



## Request for Comments

Case Name: 6820 PECOS ST REZONE

Case Number: RCU2025-00001

March 5, 2025

The Adams County Planning Commission is requesting comments on the following application: **Rezone from Residential-1-C (R-1-C) to Commercial-3 (C-3) to allow the development of a commercial retail center.** This request is located at 6820 PECOS ST. The Assessor's Parcel Number is 0182504100070.

Applicant Information:

JOE HICKS  
PO BOX 270415

Please forward any written comments on this application to the Community and Economic Development Department at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216 or call (720) 523-6800 by 03/26/2025 in order that your comments may be taken into consideration in the review of this case. If you would like your comments included verbatim please send your response by way of e-mail to [LCampbell@adcogov.org](mailto:LCampbell@adcogov.org).

Once comments have been received and the staff report written, the staff report and notice of public hearing dates may be forwarded to you upon request. The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at [www.adcogov.org/current-land-use-cases](http://www.adcogov.org/current-land-use-cases).

*Si usted tiene preguntas, por favor escribanos un correo electrónico a [cedespanol@adcogov.org](mailto:cedespanol@adcogov.org) para asistencia en español. Por favor incluya su dirección o número de caso para poder ayudarle mejor.*

Thank you for your review of this case.

Lia Campbell  
Planner II



# REZONING

## (ZONING MAP AMENDMENT)

A rezoning (zoning map amendment) is a public process that changes a property's zone district.

Please include this page with your submittal. Submittal instructions and more information about checklist items can be found on page 2.

Development Application Form (pg. 4)

Written Narrative

Site Plan

Proof of Ownership

Proof of Water and Sewer Services

Legal Description

Statement of Taxes Paid

Trip Generation Analysis

Supplemental items may be needed on a case-by-case basis. **\*Email documentation will be required if supplemental items are deemed unnecessary.**

- Please contact the Planner of the Day ([CEDD-POD@adcogov.org](mailto:CEDD-POD@adcogov.org)) to determine whether a Neighborhood Meeting is necessary.
- Please contact the Engineer of the Day ([CEDD-ENG@adcogov.org](mailto:CEDD-ENG@adcogov.org)) to determine whether a Level 1 Storm Drainage Study is necessary.

Applications Fees	Amount	Due
Application	\$1,500	After complete application received
Adams County Health	\$210 (public utilities -TCHD Level 2) \$360 (individual septic -TCHD Level 3)	After complete application received



**PROJECT NAME:**

**APPLICANT**

Name(s):  Phone #:   
Address:   
City, State, Zip:   
2nd Phone #:  Email:

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**OWNER**

Name(s):  Phone #:   
Address:   
City, State, Zip:   
2nd Phone #:  Email:

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**TECHNICAL REPRESENTATIVE (Consultant, Engineer, Surveyor, Architect, etc.)**

Name:  Phone #:   
Address:   
City, State, Zip:   
2nd Phone #:  Email:

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## DESCRIPTION OF SITE

Address:

City, State, Zip:

Area (acres or square feet):

Tax Assessor  
Parcel Number

Existing  
Zoning:

Existing Land  
Use:

Proposed Land  
Use:

Have you attended a Conceptual Review? YES ☐ NO ☐

If yes, please list PRE#:

I hereby certify that I am making this application as owner of the above-described property or acting under the authority of the owner (attached authorization, if not owner). I am familiar with all pertinent requirements, procedures, and fees of the County. I understand that the Application Review Fee is non-refundable. All statements made on this form and additional application materials are true to the best of my knowledge and belief.

Name:

Date:

Owner's Printed Name

Name:



January 8, 2025

Adams County Planning

**RE: 6820 NORTH PECOS STREET**

On behalf of our client, Welcome to Realty, we are submitting Zoning Map Amendment application to Adams County Planning Department to propose a rezoning of their property at 6820 North Pecos Street.

**Existing Conditions**

The 1.03 acre property is at the Northeast corner of 68<sup>th</sup> Ave and North Pecos Street. It is currently undeveloped and zoned R-1-C. The surrounding properties to the north and east are zoned R-1-C, and the property to the west is zoned C-3 and the property to the south is zoned PUD.

