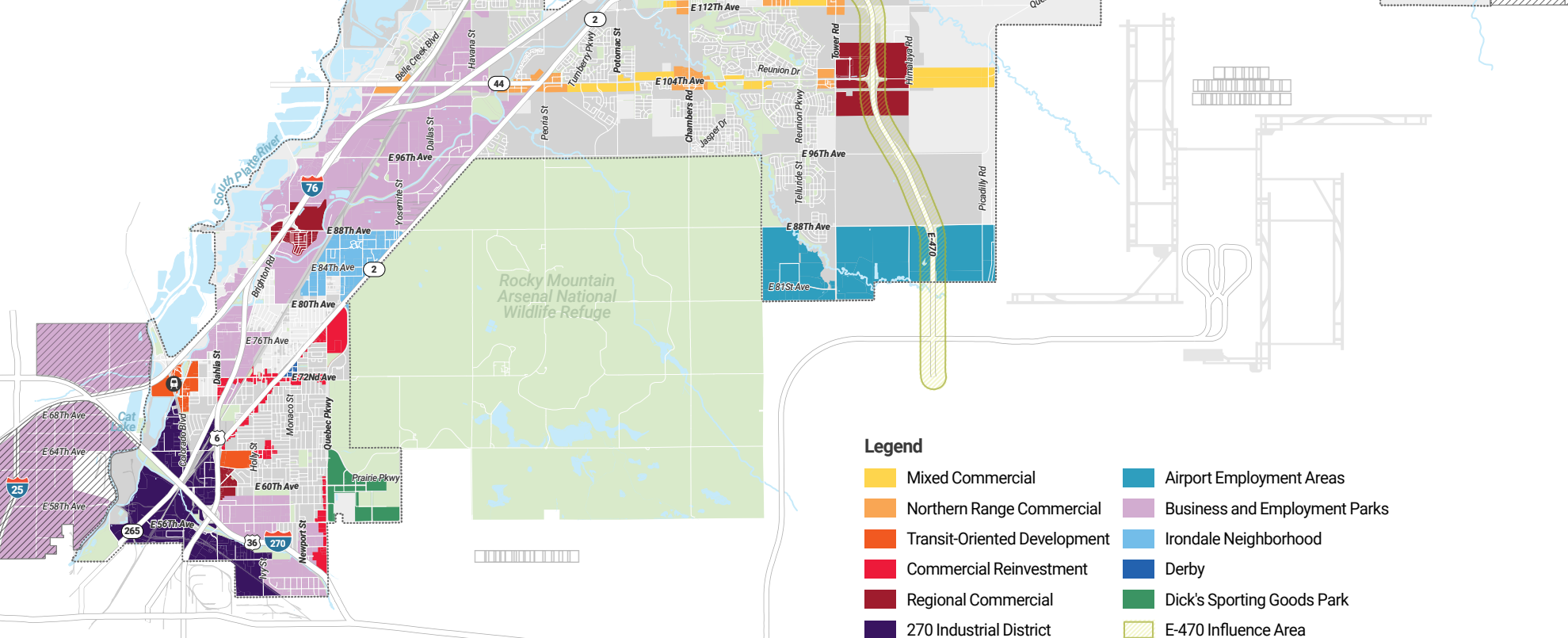


Environmentally Thriving City: Long-term thinking in adopting environmentally-responsible practices ensures businesses can attract customers, reduce energy costs, and establish continuing viability.

ECONOMIC DEVELOPMENT FRAMEWORK

Context Legend

- Commerce City/72nd Ave RTD Station
- Area within Municipal Boundary
- Area within Urban Growth Boundary
- Parks/Open Space
- Railroad



Legend

- Mixed Commercial
- Northern Range Commercial
- Transit-Oriented Development
- Commercial Reinvestment
- Regional Commercial
- 270 Industrial District
- Airport Employment Areas
- Business and Employment Parks
- Irondale Neighborhood
- Derby
- Dick's Sporting Goods Park
- E-470 Influence Area

How do the plan framework maps work with the Character Areas?

Character Areas are the foundation for all subsequent plan sections. The core elements of the Comprehensive Plan build on the Character Areas Plan and provide policies and recommendations for each contributing land use and key development area within Commerce City. While the character areas provide a broad, community-wide view of how land use should be dispersed across the City, the core elements detail the steps required for Commerce City to grow these unique places over time. The framework maps add more specific detail to the broader Character Areas Land Map.



Mixed Commercial

Support a mix of community commercial, office, and higher-density residential options along key corridors to take advantage of high visibility and access. Promote strong pedestrian connectivity between residential and commercial uses to reduce the need to drive.



Northern Range Commercial

Promote commercial centers that contain a variety of attractive retail and entertainment options for all ages, with high multimodal access, 360 architecture, pedestrian-scale development, and integrated outdoor seating and gathering spaces.



Transit-Oriented Development

In alignment with the Commerce City Station Area Master Plan, support transit-oriented development surrounding the 72nd Street RTD Station that provides a vibrant, pedestrian-oriented environment with ground floor commercial and upper floor residential. TOD should also be explored in other future areas with high access to transit.



Commercial Reinvestment

Revitalize aging commercial areas through façade improvements, parking lot landscaping, multimodal access, and an enhanced pedestrian realm with outdoor seating, public gathering spaces, and streetscaping elements. Work with the business community to address key issues and connect businesses with available resources.



Regional Commercial

Promote a wide variety of small- to large-scale commercial uses that attract customers from across the region and serve residents' shopping needs. While regional commercial areas are primarily accessed by car and require substantial parking, promote site designs that feature unique pedestrian environments and distinct senses of place to create shopping destinations special to Commerce City.



270 Industrial District

Use the findings from the ongoing environmental assessment to determine strategies to mitigate any adverse health or environmental impacts caused by the refinery and concentration of industrial uses. Ensure sufficient screening, buffering, and distance from lower intensity uses such as residential neighborhoods to reduce environmental impacts.



Airport Employment Areas

Leverage proximity to the airport by supporting industrial, business, office, and hotel development near the airport while considering noise corridor restrictions. Provide sufficient screening and buffering from adjacent residential neighborhoods and other low intensity uses.

Business and Employment Parks

Enhance the character of industrial and employment areas to establish the City as an attractive place to do business, with attention to design quality, screening, roadway enhancements, landscaping, truck traffic, and multimodal access.

Irondale Neighborhood

Building on the 2018 Irondale Neighborhood and Infrastructure Plan, phase out existing residential and agricultural uses and promote industrial uses as redevelopment occurs. Support service-oriented and industrial uses along Rosemary Street. Widen roadways and prioritize infrastructure improvements to support industrial traffic capacity and access management, including for pedestrians, bicyclists, and trucks.

Derby

Implement the Derby Sub-area Plan to revitalize Derby as a key community destination home to unique local businesses. Promote a pedestrian-oriented environment, cohesive development character, public gathering spaces, gateway features, streetscaping, and small businesses.

Dick's Sporting Goods Park

Support a unique, active, mixed-use district that builds on the stadium's tourism draw. Promote uses surrounding the stadium that provide attendees with a variety of attractive hospitality, food, drink, and entertainment options within walking distance, and office and municipal facilities near City Hall.

Tower Road Influence Area

Encourage early development and future expansion near interchanges with E-470, a strong level of enhanced architecture, and site design for this area as this is an opportunity for this development to set a strong design precedent in this area.

URBAN RENEWAL AREAS IN COMMERCE CITY

The Commerce City Urban Renewal Authority (URA) identifies and establishes blighted areas for redevelopment. The URA is a public-private partnership, with public investment supported by tax increment financing (TIF) while the majority of the project is funded by the private sector. TIF is the amount of additional tax collected within the urban renewal area after the URA project begins. The City has four current Urban Renewal Plans:

- City Center Phase I Urban Renewal Plan
- Derby Business District Urban Renewal Plan
- Mile High Greyhound Park Urban Renewal Plan
- Sand Creek Business Area Urban Renewal Plan

The City's Urban Renewal Projects include:

- City Plaza/Parkway Market shopping centers at East 62nd Avenue and Parkway Drive
- Derby District infrastructure improvements at East 72nd Place and Monaco Street
- Mile High Greyhound Park redevelopment project
- Victory Crossing, at East 60th Avenue and Quebec Street, which includes Dick's Sporting Goods Park, Commerce City Civic Center, and community and youth soccer fields



INCREASING ACCESS TO EMPLOYMENT, GOODS, AND SERVICES

A diverse, resilient economy provides employment and shopping opportunities for all area residents, strengthens the City's tax base, and establishes the community as an attractive place to live, work, and do business. Commerce City should continue to attract a wide range of commercial uses that meet the needs of residents and support a self-sufficient community. New industrial and employment uses that further diversify the City's industries should be promoted in growth areas, ensuring a well-trained workforce attractive to major employers. Emphasizing high-quality design, pedestrian environments, and multimodal access will be key in creating accessible, distinct commerce and employment areas that set Commerce City apart from other communities.

NORTHERN RANGE COMMERCIAL

The City should expand commercial and entertainment uses in northern Commerce City.

A significant amount of residential growth has occurred in the Northern Range over the past two decades. There is a need for additional commercial uses to support existing and future residents and provide a balanced mix of uses. During community outreach, residents expressed the desire for a wider range of local shopping, service, and dining options in the Northern Range to avoid having to travel outside of the City. In alignment with the Commerce City 2045 Character Areas, the City should continue to attract a variety of commercial and entertainment uses that meet residents' needs, including sit-down restaurants, large-scale retail, grocery stores, and entertainment options for all ages.

Recommendations

- Enhance the image, quality, and diversity of retail that provides unique pedestrian experiences.
- Update the zoning code to focus on commercial uses in areas designated as Community Commercial and Regional Commercial in the Commerce City 2045 Character Areas framework.
- Promote large-scale commercial with a regional customer draw in the Regional Community character area along E-470 to increase access to key retail and services in the Northern Range.
- Provide incentives to attract desirable commercial businesses such as grocery stores, sit-down restaurants, and large-scale retail.
- Encourage shopping and entertainment options that are attractive to all ages.
- Promote outparcel/outlot development to improve the character along primary roadways and break up views of large parking lots.
- Continue to encourage development within the Prairie Gateway area.
- Continue to work with the master developer to develop Reunion Center.
- Encourage a second post office location in the Northern Range.



Mile High Greyhound Park, www.c3gov.com/government/urban-renewal/mile-high-greyhound-park

PEDESTRIAN-ORIENTED COMMERCIAL CENTERS

The City should explore opportunities for pedestrian-oriented commercial centers with a mix of uses.

Most of Commerce City's commercial development is auto oriented, with front-loaded parking lots, buildings set back from the sidewalk, and a lack of pedestrian amenities. Moving forward, the City should seek to promote more mixed-use and pedestrian-oriented commercial hubs to create memorable activity centers with unique senses of place. An ongoing example is the Mile High Greyhound Park development which will become a vibrant, mixed use area in the heart of the City, with residential, commercial, open space, and civic uses.

Pedestrian-oriented site designs should be promoted in commercial centers with integrated pedestrian amenities and outdoor spaces and high multimodal connectivity to surrounding neighborhoods. This would encourage more residents to walk to businesses and spend more time and money locally. Pedestrian-scale commercial centers can also greatly improve the image and character of the City with more investments given to placemaking and streetscaping. Factors to consider the following recommendations:

Recommendations

- Encourage pedestrian-oriented shopping environments with wide sidewalks, attractive storefronts, and buildings facing each other to create a desirable sense of enclosure.
- Promote the incorporation of attractive outdoor seating areas and gathering areas in larger-scale commercial developments to provide places where customers can enjoy and spend time.
- Encourage the incorporation of pedestrian/bicyclist/transit-oriented areas in large-scale shopping centers that provide outdoor seating, bicycle parking stations, and access to transit services.
- Promote the incorporation of public art and streetscaping in commercial centers to increase visual interest and create unique places.
- Require "360-degree architecture" (high-quality architecture on all sides of the building as opposed to just the front-facing façade), including well-designed or screened service areas.
- Promote cross-access and pedestrian pathways between adjacent parking lots and leading to buildings to promote well-connected, cohesive shopping areas.
- Establish block standards for commercial areas to break up large tracts into more human-scale pieces with streets or street-like features within the development.
- Partner with local or regional agencies and institutions for the creation of a conference center in the Mile High Greyhound Park area.



DIVERSE INDUSTRY

The City should embrace diverse local industries for a resilient economy.

Commerce City's largest industry is Transportation and Warehousing, making up a third of its employment base, followed by Construction and Wholesale Trade. The energy industry is also a major player, led by Suncor Energy and Liberty Oilfield. Moving forward, the City should establish a clear direction for its economy, building on its existing economic assets like its significant transportation and trucking industry and access to the Denver International Airport (DEN). Diversification of industries will also be critical to ensure the City's economy and tax base remains resilient for the long term. This includes examining emerging technologies and industries that could be successful in Commerce City, and the types of infrastructure, development types, and workforce skills that would be needed.

The Economic Development Strategic Plan (EDSP) update should consider these aspects when establishing a clear framework for growing Commerce City's economy. A focus should be on strategies for proactive regional economic development, workforce training, creating a business-friendly environment, enhancing the City's quality of place for business attraction, and constructing infrastructure necessary to support businesses. This plan should take into consideration other partner organizations' efforts, balancing the business community's interests with those of the broader community.

Recommendations

- Update the EDSP to establish a clear framework for growing Commerce City's economy.
- Continue to create a cohesive brand and identity to market the City to prospective businesses as preferable to regional competitors.
- Examine opportunities to train the local workforce and incorporate emerging technologies into local industry, such as electric trucks for the Transportation and Warehousing sector.
- Examine the City's economic assets and competitive disadvantages to determine achievable target industries for business recruitment and necessary infrastructure updates.
- Use target industries to direct the City's recruitment and marketing strategy that highlights the benefits of locating to and doing business in Commerce City.
- Support and grow the retail sector of the economy to add to the City's economic diversity and provide goods and services to residents.
- Use the Commerce City 2045 Character Areas framework to guide the location and character of future industrial, office and commercial development.
- Consider new and non-traditional industrial uses such as movie studios and outdoor recreational equipment manufacturing.



E-470 INFLUENCE AREA

In alignment with the E-470 Expressway Corridor District in the Character Areas Plan, the City should promote high-quality development along E-470 that leverages high roadway access and development opportunity.

E-470 is a major north-south tollway on the east side of Commerce City, surrounded by a significant amount of undeveloped land that presents development opportunities. The E-470 influence area is meant to contain some of the City's most intense commercial/office, lodging, healthcare, and residential development. Early development and future expansion near E-470 interchanges should be encouraged with high-quality architecture and site design to set a strong design precedent in the area. As the roadway is under the purview of the E-470 Public Highway Authority, the City's design and management influence is limited by the Authority's policies, requirements, regulations, and recommendations. As such, close coordination will be key to attaining desirable land use and development.

DEN is the third busiest airport in the world with 69 million passengers annually. It generates more than \$33.5 billion for the State of Colorado annually.

Recommendations

- Ensure varying heights and diverse exterior materials, including brick and wood materials, with strong architectural elements and facades.
- Encourage buildings that are more urban in design than traditional suburban.
- Install gateway monuments and monument signs with landscaping at key intersections and gateway points, as well as comprehensive wayfinding signage.
- Support high-intensity, vertical mixed-use development with ground-floor commercial and upper-floor residential to create attractive focal points.
- Promote retail, office, and entertainment uses centralized around a public park or plaza.
- Promote pedestrian-scaled areas, with high walkability and a comprehensive pedestrian and bike network that links various buildings.
- Ensure streetscaping and public improvements are unified in design and promote a distinctive image that emphasizes a pedestrian-friendly character.

WORKFORCE DEVELOPMENT

The City should collaborate with major employers and educational entities to create vocational training programs.

A skilled workforce is a decisive factor for employers looking to locate in a community. Successful companies hire employees based on their skills and education relative to their industry. Commerce City can help to ensure that its residents have the skills and education to appeal to new employers, as well as prepare the local workforce for higher-paying jobs. Strategic partnerships with local major employers and economic development organizations can produce skilled workers who live and work in Commerce City. The City should have an open dialogue with employers and the Adams County Workforce Center to inventory workforce gaps that can guide educational, technical (re)training, recruiting, and talent retention needs.



Recommendations

- Continue to work with major employers and economic development organizations to identify target skills and create targeted workforce training programs.
- Continue to support the Small Business Resource Center (CCSBRC), the Small Business Development Center (SBDC), and Adelante Community Development in providing workshops, training sessions, and one-on-one counseling for growing a business, marketing, workforce hiring and training, and other business issues.
- Ensure workforce development programs are aligned with existing and future industry clusters that pay livable wages.
- Establish partnerships with K-12 and higher education institutions to develop facilities and programs within the city that could provide industry-specific training for students, residents, and existing businesses.
- Make it easy to do business throughout the City, by streamlining the permitting process, providing resources so entrepreneurs can find access to capital, and strategically providing tax breaks.

DENVER INTERNATIONAL AIRPORT

The City should continue to leverage its proximity to Denver International Airport as an engine for economic development and tourism.

The nearby Denver International Airport (DEN) is a major asset to Commerce City from an economic development and tourism standpoint. Proximity to DEN supports convenient international trade connections and business travel, giving the City an opportunity to grow as a regional economic hub. In line with the Character Areas framework, industrial and commercial uses should be encouraged near the airport to take advantage of its worldwide connectivity and visitor draw. Industrial and business development should also be explored for the growth area just north of the airport in the long term. Travel routes to and from the airport should also be enhanced to improve the City's image and reputation as a desirable place to do business. The City should work with DEN to promote local tourism opportunities at the airport to draw new visitors to the community (see the Arts, Culture, and Tourism Chapter for further discussion).

Recommendations

- Promote industrial, business, and office uses near the airport to take advantage of its national and international trade connectivity.
- Consider DEN's noise corridor restrictions when establishing guidelines for land use and development near the airport.
- Ensure commercial and industrial development along airport gateway routes are of high quality with ample screening and buffering.
- Encourage the use of berms to screen business and employment areas where they abut residential properties.
- Avoid residential and low intensity uses near the airport due to undesirable noise and visual impacts from air traffic.
- Explore opportunities to enhance airport gateway routes with public art to create an attractive first/last impression of the City.
- Partner with the aviation industry to develop educational and employment opportunities.

ADDRESSING LANGUAGE BARRIERS

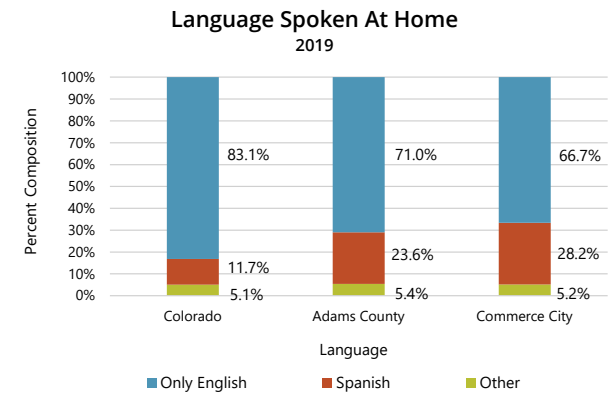
The City should continue efforts to reduce language barriers.

Cities that are able to attract and retain Spanish-speaking residents and businesses can benefit from a number of economic advantages. In Commerce City, over twice the rate of residents speak Spanish (28 percent) compared to Colorado (12 percent). With almost a third of Commerce City's population speaking Spanish, the City must work to reduce language barriers in the community to better connect residents and businesses with resources. Community members particularly identified the need for workforce and leadership skill development in both English and Spanish. By increasing workshops and resources available in Spanish, as well as consistently providing translations of City regulations, programs, and news, the City can better connect and inform this important population of the community.

28% of Commerce City residents speak Spanish.

Recommendations

- Consistently provide Spanish versions of all City regulations, documents, news, programs, and other key information.
- Work with economic development organizations and partners to increase workforce training programs, business and leadership development opportunities, and civic education in Spanish.
- Hire Spanish-speaking City staff that can help assist residents and businesses and connect them with resources.
- Increase outreach to Spanish-speaking businesses to ensure they are aware and up to date with available resources and City regulations as they change.
- Better clarify and identify on the City website the option to translate the site into Spanish.
- Increase access to capital for the Spanish-speaking business community, such as targeted small business grants.



Source: U.S. Census Bureau

REINVESTMENT IN EXISTING COMMERCIAL AND INDUSTRIAL AREAS

Commerce City's central neighborhoods contain an eclectic variety of older commercial and industrial development, ranging from high-intensity oil refineries and large warehouses to small standalone businesses and concentrations of retail and services. Public and private investments in these areas will be critical in improving their character and function and elevating the overall image of the City. This includes revitalizing older commerce and employment areas to be well-connected and aesthetically pleasing with high-quality site design and architecture. Coordination with existing businesses will be key in improving their property conditions, including reduced visual clutter, façade improvements, screening and buffering, and environmental remediation.

CORE COMMERCIAL AREAS IN THE CENTRAL NEIGHBORHOODS

The City should support its historic core commercial areas and existing businesses.

Much of the neighborhood-serving commercial development that exists in the central neighborhoods shows signs of aging and disinvestment, such as along 72nd Avenue and Highway 2. These commercial uses provide surrounding residents with convenient access to day-to-day goods and services and should continue to be supported and enhanced as an important part of the local economy. Aging central neighborhood commercial areas should be improved to meet the development standards of the City, ensuring regulations are in place to guide quality redevelopment. The City should also work with existing businesses to upgrade facades and parking areas to improve their character in the short term. Commercial areas should be activated to enhance their "experience" with public gathering spaces, outdoor seating, and streetscaping elements like planters, street trees, and public art.

Recommendations

- Work with business owners to upgrade facades, internal and perimeter parking lot landscaping, and screening of utility areas.
- Explore lot consolidation opportunities that could support more unified commercial redevelopment.
- Continue to educate and connect business owners with available small business programs and financing resources.
- Ensure high multimodal connectivity between neighborhoods and commercial areas with continuous, wide sidewalks; ADA-accessible ramps; safe and visible crosswalks; pedestrian-scale lighting; and bike parking stations.
- Continue to work with partner organizations, like the Small Business Development Center (SBDC) and Adelante Community Development, to provide workshops, training, and one-on-one counseling to help small businesses grow and monitor their needs.
- Continue to work with the Commerce City Chamber of Commerce to market the local business community and connect them with residents and visitors.
- Target key corridors for burying or moving utility lines to the rear of properties to reduce visual clutter along primary roadways.
- Continually monitor the retail needs of the community and strive to attract and establish retail to meet those needs.
- Ensure the future station area supports a mix of residential and non-residential commercial uses.



DERBY

The City should continue efforts to revitalize Derby as a center of activity.

The Derby is a unique, cultural asset of Commerce City that is home to local businesses with hints of historic character. Its central location presents the opportunity to transform the area into an activated community destination, accessible to residents from the northern and southern areas of the City. The district currently faces vacancies, aging development, irregular site designs, and low foot traffic that has hampered its community draw. The City has recently completed planning initiatives like the new Highway 2/Monaco Street and 72nd Street/Monaco Street intersection improvements and the 2018 Downtown Derby Lighting and Signage Plan.

The **Derby Sub-Area Master Plan** was adopted in 2006 (amended in 2009 and 2014) which focuses on the revitalization of the district into an attractive destination that supports 24/7 activity and a pedestrian-friendly environment. The plan aims to improve the district's visibility and identity, building on its 1950s-era architecture, multimodal connectivity, and public spaces. The City should prioritize implementing the plan to realize the community's vision, conducting an update in the near term to ensure it is reflective of the community's desires today. The following recommendations should be considered:

Recommendations

- Update the Derby Sub-Area Master Plan to ensure it reflects the current desires and aspirations of the community.
- Continue efforts to improve the streetscape within Derby and gateway points based on the updated Derby Sub-Area Master Plan.
- Ensure future redevelopment is located at or near the property line to create a consistent street wall with a desirable sense of enclosure.
- Discourage front-loaded parking lots in favor of rear or side lots and on-street parking to support a pedestrian-friendly environment.

- Work with property owners to install perimeter landscaping around existing parking lots in the interim.
- Work with property owners to improve building facades through the Commercial Catalyst Program.
- Ensure all streets have wide continuous sidewalks with ADA accessibility.
- Continue to incorporate and preserve public art such as murals and sculptures, working with local artists to showcase their work.
- Support a mix of local businesses that can add an in-person shopping experience, including diverse restaurants, artisan shops, galleries, and more.
- Support unique housing choices through adaptive reuse of existing industrial or commercial buildings as well as townhomes and multifamily surrounding the district.

LEGACY INDUSTRIAL AREAS

In alignment with the 270 Industrial District, the City should work to improve the character of its legacy industrial areas and support the long-term transition to new uses where appropriate.

Commerce City contains a significant mixture of older industrial development in its southern half, ranging from small standalone businesses to large warehouse and manufacturing facilities, to intense machinery and refineries in the 270 Industrial District. While industrial and business uses are critical to Commerce City's economy and employment base, they can also detract from the overall character of the City, particularly when located along highly visible corridors. To ensure the City establishes itself as an attractive place to do business and improves the quality of place for residents, the City should proactively promote reinvestment in older industrial areas while ensuring high quality future development. This includes updating zoning regulations and design requirements, and continuing incentives that promote the following recommendations:

Recommendations

- Ensure industrial buildings feature high-quality facades with attractive materials, windows and doors, and articulation to add visual interest and break up large blank walls.
- Ensure industrial and business parks are well marked with directional and gateway signs, directing trucks, business partners, and visitors to the right location and creating a sense of place.
- Require quality fencing and landscaping to screen outdoor storage, utility areas, loading areas, and surface parking lots from right-of-way view.
- Discourage chain-link fencing which detracts from community character.
- Explore opportunities and incentives to consolidate older industrial properties to facilitate comprehensive redevelopment and accommodate modern industrial buildings capable of attracting high-quality tenants.
- Promote screening, buffering, and berms to sufficiently screen industrial and business parks when adjacent to residential, public green space, and other low intensity uses.
- Ensure all roadways are paved and include curb and gutter to enhance the streetscape.
- Improve multimodal access to employment areas via walking, biking, and transit, expanding the sidewalks/multiuse path and transit network.
- Update the zoning code to phase out over time instances of incompatible, isolated residential properties surrounded by industrial development as redevelopment occurs.
- Work with relevant businesses to mitigate any adverse environmental impacts identified by the ongoing environmental assessment caused by industrial activity.
- Involve the City's lower-income and minority populations in environmental decision-making, ensuring that everyone has a voice and the resources needed to weigh in on decisions about industrial land uses, freight transportation, and other policies that can affect their environment.

INDUSTRIAL LAND USE AND ENVIRONMENTAL RESPONSIBILITY

The Commerce City community has expressed a need for environmental responsibility and to address pollution and air quality. These concerns are particularly acute in the interface areas between the City's central and southern neighborhoods, the Suncor refinery, and the other large concentrations of industrial uses in the southern part of the community and along its western edge.

To address these concerns, the City is conducting an environmental assessment and dedicated study to determine the health and environmental impacts of the refinery and other industrial uses in the community. The Comprehensive Plan's recommendations and policies support environmental responsibility and the reduction of incompatible land uses. It is anticipated that more detailed study to mitigate environmental issues, address environmental equity, and consider community health will be part of the separate environmental assessment effort.

DRAFT





CHAPTER

8

**HOUSING AND
NEIGHBORHOODS**

DRAFT





HOUSING AND NEIGHBORHOODS

Commerce City's neighborhoods will provide desirable and accessible housing for people of all backgrounds and stages of life. The historic southern area neighborhoods will benefit from attractive public realm improvements and neighborhood reinvestment strategies, improving the standard of living for the City's long-standing residents. Over time, redevelopment policies will ensure that both the oldest neighborhoods and northern range areas are well-buffered from nearby employment and industrial areas. Throughout the City, vibrant neighborhoods will continue to grow and improve, providing a diverse range of housing that increases housing choices for all.

CORE PRINCIPLES



Welcoming and Equitable City:

Welcoming and equitable housing is accessible to all, regardless of background, income, race, or ethnicity. Embracing diverse and equitable neighborhoods encourages social cohesion, reduces disparities, and empowers a stronger sense of community.



Safe, Healthy, and Livable City:

Neighborhoods that are safe, well-maintained, and affordable are also places where people can live, work, and play together. Access to reliable housing supports healthier lifestyles in proximity to parks, recreation facilities, and community centers.



Economically Thriving City:

Providing individuals and families with affordable and stable housing is a necessity to their pursuits in education, job opportunities, and socio-economic mobility; these all funnel into the development of businesses and the local economy.



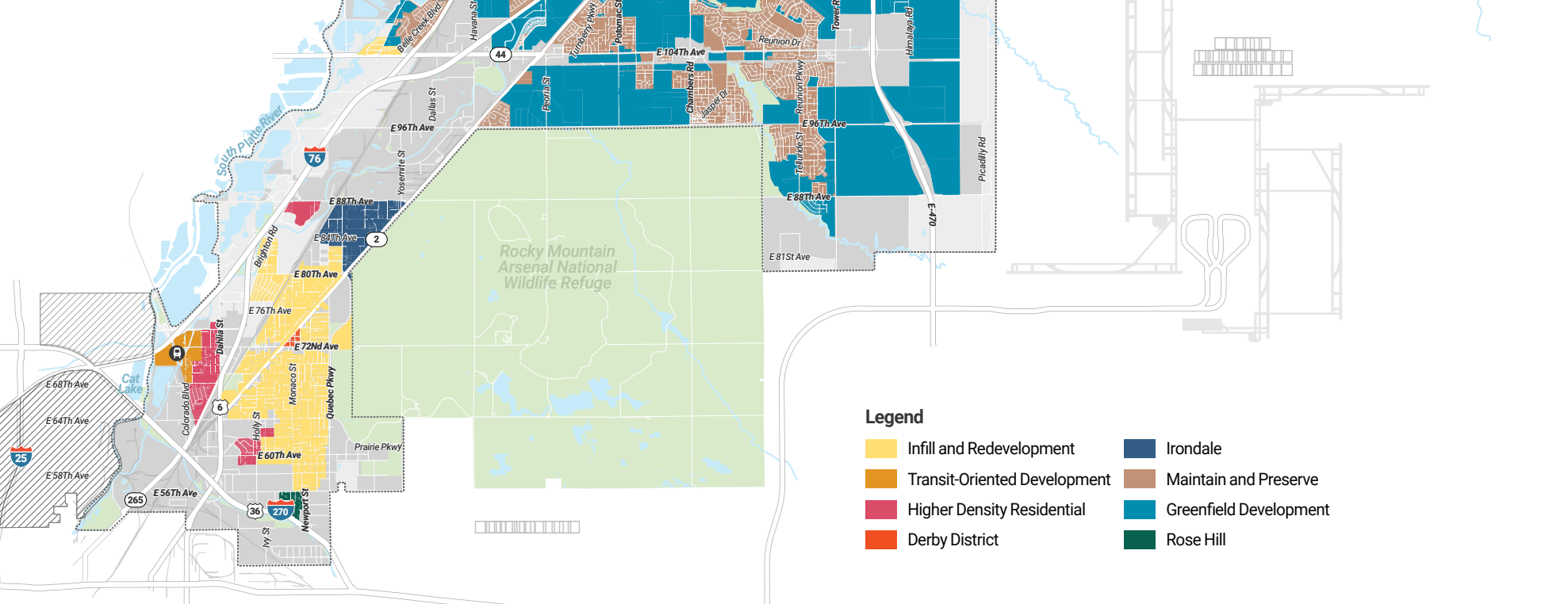
Environmentally Thriving City:

Environmentally thriving housing and neighborhoods include integrating green spaces in new developments and promoting sustainable transportation (bike and pedestrian options) throughout the City's neighborhoods.