**Proposed Rezoning**

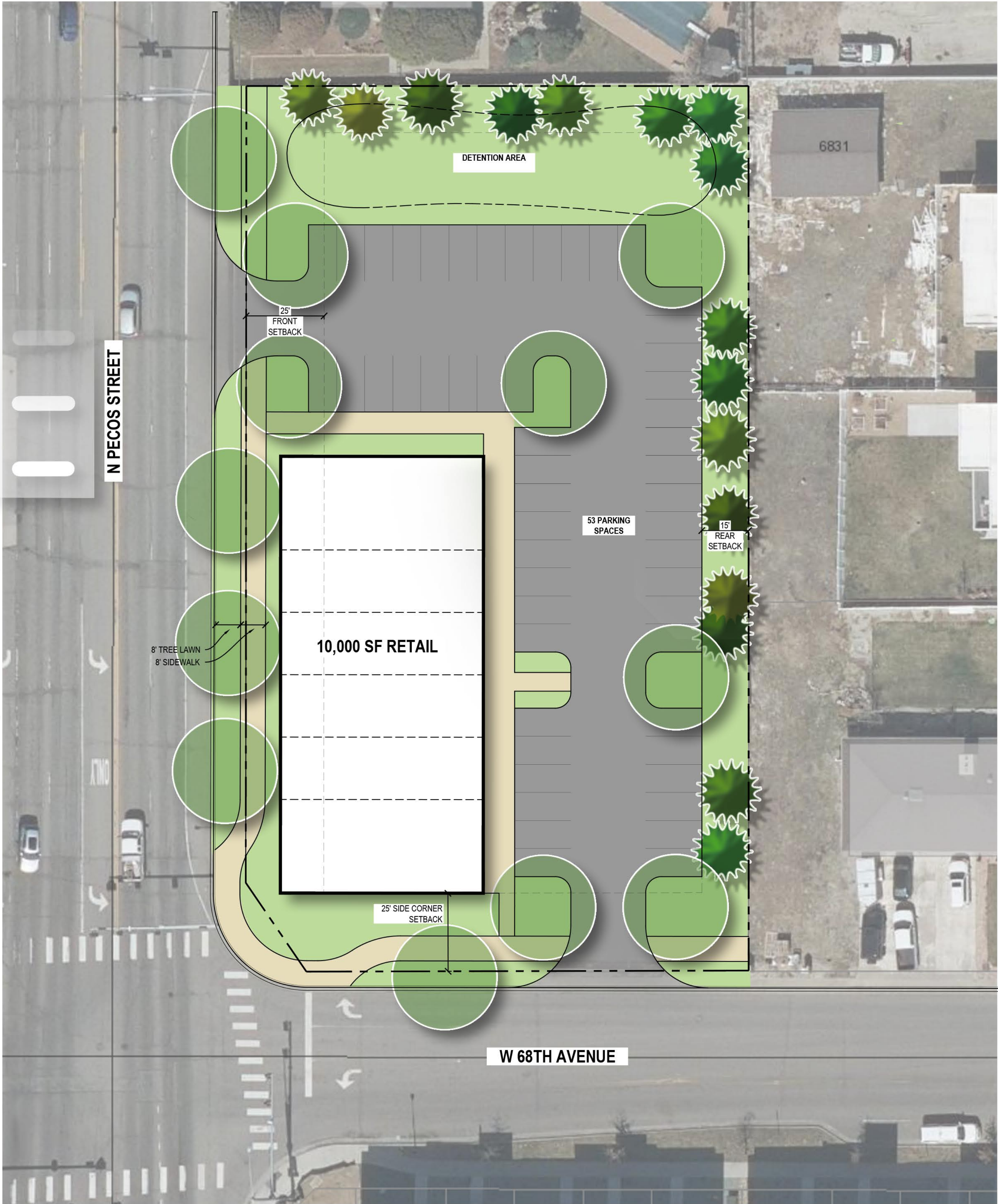
Our proposal intends to request C-3 (Commercial-3 District) zoning to allow the development of a commercial retail center, with a specific restriction in place that would prevent the development of a fueling station or a convenience store. This is a permitted use in the C-3 zone district, and we feel this is appropriate for the context of the neighborhood and an amenity that the surrounding area needs. We have provided a conceptual site plan with the rezoning application that adheres to the setbacks required in the C-3 Zoning district along the residential frontages. In order to provide the correct parking dimensions and a commercially acceptable depth to the retail spaces, a variance to the front setback would be required as illustrated in the site plan

Although Mixed Use (MU) zoning has been contemplated for this site, the proposed development is unable to achieve the minimum 10 du/ac that is required of the Mixed-Use zoning district.

**Preliminary Drainage Analysis**

The site's stormwater runoff is anticipated to be a combination of an open detention pond and underground storage and will discharge to match existing drainage conditions.





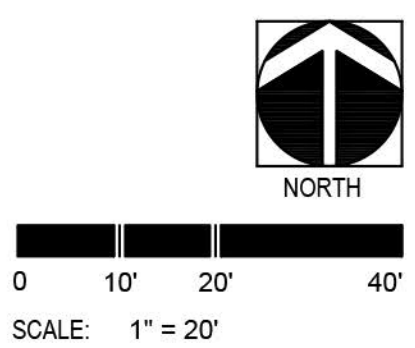
PROJECT LOCATION



PROJECT  
6820 NORTH PECOS STREET  
DENVER, CO 80221

CLIENT

REVISIONS



DRAWING NAME:  
SITE PLAN

PROJECT NUMBER:  
SHEET DATE: 11.18.24  
SHEET NUMBER:





February 21, 2025

Adams County Planning

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**Proposed Rezoning**

Our proposal intends to request C-3 (Commercial-3 District) zoning to allow the development of a commercial retail center. This is a permitted use in the C-3 zone district, and we feel this is appropriate for the context of the neighborhood and an amenity that the surrounding area needs. After coordination with Staff and feedback from our neighborhood meeting, we have included a proposed deed restriction on the property that would prevent the development of a fueling station in perpetuity on the property.

We have provided a conceptual site plan for a retail center with the rezoning application that adheres to the setbacks required in the C-3 Zoning district along the residential frontages. In order to provide the correct parking dimensions and a commercially acceptable depth to the retail spaces, a variance to the front setback would be required as illustrated in the site plan

Although Mixed Use (MU) zoning has been contemplated for this site, the proposed development is unable to achieve the minimum 10 du/ac that is required of the Mixed-Use zoning district.

**Preliminary Drainage Analysis**

The site's stormwater runoff is anticipated to be a combination of an open detention pond and underground storage and will discharge to match existing drainage conditions.



## **6820 N PECOS STREET**

### **LEGAL DESCRIPTION**

SECT,TWN,RNG:4-3-68 DESC: BEG 30 FT N AND 30 FT E OF THE CEN OF SEC 4 TH E 178/8  
FT TH N 284/5 FT TH W 178/8 FT TH S 284/5 FT TO POB EXC RD (BK 3780 PG 666)  
1/6359A



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- [My Reports](#)
- [Help](#)
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- [Assessor Main Page](#)
- [Adams County Main Page](#)
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The amount of taxes due on this page are based on last year's property value assessments.

*The actual value is the value before the adjustment and the assessed value is based off the new adjusted value.*


Per SB22-238 and SB23-001 the value may be reduced by \$55,000.00 for residential and \$30,000 for commercial. Click [here](#) for further information.

For current year values and for a full breakdown of the values visit the [Adams County Assessor's site](#).

## Summary

Account Id R0098641  
 Parcel Number 0182504100070  
 Owners WELCOME TO REALTY LLC 401K PSP AND  
 Address PO BOX 270145  
 FORT COLLINS, CO 80527-0145  
 Situs Address 0  
 Legal SECT,TWN,RNG:4-3-68 DESC: BEG 30 FT N AND 30 FT E OF THE CEN OF SEC 4 TH E 178/8 FT TH N 284/5 FT TH W 178/8 FT TH S 284/5 FT TO POB EXC RD (BK 3780 PG 666) 1/6359A

## Inquiry

As Of  

Payment Type ☐ First  
☒ Full

Taxes Due \$1,093.32

Total Due \$1,093.32

## Value

Area Id	Mill Levy
451 - 451	114.4830000
	<b>Actual Assessed</b>
RES IMPRV LAND - 1112	142,500 9,550
<b>Taxes</b>	\$1,093.32

**6820 North Pecos Street  
Denver, CO 80221**

# **Trip Generation Letter**

KE Job #2024-069

Prepared for:

MMLA Landscape + Planning  
2339 Spruce Creek Drive  
Fort Collins, CO 80528

Prepared by:



**KELLAR ENGINEERING**

[www.kellarengineering.com](http://www.kellarengineering.com)  
970.219.1602 phone



**December 5, 2024  
Sean K. Kellar, PE, PTOE**

This document, together with the concepts and recommendations presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization from Kellar Engineering LLC shall be without liability to Kellar Engineering LLC.



## 1.0 Introduction

This Trip Generation Letter (Traffic Letter) is for the proposed retail project located at 6820 North Pecos Street, Denver, CO 80221. See Figure 1: Vicinity Map. The purpose of this Traffic Letter is to identify the traffic generation characteristics of the project.

Kellar Engineering LLC (KE) has prepared the Traffic Letter to document the results of anticipated traffic conditions in accordance with the governing jurisdiction's requirements. The proposed retail project is anticipated to generate approximately 545 daily weekday trips, 24 AM total peak hour trips, and 66 PM total peak hour trips.

## 2.0 Existing Conditions and Roadway Network

The project site is located east of N Pecos St, and north of W 68<sup>th</sup> Ave. N Pecos St is a four-lane roadway with a shared center left turn lane. The posted speed on N Pecos St is 35 mph. W 68<sup>th</sup> Ave is a two-lane roadway with a posted speed of 25 mph. See Figure 2: Site Plan.