RESIDENTIAL AREAS FRAMEWORK

Context Legend

- Commerce City/72nd Ave RTD Station
- Area within Municipal Boundary
- Area within Urban Growth Boundary
- Updated Growth Areas
- Parks/Open Space
- Railroad



Legend

- Infill and Redevelopment
- Transit-Oriented Development
- Higher Density Residential
- Derby District
- Irondale
- Maintain and Preserve
- Greenfield Development
- Rose Hill

How do the plan framework maps work with the Character Areas?

Character Areas are the foundation for all subsequent plan sections. The core elements of the Comprehensive Plan build on the Character Areas Plan and provide policies and recommendations for each contributing land use and key development area within Commerce City. While the character areas provide a broad, community-wide view of how land use should be dispersed across the City, the core elements detail the steps required for Commerce City to grow these unique places over time. The framework maps add more specific detail to the broader Character Areas Land Map.

Infill and Redevelopment

Promote infill development and redevelopment of vacant or underutilized properties in established neighborhoods. Context-sensitive higher density residential should be encouraged to diversify housing choices. Encourage adaptive reuse of commercial or industrial uses into unique residential options.

Transit-Oriented Development

Support transit-oriented housing surrounding the 72nd Street RTD Station that provides high density housing like multifamily housing, townhomes, and a mix of ground floor commercial and upper floor residential. TOD should also be encouraged in other areas with high access to transit.

Higher Density Residential

Target single-family attached and multifamily housing to this area to leverage access to nearby commercial uses, jobs, and/or community facilities. Higher density residential development should serve as a transition from higher intensity industrial uses to lower density residential areas.

Derby District

Build on Derby District's special environment and access to local businesses by promoting the adaptive reuse of existing industrial or commercial buildings into lofts and other unique housing choices. Multifamily or townhomes should be encouraged surrounding Derby District to increase housing near the community destination.

Irondale

As redevelopment occurs, phase out existing residential and ranch housing and transition the area into an industrial and business area to separate incompatible uses. In the interim, industrial development should provide sufficient buffering and screening to mitigate adverse impacts on adjacent residential properties.

Maintain and Preserve

Continue to maintain and preserve the new residential development in the Northern Range and invest in public infrastructure as it ages over time. This includes upgrades to public parks, roadway conditions, pedestrian and bike amenities, and streetscaping.

Greenfield Development

As new development in the Northern Range has developed as PUDs, establish zoning regulations for northern neighborhoods that formalize the high quality building and site design standards. Ensure future neighborhoods' roads connect to existing neighborhoods. Promote higher density residential near commercial corridors and nodes for a desirable transition. Within these areas, the City should work with DEN to consider noise contours, aviation easements, and the 55, 60, and 65 day-night average sound level (DNL).

Rose Hill

Continue to protect and reinvest in this neighborhood, enhancing public infrastructure like curb and gutter, ADA-accessible sidewalks, crosswalks, streetlights, and integrated parks and open space. Industrial uses should be discouraged and phased out over time, eliminating truck activity within the residential neighborhood (see the I-270 Corridors Framework for further discussion).

HOUSING AUTHORITY'S BALANCED HOUSING PLAN AND AFFORDABLE HOUSING IMPLEMENTATION PLAN

Created in 2019, the Housing Authority Balanced Housing Plan and Affordable Housing Implementation Plan provides Commerce City with comprehensive strategies and recommendations for expanding housing options and addressing housing affordability. This is especially for low- to moderate-income residents, seniors, veterans, and people experiencing homelessness. It is based on the 2018 Housing Authority Housing Needs Assessment, which identified the need for more options in multifamily units, senior housing, affordable housing, disability-accessible units, high-income housing, desirable rental properties, and housing solutions for people experiencing homelessness.

The following Commerce City 2045 Housing and Neighborhoods Chapter carries forward and builds on the recommendations of the plan. These plans should work cohesively to help address housing issues and increase housing choices for all residents.



SUPPORTING HOUSING CHOICES AND NEIGHBORHOOD AMENITIES

According to the Denver Regional Council of Government's population projections, Commerce City will need about 700 housing units annually to keep up with demand. To meet this need, the City must promote a greater mix of housing types and densities that can support residents of all socioeconomic backgrounds, stages of life, and family sizes. Priority should be given to context-sensitive infill development and adaptive reuse in established neighborhoods while ensuring new neighborhoods contain a variety of housing choices attainable to a variety of income levels. Creative housing types should also be pursued, including transit-oriented development, accessory dwelling units (ADUs), and small home communities.

Commerce City's 65 years + population grew by 58% since 2010.

SENIOR AND SPECIAL NEEDS HOUSING

The City should promote attractive, accessible housing for senior citizens and residents with special needs.

Between 2010 and 2019, Commerce City's 65 years and older population grew by about 58 percent. This is in line with national trends due to the large, aging baby boomer generation. New housing options will be needed for the growing senior population to support aging in place, as well as for residents with special needs such as residents with disabilities. This includes assisted living facilities, retirement homes, and age-restricted housing developments that range in price points for fixed to higher income individuals. Small home communities and ADUs that have smaller unit footprints, lower maintenance, and ADA accessibility can also provide attractive options for aging in place (see Creative Housing Type).

Recommendations

- Support the development of senior and special needs housing in all residential character areas.
- Ensure future senior housing options are well integrated into surrounding neighborhoods to discourage isolation.
- Encourage developers of age-targeted housing to include amenities attractive to seniors, such as front porches, back patios, walking paths, outdoor sports facilities, and activated gathering spaces.
- Encourage smaller lot, single-story housing types for seniors that are ADA accessible.
- Encourage age-targeted cooperative housing types for community-oriented senior living, such as co-housing and cottage home courts.
- Promote the development of continuing care retirement communities (CCRC), or life plan communities, which offer distinct types of housing and care levels based on a senior's needs.
- Promote senior housing within a quarter mile of transit locations and amenities like parks, healthcare, and shopping options.
- Encourage private developers to apply universal design practices that increase housing accessibility for people of all ages and abilities. This could include level access from the street, zero entry thresholds, fixtures and fittings located at varying heights and widths, and other design elements that allow for lifetime homes.

MIX OF HOUSING

The City should encourage a diverse mix of housing choices, including type, tenure, price point, and size.

Providing a diverse housing stock will be critical in ensuring Commerce City remains equitable and welcoming to people of all backgrounds and stages of life. According to the 2018 Housing Need Assessment (HNA), 76 percent of the City's homes are single-family detached (86 percent in the Northern Range and 64 percent in the Historic City). Promoting a wider variety of housing types can help create accessible options for individuals and families that meet their budget, space, tenure, location, and lifestyle needs. This includes missing middle housing types, which range from low-density duplexes to mid-density multiplexes and triplexes, that can be integrated into neighborhoods in a context-sensitive manner. Additional multifamily housing and desirable rental properties should also be promoted, which was identified as a need in the HNA.

Recommendations

- Promote higher density infill and redevelopment within established neighborhoods to provide greater housing choices while matching the scale and character of existing properties.
- Support multifamily development and vertically mixed buildings (with upper floor residential and ground floor commercial) along underperforming commercial corridors to help activate the area and provide housing near corridor amenities.
- Consider allowing the conversion of large single-family detached housing into multi-unit homes.
- Promote adaptive reuse of older or underutilized industrial buildings in residential areas into unique housing options.
- Promote higher density housing along key corridors and surrounding activity centers and industrial uses. This includes near areas designated in the Character Areas framework as Northern Neighborhoods, Central Neighborhoods, Community Connection District, and the E-470 Expressway Corridor District.
- Promote transit-oriented housing surrounding key transit stops that supports a highly walkable environment with convenient transit access.
- For larger scale planned subdivisions that provide a mix of housing types, work with private developers to locate lower density housing near existing single-family detached neighborhoods to create appropriate transitions and preserve the character of established neighborhoods.
- Consider requiring a minimum percentage of housing types in new neighborhood developments to increase housing diversity and affordability (e.g., at least 20% duplexes/townhomes).
- Create standards for new single-family rental developments.

MISSING MIDDLE HOUSING TYPES

Missing middle housing types provide opportunities for the City to increase the diversity of its housing stock through moderate increases in density, while maintaining the neighborhood character Commerce City residents cherish. They range from low density duplexes to mid density multiplexes and triplexes, which can be integrated into the City's housing mix by using single-family lots to accommodate two to three units in a context-sensitive manner. Missing middle housing types that the City should consider accommodating more broadly include:

- Duplex (Side-by-side)
- Duplex (Stacked)
- Triplex
- Quadplex
- Courtyard Building
- Pocket Neighborhoods
- Townhome
- Multiplex
- Mixed-Use



76% of Commerce City's homes are single-family detached.

CREATIVE HOUSING TYPES

The City should use creative housing types to increase affordable housing options.

According to the HNA, between 2007 and 2015, housing prices more than doubled in Commerce City while income rose only 29 percent. More than one third of households are cost-burdened, meaning they spend more than 30 percent of their income on housing. The waiting list for Housing Choice Vouchers has also been closed since 2014. To counteract increasing levels of unaffordability and provide attainable housing choices for all, including the lowest income groups, creative housing strategies should be pursued. This includes encouraging smaller-scale housing types like ADUs, cottage court homes, and micro communities that increase housing diversity and affordability. These types of housing can also support multigenerational and senior-friendly housing to allow residents to downsize and age in place.

Accessory Dwelling Units (ADUs)

ADUs are a creative and subtle way of providing greater housing variety in existing single-family neighborhoods without negatively impacting community character. ADUs, sometimes called “granny flats,” are typically less than 800 square feet and allow for context-sensitive infill on smaller lots, such as by placing an accessory structure behind the primary residence or through a home expansion. ADUs provide opportunities for small scale rental options, as well as multi-generational housing where multiple generations of one family can live on the same property and should be promoted in the community to help address housing demand.

Recommendations

- Amend the LDC to allow ADUs.
- Promote ADUs, pocket neighborhoods, and cottage-housing developments in single-family neighborhoods, focusing first on the City's Opportunity Zone and then applying it citywide.
- Evaluate residential design standards to consider high quality, innovative housing options.
- Review minimum lot size standards throughout the City.
- Support limited equity housing co-operatives, which are a creative solution to increasing housing stability, affordability, and homeownership through a shared-equity housing model.
- Promote affordable housing options near jobs, community resources, schools, and recreational opportunities to improve the quality of living of underserved populations.
- Create incentives and guide private owners and developers to repurpose older and abandoned motels into affordable housing.

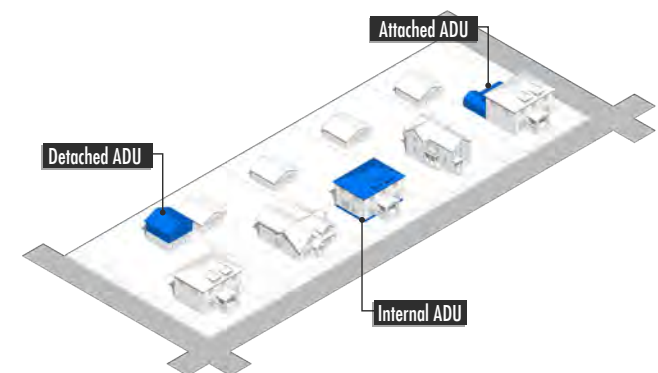
More than one third of households in Commerce City are cost-burdened



Internal ADU



External ADU



HOUSING PROGRAMS AND INCENTIVES

The City should expand its affordable housing stock by leveraging existing and exploring new housing programs and incentives.

A variety of housing programs, incentives, and agencies are active in Commerce City to help close the housing gap for lowest income individuals. This City should continue to work closely with housing agencies like the Commerce City Housing Authority (CCHA) and other partners to take advantage of available funding programs to help close the City's housing affordability gap. Changes to zoning regulations and incentives should also be explored to promote the development of affordable housing through the private sector.

Recommendations

- Continue to support existing affordable housing options, partnerships, and programs to address the continued maintenance of the City's affordable housing stock. This includes working with non-profit affordable housing developers and securing federal, state and local funding sources to support housing activities.
- Consider adopting inclusionary zoning, requiring private residential developers to designate a certain percentage of affordable units within a multifamily development for low- to moderate-income residents (e.g., 10 percent of units in residential developments of 10 units or more). Building height or density bonuses may be offered as incentives to offset potential increases in market-rate housing costs.
- Support the Commerce City Housing Authority in its role in acquiring vacant, abandoned, and underutilized parcels for rehabilitation, redevelopment, or new construction of affordable housing.
- Join the HOME Investment Partnership Program, which would make the City an eligible jurisdiction for HOME funding.
- Continue to promote funding programs and incentives to fund housing development, including Low-Income Housing Tax Credits (LIHTCs), Private Activity Bonds (PABs), Community Development Block Grant funding, and the Opportunity Zone.
- Establish an Affordable Housing Revolving Loan Fund (RLF) using Community Development Block Grant (CDBG) entitlement funding to assist in activities like providing below market rate loans, small rental rehabilitation, and redevelopment of underutilized properties.
- Consider establishing a land bank program to promote affordable housing through strategic property acquisition.
- Create anti-displacement policies to prevent gentrification and help ensure residents can remain in their homes long-term.

WALKABLE NEIGHBORHOODS – “NEIGHBORHOOD VILLAGES”

The City should support walkable neighborhoods with access to day-to-day amenities, open space, and recreational activities – continuing the “Neighborhood Village” principle established by the 2010 C3 Vision Comprehensive Plan.

Highly walkable and bikeable streets are essential to thriving, healthy, and complete neighborhoods. This means providing a well-connected and safe pedestrian and bike network that allows residents to easily move within their neighborhood and access outside community destinations—without relying on a personal car. Promoting safe and comfortable multimodal environments can also support active lifestyles and improved physical health. All of Commerce City’s neighborhoods should prioritize pedestrian access and implement well-designed multimodal infrastructure so residents are no more than a 10- to 15-minute walk or bike ride from parks, recreation, transit, shopping options, and other amenities.

Recommendations

- Encourage new residential blocks to range from 600 to 800 feet in length to promote walkable environments.
- Update and continue to implement the City’s Multimodal Active Transportation Plan to promote multimodal, complete streets.
- Implement lane reductions (also known as “road diets”), where right-of-way width allows, to create attractive, safe residential streets and opportunity for streetscaping.

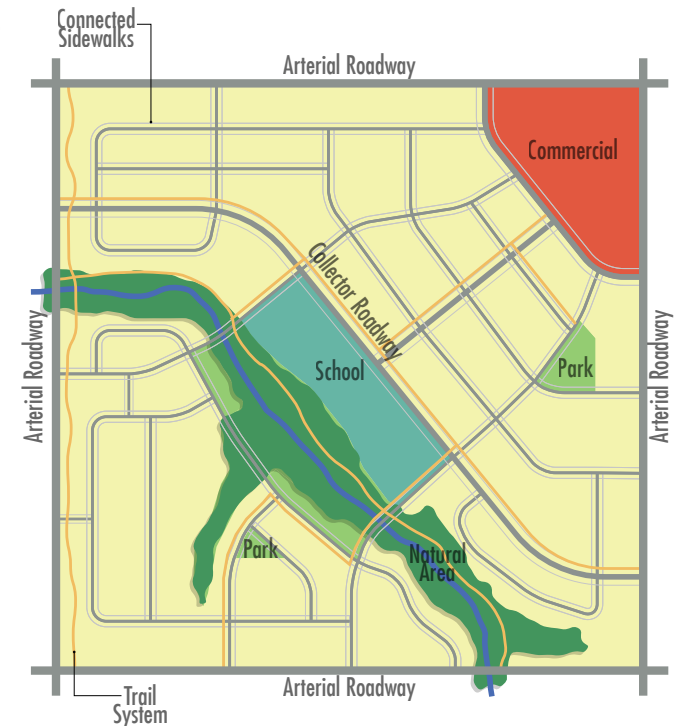
NEIGHBORHOOD VILLAGES

The City’s 2010 C3 Vision Comprehensive Plan provided “Neighborhood Village” principles for new neighborhood development. Neighborhood Villages can also be framed as “15-minute neighborhoods” or “complete neighborhoods” where residents have access to a variety of amenities within a 15-minute walk. Commerce City 2045 continues these principles, including:

- Locating housing in “villages” that are easy to serve, fiscally sound, and attract and retain residents.
- Organizing neighborhoods as cohesive “units” defined by streets, natural landforms, and open space with parks and schools at the center.
- Following a grid street pattern where possible, with connected streets and sidewalks.
- Mixing housing types (single family, multifamily) within neighborhoods.
- Locating higher-density housing, services, and offices near arterial roads.
- Providing walkable access to a variety of amenities.



- Reconfigure roads in older neighborhoods to have wider sidewalks and a landscaped buffer with trees to enhance the pedestrian environment.
- Work with neighborhoods and residents to implement desirable traffic calming measures where unsafe conditions exist.
- Continue to upgrade sidewalks to be continuous with curb, gutter, and ADA accessible ramps along all neighborhood streets.



The idea of a “Complete Neighborhood” stems from Clarence Perry’s Neighborhood Unit Concept, dating back to the 1920s.

- Continue to add well-designed lighting in neighborhoods to increase visibility and safety for pedestrians and bicyclists at night.
- Focus on neighborhood level crime prevention, such as neighborhood watch programs.
- Accommodate safe places for overnight neighborhood parking.

HOMELESSNESS

The City should continue working with local and regional organizations to provide resources for people experiencing homelessness.

Community outreach participants and the housing needs assessment identified the growing population of people experiencing homelessness in Commerce City as a key concern. As regional housing prices continue to rise, homelessness has become a pressing area-wide issue. According to the HNA, the top causes of homelessness in recent years include job loss, low-paying jobs, the prohibitive cost of housing, family/relationship breakup, and displacement from nearby communities like Denver. A "hidden population" of undocumented and mixed-document people also exists in the City, which Pew Research estimated at 2,085 people in 2014. Homelessness is a highly multifaceted and complex issue that will require extensive coordination between the many community organizations and support services that exist in the region. By joining forces into a coordinated effort, the City and area regional organizations can more effectively assist this vulnerable population and connect them with needed resources.

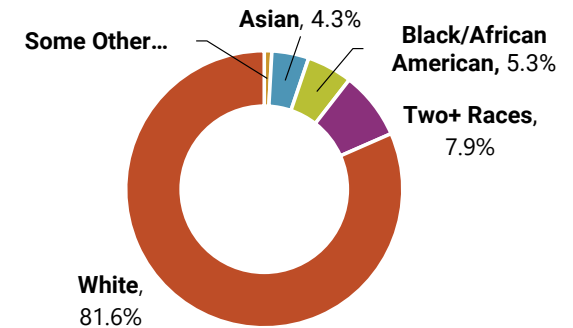
Recommendations

- Work with regional partners and neighboring communities to collect data on populations experiencing homelessness to better assess needs and strategies.
- Continue to support regional partners and organizations in providing temporary housing and exploring opportunities for new special needs housing.

- Work with developers and nonprofits in converting underutilized motels into affordable and homeless housing.
- Work with regional partners and developers to create small-home communities targeted to people experiencing homelessness.
- Work with partners to ensure temporary housing and shelters connect people with key resources that promote obtaining permanent housing, jobs, and self-sufficiency.
- Ensure temporary housing and shelters are not isolated, locating them near amenities and transit to allow guests to access day-to-day goods, jobs, and other needs.
- Work with partners to conduct extensive outreach in advance of clearance of encampments to connect inhabitants to existing shelters and housing programs and avoid full displacement.
- Research comparable cities for emerging strategies for addressing homelessness for potential application in Commerce City. One example is San Francisco's successful Navigation Centers model that provides temporary housing connected with resources.
- Become a member of the local Homeless Continuum of Care, a program established by the U.S. Department of Housing and Urban Development (HUD) in 2009 designed to promote community-wide planning, collaboration, and strategic use of resources to address homelessness.

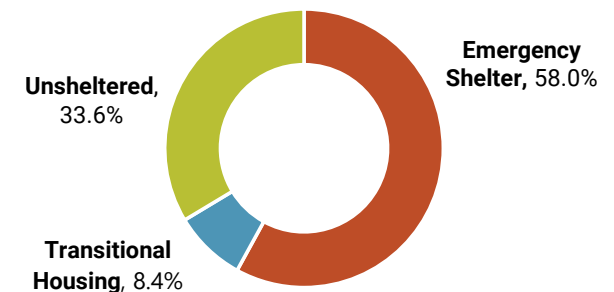
People Experiencing Homelessness by Race

Adams County, 2020



People Experiencing Homelessness by Shelter Condition

Adams County, 2020



Source (all charts): U.S. Census Bureau

MAINTAINING AND IMPROVING THE CHARACTER AND VITALITY OF COMMERCE CITY'S NEIGHBORHOODS.

The Northern Range has experienced rapid growth over recent years, resulting in new high quality neighborhoods that offer a variety of attractive amenities. These developments juxtapose with the character of some of the City's older central neighborhoods facing disinvestment and aging housing stock. To ensure high quality of life and equitable living conditions across the community, public and private reinvestment in older neighborhoods will be key. Through proactive code enforcement, public investments in neighborhood beautification, and private homeowner improvements, the character and vitality of older Commerce City neighborhoods can be enhanced.

CODE ENFORCEMENT

The City should proactively conduct code enforcement to improve the character of the City's established neighborhoods.

Safe, healthy, and attractive housing is a core component of a thriving neighborhood. It is an essential factor in the revitalization and maintenance of older neighborhoods and the creation of lasting value in stable or emerging neighborhoods. The character of many older neighborhoods in Commerce City is diminished due to issues like outdoor storage, including inoperable vehicles; excessive weed growth; parking on unapproved surfaces; and dead vegetation. Through proactive code enforcement, administration, and development, the City can systematically improve these persistent issues and significantly enhance the character and quality of its neighborhoods. A rental inspection program should also be established to create regular checkpoints for housing maintenance and ensure residents live in safe, healthy conditions.

Recommendations

- Adopt a philosophy of proactive code enforcement, rather than complaint-based reporting, aimed at staying ahead of issues and actively promoting compliance with City regulations.
- Conduct a thorough evaluation and update of zoning, housing, property maintenance, and nuisance codes to strengthen the City's ability to efficiently enforce codes to improve neighborhood livability and quality of life.

- Develop a mandatory city-wide inspection program for all residential rental units to proactively inspect properties periodically.
- Target the rental inspection program to properties owned by absentee (non-local) landlords, landlords without an identified management company or property manager, and repeat offenders who fail to fix substandard rental conditions.
- Explore including parameters for health in the rental inspection program, like the home environment checklists used by the U.S. Department of Housing and Urban Development's (HUD's) Healthy Homes Initiative. The initiative seeks to identify environmental hazards in the home and mitigate or eliminate them, such as childhood lead poisoning and poor air quality.
- Consider a short-term rental (Airbnb, VRBO) shared housing registration and accommodations licensing program.
- Develop coordinated tracking and identification of vacant and abandoned properties, housing conditions, and risk factors that often lead to more severe issues.
- Pursue opportunities for neighborhood clean-up days.



NEIGHBORHOOD REINVESTMENT

The City should reinvest in public infrastructure and amenities in older neighborhoods.

Reinvestment in Commerce City's older neighborhoods should be prioritized to promote a high quality of life for all residents and support thriving, sustainable communities. Reinvesting in traditionally disinvested neighborhoods will ensure an equitable allocation of resources to increase the standard of living. Improvements in public infrastructure and increasing access to amenities such as parks, quality education, retail and services, and transit will be essential in increasing property values and prompting private reinvestment and redevelopment. Incompatible uses such as high-activity commercial and industrial uses should be discouraged near residential properties to strengthen the character and appeal of neighborhoods.

Recommendations

- Work with the Parks, Recreation, and Golf Department to ensure all residents are within walking distance of a park.
- Continue to upgrade roadway pavement and sidewalk conditions in older neighborhoods.
- Prioritize stormwater management improvements in areas with the greatest need.
- Beautify older neighborhoods with street trees, corner landscaping, and streetscaping elements like benches and decorative streetlights.
- Promote neighborhood-serving commercial centers to increase residents' access to local goods and services within walking distance.
- Allow for standalone corner commercial uses in residential neighborhoods that provide desirable goods or services to surrounding residents that matches the neighborhood character, such as a small grocer, cafes, bakeries, and restaurants.
- Discourage incompatible uses like commercial and industrial development within residential areas.
- Ensure sufficient screening and buffering where residential properties abut commercial, industrial, and other high intensity uses.
- Work with community leaders and groups in identifying reinvestments and improvements desired by residents in their neighborhoods.
- Establish a neighborhood identity program to preserve the legacy, character, and distinct cultural identity of Commerce City's neighborhoods.

INCLUSION AND ANTI-GENTRIFICATION IN THE CITY'S HOUSING AND NEIGHBORHOODS

Gentrification involves the displacement of long-time residents as new people move in, housing is improved, and new businesses are established. It is a complex issue with no easy solutions, but there are several ways Commerce City can anticipate and address its negative impacts, including protecting and investing in affordable housing, supporting and partnering with community-based tenant and resident organizations, and promoting diversity and inclusion in each of the City's neighborhoods.

The policies and recommendations found in the Housing and Neighborhoods chapter fit with this direction and are intended to support – not displace – the people and cultural institutions that rely on the City's attainable neighborhoods.



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HOMEOWNER REINVESTMENT

The City should continue to offer and expand a program of incentives to encourage private investment in the housing stock.

Commerce City currently offers a few incentives to assist property owners with home improvements. One is the Minor Home Repair Program, funded through the CDBG program for low- to medium-income homeowners, which offers the Paint-a-Thon Program to assist seniors and disabled homeowners with exterior painting, and the Minor Home Repair Program to assist with home repairs under \$10,000. Home Rehabilitation Loans are also available for rehabilitation projects like electrical, plumbing, roof, and furnace repairs. It is important that the City educates residents and property owners on these available programs and increase awareness to maximize their use and effectiveness in enhancing neighborhoods.

Recommendations

- Continue efforts to educate community members and raise awareness of available incentives and programs.
- Coordinate with local housing organizations to promote home improvement programs and the incentives they offer.
- Explore new incentives and funding sources to encourage home rehabilitation and façade improvements for owners, investors, and landlords that are not eligible for subsidies.
- Explore a new program to promote higher quality fencing and reduce the prevalence of chain link fencing.
- Continue to support the CDBG program.

MOBILE/MANUFACTURED HOME PARKS

The City should require improved design standards for mobile/manufactured home parks.

Mobile/manufactured home parks are prevalent in older areas of Commerce City, which provide important housing options for low income residents. There is an opportunity, however, to improve the character of mobile/manufactured home parks to ensure they enhance the City's image and to increase the quality of life for residents. This includes both working with property owners to improve existing parks as well as setting guidelines to ensure future developments meet the City's design standards. Strategies to promote resident-owned communities should be explored to improve maintenance and homeownership opportunities for low income residents.

Recommendations

- Require mobile/prefabricated homes to be ground set or installed on masonry skirting with wheels and hitches removed.
- Partner with the Commerce City Housing Authority to work with mobile home park owners and residents to upgrade park conditions. Examples include paved pathways leading to each home, unified signage, decorative streetlights, and landscaping enhancements.
- Assist mobile home park owners with obtaining financing to undertake repairs and improvements.
- Improve screening and buffering where possible from adjacent uses and the right-of-way.
- Promote the operation of mobile home parks as cooperatives, where residents or a nonprofit owns and operates the park for better management of maintenance and infrastructure.
- Consider creating a community land trust to purchase a mobile home park and lease it long-term to individual homeowners.

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CHAPTER

9

ARTS, CULTURE, AND TOURISM

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ARTS, CULTURE, AND TOURISM

Commerce City will continue to build upon the unique characteristics that make it great, celebrating its history and diversity, promoting its rich Hispanic culture, and stewarding its historic resources. The City will be known as a gateway to Colorado's natural assets, attracting visitors for its unique sense of place comprised of urban amenities and convenient access to world-class outdoor activities. Increasingly, the City will be a center of arts and culture, supporting investment in unique public places that provide social, cultural, and economic benefits. The City will display a positive image that draws new residents, businesses, and visitors by supporting a vibrant setting with high quality development. Throughout the region, people will know what Commerce City represents thanks to its community branding and strong marketing of a unified identity.

CORE PRINCIPLES



Welcoming and Equitable City:

Fostering the development of the arts and local culture promotes social representation, economic empowerment, education, and awareness.



Safe, Healthy, and Livable City:

A shared sense of identity and pride will help community members work together to make it a better place. Arts and culture can help to build community identity and pride by providing opportunities for people to come together and celebrate their shared values and experiences.



Economically Thriving City:

Activities, cultural events, and festival celebrations are critical opportunities for residents and regional visitors to experience a sense of well-being, belonging, and inspiration.



Environmentally Thriving City:

Arts and cultural events and activities contribute to the overall environment of the City, one that is thriving and active. Protecting the City's natural assets is crucial to preserving them for future generations and considering them a part of the landscape of culture the City offers.

COMMUNITY CHARACTER

Context Legend

- Commerce City/72nd Ave RTD Station
- Area within Municipal Boundary
- Area within Urban Growth Boundary
- Updated Growth Areas
- Parks/Open Space
- Railroad



Legend

- Key Gateway Area
- Public Art
- Primary Key Corridor
- Secondary Key Corridor
- Derby District

Existing Community Character Assets

- 1** Commerce City Historical Society
- 2** Dick's Sporting Goods Park
- 3** Pat Schroeder Visitor Center
- 4** Derby District Resource Center



Key Gateway Area

Due to Commerce City's robust roadway network, the City has numerous key gateway points where community members and visitors enter/exit the community daily. Based on site reconnaissance, where a visual survey of the City was conducted, the following Existing Community Character Map identifies dots at key intersections that are highly trafficked or located near important community destinations like Dick's Sporting Goods Park. Through the planning process, these locations may be considered for potential gateway treatments to improve the character of the City and leave a lasting first/final impression at its most visible locations.



Public Art Location

Commerce City's public art plays an incremental role in beautifying the City and enhancing a sense of place. It helps create interesting public spaces, improving the City's character through engaging streetscapes. It has also proven to increase visitors acting as attractions, which contributes to the economic vitality of the community.



Key Corridors

The City's roadway network is composed of a series of major roadways along which area residents, local community members, business partners, and visitors travel. The image and character of these highly trafficked corridors is often the impression of the City that sticks with those passing through. It is therefore important that they are enhanced and maintained to present a positive impression of the community. Based on reconnaissance, the following Existing Community Character Map identifies Primary and Secondary Key Corridors that may be considered through the planning process for streetscape enhancements to improve the overall image and character of the City. Primary Key Corridors include arterial roads such as interstates and highways. Secondary Key Corridors include local roads which carry smaller traffic volumes.



Derby District

Derby was frequently identified in outreach as a key place in the community due to its central location, traditional street grid, and historic character.

PROMOTING LOCAL CHARACTER – DISTINCT, AND REFLECTIVE OF COMMERCE CITY’S UNIQUE IDENTITY

Commerce City’s community character plays a key role in forming the City’s image, identity, and sense of local pride. It is strongly tied to the quality of development, the aesthetic of key gateway points and corridors, as well as the unique assets located within the City. Creating a cohesive community identity and supporting high quality of place equitability across the City should be prioritized, with an emphasis on uniting northern and southern portions of the City into a cohesive community. This includes increasing investments into placemaking, gateway enhancements, streetscaping, and branding while establishing high quality development standards to effectively guide private development.

COHESIVE BRAND AND IDENTITY

The City should establish a cohesive brand that promotes one united community.

Throughout public outreach, Commerce City’s image and identity were mentioned frequently as key areas of improvement. Community members also wish to better unite the sense of community between the northern and southern areas of the City, which is geographically separated by the Rocky Mountain Arsenal National Wildlife Refuge. A variety of factors will need to be addressed to create a cohesive community, including improved multimodal connectivity, increased opportunities for socializing, and equitable quality of life and place. Working with the community, the City should also seek to establish a cohesive identity for the community that showcases its vibrant culture, people, and assets.