Figure 1: Vicinity Map

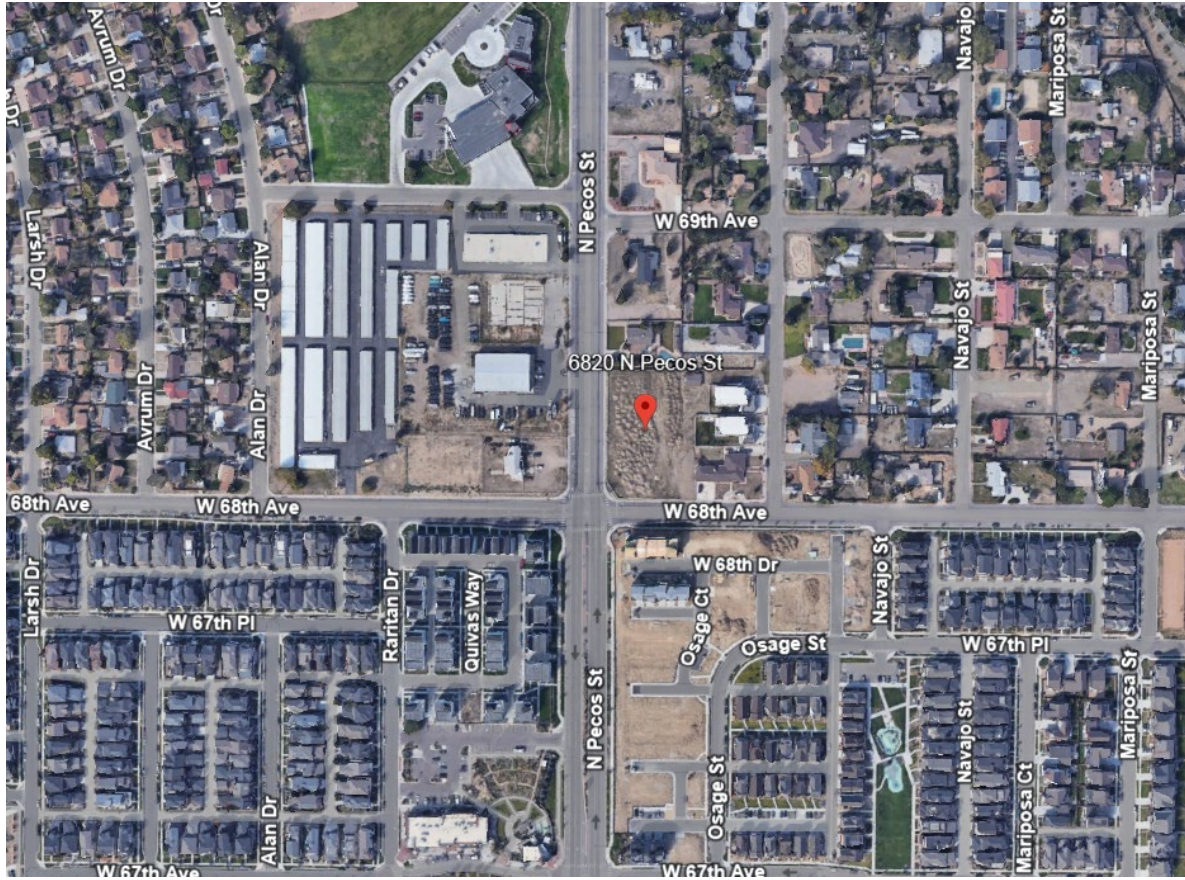




Figure 2: Site Plan



### 3.0 Proposed Development

The proposed development consists of a 10,000 square-foot retail building. See Table 1 and Figure 2.

#### 3.1 Trip Generation

Site generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Report* published by the Institute of Transportation Engineers (ITE). ITE has established trip generation rates in nationwide studies of similar land uses. For this study, KE used the ITE 11<sup>th</sup> Edition Trip Generation Report average trip rates for the traffic associated with this proposed development. The proposed project is anticipated to generate approximately 545 daily weekday trips, 24 AM peak hour total trips, and 66 PM peak hour total trips. Table 1 summarizes the estimated trip generation for the proposed development.



Table 1: Trip Generation (ITE 11<sup>th</sup> Edition)

ITE Code	Land Use		Average Daily Trips		AM Peak Hour Trips						PM Peak Hour Trips					
		Size	Rate	Total	Rate	% In	In	% Out	Out	Total	Rate	% In	In	% Out	Out	Total
822	Retail	10 KSF	54.45	545	2.36	60%	14	40%	10	24	6.59	50%	33	50%	33	66
Total				545			14		10	24			33		33	66

KSF = Thousand Square Feet



### 3.2 Site Access

Access to the project site is from two full-movement access points. One access point is proposed from N Pecos St, and the other is proposed from W 68<sup>th</sup> Ave. The site access points are appropriately situated on the property as far away from the Pecos Street/68<sup>th</sup> Avenue intersection as possible. The access to the project site is appropriate based upon the existing road network and location of the project site. See Figure 2: Site Plan.

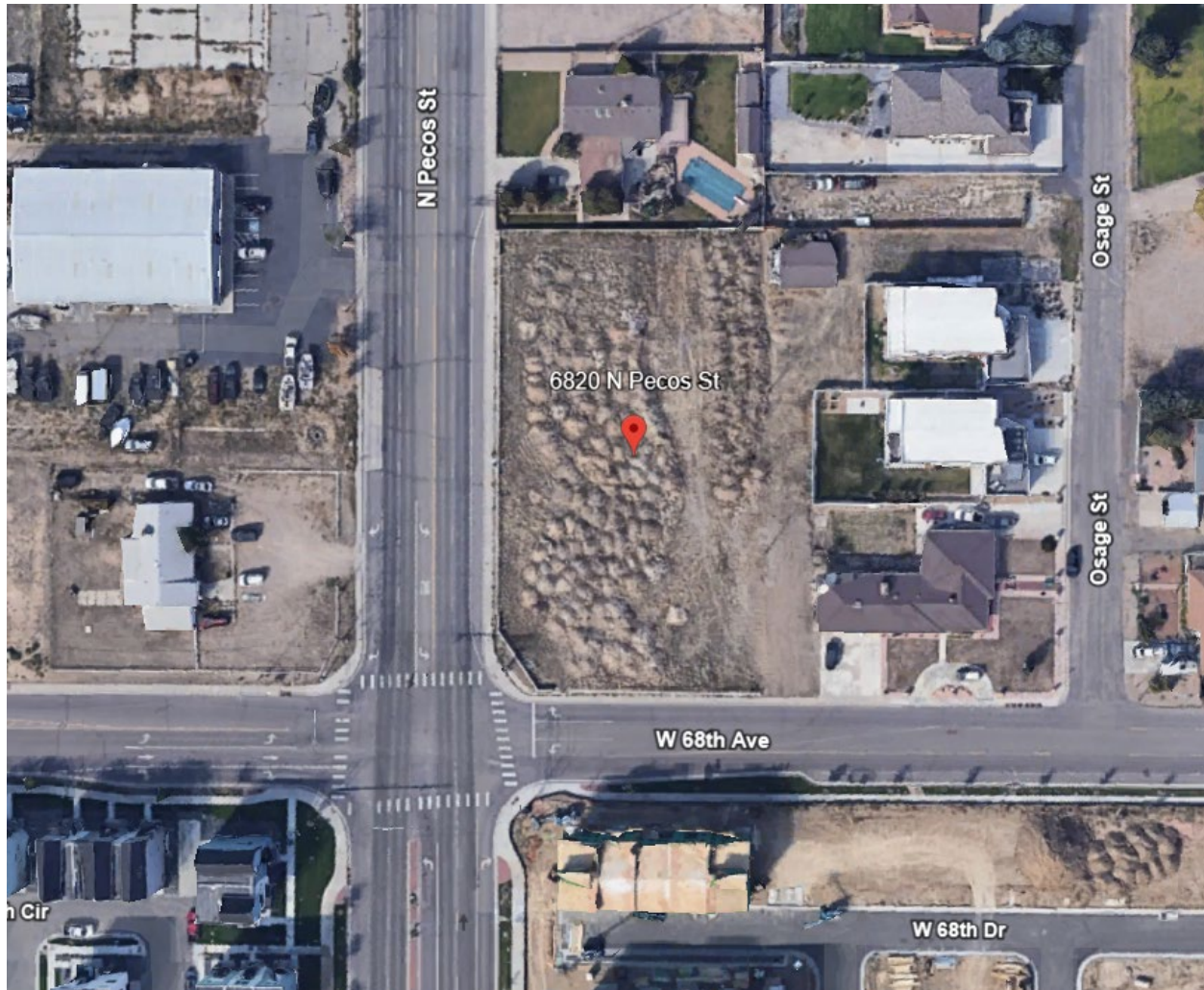
### 4.0 Conclusions

Based upon the review of the project's trip generation and site access, it can be determined that the proposed use is appropriate from a traffic engineering perspective. The site access, proposed land use, and size is appropriate from a traffic engineering perspective. The project's site generated traffic is appropriate for this location (545 ADT, 24 AM total peak hour trips, and 66 PM total peak hour trips) and the site access is appropriate. See Table 1: Trip Generation.

## APPENDIX:



Aerial Photo:



## Land Use: 822

### Strip Retail Plaza (<40k)

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#### Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

#### Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

#### Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

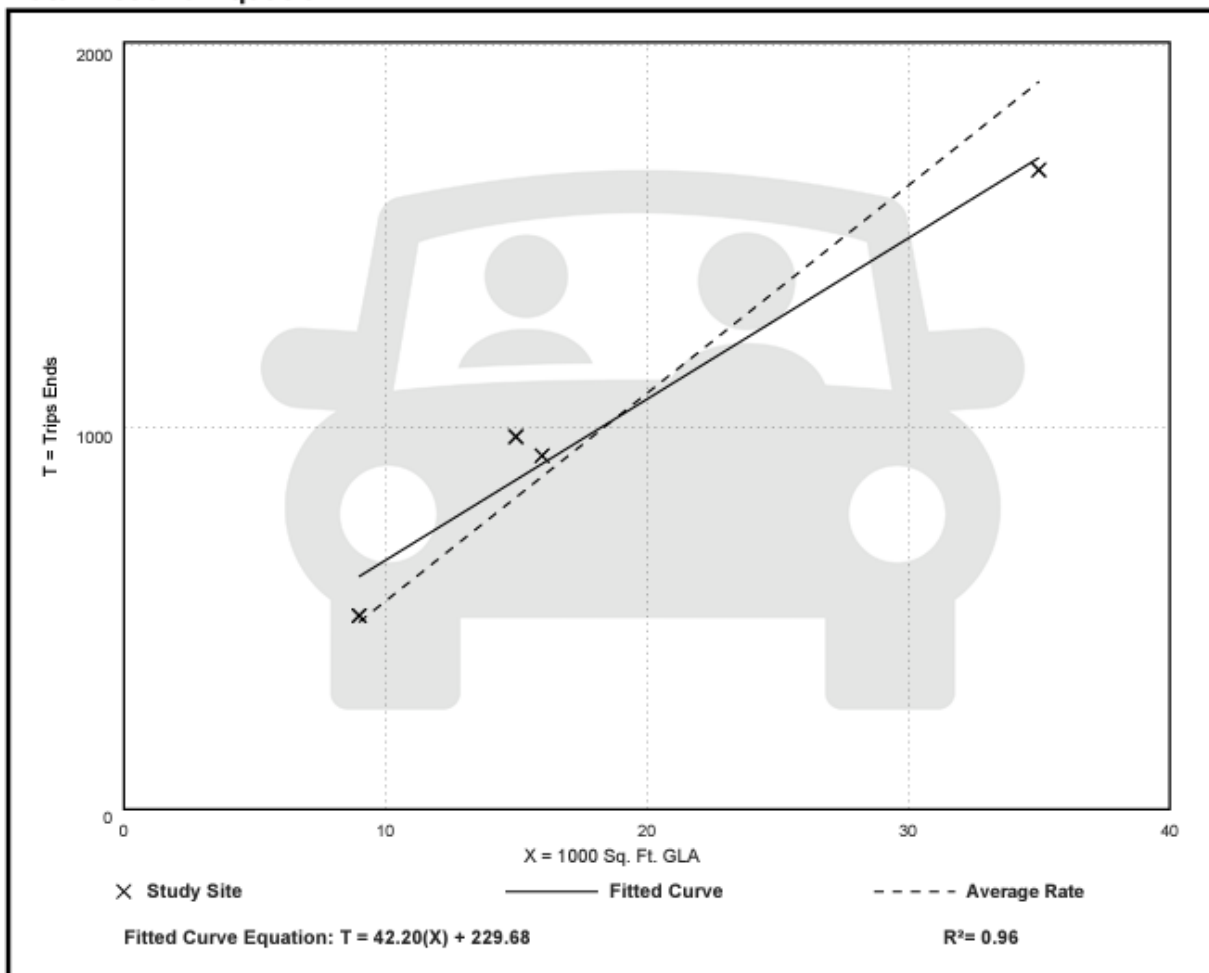
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