Recommendations

- Engage the community in establishing a unified identity for the City that can be incorporated into branding and marketing. This includes determining whether the City should change its reputation as an industrial town or incorporate it as a unique attribute.
- Continue to utilize the City’s graphic and brand standards to provide a consistent style and visual identity for City materials.
- Explore creating a new, eye-catching City flag that embodies the community’s identity and strengthens community pride.
- Continue to improve multimodal connectivity between northern and southern areas of the City to better unite the neighborhoods (see Transportation and Mobility chapter for further discussion).

PLACEMAKING AND GATEWAYS

The City should prioritize placemaking and gateway improvements at key community entry points.

Due to Commerce City's robust roadway network, the City has numerous gateway points where community members and visitors enter/exit the community daily. Gateways should provide a welcoming sense of arrival when coming into Commerce City and offer a consistent thematic image. Beautification efforts should be targeted to key gateway points and corridors, prioritizing the most trafficked areas with the greatest visibility first to effectively improve the City's overall image.

Recommendations

- Implement gateway enhancement recommendations for key corridors outlined in the Connected Corridors chapter.
- Work with private developers to install unique gateway features at major community destinations like Derby and Dick's Sporting Goods Park to highlight the area and draw more visitors.
- Work with private developers to improve development quality surrounding key gateway points and corridors.
- Develop plans to address cost-effective streetscaping enhancements, including tree-planting and xeriscape, to increase landscaped medians, gateway points, and key intersections.
- Improve roadway infrastructure along key gateway routes to enhance their character and multimodal connectivity.
- Develop a wayfinding and signage plan that promotes consistent design and frequency of wayfinding across northern and southern portions of the City and identifies locations for signs.
- Coordinate with transportation agencies, like Adams County, Colorado Department of Transportation (CDOT), and E-470 Public Highway Authority, to beautify corridors outside of the City's jurisdiction.
- Develop the South Platte riverfront area for public access and recreation.
- Incorporate public art into existing transportation corridors and gateways.





QUALITY OF DEVELOPMENT

The City should work to equitably improve the quality of development.

Commerce City's quality of development strongly affects the community's character, image, and desirability as a place to live and do business. Reinvestment into established neighborhoods, commercial centers, and business areas, as well as providing quality design standards to guide attractive new growth will be critical in elevating the City's quality of place throughout the community. Maintenance of roadways, open spaces, and recreational areas, and gateways will also be important in conveying an image of community pride and stewardship.

Recommendations

- Update design standards to provide regulations for new residential, commercial, and industrial areas in alignment with this Plan.
- Promote public and private investments and high quality development equitably both in the northern and southern portions of the City.
- Encourage property maintenance through education, outreach, and proactive code enforcement to address zoning violations as well as weeds, outdoor storage, junk vehicles, and other concerns.
- Support clean-up and adopt-a-highway programs in the public right-of-way to improve their appearance.
- Implement community cleanups for neighborhoods, streets, and waterways.
- Reduce patchwork of land uses and zoning to improve the cohesiveness of neighborhoods and industrial districts in the Central Neighborhood areas.
- Encourage flexibility and innovation in design that emphasize energy efficiencies and sustainability trends in architecture and design.
- Prioritize key corridors and gateway areas to bury or relocate existing utility lines to the rear to reduce visual clutter.
- Identify critical viewsheds throughout the city (e.g., views of DEN, Denver skyline, mountains, the Rocky Mountain Arsenal National Wildlife Refuge), and develop measures to protect these viewsheds appropriately.

PUBLIC GATHERING SPACES

The City should continue to identify new public gathering spaces and improve existing spaces.

“Third places” – spaces where people spend time away from home [“first place”] and work [“second place”] – are an increasingly valued amenity across the nation, particularly following the COVID-19 pandemic. They provide opportunities for people to gather, eat, interact, or simply enjoy the community’s urban setting outside. Public gathering spaces have various forms, including programmed parks, public squares, passive greenspace, pedestrian cut-throughs, plazas on private properties used by the public, or seating areas along the sidewalk. They help activate the streetscape and support social interaction, which in turn facilitates economic development and business growth. Public gathering spaces should continue to be incorporated into Commerce City’s urban setting to promote a vibrant, people-oriented community.

Recommendations

- Explore opportunities for new public spaces, taking bold chances to elevate the City’s quality of place by creating unique, innovative, and memorable public gathering spaces.
- Continue to encourage private developers to integrate public gathering spaces into planned unit developments.
- Improve programming at existing public gathering spaces with amenities that foster activity and add visual interest, such as public art, outdoor string lights, play areas, and water features.
- Encourage the integration of public gathering spaces and outdoor seating/dining areas in larger-scale commercial and industrial development and activity centers.
- Promote ample landscaping, pedestrian amenities, and street furniture to create informal gathering spaces within the streetscape.

DESIGN CONSIDERATIONS FOR PUBLIC GATHERING SPACES

The City’s 2010 C3 Vision Comprehensive Plan established best practices to be considered in the design of public gathering spaces. These should be carried forward as the City continues to grow and establish new spaces where residents can spend time together.

- Focus activity in and around spaces by including shade amenities; flowers and trees; and walls and stairs designed as seating.
- Provide places for play (e.g., fountains or play equipment).
- Provide architectural variety and interest, and places to sit and eat.
- Include public art and places for concerts and performances.
- Use an appropriate scale for people in signs and scale of plazas.
- Respect neighbors by using buffers and screening.
- Create connections to/from adjoining areas.
- Design for safety with appropriate levels of lighting and visibility from well-traveled areas.
- Screen storage and service areas.





STRENGTHENING THE COMMUNITY THROUGH TOURISM, ARTS, CULTURE, AND HISTORIC ASSETS

Considering Commerce City's distinctive cultural and historic assets, as well as its proximity to Denver International Airport, transit access via RTD's N-Line, and high roadway connectivity, the City has significant potential to boost its regional tourism industry. Major assets like the Rocky Mountain Arsenal National Wildlife Refuge and Dick's Sporting Goods Park that are special to the City can be leveraged to attract visitors from across the nation. There is also an opportunity to expand on the variety of city-wide events and festivities offered and improve the marketing of the City's assets.

EVENTS AND FESTIVALS

The City should continue to support and organize community events and festivals, building a unified sense of community and promoting resident interaction.

Events and festivals are a fun and engaging way of building a sense of community and drawing outside visitors to the community. They can boost local tourism and bring greater visibility to local businesses. They also encourage socializing and cultural development. Commerce City hosts a variety of community events and festivals, including Spread the Love, the Memorial Day Ceremony, Music in the Park, National Night Out, and the Art Show and Tree Lighting. The City should continue to provide events and support the creation of new ones, with consideration to the following:

Recommendations

- Continue to collaborate with key partners like the Commerce City Chamber of Commerce to provide, improve, and create new community events and activities.
- Regularly review events after they are held to identify and address issues that impacted their operation as well as explore opportunities for new events.
- Conduct regular surveys, with both residents and event attendees, to identify which events are most successful and potential improvements that could be implemented at future events.
- Ensure community events and festivals are held in central locations where residents living in northern and southern portions of the City can attend together.
- Increase marketing of existing events to attract more residents and regional visitors.



COMMUNITY ASSETS

The City should preserve, protect, and expand its cultural and historic assets.

Commerce City's cultural and historic resources are key components of what makes the City unique and contribute significantly to its local character. They are known to enhance a sense of place, stimulate the local economy, create opportunities for civic activities, and support tourism. The following cultural and historic assets should be preserved and maintained, enhancing them as cultural destinations through placemaking, pedestrian amenities, informational signage, and improved accessibility.

Cultural Facilities

Commerce City is home series of community and cultural facilities in the area that provide opportunities for community development, gatherings, and cultural and historic education. These facilities include:

Commerce City Conter Heritage and Cultural Center

The Commerce City Conter Heritage and Cultural Center contains multipurpose rooms featuring large tables, an overhead projector, a warming kitchen, and counters for serving. The Commerce City Historic Society is based out of this facility, which is also available to the community to use for small group gatherings and as a meeting space.

Adams County Historical Society and Museum

Located in the neighboring City of Brighton, the Adams County Historical Society and Museum was opened in 1987, occupying the former golf clubhouse located at the Adams County Fairgrounds. Over the years it expanded to now house the History Museum and Office, Cultural Center, and numerous historic exhibits. Examples include a replica of a one-room schoolhouse, a restored 1887 two-story Victorian House, and a 1920 railroad caboose.

Dick's Sporting Goods Park

Opened in 2007, Dick's Sporting Goods Park is the 18,000-seat home stadium of the Colorado Rapids. The complex features 23 full-size, fully lit sports fields (21 natural grass and two synthetic turf fields), the Rapids' practice pitch, and 15 expansive parking lots. It hosts a wide range of youth and adult activities in the fields and parking lots, including practices, leagues, and events for sports like rugby, flag football, ultimate frisbee, and 5K races. Dick's Sporting Goods Park also hosts large events such as clinics, international tournaments, and concerts each year, making it a major regional destination for sports and recreation.

Dick's Sporting Goods Park hosts events such as the U.S. Men's and Women's National Soccer Teams' international matches, and the annual multi-day Phish tour.

Historic and Community Resources

The following are key resources, within or adjacent to the City, which should continue to be supported, preserved, and maintained:

Riverside Cemetery

The 160-acre Riverside Cemetery lies to the east of the South Platte River at the intersection of York Street and Brighton Boulevard. The Riverside Cemetery Association purchased the property in 1876, making it the oldest cemetery in the Denver-Metro area. It is listed as a National Historic District, the only property in Commerce City with this designation, due to its age and the significance of those buried there.

The Burlington Ditch/O'Brian Canal

The Burlington Ditch/O'Brian Canal was constructed in 1885 by the Burlington Ditch, Reservoir, and Land Company (BDRLC) to create a reliable water source for agriculture. The canal diverted water from the South Platte River from the southwest side of the Riverside Cemetery and transported water to what is known today as Barr Lake where it was stored until sent north to Weld County. The canal is an important icon of Commerce City's agricultural community as it helped numerous farmers grow alfalfa and cereals, and build the sugar beet industry. The canal continues to support farmers in the area by providing their vital water supply.

Rocky Mountain Arsenal National Wildlife Refuge

During the 1800s, the Rocky Mountain Arsenal National Wildlife Refuge (RMANWR) was used for agricultural purposes. The United States Army purchased the land in 1942 to manufacture chemical weapons to support the country's involvement in WWII. Postwar, it was leased to Shell Chemical Company to produce agricultural chemicals, generating a sizable number of jobs and industries in the area. It also, however, brought serious environmental impacts including contaminated groundwater water. Environmental remediation efforts were implemented until completion in 2010. With the discovery of over 330 wildlife species in the 1990s, the RMANWR was designated as a national wildlife refuge.

Although it is not within the municipal boundary, today the RMANWR is a key geographic anchor of Commerce City, providing area residents and tourists access to one of the largest urban wildlife refuges in the country. The 17,000-acre site represents one of the greatest conservation successes in history where an abundance of wildlife continues to thrive. For more information about amenities offered at the RMANWR today, see the Parks, Open Space, and the Environment chapter.

Barr Lake State Park

Over 150 years ago, the Barr Lake area was a buffalo wallow and home to indigenous American Indians. When the Burlington Canal was constructed in 1886 to create a reliable water source for area settlers, the wallow was transformed into the Oasis Reservoir, which was later combined with the Burlington Reservoir to create what is now known as Barr Lake. Rapid growth after WWII led to untreated wastewater from Denver's sewage treatment plant, slaughterhouses, and packing plants flowing into Barr

Lake. This continued for over 70 years until a large thunderstorm swelled the waters of the South Platte River and adjacent canals, and the dam valves of Barr Lake were opened to protect it, flushing out the polluted waters. Following repairs, new water quality laws and a new sewage treatment plant downstream improved the water quality.

In the 1970s, Colorado Parks and Wildlife obtained \$2 million to purchase land around Barr Lake to form a state park. Open to the public in 1977, the Barr Lake State Park now contains the Nature Center, 8.8 miles of multi-use trails, and wildlife viewing stations, all enjoyed by bicyclists, nature hikers, horseback riders, bird watchers, fishing enthusiasts, and boaters.

Commerce City Historical Society

The Commerce City Historical Society was founded in 2010 with the mission to preserve the City's history. The organization's vision is to continue to educate, collect, and preserve the past and present history of Commerce City; catalog, display, and store the history and have them accessible to the public; engage in charitable and educational activities for all residents to enjoy. It played a significant role in the development of the 2015 Historic Preservation Plan, and actively engages the community through activities like coloring and reading book giveaways for grade school students, the Summer History Camp, and the Central City Bus Trip.

Derby

Derby originated as a small-town community formed in 1889. It was initially platted in an “L” shape and today is bounded by 69th Avenue, Monaco Street, 72nd Avenue, Pontiac Street, 75th Place, and Holly Street. In 1925, the Town of Derby’s population was 200, tripling to 600 by 1940 containing a variety of commercial businesses that supported residents. After World War II, the community felt increasingly threatened by annexation by the City of Denver. In 1962, Commerce Town voted to annex the Town of Derby, which increased the population of Commerce Town so significantly that its name was changed to Commerce City.

Nearing the end of the 20th Century, new commercial development opportunities sprouted in other areas of the City. This led many of Derby’s businesses to relocate, resulting in increased vacancies and disinvestment. Studies to revitalize the area were conducted in 1976, 1985, and 2005 to acknowledge its historic importance and reinvigorate the district as a key commercial center. Today, hints of historic architecture exist throughout Derby and the area should continue to be a focus of revitalization to reestablish it as a thriving activity center in the City.

Recommendations

- Continue to support the programs and efforts of the Commerce City Center Heritage and Cultural Center.
- Create an official public survey and inventory of historically significant properties and historic areas to keep track of historic assets, identify properties to protect from redevelopment, and know where to allocate resources for historic preservation.
- Adopt a historic preservation ordinance.
- Establish a historic preservation commission or board to help advise City Council in implementing a new historic preservation ordinance.
- Continue efforts to educate the community on local historic assets to increase a sense of appreciation and stewardship.
- Develop a Cultural Arts Plan that includes demographics, cultural history, historical communities and neighborhoods, and an assessment of how to further build on and celebrate the cultural diversity and legacies in the community.
- Establish a strategic vision for the City’s cultural arts.
- Improve cultural destinations with informational kiosks, viewing areas, pedestrian pathways, and other amenities that create attractive places to visit.
- Enhance wayfinding to and gateway features at the Rocky Mountain Arsenal National Wildlife Refuge to better draw visitors to its location and establish Commerce City as the “Gateway to the Refuge.”
- Promote appropriate gateway tourism uses near the entrance and Visitor Center of the Rocky Mountain Arsenal National Wildlife Refuge and along its edge to entice visitors and economic activity (see the Quebec Parkway Corridors Plan for further discussion).
- Implement the Derby Sub-Area Plan to foster revitalization and placemaking improvements within Derby (see the Commerce and Employment chapter for further discussion).
- Encourage the development of lodging for visitors near community destinations as well as near Denver International Airport/E-470 and in the Tower Road area.
- Work with Dick’s Sporting Goods Park to promote a mix of active retail, lodging, and entertainment uses surrounding the stadium to activate it as a sports tourism destination.
- Continue to market existing cultural destinations to showcase the City’s attractions and identify new assets to promote growth.
- Pursue a performing arts venue for the City.
- Establish an arts district with supporting events and programs.
- Ensure that informational material regarding entertainment and attractions in Commerce City is up to date, including brochures or maps of key destinations and amenities.
- Consider adopting a land acknowledgement statement that recognizes the tribes and native communities who once owned the land on which Commerce City is located



PUBLIC ART

The City should continue to expand its public art collection.

Public art plays an incremental role in beautifying a community and enhancing a sense of place. It helps create interesting public spaces, improving the City's character through engaging streetscapes. It has also proven to increase visitors acting as attractions, which contributes to the economic vitality of the community. Administered by the Commerce City Cultural Council (CCCC), public art is dispersed throughout the City for community members and visitors to enjoy. The City should continue to work with the CCCC, the local art community, and other partners to increase the public art collection in the community.

Recommendations

- Update and continue to implement the Public Art Master Plan to guide public art investments.
- Prioritize integration of public art at key focal points and activity centers of the City with high foot traffic, such as Derby, Dick's Sporting Goods Park, and gateway routes to Denver International Airport.
- Work with the CCCC to increase funding resources to commission local artists to create public art installations.
- Work with property owners to install murals on large-scale windowless buildings, activating unexciting facades into cultural destinations.
- Enhance the appearance of industrial areas with public art and decorative screening that reflects the industrial nature of the area.
- Explore creating an Art Walk program as a tourism draw that establishes a self-guided tour route visitors can take to visit the City's art installations and learn about each piece.
- Use the City's public art program to celebrate the region's tribes, native communities, and indigenous cultures.
- Work with the Colorado Commission of Indian Affairs to vet public art and encourage festivals and educational programs that honor the region's tribes, native communities, and indigenous cultures.



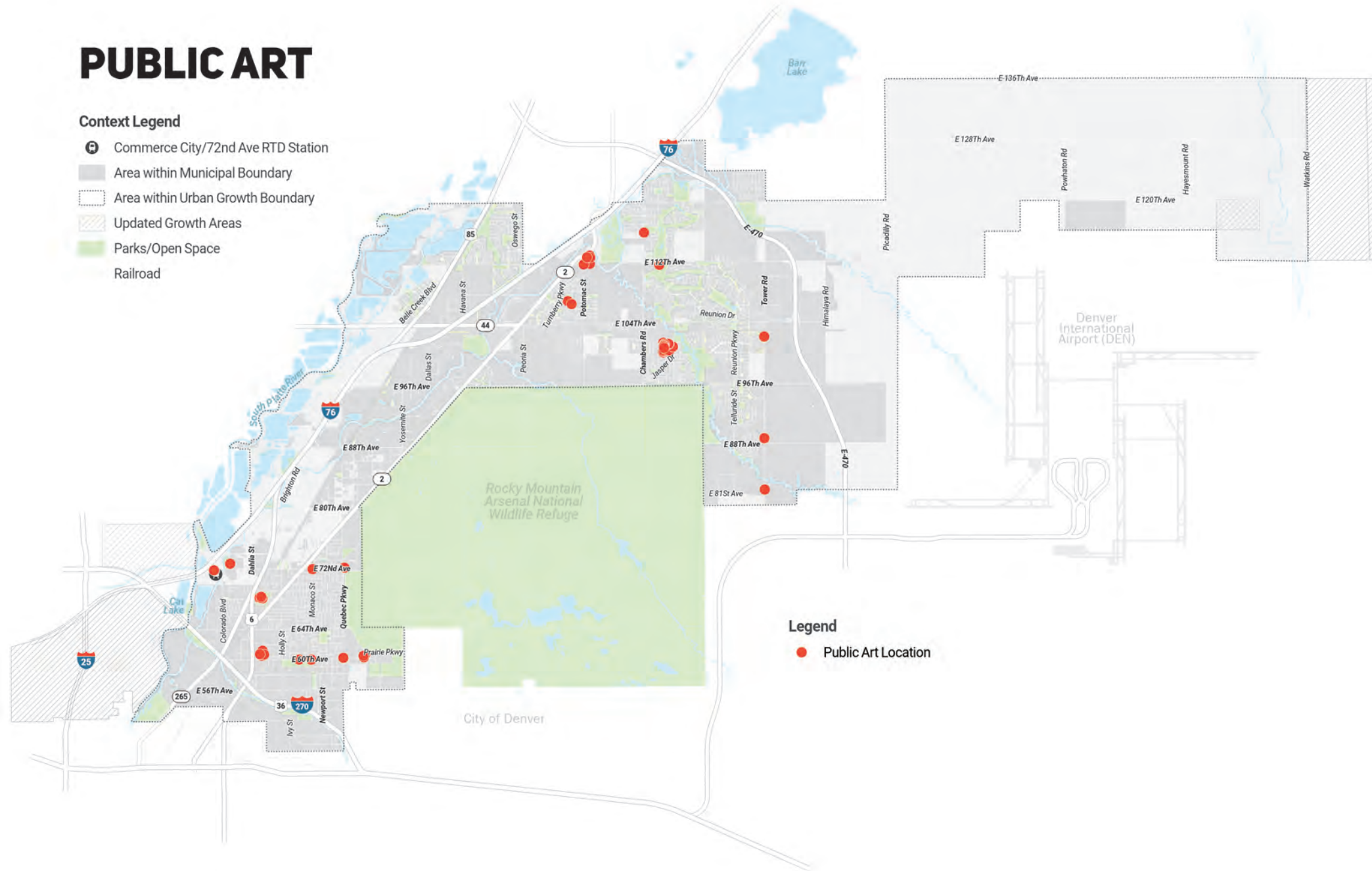
PUBLIC ART

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary
-  Updated Growth Areas
-  Parks/Open Space
-  Railroad

Legend

-  Public Art Location



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CHAPTER

10

TRANSPORTATION AND MOBILITY

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TRANSPORTATION AND MOBILITY

Commerce City's investment in its road network will support a high-quality system that is well-connected and easy to navigate, linking previously disconnected areas, and improving key intersections. The City will strengthen its affordable, convenient, and healthy multimodal transportation options with a complete streets approach that considers pedestrians and bicyclists as roadway improvements are planned and implemented. The City will support the regional Vision Zero safety action plan to reduce pedestrian and auto accidents. Residents will walk and bike safely in their neighborhoods, enjoying a well-connected and robust sidewalk, bikeway, and trail network. The community will take advantage of reliable and safe routes to access destinations like the City's recreation centers, parks, open spaces, shopping areas, and regional transit at the 72nd Avenue Station.

CORE PRINCIPLES



Welcoming and Equitable City:

Providing safe, reliable, and affordable transportation is an effort of equity, livability, and environmental responsibility.



Safe, Healthy, and Livable City:

A transportation system that works for everyone connects the community to amenities, caters to different modes (walking, biking, and transit), and prioritizes safety.



Economically Thriving City:

Understanding the benefits and impacts of high-quality transit and roadways is essential to a productive workforce, connecting customers and businesses.



Environmentally Thriving City:

Reducing the negative effects of transportation on the City's air quality and greenhouse gas emissions is key to ensuring environmental success over the coming decades.

PROVIDING A SAFE AND CONNECTED MULTIMODAL TRANSPORTATION NETWORK

According to the 2020 American Community Survey, only 0.9% of commuters in Commerce City walk or bicycle to work, and 1.8% commute using public transportation. The majority (88%) commute by car and 74.1% of Commerce City workers drive alone. To meet the City's growth needs—and to grow without further congestion—active mobility can provide more efficient travel options for all residents. The City can encourage people living and working in Commerce City to shift trips to active modes of transportation. The citywide street network should continue to be expanded and retrofitted with high-comfort facilities for all transportation modes, and the City's Transportation Master Plan (TMP) should be updated to rethink mobility needs and investment priorities.

Only 0.9% of commuters in Commerce City walk or bicycle to work.

ACTIVE NEIGHBORHOODS

The City should promote active and livable neighborhoods that encourage people to utilize active travel modes for everyday trips.

Across the State of Colorado, only 14% of all trips that Coloradoans take are commute trips. People in Colorado and Commerce City have complex daily travel patterns that include school trips, trips to parks, trips to shopping districts, and social visits, the majority of which require travel distances of three miles or less. Given the short distance of these trips, many can be encouraged to use active transportation to replace vehicle trips if safe and comfortable walking and bicycling infrastructure are provided. Commerce City should seek to shift many of these short trips to active modes to reduce traffic and emissions and improve neighborhood livability.

Recommendations:

- Continue to close gaps in the sidewalk network, especially in older neighborhoods around the historic core, and on local streets, to promote walking for short trips.
- Widen sidewalks along key corridors in the historic central neighborhoods.
- Increase comfortable and low-stress crossing opportunities for people walking and bicycling, including by implementing treatments like high-visibility crosswalks, rectangular rapid-flashing beacons (RRFBs), and leading pedestrian intervals.
- Consider adopting a traffic calming policy that enables the City to select project areas based on speeding and context, such as school zones and school routes, and implement design treatments to reduce speeding on local streets.
- Increase connections to the regional trail network, including the South Platte River Trail, Rocky Mountain Arsenal National Wildlife Refuge, and the Sand Creek Greenway.
- Continue to add well-designed lighting in neighborhoods to increase visibility and safety for pedestrians and bicyclists at night.

COMPLETE STREETS, COMPLETE NETWORKS

The City should improve pedestrian and bicycle safety along major roadways and intersections.

Over five years between 2014 and 2018, while people walking and bicycling made up only 0.8% of the City's mode share, those active users accounted for more than 8% of people killed or seriously injured in traffic crashes, illustrating the significant risk from traffic crashes for people outside of vehicles. Traffic crashes—especially those resulting in deaths and injuries—were concentrated around the central neighborhoods in the historic core. These crashes were especially clustered around major roadways such as Vasquez Boulevard and State Highway 2.

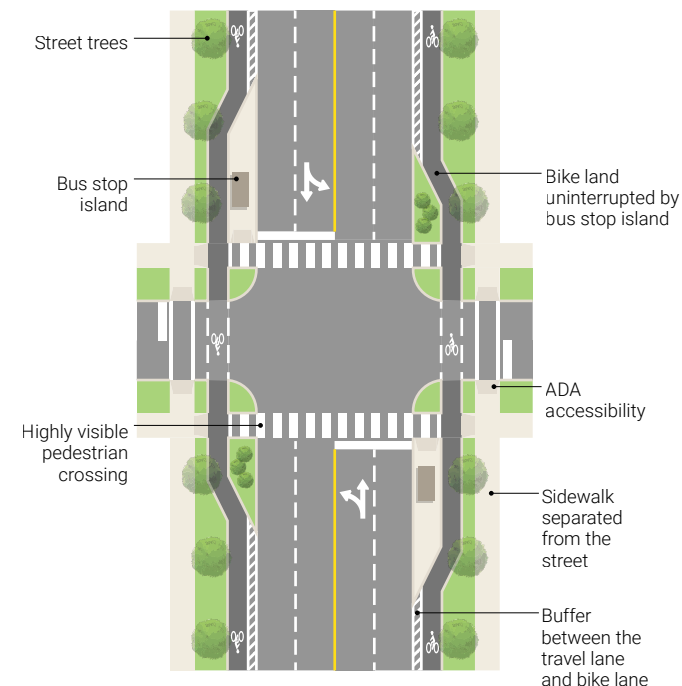
Commerce City should focus on improving safety on large arterial roadways and at-grade highways, especially for people bicycling and walking, to improve connectivity between different parts of the City and reduce injuries resulting from traffic collisions.

Recommendations:

- Continue to implement the Vision Network from the 2012 Walk-Bike-Fit Plan, which is a citywide network with inter-neighborhood connections. While some of the catalytic projects have already been implemented, continuing to build out major spines will unlock more active travel opportunities.
- Improve multimodal connectivity between northern and southern Commerce City to better unify different geographies of the community.
- Expand high-comfort and separated walking and bicycling facilities with landscaped buffers and high-quality lighting to enhance the environment.
- Support “road diets,” including lane reductions and roadway reconfiguration projects to calm high-speed traffic and unlock space for active modes of transportation.
- Redesign major intersections to prioritize safety and comfort for people walking and bicycling; utilize tools such as high-visibility crosswalks, pedestrian hybrid beacons, leading pedestrian intervals, and slip lane closures to improve priority and comfort for people walking and bicycling through major crossings.

COMPLETE STREET DESIGN

A complete streets refers to streets that facilitates easy travel for all users, regardless of age, income, ability, or travel mode





SAFE TRAVEL

The City should identify high-injury corridors and intersections to prioritize projects that improve multimodal safety.

Perceptions of safety are a primary factor for most people in determining whether to utilize bicycling or walking for trips, especially those that include major streets. By analyzing and prioritizing infrastructure projects at locations with observed safety issues and targeting street safety projects based on crash data analysis and risk factors, Commerce City can improve both actual safety outcomes and perceived comfort for active users.

Recommendations:

- Analyze crash location and severity data to identify street segments and intersections where injury risk to people walking and bicycling is most acute.
- Prioritize projects in City capital improvement and street maintenance programs based on safety metrics, such as using a High Injury Network.
- Improve safe walking and bicycling infrastructure at at-grade rail crossings, such as at 69th Avenue and Fairfax Street, 72nd Avenue and Fairfax Street, 76th Avenue and Kearney Street, and 80th Avenue and Monaco Street.

FIRST- AND LAST-MILE CONNECTIONS

Provide seamless active travel connections to regional transit services and activity centers.

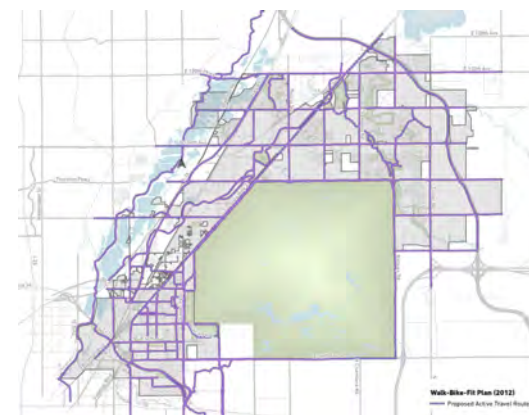
Connections to regional transit hubs can unlock more multimodal trips and reduce reliance on motor vehicles to access rail and bus services. Commerce City should prioritize walking and bicycling infrastructure to major transit hubs such as the 72nd Avenue Commerce City light rail station and focus on closing gaps through major barriers such as highways and large arterial roads. More information regarding the station and the City's transit is on page 180.

Recommendations:

- Provide safe, comfortable, and continuous facilities connecting the central neighborhoods in the historic core to regional transit hubs, especially 72nd Avenue Station but also high-ridership bus transit stops.
- Expand a cohesive wayfinding system to transit hubs and local destinations to promote multimodal access and improve legibility for people and bicycling.
- Support shared micromobility programs, such as bicycle and scooter share, to increase travel options connecting neighborhoods to transit hubs and activity centers.

WALK-BIKE-FIT PLAN (2012)

The 2012 Walk-Bike-Fit Active Transportation Plan laid out a Bicycle and Pedestrian Trail Plan, which included a roster of on-street projects and signed bike routes citywide. Many of the projects constructed from this network plan (such as 104th and 120th Avenues) included shared-use paths through development and roadway reconstruction projects. This has resulted in a tilt toward expansion of the Northern Range network, while the southern area roadway network looks largely similar today to when the plan was adopted. However, several catalytic projects have been implemented citywide, improving access for people walking and bicycling to local destinations such as parks, schools, and commercial amenities.








ACTIVE TRANSPORTATION FRAMEWORK

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Urban Growth Boundary
-  Area within Municipal Boundary
-  Parks/Open Space

Legend

-  Planned Active Route (Walk-Bike-Fit)
-  Trail
-  Multi-Use Path
-  Bike Lane
-  Shared Roadway

IMPROVING AND CONNECTING THE EXISTING STREET SYSTEM

Commerce City is well-connected to the national transportation network. Highways link the community to the larger metropolitan area. Located adjacent to Interstates 70, 76, and 270, Commerce City has expanded to the east while relying heavily on automotive transportation. There are several state highways and local roads to Denver, Denver International Airport, and throughout the region. The following section examines the functional classification and jurisdictional influences on the City's roadways and identifies priority projects and established planning efforts with influence on local decision-making.