### Data Plot and Equation





## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

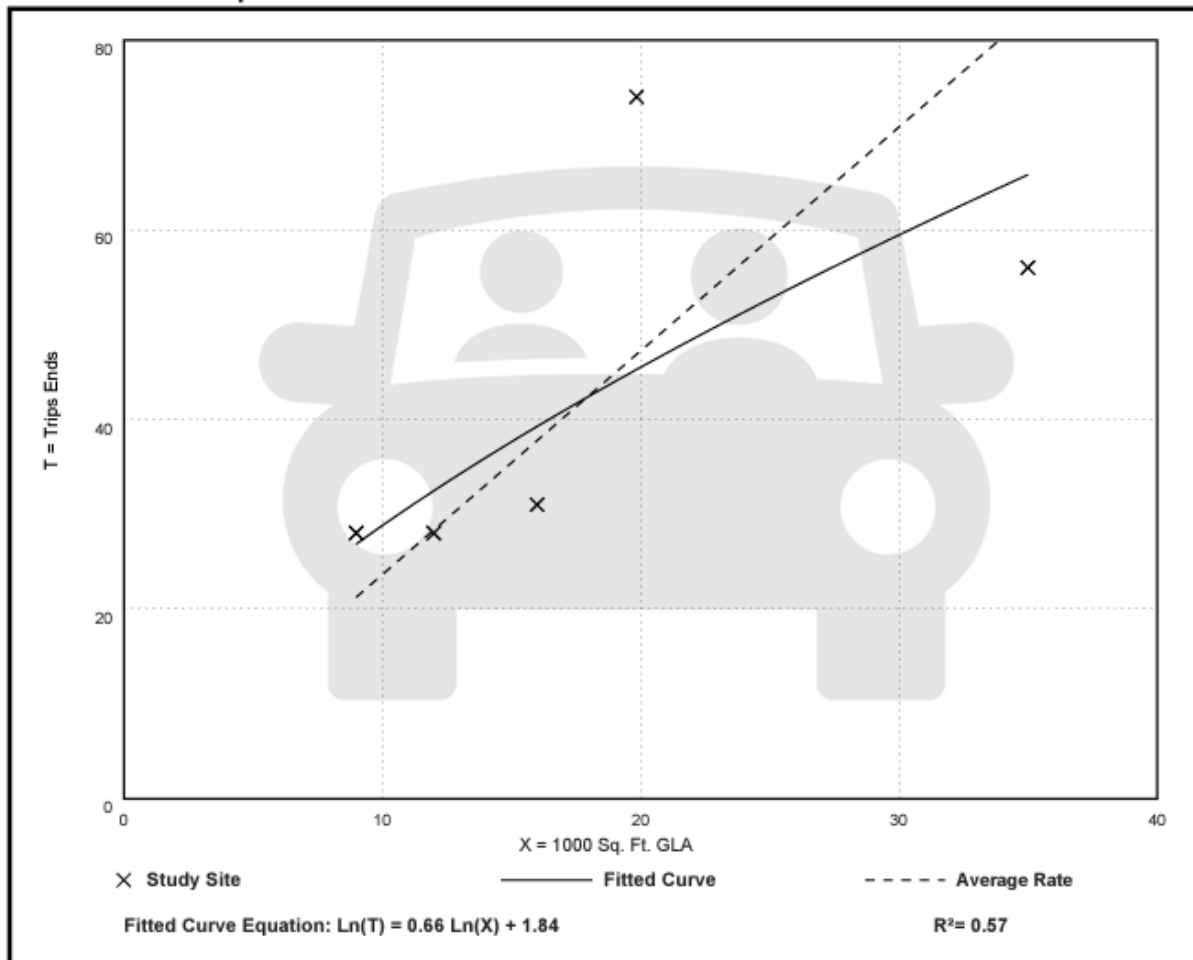
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

### Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

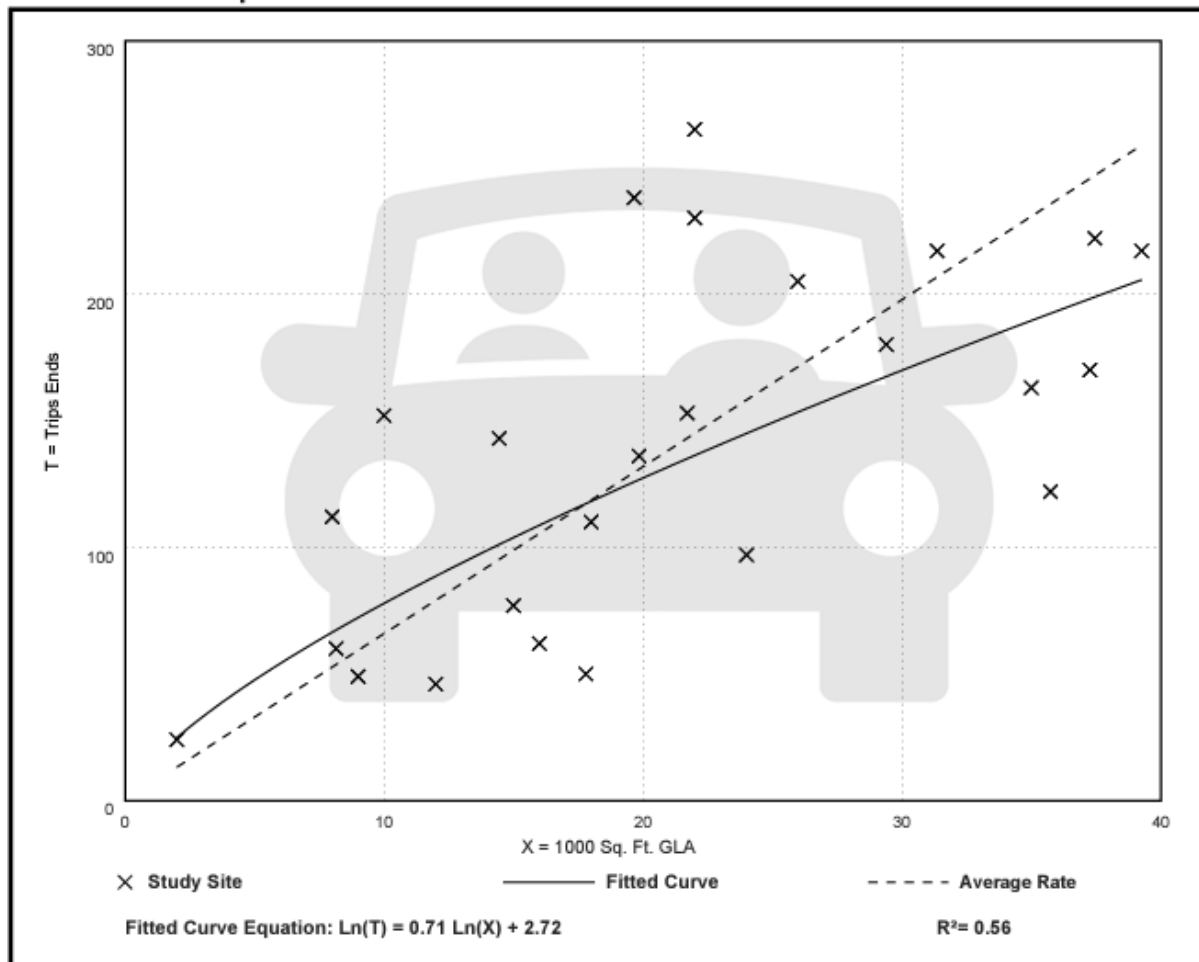
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