Functional Classification

All streets within the City of Commerce City are classified according to a hierarchical system that is based on elements such as the number of travel lanes, traffic volumes, level of access, and mobility. The City has assigned roadways the following functional classifications (relating to the function of the streets)

Colorado DOT State Highway and Interstate

State highways and Interstates provide regional mobility. They are intended for higher volume, moderate to high-speed traffic, with controlled entrance and exit, and typically a dividing strip between the traffic in opposite directions, often two or more lanes in each direction.

Arterial

Arterials are busy roadways that serve as spines within the community to accommodate large volumes of traffic and provide fewer provisions for adjacent land access, including limited traffic controls. Travel is intended to be at higher speeds over longer distances.

Multi-modal Arterial

Multi-modal Arterial functions similarly to an arterial do but provides additional facilities, such as an off-street multi-use path, to provide safe movement for non-motorized modes of transport.

E-470 Tollway

The E-470 Tollway is a 47-mile-long tollway that provides access to the eastern section of the Denver metropolitan area. The tollway serves Thornton, Brighton, Commerce City, Denver International Airport, Aurora, and Parker.

Pena Boulevard





Pena Boulevard provides crucial access from the Denver International Airport to Denver and Commerce City. It connects with the E-470 Tollway and Interstate 70.

Jurisdiction









Certain roadways within the City of Commerce City fall under the purview of the City, Adams County, Colorado Department of Transportation (CDOT), or the E-470 Public Highway Authority, and infrastructure projects involving these roads require close coordination among agencies. The City's design and management influence on State routes is limited by the policies, requirements, regulations, and recommendations established by CDOT. Similarly, the City's design and management influence on E-470 is limited by the policies, requirements, regulations, and recommendations established by the E-470 Public Highway Authority. The City owns and maintains all other roadways within its limits.

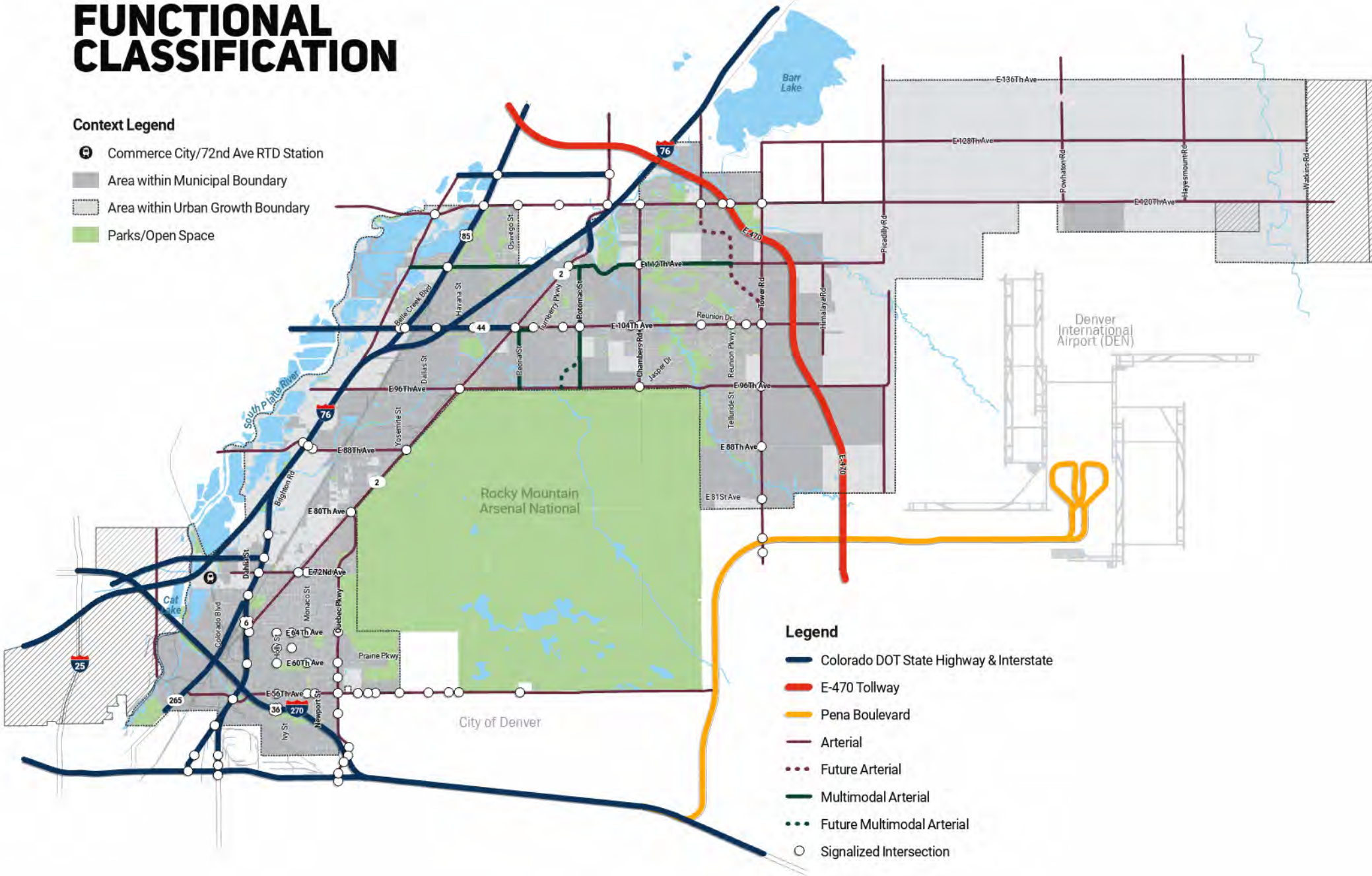
FUNCTIONAL CLASSIFICATION

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary
-  Parks/Open Space

Legend

-  Colorado DOT State Highway & Interstate
-  E-470 Tollway
-  Pena Boulevard
-  Arterial
-  Future Arterial
-  Multimodal Arterial
-  Future Multimodal Arterial
-  Signalized Intersection





ROADWAY CAPACITIES

The City should identify projects to strategically increase roadway capacities to support demand.

The upcoming TMP should include an analysis to determine the prioritization and implementation schedule of the following capacity projects.

East 104th Avenue

East 104th Avenue is classified as a principal arterial. East 104th Avenue was widened from two to four lanes over the last 20 years. Throughout most of the corridor, the existing right-of-way may be sufficient to accommodate widening to six lanes, which could accommodate additional traffic lanes as well as multimodal improvements. In most areas, the widening will occur in the median. The neighboring City of Thornton is also in the design process of widening East 104th Avenue from Colorado Boulevard to US 85.

Highway 2

Highway 2 is classified as a principal arterial, and most of the corridor is now owned and maintained by Commerce City. Highway 2 was widened from two to four lanes over the last five years. Throughout most of the corridor northeast of Quebec Parkway, the existing right-of-way may be sufficient to accommodate widening to six lanes. In most areas, the widening will occur on the outside of the road.

Peoria Street Realignment

Peoria Street was recently approved for realignment just south of 104th Avenue. It will be reconstructed to align with Revere Street to the north, improving connectivity between 104th Avenue and 96th Avenue.

Recommendations

- Maintain a list of priority roadways for capacity improvements.
- Work in partnership with CDOT to widen East 104th Avenue, from US 85 to Highway 2, and connect to the City of Thornton's East 104th Avenue project.
- Make Highway 2 a complete street as potential widening projects occur, to ensure effective mobility environments for pedestrians, bicyclists, and transit users.
- Complete the Peoria Street realignment.
- Evaluate existing alleys for future utilization or vacation.



CURRENT PLANS AND STUDIES

The City should strategically update and carry forward the recommendations of its current transportation plans and studies.

Several Commerce City studies contain policies and recommendations that are carried forward in the Comprehensive Plan. These include the Tower Road Plan, the Irondale Neighborhood and Infrastructure Plan, and the E-470 Master Plan.

Tower Road Plan

The City should align its transportation efforts with existing plans for the Tower Road corridor. Tower Road is a critical east-side arterial corridor for Commerce City. The road is highly visible to the public because of the traffic volumes it carries and its location within the region. This visibility, combined with the nearby Denver Far Northeast area being underserved by retail and commercial, presents opportunities for higher-density development focused on commercial uses along these corridors.

E-470 Master Plan

The City should review and anticipate the impacts of the new E-470/East 88th interchanges. The 2018 E-470 Master Plan identified a new interchange at E-470 and East 88th Avenue to improve access to vacant land along the East 88th Avenue corridor. The plan anticipated that the interchange will promote opportunities for new development, but noted that new development will need to be designed around the existing landfill located at the southeast corner of Tower Road and East 88th Avenue.

Irondale Neighborhood and Infrastructure Plan

The City should update the transportation and infrastructure components of the Irondale Neighborhood and Infrastructure Plan. The plan was completed in 2018 to offer insight into the existing roadway system for the neighborhood. Based on potential future land uses and the possibility for additional rail spurs in the neighborhood, two networks were developed in the plan. Roadway elements were explored in conjunction with each future scenario option. Emphasis was given to improving circulation within Irondale by opening up streets to eliminate dead ends, which would benefit business development by allowing more than one access point to a business.

Scenario development considered the Union Pacific Railroad spur, which would create a dead end at the south end of Ulster Street and the east end of 83rd Avenue, as well as the potential for a railroad cross-connect track which will bisect the Irondale neighborhood creating several at-grade roadway/railroad crossings. These networks were developed based on the two options for future land use; current vision and industrial transition, and a preferred scenario was not separately developed.

After the completion of the Irondale Neighborhood and Infrastructure Plan, the Burlington Northern Santa Fe Railroad spur was constructed as part of the Instel Steel West development. The dead-ends were also created at the south end of Ulster Street and the east end of 83rd Avenue. An at-grade roadway/railroad crossing was created on 84th Avenue.

Recommendations

- Align Tower Road improvements with existing plans for the corridor.
- Prepare a detailed corridor plan for Tower Road, building on the recommendations of the Tower Road/High Plains Parkway corridor framework.
- Make Tower Road a complete street with the necessary infrastructure to ensure safe and effective mobility environments for pedestrians, cyclists, and transit users.
- Re-examine the transportation and infrastructure components of the Irondale Neighborhood and Infrastructure Plan, updating it to reflect the Comprehensive Plan's character areas, the impacts of the Burlington Northern Santa Fe Railroad spur, and the Instel Steel West development.
- Analyze the proposed new E-470 interchanges as part of the TMP.
- Ensure new development opportunities around the interchanges align with the policies and recommendations of the Comprehensive Plan's E-470 Expressway Corridor District and DEN Gateway District.

TRAFFIC MANAGEMENT

The City should work with local and regional partners to ensure its systems are constructed to reduce accidents and fatalities and enable first responders to promptly navigate to emergencies.

Effective traffic management includes reducing infrastructure costs through incorporating data insights, improving system reliability, and ultimately, reducing traffic incidents on Commerce City's streets.

Intersection Control

CDOT currently owns and maintains the existing traffic signals along the state highways throughout the City. All other existing traffic signals within Commerce City are owned and maintained by the City. The Roadway Network map (p. 169) indicates where existing signalized intersections are located.

Access Management

The 2017 US 85 Planning and Environmental Linkage (PEL) Study evaluated alternatives of short-term and long-term improvements to US 85 for safety, mobility, access, and environment between I-76 and Weld County Road (WCR) 100. Within Commerce City, the final recommended improvements included interchanges along 104th Avenue, 112th Avenue, and 120th Avenue, as well as closing Longs Peak Drive to vehicles in the Belle Creek area. For the improvements, amendments are not required to the US 85 Access Control Plan (ACP), which was completed in the year 2000.

Recommendations

- Conduct an accident analysis and a ranking of problematic intersections as part of the City's TMP to determine the need for a Vision Zero plan or similar policy.
- Continue to monitor traffic volumes at intersections and conduct traffic signal warrant studies. The TMP should include locations for planned traffic signals and roundabouts.

PARKING

The City should regularly assess its parking requirements and ensure on-street parking meets district and neighborhood-specific needs.

Outreach and field reconnaissance did not identify significant parking issues in the City. Long term, the City should relieve pressure on parking demand by pursuing creative land use approaches, such as mixed-use developments, and regularly reviewing development parking requirements.

The City should consider requiring Transportation Demand Management (TDM)-related elements to help mitigate congestion as part of final development approvals for new construction or reconstruction. These elements could be infrastructure related, such as providing bike parking, transit shelters, or HOV parking, as well as programmatic elements like implementing telework and incentives for ridesharing. These elements can be monitored for effectiveness by site-specific surveys and developers held accountable for the implementation and/or construction of the negotiated TDM elements.

Parking in Derby


Parking improvements in downtown Derby were completed in 2018. Derby Park was removed and replaced with an additional surface parking lot for the El Jardin restaurant. The Highway 2 and Monaco Street intersection was also improved. Before the project, the Monaco Street alignment was skewed at Highway 2, and the improvements included the realignment of Monaco to connect into Highway 2 at 90 degrees. With these improvements, the parking supply in downtown Derby appears sufficient.

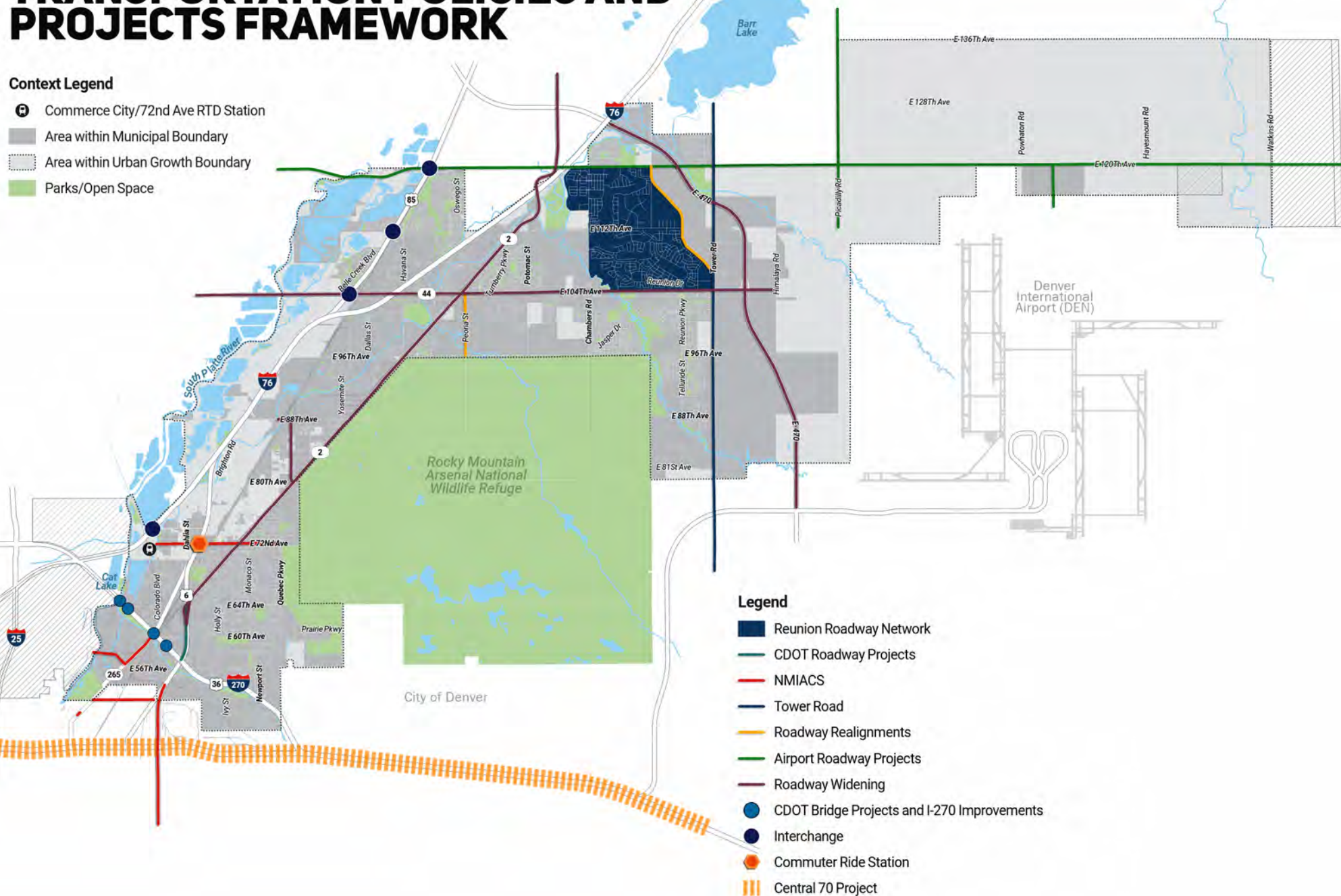
Recommendations

- Examine development requirements to ensure adequate, right-sized parking is provided for all new developments.
- Require Transportation Demand Management (TDM)-related elements as part of final development approvals for new construction or reconstruction projects.
- Revisit parking with a more detailed study of on-street and public lot parking in Derby as development pressure occurs.

TRANSPORTATION POLICIES AND PROJECTS FRAMEWORK

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary
-  Parks/Open Space



Legend

-  Reunion Roadway Network
-  CDOT Roadway Projects
-  NMIACS
-  Tower Road
-  Roadway Realignments
-  Airport Roadway Projects
-  Roadway Widening
-  CDOT Bridge Projects and I-270 Improvements
-  Interchange
-  Commuter Ride Station
-  Central 70 Project

Commerce City's location at the heart of the Denver–Aurora–Lakewood Metropolitan Statistical Area and within Adams County means that it does not plan major transportation projects in a vacuum. The City relies on collaboration with several jurisdictions to accomplish regional projects that extend through its municipal boundary.

The City should continue to work with its regional partners to ensure the following projects meet the transportation and safety needs of the community, in addition to improving traffic flow, transit, and multimodal connectivity.

North-South Divide. Public outreach identified a need to improve connectivity between northern and southern Commerce City, bridging neighborhoods. The Rocky Mountain Arsenal National Wildlife Refuge is in the middle of the City and is established in perpetuity, so future transportation improvements will need to work around it to help unify the City.

East-West Connections. Several north-south barriers impeded east-west connectivity in Commerce City, including railroads, I-76, E-470, and the Rocky Mountain Arsenal National Wildlife Refuge. Future roadway improvements should examine strategies to improve east-west connections and reduce congestion.



Reunion Roadway Network

Reunion is the largest development located in the Northern Range. It spans from approximately Revere Street to the west, Himalaya Road to the east, 96th Avenue to the south, and 112th Avenue to the north. Over the last 20 years, the City has been working with Reunion to build out the transportation network in the area. As of 2021, gaps still exist in the network, and the City should continue working with Reunion to build out the network. The City should continue to utilize Public Improvement Agreements or other similar mechanisms to ensure work scope and funding are documented.



CDOT Bridge Projects and I-270 Improvements

CDOT bridge projects are part of broader I-270 corridor improvements in compliance with the National Environmental Policy Act (NEPA). Currently, eight critical bridges at the end of their service life are proposed for replacement as soon as possible as part of the I-270 Critical Bridge Replacements Project.

Other I-270 improvements under consideration include highway widening for an additional travel lane in each direction, widening of shoulders, the addition of auxiliary lanes between select interchanges, the addition of an eastbound collector ramp from I-76, redesign of the Vasquez interchange, improved pedestrian connections near Vasquez, and stabilization of the road over the old landfill.



Interchanges

104th, 112th, and 120th Avenue Interchanges: The 2017 US 85 Planning and Environmental Linkage (PEL) Study recommends improvements included interchanges along 104th Avenue, 112th Avenue, and 120th Avenue.

74th Avenue Interchange: Improved access off I-76 could create a market for new office uses and employment near the station, along with neighborhood-serving and transit-supported retail. Long-term vehicular improvements involve extending Colorado Boulevard north of 74th Avenue up to a new on-ramp onto I-76 and providing a southbound off-ramp from I-76 to 74th Avenue utilizing the existing frontage road. These improvements will reduce vehicular traffic impacts on 74th Avenue and provide better connectivity to and from the commuter rail station and the neighborhoods.



CDOT Roadway Projects

Vasquez Planning and Environment Linkages:

Completed in 2018 by coordination between CDOT, FHWA, Commerce City, Adams County, and the City and County of Denver, this Planning and Environment Linkages (PEL) study identified improvements to operations, safety, and connectivity for vehicles, freight, transit, bicycles, and pedestrians. It also sought to minimize the impact on the natural environment.

Vasquez Improvements – NEPA and Design: Although the PEL study suggested some near-term projects in the vicinity of Vasquez Boulevard and 60th Avenue, additional work was needed to fully investigate a range of alternatives for improvements to be implemented with available funding. The Vasquez Boulevard (I-270 to 64th) National Environmental Policy Act (NEPA) and Design Project developed and evaluated alternatives. Design is expected to be completed in late 2023 with construction beginning in early to mid-2024, depending on funding availability.



NMIACS

The City should continue the priority projects established through the North Metropolitan Industrial Area Connectivity Study (NMIACS), a collaborative effort between Denver, Commerce City, and Adams County to assess the transportation system for one of the original industrial districts in the Denver Metro Area. The outcomes of the study lead to nine multimodal priority projects that were identified to improve connectivity throughout the study area:

- 52nd Avenue from Brighton Boulevard to Colorado Boulevard, extending across the UPRR
- 56th Avenue to the 58th Avenue connection over the South Platte River
- Brighton Boulevard and BNSF – improving clearance and turning angle
- Brighton Boulevard and York Street intersection – angle improvements to support large truck turns
- Race Court and BNSF and Brighton Boulevard – increase height clearance at the underpass
- Colorado Boulevard from MLK Boulevard to 54th Avenue – enhanced bicycle/pedestrian crossings, improved transit service, streetscaping, and sidewalks
- 72nd Avenue multimodal corridor
- O'Brian Canal loop and connection to South Platte River Trail
- New I-76 interchange ramps, including an additional ramp at 74th Avenue (SH 224) and I-76



Tower Road

Over the last five years, the City widened Tower Road from two to four lanes, from the City limits south of 88th Avenue to 104th Avenue. The widening included on-street bike lanes and sidewalks. The City also added a ramp in the northwest quadrant of the Tower Road and Peña Blvd interchange. The City and County of Denver (CCD) coordinated with the project by widening Tower Road to Peña Blvd. As of 2021, Tower Road is a continuous four-lane arterial from Denver to 104th Avenue in Commerce City and is the most important arterial corridor on the east side of Commerce City. The City should further improve Tower Road, as discussed in the Tower Road / Far Northeast Area Plan and the Connected Corridors section of this plan.



Commuter Ride Station

A commuter ride station at this location will establish the 72nd Avenue station as a major transit hub with multiple bus lines that run through the western portion of Commerce City, converging at the transfer center. RTD plans have identified potential for increased bus service, with more frequent stops and routes, to benefit Commerce City residents in the 72nd Street Station area. Bus routes will follow 72nd and 70th Avenues and Colorado Boulevard, with 72nd Avenue serving as the primary access to the rail station and park-n-ride station at 72nd Avenue and US 85.



Roadway Realignments

High Plains Parkway: Within the Reunion development, Tower Road is planned to be realigned into High Plains Parkway to the north of 104th Avenue. High Plains Parkway is then planned to connect to Buckley Road at 120th Avenue. Once the High Plains Parkway alignment is completed, the Buckley Road/High Plains Parkway/Tower Road corridor will be a continuous north/south arterial roadway corridor from Brighton to Denver.

Peoria Street Realignment: Peoria Street was recently approved for realignment just south of 104th Avenue. It will be reconstructed to align with Revere Street to the north, improving connectivity between 104th Avenue and 96th Avenue.



Airport Roadway Projects

120th Avenue: The City should consider improving 120th Avenue, which is the only east/west arterial that provides continuous connectivity from SH 93, south of Boulder, to provide better access to the area north of the airport.

Picadilly Road: This road should be improved as a key airport route. The road is important for north/south connectivity and has the potential to connect the community to the airport.



Roadway Widening

88th Avenue and Rosemary Street: Based on recommendations of the Irondale Neighborhood and Infrastructure Plan, the planned widening of 88th Avenue and Rosemary Street is expected.

State Highway 2: The City widened Highway 2 over the last five years and should continue to improve its capacity while incorporating complete streets strategies to ensure effective mobility environments for pedestrians, bicyclists, and transit users.

E 104th Avenue: Throughout most of the corridor, the existing right-of-way may be sufficient to accommodate widening to six lanes, which could accommodate additional traffic lanes as well as multimodal improvements. In most areas, the widening will occur in the median.

E-470: Per the 2018 E-470 Master Plan, E-470 is planned to be widened to six lanes from Peña Boulevard to I-76. The widening is anticipated to occur around 2029.



Central 70 Project

The Central 70 Project is a major reconfiguration of I-70 between Brighton Boulevard and Chambers Road that is currently under construction by CDOT and scheduled to be completed by late 2022. The freeway will be offset and lowered between Brighton Boulevard and Colorado Boulevard, reconstructed between Colorado Boulevard and I-270, and widened between I-270 and Chambers Road.



SUPPORTING EMPLOYMENT CENTERS WITH FREIGHT CONNECTIVITY

Freight delivery is the process of transporting large items, commodities, goods, or any bulk products from one destination to another.

RAIL

The City should continue to support its critical rail infrastructure.

There are three railroad corridors within Commerce City. Two of the City's railroad corridors include freight lines owned and operated by the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) Railroad. Commuter rail lines in Commerce City include the North Metro Commuter Rail Line (the N Line). The N Line is operated by Amtrak and runs from the Denver Union Station through Commerce City and further north. The UPRR corridor generally follows the US 85 highway corridor, and the BNSF corridor generally follows the Highway 2 arterial corridor. The two railroad corridors converge near the southwest corner of the City. The City is working with the UPRR and BNSF on implementing quiet zones. The Denver Rock Island Railroad serves industrial customers in the southwestern portion of the City. The railroad provides interchanges for rail cars from both the UPRR and BNSF.

Recommendations

- Maintain rail corridors for continued industrial viability.
- Work with CDOT, UPRR, and BNSF to improve safety and wait times at the numerous at-grade rail crossings throughout the City.
- Limit new rail spurs across rights-of-way.

TRUCKING

The City should ensure truck traffic does not conflict with residential areas.

There is a prevalence of large trucks on the City's roadways and an opportunity to ensure Commerce City roadways have the correct capacity for trucks.

Recommendations

- Regularly analyze and update the City's truck routes to ensure minimal conflict with residential areas.
- Examine the needs of truck parking and consider solutions throughout the City.



LEVERAGING DENVER INTERNATIONAL AIRPORT

Denver International Airport is one of the busiest airports in the world, having recorded over 69 million passengers traveling through the airport in 2022. DEN is one of the busiest airline hubs and a primary economic engine for the State of Colorado, generating more than \$36.4 billion annually, per flydenver.com. The airport is also the state's largest employer, with 35,000 employees per the Colorado Office of Economic Development and International Trade.

KEY CONNECTIONS TO THE AIRPORT

The City should continue to leverage its proximity to Denver International Airport.

The Character Areas chapter and map illustrate how the City has wrapped its growth boundary north of the airport. The City can capitalize on improving connections that enhance its location near one of the country's busiest airports.

Recommendations

- Consider improving 120th Avenue, which is the only east/west arterial that provides continuous connectivity from SH 93, south of Boulder, to provide better access to the area north of the airport.
- Analyze Picadilly Road as an airport route; the road is important for north/south connectivity and has the potential to connect the community to the airport.





ENSURING CONNECTED AND EFFECTIVE TRANSIT

The Regional Transportation District (RTD) provides public transportation in eight counties including all of Boulder, Broomfield, Denver, and Jefferson counties, parts of Adams, Arapahoe, and Douglas Counties, and a small portion of Weld County. As a public agency, RTD is dedicated to serving the public and providing for the transportation needs of over three million people located within 2,342 square miles. The services include bus, rail, shuttles, ADA paratransit services, demand-responsive services like FlexRide, special event services, and vanpools.

From the 72nd Avenue Station, residents can reach Denver Union Station in 12 minutes, or Eastlake-124th Station in Thornton in 15 minutes.

72ND AVENUE STATION

The City should continue to focus on transportation improvements around the 72nd Avenue RTD Station, which was completed in 2019.

The station provides public transit connectivity to Denver, Northglenn, Thornton, and North Adams County. The station is somewhat isolated from the rest of Commerce City at the City's western limits.

There is only one entrance to the park-n-ride, at the Colorado Boulevard and 70th Avenue intersection. It is likely that a second entrance, at Colorado Boulevard and 72nd Avenue, is no longer feasible. The 2013 Commerce City Station Area Master Plan included an urban design concept with a new loop street at the western ends of 70th and 72nd Avenues. The loop would improve vehicular access to the station and provide access to new neighborhood amenities west of the station including parks and commercial and residential uses. Both intersections of Colorado Boulevard and 70th and 72nd Avenues would become signalized. This alignment would complete the circulation for the park-n-ride and provide an emergency access route.

72nd Avenue is the main east-west thoroughfare through the neighborhood. Providing access from the station through to the 72nd Avenue corridor is an efficient and strategic means of connecting residents, employees, and transit riders with destinations inside and beyond the station area to points farther east.

New Transit

The community has identified a need for transit connections between the northern and southern parts of Commerce City. Existing bus routes are centralized around the southern part of the city and are prioritized to connect passengers to nearby train stations of the Denver RTD district. Currently, no bus routes can take passengers between the north and south districts of Commerce City. Lack of connectivity can hinder economic growth potential and contribute to the divides between the two regions.

Traffic Mitigation




The Station Area Master Plan calls for traffic mitigation for the potential increase in traffic in the neighborhoods with a commitment by Commerce City and Adams County to enforce traffic speeds using additional stop signs, signals, and weight limits. The plan also identified a need for wayfinding and gateway improvements.

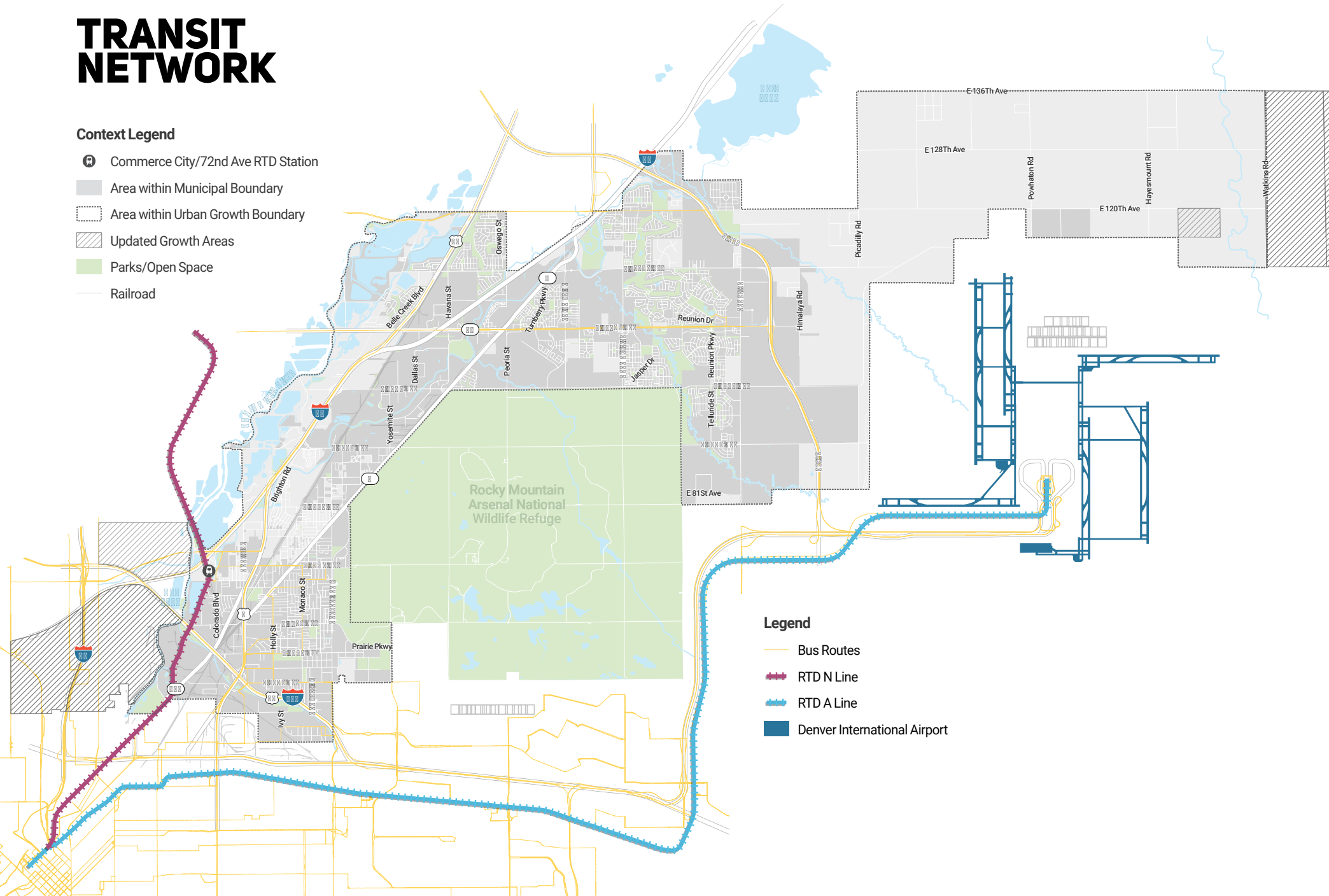
TRANSIT NETWORK

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary
-  Updated Growth Areas
-  Parks/Open Space
-  Railroad

Legend

-  Bus Routes
-  RTD N Line
-  RTD A Line
-  Denver International Airport





Recommendations

- Improve pedestrian and bicycle connectivity leading to the 72nd Street Station.
- Improve vehicular circulation along 70th and 72nd Avenues as outlined in the 2013 Station Area Master Plan.
- Update the analysis of 72nd Street Station access in the TMP, specifically considering the single entrance at 70th Avenue and utilizing the existing traffic signal at US 85 and 69th Avenue.
- Use the TMP process to analyze the I-76 improvement projects, including completing the I-76/74th Avenue interchange, which will provide significant local and regional traffic and mobility enhancements.
- Use the TMP process to complete additional analysis of bus service improvements, including the transit hub and the addition of new bus lines.
- Implement the additional stop signs, signals, and weight limits identified in the Station Area Master Plan.
- Assess and implement the wayfinding and gateway improvements identified in the Station Area Master Plan.

FUTURE RAPID TRANSIT

The City should consider preserving right-of-way or future rapid transit.

Right-of-way along Highway 2 will be critical to being able to provide for regional transit. The FasTracks initiative included purchasing of right-of-way through Commerce City to Brighton for a future rail corridor referred to as the Northeast Area Transit Evaluation (NATE) corridor. The development of conceptual plans is a critical priority to address immediately, and implement as development occurs over the long term. Additionally, the E-470 Public Highway Authority has included a provision for the future construction of mass transit within their ROW. Maintaining this corridor is critical to fulfilling this long-term goal.

Recommendations

- Support the FasTracks initiative right-of-way purchases through Commerce City for a future rail corridor.
- Support the E-470 Public Highway Authority on future mass transit efforts.

EMBRACING ELECTRIC VEHICLE INFRASTRUCTURE

Electric vehicles are increasingly common. The impacts of new vehicle technology are an opportunity for Commerce City to embrace electric vehicles to appeal to both locals and visitors, and to mitigate transportation emissions locally.

SUPPORTING EVS

The City should continue to support the growing landscape of electric vehicles.

The City currently offers charging station support on the c3gov.com website, providing information for installation of level 1-3 charging stations for private residential and commercial installation.

Recommendations

- Consider installing charging stations for public use and public facilities, including at City-owned lots, recreation centers, and municipal buildings.
- Identify needs and expand electric vehicle charging stations as part of the City's infrastructure and as part of the regional electric vehicle charging network.

DRAFT

DRAFT



CHAPTER

1

PARKS, OPEN SPACE, AND THE ENVIRONMENT

DRAFT





PARKS, OPEN SPACE, AND THE ENVIRONMENT

Throughout Commerce City, well-distributed parks and open spaces will provide residents with accessible public gathering spaces to socialize, play, and utilize active spaces. The City's reputation for attractive open spaces will remain strongly associated with the area-wide appeal of the Rocky Mountain Arsenal National Wildlife Refuge for local and regional tourism. The City will benefit from its efforts to establish new parks and connect existing parks and recreation facilities with trails and sidewalks for all residents.

CORE PRINCIPLES



Welcoming and Equitable

City: Access to parks, open spaces, and natural areas provide opportunities for social interactions and community events and should ensure people of all ages and abilities have safe and accessible spaces to gather and enjoy the outdoors.



Safe, Healthy, and Livable City:

Parks, open spaces, and natural areas foster social equity and promote physical activity and healthy living, which can lead to reduced crime rates and improved mental health.



Economically Thriving City:

Green spaces improve the quality of life for residents, make the City attractive for residential and commercial investment, and help attract additional amenities and businesses.






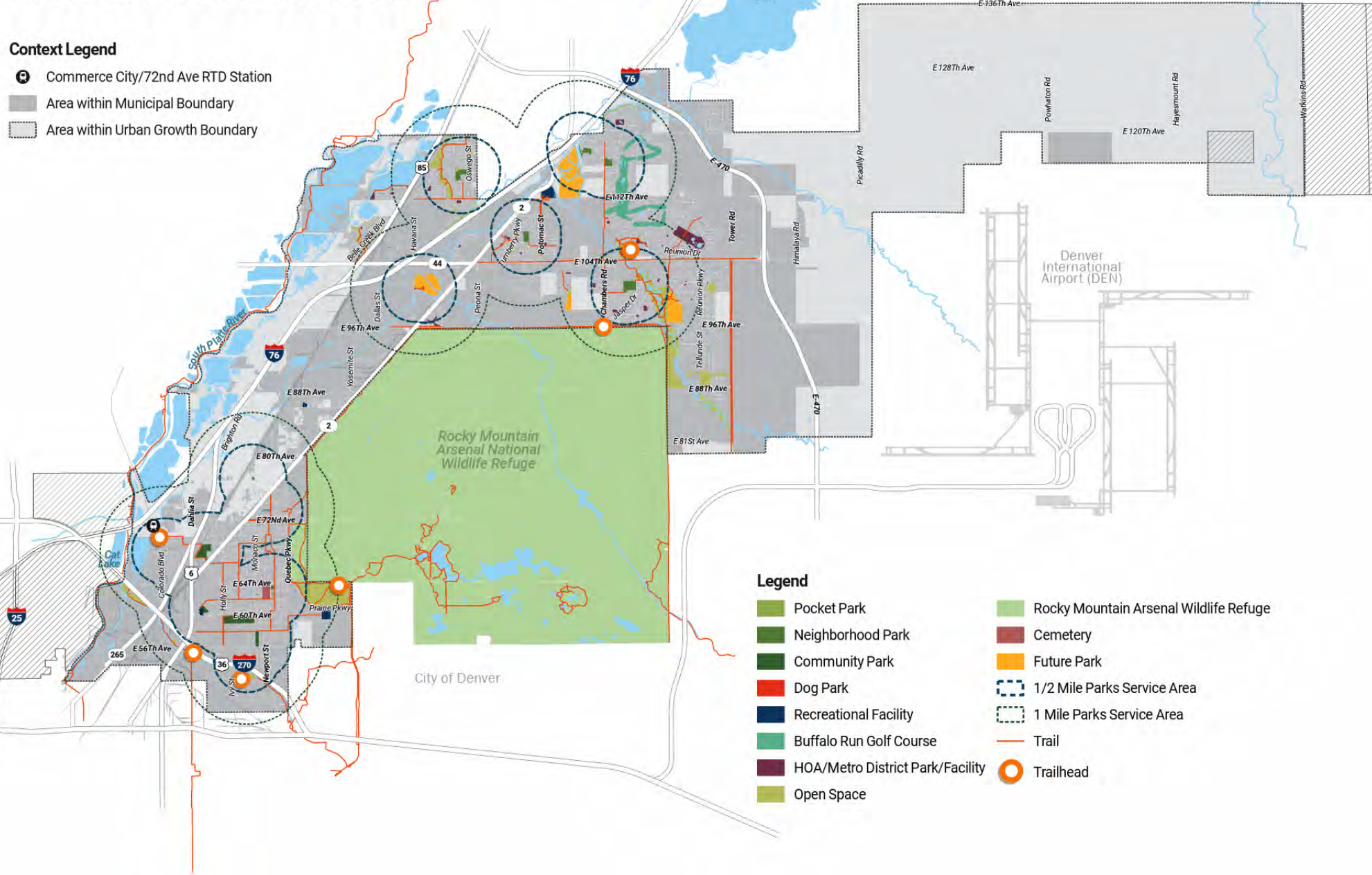
Environmentally Thriving

City: Parks and open spaces are important for biodiversity, improving air quality, contributing to climate resilience, and promoting spaces for environmental education and outreach.
















PARKS, OPEN SPACE, AND THE ENVIRONMENT

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary



Legend

-  Pocket Park
-  Neighborhood Park
-  Community Park
-  Dog Park
-  Recreational Facility
-  Buffalo Run Golf Course
-  HOA/Metro District Park/Facility
-  Open Space
-  Rocky Mountain Arsenal Wildlife Refuge
-  Cemetery
-  Future Park
-  1/2 Mile Parks Service Area
-  1 Mile Parks Service Area
-  Trail
-  Trailhead



Pocket Parks

The City's pocket parks are small outdoor spaces, generally smaller than a few residential lots. They are typically located in residential or commercial areas and are intended to be easily accessible to the immediate area for people to relax and enjoy the outdoors.



Neighborhood Parks

Neighborhood Parks are smaller than Community Parks and are intended to serve surrounding neighborhoods up to a half-mile in proximity. Typical amenities include field and court sports, a playground, picnic area, and walking paths. Neighborhood parks are in residential areas and generally have adequate accessibility for pedestrians and vehicles.



Community Parks

Community parks are intended to serve multiple neighborhoods with a greater variety of recreational amenities than neighborhood parks. They can serve large community events and have large areas of preserved open space. Community parks serve multiple neighborhoods and generally have adequate vehicular access and are accessible through a network of trails and sidewalks.



Dog Park

Commerce City's First Creek Dog Park is a dedicated, fenced area where people can let their dogs safely off-leash. It is the City's only dog park and is located just north of First Creek and the Rocky Mountain Arsenal/National Wildlife Refuge.



Recreational Facility

These facilities provide Commerce City residents with recreational opportunities indoors. They operate throughout the year and include the Eagle Pointe Recreational Center and the Bison Ridge Recreational Center.



Buffalo Run Golf Course

The Buffalo Run Golf course is an 18-hole, 7,411-yard links-style public golf course, owned and operated by Commerce City, which provides recreation, dining, and social experiences for the Commerce City community. It has received several local awards and honors as a course for several prestigious professionals and high-level golf tournaments.



Future Parks

The City's Parks, Trail, Open Space, and Recreation Map has identified three areas as "Future Parks." The City has taken this important step to identify where parkland should locate to accommodate growth in the community.



HOA/Metro District Park/Facility

Commerce City's subdivisions and developing residential neighborhoods include open space, parks, trails, and recreational amenities, especially in the northern range area. Amenities often include playgrounds and pools. The privately developed parks are open to the public and are included as a part of the overall parks, trails, and open space master plan laid out in the Prairieways Action Plan.



Open Space

This category includes preserved or maintained natural areas within the City, such as water bodies or greenways, as well as golf courses. Open space areas used as buffers or for landscaping within planned subdivisions as well as detention/retention ponds are also included.



Rocky Mountain Arsenal National Wildlife Refuge

The Rocky Mountain Arsenal National Wildlife Refuge is a key geographic anchor of Commerce City, providing area residents and tourists access to one of the largest urban wildlife refuges in the country. It represents one of the greatest conservation successes in history where an abundance of wildlife continues to thrive.



SUPPORTING A COHESIVE SYSTEM OF PARKS, TRAILS, RECREATION AREAS, AND OPEN SPACES

Commerce City has a large system of parks, trails, and recreation areas. Maintaining the City's character through its network of parks and open space will enhance the well-being of its residents. Access to parks and recreational facilities should be distributed throughout the City to provide equal access for all its citizens. Natural landscapes should be preserved for future growth as well as support a resilient and sustainable community. Commerce City will follow up this Comprehensive Plan with a specific Parks, Recreation, and Golf Master Plan that will expand on the topics mentioned in this report.

PARK ACCESS AND OPPORTUNITIES

The City should work to equitably expand access to parks and recreational opportunities.

Commerce City should continue to identify opportunities to develop new parks and fill service gaps within the existing parks and recreation system. It is important to both continue to maintain and preserve the integrity of existing parks and recreation areas while looking to provide better services to underrepresented areas within the City. New parks and recreation locations should be easily accessible to pedestrians by a complete network of sidewalks or trails. Neighborhood and pocket parks typically serve a half-mile radius. Residential areas that exceed that distance from parks should be analyzed further. The City has published a Parks, Trails, Open Space and Recreation Map on the City website that identifies areas for future parks and trails. Future parks were identified near First Creek, the Bison Ridge Recreation Center, Buckley Ranch, and Foxton Village with future trails and multiuse paths connecting these parks to nearby creeks, trails, neighborhoods, and existing parks.

Community stakeholders that participated in this Comprehensive Plan development identified areas where the existing park and recreation system could improve and that were not noted in the City's Parks, Trails, Open Space and Recreation Map. The Irondale neighborhood was specifically identified as an area that does not have a community or neighborhood park. Stakeholders also noted that they would like to expand the City's network of dog parks. Dick Sporting Goods (DSG) Park, which is a private park, was identified as an area that is underutilized along with vacant lots surrounding the complex that could be converted to public use for parks and recreation functions. Additional parks, open spaces, and recreational issues and opportunities should be explored in the upcoming Parks, Recreation, and Golf Master Plan.

Commerce City has 840 acres of parks and open space throughout the community.



Recommendations

- Identify partnerships where the public can access private open space areas such as around Dick's Sporting Goods Park.
- Encourage the Parks, Recreation, and Golf Advisory Committee and City staff to engage community groups and provide them with training opportunities and resources to help engage in parks and recreation planning.
- Establish a community advisory council to increase community engagement.
- Identify priority neighborhoods and populations that do not have adequate access to parks and recreational opportunities.
- Identify partner organizations, businesses, and institutions that can convert their underutilized space into programmed park space.
- Identify vacant right-of-way to convert into linear parks, greenways, or additions to trail systems.
- Obtain conservation easements on underdeveloped properties to use as parks or green spaces for public use.
- Create accessible spaces that are available to all with improved multimodal connectivity and safety.
- Identify and eliminate barriers to accessing public parks and recreation areas by providing safe, clean, affordable, and convenient places that particularly target underserved communities within the City.
- Provide clear and accessible information using various community outreach strategies and communication methods to target specific audiences.
- Convert underdeveloped land or portions of existing parks to off-leash-friendly areas to provide safe and accessible areas for dogs.
- Enhance lighting and safety within existing parks.
- Plan for a third City recreation center in the E-470/ Denver International Airport growth area.



DIVERSE RECREATION OPTIONS FOR ALL

The City's parks should provide a diversity of recreational activities suitable for residents at all stages of life.

Parks must provide recreation resources for all groups in the community, regardless of race, age, gender, or disability. Public parks and recreation areas have proven to improve the overall health and well-being of residents. Parks should be easily accessible by active transportation, public transportation, and automobiles, and should provide the necessary amenities and recreation opportunities for people of all demographics. The recreational needs of senior citizens are often neglected in many communities. Senior citizens are often more at risk of being socially isolated and they are more vulnerable than other age groups to deteriorating physical health, mental health, and sedentary lifestyles. Specific, targeted recreation facilities for senior citizens can be an important addition to many areas of the City.

Recommendations

- Provide parks and recreational areas with adequate site furnishings such as benches, picnic tables, trash bins, bicycle racks, and shady areas that are accessible to all.
- Ensure Americans with Disabilities Act (ADA)-compliant accessibility and universal design for all parks and walkways.
- Support and encourage access and use for senior citizens and people with disabilities by soliciting input from relevant community groups on additional accommodations that may be required.
- Provide a diverse array of recreational amenities that attract residents of all ages.
- Provide subareas in parks that offer different amenities and opportunities for people of different ages.
- Provide opportunities for both passive and active recreation.
- Provide consistent, clear wayfinding signage that is appropriately located.
- Provide sufficient lighting and avoid isolated dark areas in parks and recreation areas.
- Regularly assess the condition of parks and walkways to repair unsafe conditions for users.
- Update Buffalo Run golf course as an amenity for residents.
- Pursue a multi-purpose sports facility.
- Develop new year-round facilities and activities.

CONNECTED PARKS AND OPEN SPACE

The City should enhance pedestrian and bicycle connectivity between its parks, open space, and the Rocky Mountain Arsenal National Wildlife Refuge.

Pedestrian and bicycle connectivity is important in achieving equitable access to the City's parks, open space, and Rocky Mountain Arsenal National Wildlife Refuge. They should be easily accessible for people of all ages and abilities by supporting a comprehensive network of connected sidewalks, bike lanes/trails, and public transit routes. Streets should safely accommodate all modes of transportation and discourage high vehicle speeds around public areas. There should be designated sidewalks, crosswalks, and trails that are directly tied to parks and open space areas. Roads should sufficiently accommodate bike lanes and be connected to nearby trails and parks. Promoting and supporting active transportation can have direct benefits on the lifestyle of the community. Active transportation can improve physical and mental health, provide social and safety benefits, economic benefits such as not needing a car, or paying for gas, and environmental benefits by reducing greenhouse gases and providing more green space. Bicycle and pedestrian improvements are further addressed in the Transportation and Mobility chapter.

Recommendations

- Implement traffic calming design strategies around parks through design strategies such as raised crosswalks, speed tables, and proper signage.
- Establish safe park zones where the City monitors traffic by establishing lower speed limits and enforcing higher penalties for traffic violations.
- Prioritize neighborhoods for infrastructure investment that lack sidewalks when the City programs capital improvements. This should include identifying opportunities to restripe surface streets to accommodate bike lanes, especially on routes that could potentially link parks and greenways.
- Consider phased construction of trails as funding becomes available and prioritizing soft surface or crushed rock paths initially instead of pavement.
- Prioritize bike and pedestrian capital improvements to existing sidewalks and trail routes to parks and open space areas.
- Accommodate multiple uses on trails such as a paved surface lane for biking and a parallel soft surface path for walking and running.
- Coordinate with trail partners to develop a holistic branding strategy for wayfinding signage to improve trail accessibility and navigation.
- Develop a Wayfinding Master Plan to identify strategic locations for signage to direct users to trail connections and community destinations.
- Work with the public works department to identify gaps in the sidewalk system that are not connected.
- Prioritize low-income areas for greater trail and sidewalk access.
- Partner with water and service providers to allow “utility trails” along utility rights-of-way, near and around water storage facilities, and along the South Platte River.





PRESERVING TREE CANOPY

The City should protect and expand the urban tree canopy with updated policies for subdivision street trees, a program for new planting, and an approach to maintenance and management of invasive species.

The urban tree canopy is the cover that is received from the branches and leaves of canopy trees. They provide advantages to a community that can improve its character, provide cleaner air, cool urban heat islands, provide wildlife habitats, and provide other social and aesthetic benefits. A more complete tree canopy may increase property values from its effect on improving neighborhood character and desirability. Fully grown deciduous trees can take decades to grow, which is why it is important to protect these trees from future developments. The City currently has landscape standards for all new developments that may require landscape upgrades or a development review process depending on the project. In subdivision applications, the City may ask the developer to preserve street trees as a condition of the permit to subdivide the land. Several strategies can protect urban tree canopies.

To prevent and discourage invasive species, the City has issued an approved plant list that was compiled by horticulture experts taking into consideration species that would be suitable for the City's environment. The best way to prevent invasive species is through early detection, rapid response, and public awareness. By taking certain control measures, invasive species can be mitigated.

Recommendations

- Assess the feasibility and support for a street tree preservation ordinance.
- Introduce special permits for subdivisions that require the preservation of street trees as a condition of approval.
- Consider requiring additional trees and shrubs to be planted for new residential homes through a city bylaw amendment.
- Provide outreach to residents and neighborhood groups on the importance of urban tree canopies and their benefits along rights-of-way.
- Appoint a volunteer working group that is responsible for the maintenance and management of public trees while also looking out for invasive species.

- Consider the creation of an urban forestry program to guide tree selection, tree planting/removal, and basic tree care.
- Work across multiple departments to garner expertise from the City's arborists to assist in the review, inspection, and possible enforcement of landscaping and tree preservation related to the development code.
- Require trees along the right-of-way in subdivisions.
- Require more drought-tolerant species, either on the City's approved plant list, or recommended to be added by the City's arborists to be planted in subdivisions, parks, and open space areas.
- Consider adopting a master street tree plan.
- Update the Northern Range Streetscapes.

PRESERVATION OF NATURAL FEATURES

The City should encourage private developers to preserve significant natural features in new development.

Without proper oversight and guidance, private developers may neglect to protect the natural environment in the construction of new developments. Features such as natural hill slopes, trees, and wetlands are a few natural features that should be preserved. Additionally, wetlands are federally regulated. Removing these natural features can have negative consequences on stormwater flow, natural habitats, and the character of the community. Community resiliency is directly dependent on the preservation of the natural environment.

SECOND CREEK OPEN SPACE RESTORATION

The Commerce City Parks Maintenance Division is working on a project to restore the prairie in the Second Creek Open Space area. The Open Space Restoration is a grassland restoration project. The restoration will allow wildlife and trail users to access a seamless continuity of green space from north of 104th to 81st Avenue. The Parks Division will work in cooperation with Adams County Open Space to prevent non-native noxious weeds from being established in the newly seeded prairies.



Recommendations

- Explore amendments to the Land Development Code's Zoning Regulations (Article III & VII) to add additional requirements to protect natural features in new developments.
- Assess the success of current bylaws and actions to protect wetlands and avoid developing in floodplains.
- Provide educational outreach to developers and the community about the benefits of green infrastructure.
- Explore the possibility of identifying a neighborhood or district to serve as a pilot area to undertake large-scale green infrastructure projects.
- Incentivize developers who integrate low-impact development strategies into their projects through monetary breaks or development incentives.
- Consider the development of public service announcements and other promotional mediums to reach residents and neighborhood groups to advocate for reforestation, tree preservation, and promotion of programs and resources.
- Establish a low impact development (LID) policy to promote the use of stormwater management practices that mimic natural processes and reduce stormwater runoff, improve water quality, and create a more sustainable urban environment.

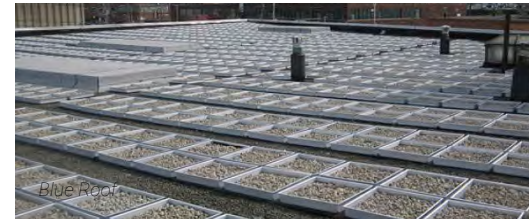
PUBLIC ACCESS TO PARKS

The City should encourage public access and trail connectivity to community open spaces in new subdivisions.

The protection of public open space is an important but sometimes difficult task to encourage and enforce when developers intend to subdivide land. Without proper planning, neighborhoods could be dominated by residential homes and lack adequate community spaces. Currently, the City's Land Development Code requires at least three percent of all usable land in residential developments to be set aside as private parks or open spaces for the use and enjoyment of the inhabitants of such development. It is not only important that open space is preserved in subdivisions, but that it is easily accessible by the public. Providing connectivity to these community open spaces is pivotal, particularly in areas of the City where a neighborhood park is not accessible.

Recommendations

- Acquire public easements in subdivisions that provide access to community open spaces.
- Incentivize developers to dedicate land by providing tax incentives or by providing tradeoffs in subdivision requirements under a special permit.
- Require rights-of-way for sidewalks and trails in new subdivisions to be integrated with existing pedestrian infrastructure in the surrounding area through amendments to the City's Land Development Code or a specialized review process.
- Design and site neighborhood parks to occupy central locations and act as focal points for recreational and community activities.



SUSTAINABILITY

The City should develop a sustainability plan to guide resource conservation and protection.

A sustainability plan bridges social equity, economic growth, and environmental action to meet the City's needs without compromising the well-being of future generations. A successful sustainability plan should promote preservation and conservation, encourage low-impact development, set pollution emission targets, set energy efficiency targets, improve multimodal transportation infrastructure, reduce the use of harmful chemicals such as pesticides, and encourage green building and buying. The City should develop attainable short- and long-term goals while fostering collaboration with community residents through different mediums, working groups, workshops, or charrettes. With extensive collaboration and outreach, the City should develop a sustainability plan by researching sustainable practices, procedures, and operations that will help craft a plan that meets the vision and goals of the community. The plan would not be a means to an end, but rather a framework to improve sustainable practices over an uncertain future.

The Sustainability Master Plan could be developed in conjunction with the upcoming Parks, Recreation, and Golf Master Plan, or as a completely separate planning document. The sustainability plan should:

- Create active transportation opportunities.
- Maintain and preserve natural ecosystems and bodies of water, such as the South Platte River.
- Incorporate green infrastructure into recreation and new development.
- Integrate evacuation centers with recreation areas.
- Incorporate an Invasive Species Management Plan.
- Integrate renewable energy recommendations into the plan.
- Encourage the community to reduce, reuse, and recycle.
- Encourage the design and construction of green buildings.
- Encourage forest and tree canopy management strategies.

Recommendations

- Implement a robust public education campaign to inform residents what a sustainability plan is and how they can get involved in the planning process.
- Identify funding sources such as private, state, and federal grants that the City can use to fund a sustainability plan.
- Explore partnership opportunities regionally, locally, or through the private sector that the City could foster when developing a sustainability plan.
- Identify hazards (natural disasters, invasive pests, diseases), best practices for tree health (planting guidance, soil information, upkeep), and potential locations for additional tree plantings.

LAND USE REGULATIONS AND SUSTAINABILITY

The City should audit its Land Development Code to identify and amend barriers to sustainability.

The City's regulations in the Land Development Code are the set of rules that regulate the built environment. These can have negative effects on sustainability. Unintended consequences of the codes may result in barriers to sustainability practices. For example, a generous minimum parking requirement may encourage automobile usage that may not only increase traffic but increase stormwater runoff through the additional impervious surface and thus potentially eliminating what could otherwise be retained as green space. The City can identify code sections that adversely affect its sustainability goals and initiatives. In turn, identifying these barriers can improve the quality of the natural environment while better managing the built environment.

Recommendations

- Set sustainability goals that are agreed upon by the City in a sustainability plan.
- Conduct an audit of the City's entire Land Development Code to determine whether there are practices that are negatively affecting the City's sustainability goals.
- Prioritize development policies and practices that should be changed.
- Launch a round table or targeted working group to initiate the amendment process.

PARKS, RECREATION, AND GOLF MASTER PLAN

The City should update the Parks, Recreation, and Golf Master Plan to ensure well-managed and diverse parks, recreation, and golf facilities and programming that serve the whole community.

The Parks, Recreation, and Golf Master Plan will be developed once this Comprehensive Plan is complete. While this Comprehensive Plan provides information on the parks and open space components of the City, the new Parks, Recreation, and Golf Master Plan will provide more detail for future parks and recreation service facilities and requirements. The City's current parks and recreation plan, The Prairieways Action Plan, was created in 1994 and was vital to the development of parks, trails, and open space in the northern part of the City during the last 20 years. The new master plan will undertake a thorough existing conditions analysis and engage community residents on their goals and objectives for the City. It will expand on the goals and objectives stated in this comprehensive plan and will allow for a more extensive analysis to identify issues and opportunities for the City. The plan will aim to preserve the character and integrity of the existing park, recreation, and open space network while identifying areas to expand and enhance the existing network. The National Recreation and Parks Association (NRPA) has developed a Community Engagement Resource Guide that provides the framework to equitably and inclusively engage the community on strategies around planning and maintaining parks.

Recommendations

- Consider hosting a central repository for all parks, greenways, and planning efforts on the City's website.
- Engage stakeholders involved in this comprehensive plan about the next steps and ways to get involved with the Parks, Recreation, and Golf Master Plan.
- Perform an assessment of the Prairieways Action Plan, learning what worked well and what could be improved in the next iteration.
- Use the NRPA Community Engagement Resource Guide: Creating Equitable Access to High-Performing Parks to ensure an equitable and engaging planning process for the new Parks, Recreation, and Golf Master Plan.

DRAFT



CHAPTER

12

PUBLIC FACILITIES AND INFRASTRUCTURE

DRAFT





PUBLIC FACILITIES AND INFRASTRUCTURE

Commerce City will support advanced utility, communication, and public safety infrastructure and services. As these services evolve to meet the demands of the growing community, they will accommodate the City's future needs while balancing fiscal responsibility. Collaborative decision-making and implementation of best practices will improve utility quality, enhance the accessibility of public facilities, and support growth. All Commerce City residents will enjoy improved access to high-quality, accessible services distributed equitably across the community in Spanish and English. A coordinated community effort between local healthcare institutions, service organizations, and educational institutions will build on the community's existing systems and establish a regional reputation for easily accessible and centrally located facilities and services.

CORE PRINCIPLES



Welcoming and Equitable City:

Access to reliable services is fundamental in promoting equity in the community. Public facilities such as the library, community centers, and health clinics provide access to essential services for all community members.



Safe, Healthy, and Livable City:

Public facilities and infrastructure can influence the health and livability of residents offering opportunities for recreation and leisure.



Economically Thriving City:

A well-organized public facilities system and infrastructure network supports and guides the development of high-quality goods and services in the community.







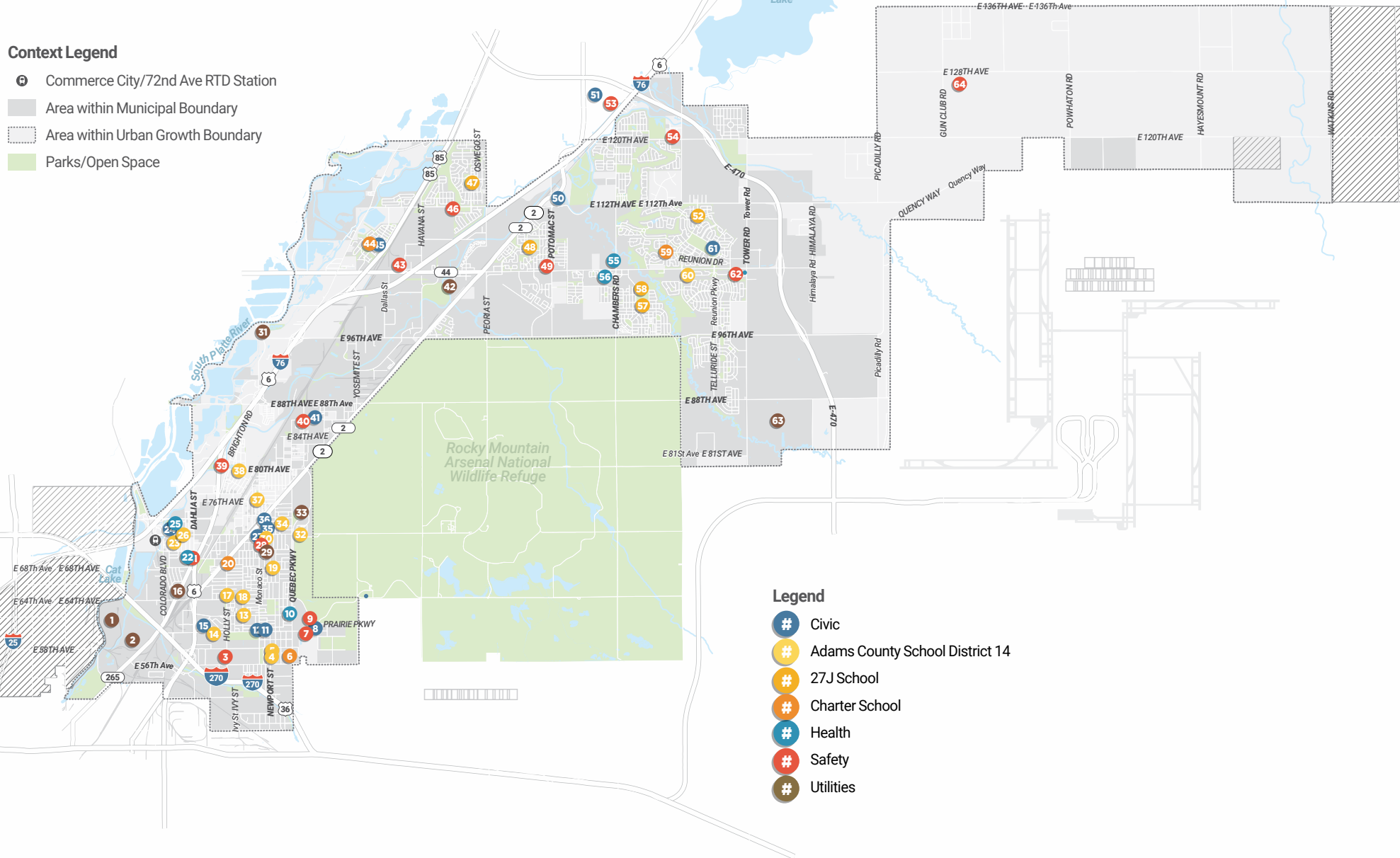
Environmentally Thriving City:

Incorporating energy efficiency, water conservation, and green infrastructure in public facilities can help reduce the City's environmental impact and promote a sustainable future.








COMMUNITY FACILITIES

Context Legend

-  Commerce City/72nd Ave RTD Station
-  Area within Municipal Boundary
-  Area within Urban Growth Boundary
-  Parks/Open Space



Legend

-  Civic
-  Adams County School District 14
-  27J School
-  Charter School
-  Health
-  Safety
-  Utilities



Community Facilities

1. Robert White Treatment Facility
2. Suncor Energy USA
3. South Adams County Station 2
4. STARS Early Learning Center
5. Rose Hill Elementary School
6. Victory Preparatory Academy
7. South Adams Fire Dept. Headquarters
8. Commerce City Civic Center
9. Police Department
10. New Salud Clinic
11. Commerce City Historical Society
12. Conter Heritage & Cultural Center
13. Kearney Middle School
14. Adams County School District 14 Office
15. Eagle Pointe Recreation Center
16. Rocky Mountain Recycling
17. Central Elementary School
18. Sanville Preschool
19. Kemp Elementary School
20. Community Leadership Academy
21. South Adams County Station 1
22. Adams 14 Community Health Services
23. Alsop Elementary School
24. Adams County Service Center
25. AdCO Social Services/
Tri-County Health
26. Adams City Middle School
27. Anythink Commerce City Library
28. South Adams County Station 3
29. South Adams County Water &
Sanitation District
30. Lester R Arnold High School
31. South Adams County
Wastewater Treatment Plant
32. Adams City High School
33. SACWSD Water Treatment Facility
34. Hanson Elementary
35. Deby District Resource Center
36. Post Office
37. Monaco Elementary
38. Dupont Elementary
39. Colorado State Patrol Office
40. South Adams County Fire Station 4
41. Municipal Service Center
42. United Power Substation
43. South Adams County Station
44. Belle Creek Charter School
45. Belle Creek Family Center
46. South Adams County Fire Station 7
47. Thimmig Elementary
48. Turnberry Elementary
49. South Adams County Fire Station 6
50. Bison Ridge Recreation Center
51. Adams County Government Center
52. Reunion Elementary
53. Adams County Sheriff's Office
54. Brighton Fire Station 53
55. Platte Medical Plaza
56. UCHealth Emergency Room
57. Second Creek Elementary
58. Otho E Stuart Middle School
59. Landmark Academy At Reunion
60. Primrose School at Reunion
61. Reunion Recreation Center
62. Northern Range Police Substation & South
Adams County Fire Station 8
63. Tower Road Landfill
64. Flatrock Regional Training Center

WORKING WITH LOCAL AND REGIONAL PARTNERS TO PROVIDE QUALITY FACILITIES AND SERVICES

Commerce City's public facilities, infrastructure, and services are essential in maintaining the community's high quality of life and ensuring that the City continues to operate as a safe and attractive place to live. Emergency response facilities are collocated around the civic center while medical facilities, schools, and libraries are scattered across the City. Infrastructure includes stormwater, sewer, water, electric, communication lines, and transportation routes to support the facilities and operations of the City. The City must continue to monitor and invest in the right facilities and infrastructure as the City continues to grow. The City should collaborate with local and regional partners to continue to provide state-of-the-art community facilities and services to its residents.

ACCESSIBLE COMMUNITY FACILITIES

The City should develop centrally located and accessible community facilities to provide better access for residents across the City.

The centralized location of the Rocky Mountain Arsenal National Wildlife Refuge has made it difficult to collocate community facilities. Commerce City does not have a true downtown district, partially due to the geographical separation of the north and south areas of the City. Most of the community facilities are centralized to the south. However, community services must be provided as the population continues to expand in the north. The City should aim to centrally locate community facilities but more importantly, ensure that community facilities are easily accessible to all residents.

Recommendations

- Conduct a citywide public facilities master plan that collaborates with all city departments to determine space utilization and service area needs.
- Assess public facility and service needs of the community to account for anticipated demographic and growth predictions.
- Provide a thorough analysis and engagement process with public service organizations to understand where they struggle to provide services and what their needs are.
- Work with public service agencies to understand where a central facility or additional facilities could be located to best serve the community.
- Initiate a smart growth program that identifies the City's needs to support anticipated population growth. Smart growth (concentrating growth in compact walkable urban centers) can prevent urban sprawl by providing compact walkable areas that are well-served by public facilities and infrastructure.
- Create an advisory committee to help the City locate facilities that best serve the public's needs.
- Conduct a cost-benefit analysis to weigh the possibilities of relocating existing public facilities.
- Identify areas already owned by the City where community facilities could be expanded or relocated.
- Seek public-private partnerships on key public services and infrastructure expansion.



SCHOOL CAPACITY AND GROWTH

The City should work with local school districts to improve equity in the quality of education and ensure sufficient school capacities align with growth.

The City identified that there is a growing separation in the quality of education between the two school districts. This growing disparity can create imbalances in population trends, economic growth, and housing prices. The City must explore ways to improve and promote equity in the quality of education for its residents.

Nearly 60% of the city's population over the age of 25 has at least a high school diploma and many have post secondary degrees.

Recommendations

- Engage the two school districts to determine their capacities and identify any ongoing issues or opportunities to improve the quality of education.
- Explore the feasibility of a vocational training school to support the growing number of students.
- Ensure funding and support are equitably provided to both the 27J and Adams County School District 14.
- Provide quality education for all by prioritizing early childhood provision and basic schooling.
- Direct resources, or funds, to the schools and students with the greatest needs based on test scores and demographics.
- Provide incentives for more experienced teachers to work in underperforming or lower-rated schools.
- Resources should be provided in Spanish and English to students.
- Explore a partnership between the school districts where they could share resources and programs that could cut costs for both districts.

LIBRARY RESOURCES

The City should work with Anythink Library to increase access to library resources across the community. Community outreach identified a need for a community library in the southern part of the City.

The Rangeview Library District manages seven Anythink Libraries in the Denver region. The Commerce City Anythink Library branch is located at the corner of East 72nd Avenue and Monaco Street. Along with ensuring equity in the quality of education in the school systems, it is equally important that libraries and other educational resources are accessible throughout the entire City. As the City continues to grow, the City and Anythink Library should work together to identify ways to provide high-quality library resources to underserved areas.

Recommendations

- Ensure equitable access to all library resources.
- Work with Anythink Libraries and the community to explore alternative ways to provide books and educational resources to underserved schools and communities.
- Encourage communities to create localized book exchange boxes.
- Work with Anything to identify a location for a community library in the southern portion of the City.

NEW SERVICES AND FACILITIES AS GROWTH OCCURS

Ensure public safety services and facilities are expanded with growth to ensure all residents continue to be protected effectively.

The anticipated expansion of the urban growth boundary is along the South Platte River to the west, and to the east, north of Denver International Airport. As the City continues to grow, public safety and emergency services must have the facilities and support they need to provide essential services. Emergency services such as police, fire, and medical services are required to meet certain response times and carry enough staff to meet certain demands. The existing locations of these facilities and personnel will need to be further analyzed to determine if they meet the anticipated growth rates of the City.

Recommendations

- Work with the emergency response and public safety services to communicate growth trends about how and where the City is expected to grow.
- Identify the existing deficiencies of public safety services and determine what actions the City can take to ensure that all residents continue to be served.
- Identify vacant or underutilized land owned by the City that could be used as an additional public service location.
- Ensure and encourage effective communication among public safety and emergency response departments and explore how facilities and services can be jointly used.
- Analyze the growth of public services over a 20-year timeframe as part of a potential citywide public facilities master plan.
- Shift the Sable Altura Fire District to be included within the South Adams County Fire Department.
- Work to implement Crime Prevention Through Environmental Design (CPTED) principles in new development.
- Locate a justice/police center in the Northern Range of Commerce City.

HEALTHCARE

The City should explore opportunities with regional healthcare providers to increase access to local healthcare services.

As the City continues to grow and expand its urban boundary, local healthcare services will need to be evaluated to ensure that there is equitable access across the City. New facilities and partnerships should be explored to increase service accessibility and ensure that high-quality healthcare services are provided. Coordination with regional healthcare providers such as UCHHealth and Platte County Medical should be explored to supplement growth and provide adequate care to underserved areas of the City.

Recommendations

- Engage the community to determine areas that do not have adequate access to local healthcare services.
- Expand the system of community health centers in underrepresented areas of the City to help ensure coverage.
- Encourage the creation and expansion of other health hubs and health access points to underserved areas.
- Support school-based clinics and housing-health partnerships.
- Encourage and support healthcare providers to offer additional services through telehealth, where patients can be provided healthcare assistance without the need for an in-person visit.
- Encourage partnerships with all healthcare service providers, schools, and non-profit organizations.



Image Source: 360 Engineering Inc.

IMPROVING AND MODERNIZING CITY INFRASTRUCTURE

To meet the growing population demand, Commerce City will need to improve, modernize, and expand its infrastructure to support its residents. The City will need to leverage local, state, and private partnerships to update and expand the infrastructure. Sustainable and resiliency practices can be integrated into the existing system to provide redundancies and cleaner energy potential for the City.

INFRASTRUCTURE EXPANSION

The City should work with utility providers to proactively improve and expand infrastructure in alignment with the plan's Character Areas (future land use).

As the City continues to grow, infrastructure such as roads and utilities will need to be updated and extended to support future growth. Utility infrastructure includes water lines, stormwater drainage, wastewater systems, electrical lines, and communication lines. Not only is it important that the City monitors the condition of its utilities and infrastructure, but the infrastructure systems must have redundancies. In addition, the City will need to work closely with private utility providers to identify shortfalls and support future growth. Renewable energy sources and resiliency measures such as low-impact development should be incorporated into planning by the City and the service providers.

Recommendations

- Work with each City department to identify needs for infrastructure upgrades or additional staff to ensure continued provision of quality municipal services.
- Conduct an assessment/study of the existing infrastructure capacity and shortfalls.
- Provide redundancy to utility systems that do not already have backup power and upgrade significant weaknesses in the power grid.
- Relocate aging aboveground electrical lines underground, phased with road infrastructure projects if possible.
- Review site design to mitigate parking, loading, and unloading challenges.
- Update engineering specification documents at least every ten years.
- Ensure adequate infrastructure before granting entitlements.
- Create a public website to share proposed development information.

WATER AND WASTEWATER

The City should work with South Adams County Water and Sanitation District to monitor wastewater infrastructure capacity and improve drinking water quality.

The South Adams County Water and Sanitation District are responsible for monitoring the wastewater infrastructure and providing high-quality drinking water for Commerce City. While the current drinking water quality meets all state and federal regulations, the district is continuing to improve the water quality through a water softening project. The City should continue to work with the South Adams County and Sanitation District to explore ways to improve water quality and infrastructure.

Recommendations

- Invest in green infrastructure to address the pollution and sediments at the source instead of relying on additional treatment plants.
- Improve coordination with the South Adams County Water and Sanitation District on monitoring water quality and wastewater capacity.
- Provide redundancy in the City's wastewater infrastructure by exploring additional water and treatment systems.
- Explore partnerships with wastewater management companies to convert municipal solid waste into energy sourcing.
- Explore alternative sustainable wastewater treatment methods such as wastewater repurposing and reuse strategies for non-potable sources.

STORMWATER MANAGEMENT

The City should improve stormwater management and water quality through sustainable development practices and expanded stormwater infrastructure.

While the City identifies ways to improve its existing infrastructure and support growth, leadership must explore sustainable development practices. This includes green infrastructure or low-impact design strategies that utilize the natural environment to work as an alternative to built systems such as storm drain collectors and pipes, and treatment facilities (also known as "gray infrastructure") to control the stormwater quantity and improve water quality. Examples of green infrastructure include utilizing plant and soil systems to filter and absorb water, building with permeable pavements and surfaces, and detaining or retaining stormwater to reduce peak flows to storm systems or surface waters. Green infrastructure can be more sustainable and resilient than gray infrastructure and may require lower maintenance and refurbishing costs. Sustainable water management practices can provide additional benefits to the City by providing shade, reducing local temperatures, improving air quality, providing open space and recreational opportunities, enhancing biodiversity, and creating economic benefits by increasing local property values.

Recommendations

- Develop water management plans for all watersheds in Commerce City.
- Establish priorities based on water quality and quantity issues.
- Ensure that all applicable City and County plans and regulations are consistent with established water management plans.
- Upgrade the water system proactively, managing stormwater runoff, and monitoring for potential contamination.
- Invest in infrastructure maintenance and upgrade aged infrastructure.
- Prioritize green infrastructure to promote sustainability and resiliency in the community.
- Provide educational outreach to the community on how they can apply green infrastructure and low-impact development practices to their properties and in their neighborhoods.
- Construct key regional drainage facilities, such as the Maul Reservoir.



CLEAN ENERGY COORDINATION

The City should coordinate with utility providers and other regional partners to increase the percentage of clean energy alternatives.

Commerce City can increase its use of clean wind and solar energy, which has tremendous potential in the region. Transitioning to clean energy has numerous benefits that can protect and promote the health of a community and the natural environment. Renewable energy can provide energy independence and redundancies to the existing systems, and thus increase the City's energy resilience. The use of lower-cost clean energy resources can increase investment, stimulate economic growth, and provide clean energy jobs. By working with utility providers and other regional partners, the City can learn about the renewable energy opportunities that are available.

Recommendations

- Provide incentives for utility providers to increase renewable energy production in the City.
- Explore state and federal grants and financial incentives that could be leveraged to bring in renewable energy.

ENSURING FISCAL STABILITY

The City needs to be fiscally stable to ensure it can effectively manage and invest in municipal

services, capital improvements, programming, and community enhancements for the long term.

This includes factors like City administration, community development, police, public works (streets, highways, and snow removal), refuse collection, and parks and recreation (parks, swimming pools, and recreation programs. Diverse revenue sources, proactive management and planning of resources, and efficient government procedures will be key to attaining fiscal stability and resiliency.

REVENUE-GENERATING LAND USE AND DEVELOPMENT

The City should expand revenue-generating land uses with future growth.

Different land uses have different revenue generation characteristics, City service demands, and capital infrastructure requirements. The City benefits from form its large industrial tax base, which contributes heavily to use tax, sales tax, and property tax revenue while demanding only modest government services. As a significant amount of residential growth has occurred, primarily in the Northern Range, the City should prioritize expanding commercial and employment uses to strengthen its tax-based revenue sources and support a balanced mix of uses. The Character Areas chapter and map guide where and how such uses should be supported.

Recommendations

- In alignment with the Character Areas Framework, retain and expand industrial and employment uses that contribute positively to City revenues.
- In alignment with the Character Areas Framework, promote commercial development in the Northern Range and along E-470 and established commercial areas.
- Ensure a balance of housing and jobs as new growth occurs, reserving land for employment and commercial development to ensure revenue-generating uses.
- Continue to reinvest in services and infrastructure in neighborhoods to increase desirability as a place to live and stabilize property values, increasing the quality of life and desirability of the community.
- Ensure the City can fund existing and future services by developing and periodically updating a financial plan that outlines a long-term approach for how to fund capital investments as growth occurs.

DIVERSE REVENUE SOURCES

The City should explore funding alternatives to further diversify the City's revenue sources for infrastructure and community facilities.

A diverse range of funding sources is important to ensure Commerce City remains fiscally stable and resilient through varying economic conditions. A variety of funding sources are available including grants, tax increment financing, special taxing districts, special taxes, fees, and public-private partnerships (P3s) that the City should continue to explore. Public-private partnerships are particularly beneficial in expanding funding for local projects that achieve mutual goals, such as infrastructure improvements, placemaking, and job creation. Strong collaboration and partnerships with regional agencies and organizations are also key for joining resources for initiatives that have regional impacts.

Recommendations

- Continue to research and apply for state and federal grants, particularly for multi-sectoral planning efforts.
- Explore diversifying revenue sources, such as through user fees, fee in lieu (development exactions), or sales tax.
- Explore unique financing opportunities for targeted improvement areas, such as through Local Improvement Districts, Business Improvement Districts, Tax Increment Financing Districts, Special Assessments, and more.
- Increase appropriate fees as needed to finance improvements while remaining competitive in the Denver metro region.
- Promote public-private partnerships and private financing to equitably share the financial cost of mutually beneficial investments with the private sector.
- Periodically review development finance tools and practices (i.e., impact fees, exactions, tax increment financing, and other development cost-recovery means) and update them as necessary to ensure that development continues to pay its way. Fees should be tied to the cost of providing services and the efficiency of the development.



EFFICIENT, STRATEGIC INVESTMENTS

The City should ensure long-term equitable and strategic investments in infrastructure and services.

Commerce City is uniquely facing rapid growth in the northern and northeastern areas of the City as well as the increasing need for reinvestment in older central neighborhoods. The City must continue to balance resources, ensuring the quality of life is enhanced in long-standing neighborhoods to support existing community members while supporting ongoing growth to attract new residents and businesses. This requires proactive planning and management of City finances and effectively phasing and prioritizing investments to support sustainable and equitable distribution of resources.

Recommendations

- Develop a long-term municipal financial strategy to balance and prioritize current and future needs and ensure the provision of resources is equitable and efficient.
- Distribute resources and services and investments as equitably, aiming to increase the quality of place in the central neighborhoods to match new northern area development.
- Target investments to areas with the greatest needs as well as areas with the greatest visibility and impact for community enhancements.
- Minimize the amount of public investment in capital expenditures for infrastructure for private development, and ensure that private development provides the infrastructure needed to support it.
- Incrementally phase infrastructure investments to ensure it does not significantly exceed demand or available resources.
- Require that new master-planned developments provide fiscal impact analysis as part of the development application to ensure either neutral or beneficial impacts.
- Promote infrastructure concurrency and explore adopting a concurrency ordinance that requires sufficient infrastructure to be in place before development occurs.

DRAFT



CHAPTER

13

IMPLEMENTATION

DRAFT



BISON RIDGE RECREATION CENTER





IMPLEMENTATION

To realize the community's vision for the future of Commerce City, the City must take a proactive role in implementing the recommendations, strategies, and policies of the Commerce City 2045 Comprehensive Plan. With the planning process complete, the City has entered a long-term process of facilitating change and growth over the next 20 years. This will require the active cooperation of elected and appointed officials, City staff, partner organizations, the local business community, property owners, developers, and residents. This chapter details implementation strategies the City should utilize to implement the central recommendations and policies of the plan. The vision, goals, and strategies of the Comprehensive Plan should act as a foundation for decision-making and be regularly consulted to ensure future projects are in line with the community's overarching vision.



NEXT STEPS

The following actions and strategies establish the “next steps” to be taken after the adoption of the Commerce City 2045 Comprehensive Plan. They will provide for the effective application of the Plan and continued community planning and investment, and ensure the Plan remains reflective of community needs and aspirations. They include:

- Reference the Comprehensive Plan regularly to guide City policies and decision-making.
- Review and update the Land Development Code and other development controls to reflect policies presented in the Commerce City 2045 Comprehensive Plan.
- Update and incorporate the Capital Improvement and Preservation Plan (CIPP) with Plan recommendations for CIP infrastructure improvements.

- Regularly review and update the Plan to reflect current conditions and shifts in community priorities.
- Promote cooperation and participation among various agencies, organizations, community groups, and individuals.
- Establish meaningful partnerships with internal and external organizations and agencies.
- Explore possible funding sources and implementation techniques.

REFERENCE THE PLAN REGULARLY

The Commerce City 2045 Comprehensive Plan should be referenced regularly as the official policy guide for planning decisions made by City staff, the Planning Commission, the Zoning Board of Adjustment, and the City Council. It should be used as a primary resource to assist with policy formation, prospective projects, legislative and quasi-judicial development proposals, and planning initiatives, ensuring that future decisions are in line with the City’s set goals for growth and development. Further, service providers and partner organizations should be encouraged to use the Plan when considering new development, facilities, infrastructure updates, and programming within their parameters. The Plan should be used to:

- Evaluate and shape policies and regulations.
- Work with partner agencies and service providers.
- Review and evaluate development proposals.
- Prioritize public expenditures.
- Encourage private sector investment.
- Coordinate new facilities, infrastructure, and programming.



UPDATE THE LAND DEVELOPMENT CODE

While the Commerce City 2045 Comprehensive Plan articulates a vision for the Commerce City community, the City's development regulations are one of the primary tools that can be used to implement Plan recommendations and make the vision a reality. Following the adoption of the Plan, the City should perform a comprehensive review and update of its Land Development Code to establish regulations that support the desired type of development and goals of the Comprehensive Plan.

This may include changes to building setbacks, parking lot orientation, sign standards, landscaping requirements, density, use standards, and designated zoning districts, with a focus on providing public realm improvements to improve the interaction between development and the surrounding area. The City may also consider overlay zones such as the 55, 60, and 65 DNL noise contours to show impacts in the areas near DEN. Proactive enforcement of the Land Development Code will be essential for new development, or when existing structures do not comply with the updated code are improved. A more proactive code enforcement will ensure Commerce City grows in a manner that is consistent with the community's expectations for community character and quality of place.

ALIGN WITH CAPITAL IMPROVEMENT AND PRESERVATION PLAN (CIPP)

The implementation of the Commerce City 2045 Comprehensive Plan must be coordinated with the City's financial resources and capital planning. This will help ensure future capital investments successfully address both short- and long-term objectives of the Plan and are strategically budgeted and prioritized. CIPP projects include improvements for the maintenance of the City's assets such as roadways, sidewalks, parks, recreational amenities, municipal buildings, and stormwater maintenance, as well as other improvements requiring capital expenditures relating to public infrastructure.

The City should review and integrate the Commerce City 2045 Comprehensive Plan into the capital improvement process, including the City's annual budgeting process and during updates to the CIPP. This will help assess funding needs and plan for potential sources, ensuring the completion of desired improvements in a prioritized manner over the life of the Plan. For more information on fiscal stability, see the Public Facilities and Infrastructure chapter.

REGULAR UPDATES

The Commerce City 2045 Comprehensive Plan is not a static document—it is intended to evolve with shifts in trends, issues, and opportunities. If community attitudes change or new challenges arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the City should systematically review the Plan's goals, policies, and recommendations against shifting community needs and the City's progress towards the overall goals proposed by the Plan annually. Based on changing community needs and progress made by the Plan, the City should evaluate updating the Plan every five to seven years.

Ideally, the review and preparation of the Plan's annual action agenda should coincide with the preparation of the City's budget and CIPP. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and goals.

REGIONAL PLANNING AND PARTNERSHIPS

Commerce City 2045 Comprehensive Plan regional position makes it essential that the City develops and maintains partnerships with a wide variety of groups and organizations. Facilitating regular communication and cooperation with partners will support the implementation of the Commerce City 2045 Comprehensive Plan and identify opportunities to work collaboratively toward mutual interests. Further, it will facilitate a greater regional perspective on how issues are addressed in the area.

PARTNERS

Commerce City already has a wide variety of partnerships, which should be maintained in the future. Possibilities for new partnerships with organizations and agencies should be identified by the City to aid implementation. This could include neighboring municipalities, regional and state agencies, neighborhood groups, the local business community, non-profits, and other groups with an interest in Commerce City. Partners in plan implementation include, but are not limited to:

- Adams County
- South Adams County Water and Sanitation District (SACWSD)
- South Adams County Fire Department (SACFD)
- Brighton Fire Rescue District
- Adams County School District 14 (ACSD-14)
- 27J Schools
- Mile High Flood District (MHFD)
- Rocky Mountain Arsenal National Wildlife Refuge (RMANWR)
- Tri-County Health Department (TCHD)
- City of Brighton
- City of Thornton
- City of Denver
- Denver International Airport (DEN)
- Colorado Department of Transportation (CDOT)
- E-470 Public Highway Authority
- Denver Regional Council of Governments (DRCOG)
- Regional Transportation District (RTD)
- Cultivando
- Colorado Motor Carriers Association (CMCA)
- Salud Family Health Centers
- Northeast Transportation Connections (NETC)
- Smart Commute
- Commercial Developers
- Residential Developers
- Derby Art District
- Magnolia Street Art Space
- Commerce City Small Business Resource Center (CCSBRC)
- North Metro Denver Small Business Development Center (SBDC)
- Adelante Community Development
- Commerce City Chamber of Commerce
- Colorado Commission of Indian Affairs

POTENTIAL FUNDING SOURCES

There are several potential funding sources that the City can pursue to support the implementation of the Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the City should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. These programs are organized by funding categories, which include:

- Housing
- Economic Development
- Transportation
- Parks, Open Space, and Trails
- Environment and Sustainability

HOUSING

Low-Income Housing Tax Credits (LIHTC)

LIHTCs are dollar-for-dollar federal tax credits for the creation of multifamily, affordable housing units. A developer could receive either a 4-9% credit to cover the costs of redeveloping a multifamily building. This credit helps to increase the housing stock of livable housing units in neighborhoods. In addition, it provides affordable options for low-income families and helps them access better neighborhoods.

Senior and Veteran Property Tax Abatement Program

The Colorado Department of Local Affairs (DOLA) administers this program for seniors, their surviving spouses, and veterans living with disabilities. Through DOLA, the State Treasury distributes funds that cover half of the first \$200,000 in the actual value of their property. Seniors must be at least 65 years old and have owned and occupied the property as their primary residence for the past ten years. Veterans must be rated by the U.S. Department of Veterans Affairs as permanently disabled and owned and occupied the property as their primary residence on January 1 of their application year.

Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) program provides local governments, in conjunction with citizen participation, the opportunity to address a wide range of unique community development needs. The CDBG prioritizes activities benefiting low- and moderate-income residents, aiding in the prevention or elimination of slums or blight, or meeting an urgent community need.

ECONOMIC DEVELOPMENT

Colorado Main Street Loans

This loan program offers character-based financing options for small businesses unable to secure a conventional loan or start their business. Loans range between \$5,000 to \$50,000 and are intended to support a variety of business purposes in underserved communities. Funds are available for start-up expenses, working capital, purchasing equipment, leasehold improvements, buying a business or franchise, or business debt refinancing. Funding for this loan program comes from a variety of sources, including Colorado Lending Source, banks, foundations, private entities, investors, and government agencies.

Planning Program and Local Technical Assistance Program

The Local Technical Assistance program strengthens the capacity of local or state organizations, institutions of higher education, and other eligible recipients to create regional economic development plans to improve the economic prosperity and resiliency of an area, such as through feasibility studies and impact analyses. The Program is administered by the Department of Commerce Economic Development Administration and offers up to \$300,000 with a cost-share/match requirement.

New Markets Tax Credit (NMTC)

Administered by the Department of the Treasury, the NMTC increases the flow of capital to businesses and low-income areas by providing a modest tax incentive to private investors, businesses, and communities across the country. The Colorado Housing and Finance Authority (CHFA), through the Colorado Growth and Revitalization (CGR) fund, administers NMTCs in the State of Colorado.

Tax Incremental Financing/ Urban Renewal Areas

Urban Renewal Areas (URA) provide the opportunity to fund eligible improvements within a specific geographic area as property tax revenue increases. The increase in tax revenue, or increment, over the base year of establishing tax increment financing (TIF) can be leveraged for infrastructure improvements, property acquisition, improvements to existing development, and related allocations. TIF is only available within a designated area for a time not to exceed 25 years after an urban renewal plan is adopted and new investment occurs.

Biotechnology Sales and Use Tax Refund

Qualified taxpayers may seek a refund every year for all Colorado sales and use taxes they paid on purchases of tangible personal property used directly in the research and development of biotechnology. This includes properties such as microscopes, chemical reagents, and software.

Opportunity Zones

Enacted as part of the 2017 tax reform package (Tax Cuts and Jobs Act), Opportunity Zones are federal tax incentives to increase investment in low-income urban and rural communities. This economic development incentive allows investors to support distressed communities through private equity investments in businesses and real estate projects. The incentive is the deferral, reduction, and potential elimination of specific federal capital gains taxes. Investments are only applicable in a federally designated low-income census tract. Investments must be made into a Qualified Opportunity Fund (QOF). The QOF then must deploy 90% of the funds into qualified opportunity zone properties or businesses within six months.

Colorado Opportunity Zone Program

The Colorado Opportunity Zone Program encourages long-term private investments in designated low-income communities by giving investors tax incentives for investing in real estate projects and operating businesses. Investors receive tax incentives in the form of deferrals, reductions, and possible elimination of certain federal capital gains taxes. The Colorado Office of Economic Development and International Trade (OEDIT) supports the opportunity zone program by:

- Helping economically distressed communities use this program.
- Supporting businesses in opportunity zones secure investment through the Opportunity Zone Capital Accelerator Program.
- Educating investors, community leaders, developers, and other stakeholders.
- Connecting investors and projects through Colorado's Investment Database.

Manufacturing Sales and Use Tax Exemption

This tax exemption is offered through the Colorado Department of Revenue. It provides an exemption from state sales and use tax on purchases of manufacturing machinery, machine tools, and parts. Industrial businesses throughout Commerce City may be eligible for this exemption.

Advanced Industry Investment Tax Credit

This tax credit administered through the Colorado Office of Economic Development helps Colorado advanced industry companies that are headquartered in Colorado receive more capital from Colorado investors. Colorado's seven advanced industries are:

- Advanced Manufacturing
- Aerospace
- Bioscience
- Electronics
- Energy/Natural Resources/Cleantech
- Infrastructure Engineering
- Technology and Information

The investor, the investee, and the investment all must meet certain criteria. More detailed information is available on the Colorado Office of Economic Development and International Trade website, choosecolorado.com.

Renewable Energy Sales and Use Tax Exemption

Applicable businesses may receive this exemption annually for all Colorado sales and use taxes they paid on purchases of tangible personal property used directly in research and development of biotechnology.

Clean Tech and Media Tech Sales and Use Tax Refund

Through the Colorado Department of Revenue, this refund is available to businesses employing fewer than 36 full-time employees in Colorado with its headquarters or 50% of all employees in the \state. Covered items and activities include the sale, storage, use, or consumption of property used for research and development of clean or medical technology.

Job Growth Incentive Tax Credit

This state funding source through the Colorado Office of Economic Development is intended to provide a state income tax credit to businesses undertaking job creation projects that would not occur in Colorado without this program. Businesses need to create at least 20 new jobs in Colorado, with an average yearly wage of at least 100% of the average wage rate based on where the business is located. A business located in an Enhanced Rural Enterprise Zone must create at least five new jobs in Colorado, with an average yearly wage of at least 100% of the local average wage. All new jobs must be maintained for at least one year after the positions are hired to qualify.

Strategic Fund Incentive

Offered through the Colorado Office of Economic Development and International Trade, this incentive supports and encourages new business development, business expansions, and relocations that have generated new jobs throughout the State. Local businesses must create new jobs in Colorado that are maintained for at least one year.

Work Opportunity Tax Credit (WOTC)

This tax credit encourages employers to hire nine targeted groups of job seekers: Welfare/TANF recipients, Veterans receiving Food Stamps, Disabled Veterans, Ex-Offenders, Designated Community Residents, Vocational Rehabilitation, Food Stamp recipients between the ages of 18 and 39, Supplemental Security Income recipients, and Long Term TANF Recipients. The tax credit is administered by the Colorado Office of Economic Development and International Trades, and eligible employers can receive \$2,400 to \$9,000 per new employee.

Colorado FIRST Grants

Administered jointly between the Colorado Office of Economic Development and International Trade and the Colorado Community College System, the grants offer up to \$1,400 per full-time employee for companies relocating to or expanding in Colorado to assist with training funds for net new hires.

Existing Industry Customized Training Programs

Administered by the Colorado Office of Economic Development and International Trade and the Colorado Community College System, the program provides up to \$1,200 per full-time employee. The training program provides funds for net new hire training and focuses on businesses relocating to or expanding in Colorado and needs training for workers with the skills necessary to improve their productivity, increase wages, and reduce the need for public support. The program focuses on established Colorado companies to assist them in remaining competitive within their industry, adapting to new technology, and preventing layoffs.

HISTORIC PRESERVATION AND REHABILITATION

Historic Rehabilitation Tax Credit (HTC)

HTCs are subsidies used for the preservation of historically significant buildings and/or neighborhoods. A developer could receive up to a 45% tax credit for the rehabilitation and maintenance of a historic property. The Federal Historic Tax Credit provides a 20% federal income-tax credit to renovate income-producing, historic buildings. The State's Historic Preservation Tax Credit allows developers to obtain up to a 35% state income tax credit on the rehabilitation of a historic property. By using HTCs qualifying housing could be saved, and properties of significance preserved.

Colorado Historical Foundation (CHF) Revolving Loan Fund: Preservation Loans

The Colorado Historical Foundation established the CHF Revolving Loan Fund to provide financing for preservation projects and the acquisition of historically designated properties. CHF Revolving Loan Fund loans are for rehabilitation, restoration, or adaptive reuse. Projects must adhere to the Secretary of the Interior's Standards for the Treatment of Historic Buildings. The funds can also be applied to the purchase of a national or local historically designated property in Colorado.

TRANSPORTATION

There are various federal and state-funded programs for which Commerce City may apply. Most of the programs require a local match. Below are a few of the programs available:

- CDOT Regional Project Priority (RPP) Funds (CDOT)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)
- Highway Users Tax Fund
- Congressional Appropriation Earmarked Federal Funding with Local Match (Demonstration)
- Safe Routes to Schools Program – non-infrastructure projects only

PARKS, OPEN SPACE, AND TRAILS

Land and Water Conservation Fund

This fund provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). Funds are provided through the U.S. Forest Service, U.S. Fish and Wildlife Service, National Park Service, and Bureau of Land Management.

Nonmotorized Trail Grants

The mission of the Colorado Parks and Wildlife Trails Program is to promote understanding and stewardship of Colorado's outdoors by providing opportunities for the public use and support of Colorado's diverse system of trails. The grant program is a partnership among Colorado Parks and Wildlife, Great Outdoors Colorado (GOCO), the Colorado Lottery, the federal Recreational Trails Program (RTP), and the Land and Water Conservation Fund (LWCF).

Community Development Block Grants (CDBG)

Community Development Block Grants (CDBG) can be used to improve parks and trails and other recreational opportunities in low- and middle-income areas of the community.

ENVIRONMENT AND SUSTAINABILITY

Colorado Brownfields Revolving Loan Fund (CBRLF)

This fund is intended to facilitate the reuse and/or redevelopment of contaminated sites by making low-cost funding available for financing environmental cleanups. It is administered by the U.S. EPA and the Colorado Department of Public Health and Environment.

Natural Resources Matching Grants Program

This program provides matching state funds towards the costs of on-the-ground conservation projects and educational conservation activities. Grant funds range between \$1,000 and \$25,000. Administered through the Colorado Department of Agriculture, the matching grant is a competitive program. A committee of government and private conservation experts score the applications based on the following criteria: focused approach with measurable outcomes, conservation impact, feasibility, district involvement, and partner involvement.

Source Water Assessment and Protection Pilot Planning Project

The Colorado Department of Public Health and Environment provides funds for source water protection entities that develop exemplary and comprehensive source water protection plans. Funding ranges between \$25,000 and \$50,000.

Protection Plan Development and Implementation Grants

This grant program provides funds for source water protection entities to develop and implement a protection plan of up to \$5,000. It is administered by the Colorado Department of Public Health and Environment.

Wildlife Restoration Program

This program provides grant funds to states and insular areas fish and wildlife agencies for projects to restore, conserve, manage, and enhance wild birds and mammals and their habitats.

Colorado Healthy Rivers Fund Grants

Administered by the Colorado Department of Natural Resources, this fund provides both project and planning grants. Project grants are intended for projects that promote the improvement and/or protection of the condition of the watershed. Planning grants are for the planning of successful watershed restoration or protection projects. Eligible applicants include locally based watershed protection groups who are committed to a collaborative approach to the restoration and protection of lands and natural resources within Colorado's watersheds.

Colorado Watershed Restoration Grants

The Colorado Department of Natural Resources provides grants for watershed/stream restoration and flood mitigation projects throughout the State.

ACTION MATRIX

The Implementation Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the Commerce City 2045 Comprehensive Plan. The matrix provides City staff with a tool to prioritize implementation activities and projects over the life of the Plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based on completed implementation strategies.

While partners are not identified for each action item in the Action Matrix, the City may partner with several agencies, non-profits, and private entities to achieve the objectives of this Plan.

The Action Matrix indicates the following three elements:

ACTION ITEM

Action items include capital projects, policy or regulatory amendments, and strategies that should be prioritized to lay the foundation for long-term Plan implementation.

TIMEFRAME

The timeframe indicates approximately how many years the City should begin to undertake the action item. Descriptions of each time frame are detailed below:

- **Ongoing**, currently being implemented, and should continue to be implemented over time
- **Short-term**, less than three years
- **Mid-term**, three to six years
- **Long-term**, over six years




























EASE OF IMPLEMENTATION





























The ease of implementation is indicated by a traditional grade scale from A to F, with A being the easiest to implement and F being the most difficult to implement. This category is a collective indicator of the anticipated level of effort by responsible parties, estimated cost, budget opportunities, and general stakeholder interest.


































CORE PRINCIPLES

































Associated icons for each core principle can be found alongside the Comprehensive Plan's actions in the Action Matrix.

IMPLEMENTATION ACTION MATRIX






































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
7	COMMERCE AND EMPLOYMENT						
	Northern Range Commercial						
7-1.1	Enhance the image, quality, and diversity of retail that provides unique pedestrian experiences.	Ongoing	C				
7-1.2	Update the zoning code to focus on commercial uses in areas designated as Community Commercial and Regional Commercial in the Commerce City 2045 Character Areas framework.	Short-term	A				
7-1.3	Promote large-scale commercial with a regional customer draw in the Regional Community character area along E-470 to increase access to key retail and services in the Northern Range.	Long-term	B				
7-1.4	Provide incentives to attract desirable commercial businesses that are currently lacking in the community, such as grocery stores, sit-down restaurants, and large-scale retail.	Mid-term	D				
7-1.5	Encourage shopping and entertainment options that are attractive to all ages.	Ongoing	D				
7-1.6	Promote outparcel/outlot development to improve the character along primary roadways and break up views of large parking lots.	Ongoing	C				
7-1.7	Continue to encourage development within the Prairie Gateway area.	Ongoing	B				
7-1.8	Continue to work with the master developer to develop Reunion Center.	Mid-term	B				
7-1.9	Encourage a second post office location in the Northern Range.	Long-term	D				
	Pedestrian-Oriented Commercial Centers						
7-2.1	Encourage pedestrian-oriented shopping environments with wide sidewalks, attractive storefronts, and buildings facing each other to create a desirable sense of enclosure.	Ongoing	B				
7-2.2	Promote the incorporation of attractive outdoor seating areas and gathering areas in larger-scale commercial developments to provide places where customers can enjoy and spend time.	Ongoing	B				
7-2.3	Encourage the incorporation of pedestrian/bicyclist/transit-oriented areas in large-scale shopping centers that provide outdoor seating, bicycle parking stations, and access to transit services.	Ongoing	B				
7-2.4	Promote the incorporation of public art and streetscaping in commercial centers to increase visual interest and create unique places.	Ongoing	B				
7-2.5	Require "360-degree architecture" (high-quality architecture on all sides of the building as opposed to just the front-facing façade), including well-designed or screened service areas.	Ongoing	C				
7-2.6	Promote cross-access and pedestrian pathways between adjacent parking lots and leading to buildings to promote well-connected, cohesive shopping areas.	Ongoing	B				
7-2.7	Establish block standards for commercial areas to break up large tracts into more human-scale pieces with streets or street-like features within the development.	Ongoing	A				
7-2.8	Partner with local or regional agencies and institutions for the creation of a conference center in the Mile High Greyhound Park area.	Mid-term	C				






























ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
7	COMMERCE AND EMPLOYMENT						
	E-470 Influence Area						
7-3.1	Ensure varying heights and diverse exterior materials, including brick and wood materials, with strong architectural elements and façades.	Ongoing	A				
7-3.2	Encourage buildings that are more urban in design than traditional suburban.	Ongoing	A				
7-3.3	Install gateway monuments and monument signs with landscaping at key intersections and gateway points, as well as comprehensive wayfinding signage.	Mid-Term	C				
7-3.4	Support high-intensity, vertical development with ground-floor commercial and upper-floor residential to create attractive focal points.	Long-term	D				
7-3.5	Promote retail, office, and entertainment uses centralized around a public park or plaza.	Short-term	B				
7-3.6	Promote pedestrian-scaled areas, with high walkability and a comprehensive pedestrian and bike network that links various buildings.	Short-term	B				
7-3.7	Ensure streetscaping and public improvements are unified in design and promote a distinctive image that emphasizes a pedestrian-friendly character.	Mid-term	C				
	Diverse Industry						
7-4.1	Update the EDSP to establish a clear framework for growing Commerce City's economy.	Short-term	B				
7-4.2	Continue to create a cohesive brand and identity to market the City to prospective businesses as preferable to regional competitors.	Ongoing	A				
7-4.3	Examine opportunities to train the local workforce and incorporate emerging technologies into the local industry, such as electric trucks for the Transportation and Warehousing sector.	Ongoing	B				
7-4.4	Examine the City's economic assets and shortfalls to determine future target industries, necessary infrastructure updates, and recruitment strategies.	Short-term	C				
7-4.5	Use target industries to direct the City's recruitment and marketing strategy that highlights the benefits of locating to and doing business in Commerce City.	Mid-term	D				
7-4.6	Protect and support the retail sector of the economy to add to the City's economic diversity and provide goods and services to residents.	Short-term	C				
7-4.7	Use the Commerce City 2045 Character Areas framework to guide the location and character of future industrial, business, and office development.	Ongoing	A				
7-4.8	Consider new and non-traditional industrial uses such as movie studios and outdoor recreational equipment manufacturing.	Long-term	B				
7-4.9	Create a program where developers provide supportive funding for City-wide festivals and family events.	Long-term	D				
7-4.10	Promote the development of hotels, restaurants, mid-box retailers, and entertainment uses within the City.	Ongoing	C				


































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
7	COMMERCE AND EMPLOYMENT						
	Denver International Airport						
7-5.1	Promote industrial, business, and office uses near the airport to take advantage of its national and international trade connectivity.	Ongoing	B				
7-5.2	Consider DEN's noise corridor restrictions when establishing guidelines for land use and development near the airport.	Ongoing	A				
7-5.3	Ensure commercial and industrial development along airport gateway routes are of high quality with ample screening and buffering.	Short-term	B				
7-5.4	Encourage the use of berms to screen business and employment areas where they abut residential properties.	Short-term	B				
7-5.5	Avoid residential and low intensity uses near the airport due to undesirable noise and visual impacts from air traffic.	Ongoing	C				
7-5.6	Explore opportunities to enhance airport gateway routes with public art to create an attractive first/last impression of the City.	Mid-term	D				
7-5.7	Partner with the aviation industry to develop educational and employment opportunities.	Mid-term	D				
	Workforce Development						
7-6.1	Continue to work with major employers and economic development organizations to identify target skills and create targeted workforce training programs.	Ongoing	B				
7-6.2	Continue to support the Small Business Resource Center (CCSBRC), the Small Business Development Center (SBDC), and Adelante Community Development.	Ongoing	B				
7-6.3	Ensure workforce development programs are aligned with Commerce City's economic development pursuits and aimed at higher-paying industries.	Short-term	C				
7-6.4	Establish partnerships with K-12 and higher education institutions to develop facilities and programs within the city that could provide industry-specific training for students, residents, and existing businesses.	Long-term	D				
7-6.5	Make it easy to do business throughout the City, by streamlining the permitting process, providing resources so entrepreneurs can find access to capital, and strategically providing tax breaks.	Mid-term	C				
	Addressing Language Barriers						
7-7.1	Consistently provide Spanish versions of all City regulations, documents, news, programs, and other key information.	Ongoing	B				
7-7.2	Work with economic development organizations and partners to increase workforce training programs, business and leadership development opportunities, and civic education in Spanish.	Ongoing	B				
7-7.3	Hire Spanish-speaking City staff that can help assist residents and businesses and connect them with resources.	Mid-term	D				
7-7.4	Increase outreach to Spanish-speaking businesses to ensure they are aware and up to date with available resources and City regulations as they change.	Mid-term	B				
7-7.5	Better clarify and identify on the City website the option to translate the site into Spanish.	Short-term	B				
7-7.6	Increase access to capital for the Spanish-speaking business community, such as targeted small business grants.	Short-term	C				

































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
7	COMMERCE AND EMPLOYMENT						
	Core Commercial Areas in the Central Neighborhoods						
7-8.1	Work with business owners to upgrade façades, internal and perimeter parking lot landscaping, and screening of utility areas.	Ongoing	C				
7-8.2	Explore lot consolidation opportunities that could support more unified commercial redevelopment.	Short-term	A				
7-8.3	Continue to educate and connect business owners with available small business programs and financing resources.	Mid-term	B				
7-8.4	Ensure high multimodal connectivity between neighborhoods and commercial areas with continuous, wide sidewalks; ADA-accessible ramps; safe and visible crosswalks; pedestrian-scale lighting; and bike parking stations.	Mid-term	D				
7-8.5	Continue to work with partner organizations, like the Small Business Development Center (SBDC) and Adelante Community Development.	Ongoing	B				
7-8.6	Continue to work with the Commerce City Chamber of Commerce to market the local business community and connect them with residents and visitors.	Ongoing	A				
7-8.7	Target key corridors for burying or moving utility lines to the rear of properties to reduce visual clutter along primary roadways.	Mid-term	C				
7-8.8	Continually monitor the retail needs of the community and strive to attract and establish retail to meet those needs.	Ongoing	B				
7-8.9	Ensure the future station area supports a mix of residential and non-residential commercial uses.	Long-term	D				
	Derby						
7-9.1	Update the Derby Sub-Area Master Plan to ensure it reflects the current desires and aspirations of the community.	Short-term	C				
7-9.2	Continue efforts to improve the streetscape within Derby and gateway points based on the updated Derby Sub-Area Master Plan.	Ongoing	B				
7-9.3	Ensure future redevelopment is located at or near the property line to create a consistent street wall with a desirable sense of enclosure.	Ongoing	A				
7-9.4	Discourage front-loaded parking lots in favor of rear or side lots and on-street parking to support a pedestrian-friendly environment.	Ongoing	C				
7-9.5	Work with property owners to install perimeter landscaping around existing parking lots in the interim.	Short-term	B				
7-9.6	Worked with property owners to improve building façades through the Commercial Catalyst Program.	Mid-term	C				
7-9.7	Ensure all streets have wide continuous sidewalks with ADA accessibility.	Long-term	C				
7-9.8	Continue to incorporate public art like murals and sculptures, working with local artists to showcase their work.	Ongoing	B				
7-9.9	Support a mix of local businesses that can add an in-person shopping experience, including diverse restaurants, artisan shops, galleries, and more.	Short-term	C				
7-9.10	Support unique housing choices through adaptive reuse of existing industrial or commercial buildings as well as townhomes and multifamily surrounding the district.	Long-term	D				

























ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
7	COMMERCE AND EMPLOYMENT						
	Legacy Industrial Areas						
7-10.1	Ensure industrial buildings feature high-quality façades with attractive materials, windows and doors, and articulation to add visual interest and break up large bank walls.	Ongoing	B				
7-10.2	Ensure industrial and business parks are well marked with directional and gateway signs, directing trucks, business partners, and visitors to the right location and creating a sense of place.	Ongoing	B				
7-10.3	Require quality fencing and landscaping to screen outdoor storage, utility areas, loading areas, and surface parking lots from right-of-way view.	Short-term	A				
7-10.4	Discourage chain-link fencing which detracts from community character.	Ongoing	B				
7-10.5	Explore opportunities to consolidate older industrial properties to facilitate comprehensive redevelopment and accommodate modern industrial buildings capable of attracting high-quality tenants.	Mid-term	C				
7-10.6	Promote screening, buffering, and berms to sufficiently screen industrial and business parks when adjacent to residential, public green space, and other low intensity uses.	Short-term	B				
7-10.7	Ensure all roadways are paved and include curb and gutter to enhance the streetscape.	Ongoing	B				
7-10.8	Improve multimodal access to employment areas via walking, biking, and transit, expanding the sidewalks/multiuse path and transit network.	Long-term	C				
7-10.9	Update the zoning code to phase out over time instances of incompatible, isolated residential properties surrounded by industrial development as redevelopment occurs.	Short-term	B				
7-10.10	Work with relevant businesses to mitigate any adverse environmental impacts identified by the ongoing environmental assessment caused by industrial activity.	Long-term	D				
7-10.11	Involve the City’s lower-income and minority populations in environmental decision-making, ensuring that everyone has a voice and the resources needed to weigh in on in decisions about industrial land uses, freight transportation, and other policies that can affect their environment.	Ongoing	C				




























ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
8	HOUSING AND NEIGHBORHOODS						
	Mix of Housing						
8-1.1	Promote higher density infill and redevelopment within established neighborhoods to provide greater housing choices while matching the scale and character of existing properties.	Ongoing	B				
8-1.2	Support multifamily development and vertically mixed buildings (with upper floor residential and ground floor commercial) along underperforming commercial corridors to help activate the area and provide housing near corridor amenities.	Ongoing	C				
8-1.3	Support the conversion of large single-family detached housing into multi-unit homes.	Ongoing	C				
8-1.4	Promote adaptive reuse of older or underutilized industrial buildings in residential areas into unique housing options.	Ongoing	C				
8-1.5	Promote higher density housing along key corridors and surrounding activity centers and industrial uses.	Ongoing	B				
8-1.6	Promote transit-oriented housing surrounding key transit stops that supports a highly walkable environment with convenient transit access.	Ongoing	B				
8-1.7	Work with private developers to locate lower density housing near existing single-family detached neighborhoods to create appropriate transitions and preserve the character of established neighborhoods.	Mid-term	C				
8-1.8	Consider requiring a minimum percentage of housing types in new neighborhood developments to increase housing diversity and affordability (e.g., at least 20% duplexes/townhomes).	Mid-term	C				
8-1.9	Create standards for new single-family rental developments.	Long-term	C				
	Senior and Special Needs Housing						
8-2.1	Support the development of senior and special needs housing in all residential character areas.	Ongoing	C				
8-2.2	Ensure future senior housing options are well integrated into surrounding neighborhoods to discourage isolation.	Ongoing	B				
8-2.3	Encourage developers of age-targeted housing to include amenities attractive to seniors, such as front porches, back patios, walking paths, outdoor sports facilities, and activated gathering spaces.	Short-term	B				
8-2.4	Encourage smaller lot, single-story housing types for seniors that are ADA accessible.	Mid-term	C				
8-2.5	Encourage age-targeted cooperative housing types for community-oriented senior living, such as co-housing and cottage home courts.	Mid-term	D				
8-2.6	Promote the development of continuing care retirement communities (CCRC), or life plan communities, which offer distinct types of housing and care levels based on a senior's needs.	Long-term	D				
8-2.7	Promote senior housing within a quarter mile of transit locations and amenities like parks, healthcare, and shopping options.	Ongoing	B				
8-2.8	Encourage private developers to apply universal design practices that increase housing accessibility for people of all ages and abilities.	Short-term	C				







































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
8	HOUSING AND NEIGHBORHOODS						
	Creative Housing Types						
8-3.1	Amend the LDC to allow ADUs.	Short-term	A				
8-3.2	Promote ADUs, pocket neighborhoods, and cottage-housing developments in single-family neighborhoods, focusing first on the City's Opportunity Zone and then applying it citywide.	Short-term	B				
8-3.3	Evaluate residential design standards to consider high quality, innovative housing options.	Mid-term	C				
8-3.4	Review minimum lot size standards throughout the City.	Mid-term	B				
8-3.5	Support limited equity housing co-operatives, which are a creative solution to increasing housing stability, affordability, and homeownership through a shared-equity housing model.	Short-term	B				
8-3.6	Promote affordable housing options near jobs, community resources, schools, and recreational opportunities to improve the quality of living of underserved populations.	Ongoing	A				
8-3.7	Create incentives and guide private owners and developers to repurpose older and abandoned motels into affordable housing.	Mid-term	C				
	Housing Programs and Incentives						
8-4.1	Continue to support existing affordable housing options, partnerships, and programs to address the continued maintenance of the City's affordable stock.	Ongoing	A				
8-4.2	Consider adopting inclusionary zoning, requiring private residential developers to designate a certain percentage of affordable units within a multifamily development for low- to moderate-income residents.	Short-term	B				
8-4.3	Support the Commerce City Housing Authority in its role in acquiring vacant, abandoned, and underutilized parcels for rehabilitation, redevelopment, or new construction of affordable housing.	Mid-term	C				
8-4.4	Join the HOME Investment Partnership Program, which would make the City an eligible jurisdiction for HOME funding.	Short-term	B				
8-4.5	Continue to promote funding programs and incentives to fund housing development, including Low-Income Housing Tax Credits (LIHTCs), Private Activity Bonds (PABs), Community Development Block Grant funding, and the Opportunity Zone.	Ongoing	C				
8-4.6	Establish an Affordable Housing Revolving Loan Fund (RLF) using Community Development Block Grant (CDBG) entitlement funding to assist in activities like providing below market rate loans, small rental rehabilitation, and redevelopment of underutilized properties.	Mid-term	D				
8-4.7	Consider establishing a land bank program to promote affordable housing through strategic property acquisition.	Long-term	C				
8-4.8	Create anti-displacement policies to prevent gentrification and help ensure residents can remain in their homes long-term.	Short-term	C				















ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
8	HOUSING AND NEIGHBORHOODS						
	Walkable Neighborhoods – “Neighborhood Villages”						
8-5.1	Encourage new residential blocks to range from 600 to 800 feet in length to promote walkable environments.	Short-term	A				
8-5.2	Update and continue to implement the City’s Multimodal Active Transportation Plan to promote multimodal, complete streets.	Short-term	B				
8-5.3	Implement lane reductions (also known as “road diets”), where right-of-way width allows, to create attractive, safe residential streets and opportunity for streetscaping.	Short-term	C				
8-5.4	Reconfigure roads in older neighborhoods to have wider sidewalks and a landscaped buffer with trees to enhance the pedestrian environment.	Mid-term	C				
8-5.5	Work with neighborhoods and residents to implement desirable traffic calming measures where unsafe conditions exist.	Mid-term	C				
8-5.6	Continue to upgrade sidewalks to be continuous with curb, gutter, and ADA accessible ramps along all neighborhood streets.	Ongoing	B				
8-5.7	Continue to add well-designed lighting in neighborhoods to increase visibility and safety for pedestrians and bicyclists at night.	Ongoing	A				
8-5.8	Focus on neighborhood level crime prevention, such as neighborhood watch programs.	Mid-term	B				
8-5.9	Accommodate safe places for overnight neighborhood parking.	Long-term	B				
	Homelessness						
8-6.1	Work with regional partners and neighboring communities to collect data on populations experiencing homelessness to better assess needs and strategies.	Short-term	C				
8-6.2	Continue to support regional partners and organizations in providing temporary housing and exploring opportunities for new special needs housing.	Ongoing	C				
8-6.3	Work with developers and nonprofits in converting underutilized motels into affordable and homeless housing.	Mid-term	D				
8-6.4	Work with regional partners and developers to create small-home communities targeted to people experiencing homelessness.	Mid-term	C				
8-6.5	Work with partners to ensure temporary housing and shelters connect people with key resources that promote obtaining permanent housing, jobs, and self-sufficiency.	Short-term	C				
8-6.6	Ensure temporary housing and shelters are not isolated, locating them near amenities and transit to allow guests to access day-to-day goods, jobs, and other needs.	Ongoing	C				
8-6.7	Work with partners to conduct extensive outreach in advance of clearance of encampments to connect inhabitants to existing shelters and housing programs and avoid full displacement.	Ongoing	C				
8-6.8	Research comparable cities for emerging strategies for addressing homelessness for potential application in Commerce City.	Long-term	B				
8-6.9	Become a member of the local Homeless Continuum of Care, a program established by the U.S. Department of Housing and Urban Development (HUD) to address homelessness.	Long-term	B				

























ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
8	HOUSING AND NEIGHBORHOODS						
	Code Enforcement						
8-7.1	Adopt a philosophy of proactive code enforcement, rather than complaint-based reporting.	Short-term	B				
8-7.2	Conduct a thorough evaluation and update of zoning, housing, property maintenance, and nuisance codes.	Short-term	C				
8-7.3	Develop a mandatory city-wide inspection program for all residential rental units to proactively inspect properties periodically.	Mid-term	D				
8-7.4	Target the rental inspection program to properties owned by absentee (non-local) landlords, landlords without an identified management company or property manager, and repeat offenders who fail to fix substandard rental conditions.	Ongoing	B				
8-7.5	Explore including parameters for health in the rental inspection program.	Short-term	B				
8-7.6	Consider a short-term rental (Airbnb, VRBO) shared housing registration and accommodations licensing program.	Mid-term	C				
8-7.7	Develop coordinated tracking and identification of vacant and abandoned properties, housing conditions, and risk factors that often lead to more severe issues.	Long-term	C				
8-7.8	Pursue opportunities for neighborhood clean-up days.	Long-term	B				
	Neighborhood Reinvestment						
8-8.1	Work with the Parks, Recreation, and Golf Department to ensure all residents are within walking distance of a park.	Short-term	C				
8-8.2	Continue to upgrade roadway pavement and sidewalk conditions in older neighborhoods.	Ongoing	C				
8-8.3	Prioritize stormwater management improvements in areas with the greatest need.	Short-term	C				
8-8.4	Beautify older neighborhoods with street trees, corner landscaping, and streetscaping elements like benches and decorative streetlights.	Ongoing	B				
8-8.5	Promote neighborhood-serving commercial centers to increase residents’ access to local goods and services within walking distance.	Short-term	B				
8-8.6	Allow for standalone corner commercial uses in residential neighborhoods that provide desirable goods or services to surrounding residents that matches the neighborhood character, such as a small grocer, cafes, bakeries, and restaurants.	Mid-term	B				
8-8.7	Discourage incompatible uses like commercial and industrial development within residential areas.	Ongoing	A				
8-8.8	Ensure sufficient screening and buffering where residential properties abut commercial, industrial, and other high intensity uses.	Ongoing	B				
8-8.9	Work with community leaders and groups in identifying reinvestments and improvements desired by residents in their neighborhoods.	Mid-term	C				
8-8.10	Establish a neighborhood identity program to preserve the legacy, character, and distinct cultural identity of Commerce City’s neighborhoods.	Long-term	D				


























ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
8	HOUSING AND NEIGHBORHOODS						
	Homeowner Reinvestment						
8-9.1	Continue efforts to educate community members and raise awareness of available incentives and programs.	Ongoing	B				
8-9.2	Coordinate with local housing organizations to promote home improvement programs and the incentives they offer.	Mid-term	B				
8-9.3	Explore new incentives and funding sources to encourage home rehabilitation and façade improvements for owners, investors, and landlords that are not eligible for subsidies.	Mid-term	D				
8-9.4	Explore a new program to promote higher quality fencing and reduce the prevalence of chain link fencing.	Short-term	C				
8-9.5	Continue to support the CDBG program.	Ongoing	B				
	Mobile/Manufactured Home Parks						
8-10.1	Require mobile/prefabricated homes to be ground set or installed on masonry skirting with wheels and hitches removed.	Short-term	A				
8-10.2	Partner with the Commerce City Housing Authority to work with mobile home park owners and residents to upgrade park conditions.	Mid-term	B				
8-10.3	Assist mobile home park owners with obtaining financing to undertake repairs and improvements.	Short-term	C				
8-10.4	Improve screening and buffering where possible from adjacent uses and the right-of-way.	Short-term	B				
8-10.5	Promote the operation of mobile home parks as cooperatives, where residents or a nonprofit owns and operates the park for better management of maintenance and infrastructure.	Ongoing	B				
8-10.6	Consider creating a community land trust to purchase a mobile home park and lease it long-term to individual homeowners.	Long-term	B				






































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
9	COMMUNITY CHARACTER, CULTURE, AND TOURISM						
	Placemaking and Gateways						
9-1.1	Implement gateway enhancement recommendations for key corridors outlined in the Connected Corridors chapter.	Short-term	A				
9-1.2	Work with private developers to install unique gateway features at major community destinations like Derby and Dick's Sporting Goods Park to highlight the area and draw more visitors.	Mid-term	C				
9-1.3	Work with private developers to improve development quality surrounding key gateway points and corridors.	Mid-term	C				
9-1.4	Develop plans to address cost-effective streetscaping enhancements, including tree-planting and xeriscape, to increase landscaped medians, gateway points, and key intersections.	Mid-term	C				
9-1.5	Improve roadway infrastructure along key gateway routes to enhance their character and multimodal connectivity.	Mid-term	D				
9-1.6	Develop a wayfinding and signage plan that promotes consistent design and frequency of wayfinding across northern and southern portions of the City and identifies locations for signs.	Short-term	C				
9-1.7	Coordinate with transportation agencies, like Adams County, Colorado Department of Transportation (CDOT), and E-470 Public Highway Authority, to beautify corridors outside of the City's jurisdiction.	Long-term	B				
9-1.8	Develop the South Platte riverfront area for public access and recreation.	Long-term	C				
9-1.9	Incorporate public art into existing transportation corridors and gateways.	Ongoing	C				
	Cohesive Brand and Identity						
9-2.1	Engage the community in establishing a unified identity for the City that can be incorporated into branding and marketing.	Short-term	C				
9-2.2	Continue to utilize the City's graphic and brand standards to provide a consistent style and visual identity for City materials.	Ongoing	A				
9-2.3	Explore creating a new, eye-catching City flag that embodies the community's identity and strengthens community pride.	Mid-term	B				
9-2.4	Continue to improve multimodal connectivity between northern and southern areas of the City to better unite the neighborhoods (see Transportation and Mobility chapter for further discussion).	Long-term	C				






































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
9	COMMUNITY CHARACTER, CULTURE, AND TOURISM						
	Public Art						
9-6.1	Update and continue to implement the Public Art Master Plan to guide public art investments.	Short-term	B				
9-6.2	Prioritize integration of public art at key focal points and activity centers of the City with high foot traffic, such as Derby, Dick's Sporting Goods Park, and gateway routes to Denver International Airport.	Short-term	B				
9-6.3	Work with the CCCC to increase funding resources to commission local artists to create public art installations.	Mid-term	B				
9-6.4	Work with property owners to install murals on large-scale windowless buildings, activating unexciting façades into cultural destinations.	Long-term	C				
9-6.5	Enhance the appearance of industrial areas with public art and decorative screening that reflects the industrial nature of the area.	Mid-term	C				
9-6.6	Explore creating an Art Walk program as a tourism draw that establishes a self-guided tour route visitors can take to visit the City's art installations and learn about each piece.	Long-term	D				
9-6.7	Use the City's public art program to celebrate the region's tribes, native communities, and indigenous cultures.	Mid-term	C				
9-6.8	Work with the Colorado Commission of Indian Affairs to vet public art and encourage festivals and educational programs that honor the region's tribes, native communities, and indigenous cultures.	Mid-term	C				
	Cultural and Historic Assets						
9-7.1	Continue to support the programs and efforts of the Commerce City Center Heritage and Cultural Center.	Ongoing	A				
9-7.2	Create an official public survey and inventory of historically significant properties and historic areas to keep track of historic assets, identify properties to protect from redevelopment, and where to allocate resources for historic preservation.	Short-term	C				
9-7.3	Adopt a historic preservation ordinance.	Mid-term	C				
9-7.4	Establish a historic preservation commission or board to help advise City Council in implementing a new historic preservation ordinance.	Mid-term	D				
9-7.5	Continue efforts to educate the community on local historic assets to increase a sense of appreciation and stewardship.	Ongoing	C				
9-7.6	Develop a Cultural Arts Plan that includes demographics, cultural history, historical communities and neighborhoods, and an assessment of how to further build on and celebrate the cultural diversity and legacies in the community.	Long-term	D				
9-7.7	Establish a strategic vision for the City's cultural arts.	Mid-term	C				
9-7.8	Improve cultural destinations with informational kiosks, viewing areas, pedestrian pathways, and other amenities that create attractive places to visit.	Mid-term	C				
9-7.9	Enhance wayfinding to and gateway features at the Rocky Mountain Arsenal National Wildlife Refuge to better draw visitors to its location and establish Commerce City as the "Gateway to the Refuge."	Short-term	B				
9-7.10	Promote appropriate gateway tourism uses around the Visitor Center of the Rocky Mountain Arsenal National Wildlife Refuge and along its edge to entice visitors and economic activity (see the Quebec Parkway Corridors Plan for further discussion).	Long-term	C				
9-7.11	Implement the Derby Sub-Area Plan to foster revitalization and placemaking improvements within Derby (see the Commerce and Employment chapter for further discussion).	Short-term	B				






























ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
9	COMMUNITY CHARACTER, CULTURE, AND TOURISM						
	Cultural and Historic Assets						
9-7.12	Encourage the development of lodging for visitors near community destinations as well as near Denver International Airport/E-470 and in the Tower Road area.	Ongoing	B				
9-7.13	Work with Dick's Sporting Goods Park to promote a mix of active retail, lodging, and entertainment uses surrounding the stadium to activate it as a sports tourism destination.	Mid-term	D				
9-7.14	Continue to market existing cultural destinations to showcase the City's attractions and identify new assets to promote growth.	Ongoing	B				
9-7.15	Pursue a performing arts venue for the City.	Long-term	D				
9-7.16	Establish an arts district with supporting events and programs.	Long-term	C				
9-7.17	Ensure that informational material regarding entertainment and attractions in Commerce City is up to date, including brochures or maps of key destinations and amenities.	Ongoing	B				
9-7.18	Consider adopting a land acknowledgement statement that recognizes the tribes and native communities who once owned the land on which Commerce City is located	Short-term	C				

ACTION MATRIX						
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles		
10	TRANSPORTATION AND MOBILITY					
	Complete Streets, Complete Networks					
10-1.1	Continue to implement the Vision Network from the 2012 Walk-Bike-Fit Plan, which is a citywide network with inter-neighborhood connections.	Ongoing	A			
10-1.2	Improve multimodal connectivity between northern and southern Commerce City to better unify different geographies of the community.	Mid-term	B			
10-1.3	Expand high-comfort and separated walking and bicycling facilities with landscaped buffers and high-quality lighting to enhance the environment.	Long-term	C			
10-1.4	Support "road diets," including lane reductions and roadway reconfiguration projects to calm high-speed traffic and unlock space for active modes of transportation.	Long-term	C			
10-1.5	Redesign major intersections to prioritize safety and comfort for people walking and bicycling.	Short-term	C			
	Active Neighborhoods					
10-2.1	Continue to close gaps in the sidewalk network, especially in older neighborhoods around the historic core, and on local streets, to promote walking for short trips.	Ongoing	B			
10-2.2	Widen sidewalks along key corridors in the historic central neighborhoods.	Short-term	B			
10-2.3	Increase comfortable and low-stress crossing opportunities for people walking and bicycling, including by implementing treatments like high-visibility crosswalks, rectangular rapid-flashing beacons (RRFBs), and leading pedestrian intervals.	Mid-term	C			
10-2.4	Consider adopting a traffic calming policy that enables the City to select project areas based on speeding and context, such as school zones and school routes, and implement design treatments to reduce speeding on local streets.	Mid-term	B			
10-2.5	Increase connections to the regional trail network, including the South Platte River Trail, Rocky Mountain Arsenal National Wildlife Refuge, and the Sand Creek Greenway.	Long-term	D			
10-2.6	Continue to add well-designed lighting in neighborhoods to increase visibility and safety for pedestrians and bicyclists at night.	Short-term	A			
	Safe Travel					
10-3.1	Analyze crash location and severity data to identify street segments and intersections where injury risk to people walking and bicycling is most acute.	Ongoing	C			
10-3.2	Prioritize projects in City capital improvement and street maintenance programs based on safety metrics, such as using a High Injury Network.	Short-term	B			
10-3.3	Improve safe walking and bicycling infrastructure at at-grade rail crossings, such as at 69th Avenue and Fairfax Street, 72nd Avenue and Fairfax Street, 76th Avenue and Kearney Street, and 80th Avenue and Monaco Street.	Long-term	C			
	First- and Last-Mile Connections					
10-4.1	Provide safe, comfortable, and continuous facilities connecting the central neighborhoods in the historic core to regional transit hubs, especially 72nd Avenue Station but also high-ridership bus transit stops.	Short-term	C			
10-4.2	Expand a cohesive wayfinding system to transit hubs and local destinations to promote multimodal access and improve legibility for people and bicycling.	Ongoing	C			
10-4.3	Support shared micromobility programs, such as bicycle and scooter share, to increase travel options connecting neighborhoods to transit hubs and activity centers.	Mid-term	D			






























ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
10	TRANSPORTATION AND MOBILITY						
	Roadway Capacities						
10-5.1	Maintain a list of priority roadways for capacity improvements.	Ongoing	A				
10-5.2	Work in partnership with CDOT to widen East 104th Avenue, from US 85 to Highway 2, and connect to the City of Thornton's East 104th Avenue project.	Mid-term	D				
10-5.3	Make Highway 2 a complete street as potential widening projects occur, to ensure effective mobility environments for pedestrians, bicyclists, and transit users.	Long-term	C				
10-5.4	Complete the Peoria Street realignment.	Long-term	C				
10-5.5	Evaluate existing alleys for future utilization or vacation.	Mid-term	B				
	Current Plans and Studies						
10-6.1	Align Tower Road improvements with existing plans for the corridor.	Short-term	C				
10-6.2	Prepare a detailed corridor plan for Tower Road, building on the recommendations of the Tower Road/High Plains Parkway corridor framework.	Mid-term	D				
10-6.3	Make Tower Road a complete street with the necessary infrastructure to ensure safe and effective mobility environments for pedestrians, cyclists, and transit users.	Mid-term	C				
10-6.4	Re-examine the transportation and infrastructure components of the Irondale Neighborhood and Infrastructure Plan, updating it to reflect the Comprehensive Plan's character areas, the impacts of the Burlington Northern Santa Fe Railroad spur, and the Instel Steel West development.	Long-term	C				
10-6.5	Analyze the proposed new E-470 interchanges as part of the TMP.	Ongoing	B				
10-6.6	Ensure new development opportunities around the interchanges align with the policies and recommendations of the Comprehensive Plan's E-470 Expressway Corridor District and DEN Gateway District.	Ongoing	A				
	Traffic Management						
10-7.1	Conduct an accident analysis and a ranking of problematic intersections as part of the City's TMP to determine the need for a Vision Zero plan or similar policy.	Short-term	C				
10-7.2	Continue to monitor traffic volumes at intersections and conduct traffic signal warrant studies. The TMP should include locations for planned traffic signals and roundabouts.	Ongoing	B				
	Parking						
10-8.1	Examine development requirements to ensure adequate, right-sized parking is provided for all new developments.	Short-term	B				
10-8.2	Require Transportation Demand Management (TDM)-related elements as part of final development approvals for new construction or reconstruction projects.	Short-term	A				
10-8.3	Revisit parking with a more detailed study of on-street and public lot parking in Derby as development pressure occurs.	Mid-term	C				

































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
10	TRANSPORTATION AND MOBILITY						
	Rail						
10-9.1	Maintain rail corridors for continued industrial viability.	Ongoing	B				
10-9.2	Work with CDOT, UPRR, and BNSF to improve safety and wait times at the numerous at-grade rail crossings throughout the City.	Ongoing	C				
10-9.3	Limit new rail spurs across rights-of-way.	Ongoing	B				
	Trucking						
10-10.1	Regularly analyze and update the City's truck routes to ensure minimal conflict with residential areas.	Ongoing	C				
10-10.2	Examine the needs of truck parking and consider solutions throughout the City.	Short-term	B				
	Key Connections to the Airport						
10-11.1	Consider improving 120th Avenue, which is the only east/west arterial that provides continuous connectivity from SH 93, south of Boulder, to provide better access to the area north of the airport.	Mid-term	C				
10-11.2	Analyze Picadilly Road as an airport route; the road is important for north/south connectivity and has the potential to connect the community to the airport.	Mid-term	C				
	72nd Avenue Station						
10-12.1	Improve pedestrian and bicycle connectivity leading to the 72nd Street Station.	Short-term	B				
10-12.2	Improve vehicular circulation along 70th and 72nd Avenues as outlined in the 2013 Station Area Master Plan.	Short-term	B				
10-12.3	Update the analysis of 72nd Street Station access in the TMP, specifically considering the single entrance at 70th Avenue and utilizing the existing traffic signal at US 85 and 69th Avenue.	Mid-term	C				
10-12.4	Use the TMP process to analyze the I-76 improvement projects, including completing the I-76/74th Avenue interchange, which will provide significant local and regional traffic and mobility enhancements.	Long-term	D				
10-12.5	Use the TMP process to complete additional analysis of bus service improvements, including the transit hub and the addition of new bus lines.	Long-term	D				
10-12.6	Implement the additional stop signs, signals, and weight limits identified in the Station Area Master Plan.	Short-term	B				
10-12.7	Assess and implement the wayfinding and gateway improvements identified in the Station Area Master Plan.	Short-term	C				
	Future Rapid Transit						
10-13.1	Support the FasTracks initiative right-of-way purchases through Commerce City for a future rail corridor.	Long-term	C				
10-13.2	Support the E-470 Public Highway Authority on future mass transit efforts.	Long-term	C				
	Electric Vehicles						
10-14.1	Consider installing charging stations for public use and public facilities, including at City-owned lots, recreation centers, and municipal buildings.	Long-term	B				
10-14.2	Identify needs and expand electric vehicle charging stations as part of the City's infrastructure and as part of the regional electric vehicle charging network.	Long-term	C				

































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
11	PARKS, OPEN SPACE, AND THE NATURAL ENVIRONMENT						
	Park Access and Opportunities						
11-1.1	Identify partnerships where the public can access private open space areas such as around Dick's Sporting Goods Park.	Short-term	A				
11-1.2	Encourage the Parks, Recreation, and Golf Citizen Advisory Committee and City staff to engage community groups and provide them with training opportunities and resources to help engage in parks and recreation planning.	Long-term	B				
11-1.3	Establish a community advisory council to increase community engagement.	Short-term	D				
11-1.4	Identify priority neighborhoods and populations that do not have adequate access to parks and recreational opportunities.	Ongoing	C				
11-1.5	Identify partner organizations, businesses, and institutions that can convert their underutilized space into programmed park space.	Mid-term	C				
11-1.6	Identify vacant right-of-way to convert into linear parks, greenways, or additions to trail systems.	Short-term	B				
11-1.7	Obtain conservation easements on underdeveloped properties to use as parks or green spaces for public use.	Ongoing	C				
11-1.8	Create accessible spaces that are available to all with improved multimodal connectivity and safety.	Short-term	C				
11-1.9	Identify and eliminate barriers to accessing public parks and recreation areas by providing safe, clean, affordable, and convenient places that particularly target underserved communities within the City.	Short-term	C				
11-1.10	Provide clear and accessible information using various community outreach strategies and communication methods to target specific audiences.	Ongoing	A				
11-1.11	Convert underdeveloped land or portions of existing parks to off-leash-friendly areas to provide safe and accessible areas for dogs.	Mid-term	B				
11-1.12	Enhance lighting and safety within existing parks.	Ongoing	B				
11-1.13	Plan for a third City recreation center in the E-470/Denver International Airport growth area.	Long-term	D				
	Diverse Recreation Options for All						
11-2.1	Provide parks and recreational areas with adequate site furnishings such as benches, picnic tables, trash bins, bicycle racks, and shady areas that are accessible to all.	Ongoing	A				
11-2.2	Ensure Americans with Disabilities Act (ADA)-compliant accessibility and universal design for all parks and walkways.	Ongoing	B				
11-2.3	Support and encourage access and use for senior citizens and people with disabilities by soliciting input from relevant community groups on additional accommodations that may be required.	Short-term	C				
11-2.4	Provide a diverse array of recreational amenities that attract residents of all ages.	Mid-term	C				
11-2.5	Provide subareas in parks that offer different amenities and opportunities for people of different ages.	Mid-term	C				
11-2.6	Provide opportunities for both passive and active recreation.	Short-term	B				
11-2.7	Provide consistent, clear wayfinding signage that is appropriately located.	Short-term	C				































ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
11	PARKS, OPEN SPACE, AND THE NATURAL ENVIRONMENT						
	Diverse Recreation Options for All						
11-2.8	Provide sufficient lighting and avoid isolated dark areas in parks and recreation areas.	Short-term	B				
11-2.9	Regularly assess the condition of parks and walkways to repair unsafe conditions for users.	Ongoing	B				
11-2.10	Update Buffalo Run golf course as an amenity for residents.	Long-term	C				
11-2.11	Pursue a multi-purpose sports facility.	Long-term	D				
11-2.12	Develop new year-round facilities and activities.	Long-term	D				
	Connected Parks and Open Space						
11-3.1	Implement traffic calming design strategies around parks such as raised crosswalks, speed tables, and proper signage.	Ongoing	A				
11-3.2	Establish safe park zones where the City monitors traffic by establishing lower speed limits and enforcing higher penalties for traffic violations.	Short-term	C				
11-3.3	Prioritize neighborhoods for infrastructure investment that lack sidewalks when the City programs capital improvements. Include opportunities to restripe surface streets to accommodate bike lanes.	Short-term	C				
11-3.4	Consider phased construction of trails as funding becomes available and prioritizing soft surface or crushed rock paths initially instead of pavement.	Mid-term	C				
11-3.5	Prioritize bike and pedestrian capital improvements to existing sidewalks and trail routes to parks and open space areas.	Short-term	A				
11-3.6	Accommodate multiple uses on trails such as a paved surface lane for biking and a parallel soft surface path for walking and running.	Ongoing	B				
11-3.7	Coordinate with trail partners to develop a holistic branding strategy for wayfinding signage to improve trail accessibility and navigation.	Long-term	C				
11-3.8	Develop a Wayfinding Master Plan to identify strategic locations for signage to direct users to trail connections and community destinations.	Long-term	D				
11-3.9	Work with the public works department to identify gaps in the sidewalk system that are not connected.	Short-term	C				
11-3.10	Prioritize low-income areas for greater trail and sidewalk access.	Ongoing	B				
11-3.11	Partner with water and service providers to allow "utility trails" along utility rights-of-way, near and around water storage facilities, and along the South Platte River.	Long-term	D				


ACTION MATRIX						
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles		
11	PARKS, OPEN SPACE, AND THE NATURAL ENVIRONMENT					
	Preserving Tree Canopy					
11-4.1	Assess the feasibility and support for a street tree preservation ordinance.	Short-term	C			
11-4.2	Introduce special permits for subdivisions that require the preservation of street trees as a condition of approval.	Short-term	C			
11-4.3	Consider requiring additional trees and shrubs to be planted for new residential homes through a city bylaw amendment.	Short-term	B			
11-4.4	Provide outreach to residents and neighborhood groups on the importance of urban tree canopies and their benefits along rights-of-way.	Mid-term	C			
11-4.5	Appoint a volunteer working group that is responsible for the maintenance and management of public trees while also looking out for invasive species.	Long-term	D			
11-4.6	Consider the creation of an urban forestry program to guide tree selection, tree planting/removal, and basic tree care.	Mid-term	D			
11-4.7	Work across multiple departments to garner expertise from the City's arborists to assist in the review, inspection, and possible enforcement of landscaping and tree preservation related to the development code.	Mid-term	D			
11-4.8	Require trees along the right-of-way in subdivisions.	Short-term	C			
11-4.9	Require more drought-tolerant species, either on the City's approved plant list, or recommended to be added by the City's arborists to be planted in subdivisions, parks, and open space areas.	Ongoing	B			
11-4.10	Consider adopting a master street tree plan	Ongoing	A			
11-4.11	Update the Northern Range Streetscapes	Short-Term	A			
	Preservation of Natural Resources					
11-5.1	Explore amendments to the Land Development Code's Zoning Regulations (Article III & VII) to add additional requirements to protect natural features in new developments.	Ongoing	B			
11-5.2	Assess the success of current bylaws and actions to protect wetlands and avoid developing in floodplains.	Short-term	B			
11-5.3	Provide educational outreach to developers and the community about the benefits of green infrastructure.	Mid-term	C			
11-5.4	Explore the possibility of identifying a neighborhood or district to serve as a pilot area to undertake large-scale green infrastructure projects.	Long-term	D			
11-5.5	Incentivize developers who integrate low-impact development strategies into their projects through monetary breaks or development incentives.	Mid-term	C			
11-5.6	Consider the development of public service announcements and other promotional mediums to advocate for reforestation, tree preservation, and promotion of programs and resources.	Long-term	B			
11-5.7	Establish a low impact development (LID) policy to promote the use of stormwater management practices that mimic natural processes and reduce stormwater runoff, improve water quality, and create a more sustainable urban environment.	Mid-term	C			











ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
11	PARKS, OPEN SPACE, AND THE NATURAL ENVIRONMENT						
	Public Access to Parks						
11-6.1	Acquire public easements in subdivisions that provide access to community open spaces.	Ongoing	C				
11-6.2	Incentivize developers to dedicate land by providing tax incentives or by providing tradeoffs in subdivision requirements under a special permit.	Short-term	C				
11-6.3	Require rights-of-way for sidewalks and trails in new subdivisions to be integrated with existing pedestrian infrastructure in the surrounding area through amendments to the City’s Land Development Code or a specialized review process.	Short-term	B				
11-6.4	Design and site neighborhood parks to occupy central locations and act as focal points for recreational and community activities.	Ongoing	C				
	Sustainability						
11-7.1	Implement a robust public education campaign to inform residents what a sustainability plan is and how they can get involved in the planning process.	Mid-term	C				
11-7.2	Identify funding sources such as private, state, and federal grants that the City can use to fund a sustainability plan.	Short-term	C				
11-7.3	Explore partnership opportunities regionally, locally, or through the private sector that the City could foster when developing a sustainability plan.	Mid-term	B				
11-7.4	Identify hazards (natural disasters, invasive pests, diseases), best practices for tree health (planting guidance, soil information, upkeep), and potential locations for additional tree plantings.	Short-term	B				
	Land Use Regulations and Sustainability						
11-8.1	Set sustainability goals that are agreed upon by the City in a sustainability plan.	Short-term	A				
11-8.2	Conduct an audit of the City’s entire Land Development Code to determine whether there are practices that are negatively affecting the City’s sustainability goals.	Mid-term	C				
11-8.3	Prioritize development policies and practices that should be changed.	Short-term	B				
11-8.4	Launch a round table or targeted working group to initiate the amendment process.	Long-term	D				
	Parks, Recreation, and Golf Master Plan						
11-9.1	Consider hosting a central repository for all parks, greenways, and planning efforts on the City’s website.	Short-term	B				
11-9.2	Engage stakeholders involved in this comprehensive plan about the next steps and ways to get involved with the Parks, Recreation, and Golf Master Plan.	Ongoing	A				
11-9.3	Perform an assessment of the Prairieways Action Plan, learning what worked well and what could be improved in the next iteration.	Mid-term	C				
11-9.4	Use the NRPA Community Engagement Resource Guide: Creating Equitable Access to High-Performing Parks to ensure an equitable and engaging planning process for the new Parks, Recreation, and Golf Master Plan.	Mid-term	C				

ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
12	PUBLIC FACILITIES AND INFRASTRUCTURE						
	Accessible Community Facilities						
12-1.1	Conduct a citywide public facilities master plan that collaborates with all city departments to determine space utilization and service area needs.	Short-term	C				
12-1.2	Assess public facility and service needs of the community to account for anticipated demographic and growth predictions.	Short-term	B				
12-1.3	Provide a thorough analysis and engagement process with public service organizations to understand where they struggle to provide services and what their needs are.	Mid-term	D				
12-1.4	Work with public service agencies to understand where a central facility or additional facilities could be located to best serve the community.	Short-term	B				
12-1.5	Initiate a smart growth program (concentrating growth in compact walkable urban centers) that identifies the City's needs to support anticipated population growth.	Long-term	C				
12-1.6	Create an advisory committee to help the City locate facilities that best serve the public's needs.	Mid-term	C				
12-1.7	Conduct a cost-benefit analysis to weigh the possibilities of relocating existing public facilities.	Long-term	C				
12-1.8	Identify areas already owned by the City where community facilities could be expanded or relocated.	Short-term	B				
12-1.9	Seek public-private partnerships on key public services and infrastructure expansion.	Ongoing	C				
	School Capacity and Growth						
12-2.1	Engage the two school districts to determine their capacities and identify any ongoing issues or opportunities to improve the quality of education.	Short-term	B				
12-2.2	Explore the feasibility of a vocational training school to support the growing number of students.	Mid-term	C				
12-2.3	Ensure funding and support are equitably provided to both the K27 and Adams County School Districts.	Ongoing	B				
12-2.4	Provide quality education for all by prioritizing early childhood provision and basic schooling.	Mid-term	C				
12-2.5	Direct resources, or funds, to the schools and students with the greatest needs based on test scores and demographics.	Ongoing	B				
12-2.6	Provide incentives for more experienced teachers to work in underperforming or lower-rated schools.	Mid-term	C				
12-2.7	Resources should be provided in Spanish and English to students.	Ongoing	C				
12-2.8	Explore a partnership between the school districts where they could share resources and programs that could cut costs for both districts.	Long-term	D				

ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
12	PUBLIC FACILITIES AND INFRASTRUCTURE						
	New Services and Facilities as Growth Occurs						
12-3.1	Work with the emergency response and public safety services to communicate growth trends about how and where the City is expected to grow.	Ongoing	B				
12-3.2	Identify the existing deficiencies of public safety services and determine what actions the City can take to ensure that all residents continue to be served.	Short-term	C				
12-3.3	Identify vacant or underutilized land owned by the City that could be used as an additional public service location.	Mid-term	B				
12-3.4	Ensure and encourage effective communication among public safety and emergency response departments and explore how facilities and services can be jointly used.	Ongoing	B				
12-3.5	Analyze the growth of public services over a 20-year timeframe as part of a potential citywide public facilities master plan.	Mid-term	C				
12-3.6	Shift the Sable Altura Fire District to be included within the South Adams County Fire Department.	Mid-term	C				
12-3.7	Work to implement Crime Prevention Through Environmental Design (CPTED) principles in new development.	Ongoing	B				
12-3.8	Locate a justice/police center in the Northern Range of Commerce City.	Long-term	D				
	Library Resources						
12-4.1	Ensure equitable access to all library resources.	Ongoing	B				
12-4.2	Work with Anythink Libraries and the community to explore alternative ways to provide books and educational resources to underserved schools and communities.	Mid-term	C				
12-4.3	Encourage communities to create localized book exchange boxes.	Long-term	C				
12-4.4	Work with Anythink to identify a location for a community library in the southern portion of the City.	Long-term	D				
	Healthcare						
12-5.1	Determine areas without adequate access to local healthcare services.	Ongoing	C				
12-5.2	Expand the system of community health centers in underrepresented areas of the City.	Long-term	D				
12-5.3	Encourage the creation and expansion of other health hubs and health access points to underserved areas.	Long-term	C				
12-5.4	Support school-based clinics and housing-health partnerships.	Ongoing	C				
12-5.5	Encourage and support healthcare providers to offer additional services through telehealth, where patients can be provided healthcare assistance without the need for an in-person visit.	Ongoing	B				
12-5.6	Encourage partnerships with all healthcare service providers, schools, and non-profit organizations.	Ongoing	B				

ACTION MATRIX							
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles			
12	PUBLIC FACILITIES AND INFRASTRUCTURE						
	Infrastructure Expansion						
12-6.1	Work with each City department to identify needs for infrastructure upgrades or additional staff to ensure continued provision of quality municipal services.	Mid-term	C				
12-6.2	Conduct an assessment/study of the existing infrastructure capacity and shortfalls.	Mid-term	D				
12-6.3	Provide redundancy to utility systems that do not already have backup power and upgrade significant weaknesses in the power grid.	Mid-term	C				
12-6.4	Relocate aging aboveground electrical lines underground, phased with road infrastructure projects if possible.	Long-term	D				
12-6.5	Review site design to mitigate parking, loading, and unloading challenges.	Ongoing	B				
12-6.6	Update engineering specification documents at least every ten years.	Long-term	C				
12-6.7	Ensure adequate infrastructure before granting entitlements.	Ongoing	B				
12-6.8	Create a public website to share proposed development information.	Long-term	C				
	Water and Wastewater						
12-7.1	Invest in green infrastructure to address the pollution and sediments at the source instead of relying on additional treatment plants.	Long-term	C				
12-7.2	Improve coordination with the South Adams County Water and Sanitation District on monitoring water quality and wastewater capacity.	Short-term	C				
12-7.3	Provide redundancy in the City's wastewater infrastructure by exploring additional water and treatment systems.	Mid-term	C				
12-7.4	Explore partnerships with wastewater management companies to convert municipal solid waste into energy sourcing.	Long-term	B				
12-7.5	Explore alternative sustainable wastewater treatment methods such as wastewater repurposing and reuse strategies for non-potable sources.	Long-term	C				
	Stormwater Management						
12-8.1	Develop water management plans for all watersheds in Commerce City.	Mid-term	C				
12-8.2	Establish priorities based on water quality and quantity issues.	Mid-term	C				
12-8.3	Ensure that all applicable City and County plans and regulations are consistent with established water management plans.	Ongoing	B				
12-8.4	Upgrade the water system proactively, managing stormwater runoff, and monitoring for potential contamination.	Long-term	C				
12-8.5	Invest in infrastructure maintenance and upgrade aged infrastructure.	Long-term	D				

ACTION MATRIX						
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles		
12	PUBLIC FACILITIES AND INFRASTRUCTURE					
	Stormwater Management					
12-8.6	Prioritize green infrastructure to promote sustainability and resiliency in the community.	Mid-term	B			
12-8.7	Provide educational outreach to the community on how they can apply green infrastructure and low-impact development practices to their properties and in their neighborhoods.	Mid-term	C			
12-8.8	Construct key regional drainage facilities, such as the Maul Reservoir.	Long-term	D			
	Clean Energy Coordination					
12-9.1	Provide incentives for utility providers to increase renewable energy production in the City.	Mid-term	C			
12-9.2	Explore state and federal grants and financial incentives that could be leveraged to bring in renewable energy	Long-term	C			
	Revenue-Generating Land Use and Development					
12-10.1	In alignment with the Character Areas Framework, retain and expand industrial and employment uses that contribute positively to City revenues.	Ongoing	C			
12-10.2	In alignment with the Character Areas Framework, promote commercial development in the Northern Range and along E-470 and established commercial areas.	Ongoing	C			
12-10.3	Ensure a balance of housing and jobs as new growth occurs, reserving land for employment and commercial development to ensure revenue-generating uses.	Ongoing	B			
12-10.4	Continue to reinvest in services and infrastructure in neighborhoods to increase desirability as a place to live and stabilize property values, increasing the quality of life and desirability of the community.	Ongoing	B			
12-10.5	Ensure the City can fund existing and future services by developing and periodically updating a financial plan that outlines a long-term approach for how to fund capital investments as growth occurs.	Ongoing	C			
	Diverse Revenue Sources					
12-11.1	Continue to research and apply for state and federal grants, particularly for multi-sectoral planning efforts.	Ongoing	B			
12-11.2	Explore diversifying revenue sources, such as through user fees, fee in lieu (development exactions), or sales tax.	Short-term	B			
12-11.3	Explore unique financing opportunities for targeted improvement areas, such as through Local Improvement Districts, Business Improvement Districts, Tax Increment Financing Districts, Special Assessments, and more.	Short-term	B			
12-11.4	Increase appropriate fees as needed to finance improvements while remaining competitive in the Denver metro region.	Ongoing	B			
12-11.5	Promote public-private partnerships and private financing to equitably share the financial cost of mutually beneficial investments with the private sector.	Ongoing	C			
12-11.6	Periodically review development finance tools and practices and update them as necessary. Fees should be tied to the cost of providing services and the efficiency of the development.	Ongoing	B			

ACTION MATRIX						
#	Action	Timeframe	Ease (A,B,C,D,F)	Core Principles		
12	PUBLIC FACILITIES AND INFRASTRUCTURE					
	Efficient, Strategic Investments					
12-12.1	Develop a long-term municipal financial strategy to balance and prioritize current and future needs and ensure the provision of resources is equitable and efficient.	Mid-term	C			
12-12.2	Distribute resources and services and investments as equitably, aiming to increase the quality of place in the central neighborhoods to match new northern area development.	Ongoing	A			
12-12.3	Target investments to areas with the greatest needs as well as areas with the greatest visibility and impact for community enhancements.	Ongoing	B			
12-12.4	Minimize the amount of public investment in capital expenditures for infrastructure for private development, and ensure that private development provides the infrastructure needed to support it.	Ongoing	C			
12-12.5	Incrementally phase infrastructure investments to ensure it does not significantly exceed demand or available resources.	Long-term	C			
12-12.6	Require that new master-planned developments provide fiscal impact analysis as part of the development application to ensure either neutral or beneficial impacts.	Long-term	B			
12-12.7	Promote infrastructure concurrency and explore adopting a concurrency ordinance that requires sufficient infrastructure to be in place before development occurs.	Ongoing	C			