### Data Plot and Equation





## Sean Kellar, PE, PTOE

Principal Engineer

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### Education

B.S., Civil Engineering, Arizona State University – Tempe, AZ

### Registration

Colorado, Professional Engineer (PE)  
Wyoming, Professional Engineer (PE)  
Idaho, Professional Engineer (PE)  
Arizona, Professional Engineer (PE)  
Kansas, Professional Engineer (PE)  
Missouri, Professional Engineer (PE)  
Professional Traffic Operations Engineer (PTOE)

### Professional Memberships

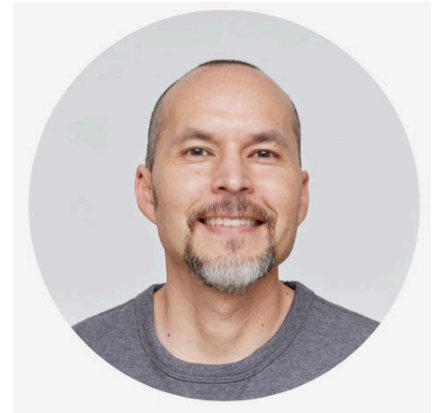
Institute of Transportation Engineers (ITE)

### Industry Tenure

25 Years

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Sean's wide range of expertise includes: transportation planning, traffic modeling roadway design, bike and pedestrian facilities, traffic impact studies, traffic signal warrant analysis, parking studies, corridor planning and access management. Sean's experience in both the private and public sectors; passion for safety and excellence; and strong communication and collaboration skills can bring great value to any project. Prior to starting Kellar Engineering, Sean was employed at the Missouri Department of Transportation (MoDOT) as the District Traffic Engineer for the Kansas City District. Sean also worked for the City of Loveland, CO for over 10 years as a Senior Civil Engineer supervising a division of transportation/traffic engineers. While at the City of Loveland, Sean managed several capital improvement projects, presented several projects to the City Council and Planning Commission in public hearings, and managed the revisions to the City's Street Standards. Sean is also proficient in Highway Capacity Software, Synchro, PT Vissim, Rodel, GIS, and AutoCAD.



## WORK EXPERIENCE:

**Kellar Engineering**, Principal Engineer/President – January 2016 – Present

**Missouri Department of Transportation**, District Traffic Engineer, Kansas City District – June 2015 – January 2016

**City of Loveland, Colorado**, Senior Civil Engineer, Public Works Department – February 2005 – June 2015

**Kirkham Michael Consulting Engineers**, Project Manager - February 2004 – February 2005

**Dibble and Associates Consulting Engineers**, Project Engineer – August 1999 – February 2004





January 8, 2025

Adams County Planning

**RE: 6820 NORTH PECOS STREET**

**Neighborhood Meeting**

A neighborhood meeting was held on October 16<sup>th</sup>, 2024 at The Shed in Midtown at 1625 W 67th Ave, Denver, CO 80221. The meeting was held from 6-8 pm and there were approximately 30 residents that attended the meeting. The owner provided a brief description of the rezoning application and provided three development options to discuss.

A comment sheet was provided to allow written comments from the attendees. These comments were recorded and provided below:

*No gas station. No C-2. We are ok with Mixed Use. Clear Creek is 5 blocks away – runoff from a fueling station would poison the creek.*

*-Phil Mauracher*

*NO GAS STATION!!!!*

*-Unknown*

*This property would be best rezoned to allow retail space without allowing a fuel service station. This community will not permit any zoning that will allow a fuel service station. However, this community is very supportive of retail or restaurant use and has already demonstrated significant support of restaurants within walking distance.*

*-Chris Pumford*

*I request that this area not be allowed to be rezoned for a gas station or convenience store. I have children who walk past this property to go to the elementary school and would not feel safe to let them walk there if a gas station or convenience store was placed there. We adamantly opposed rezoning to allow a gas station! It is already difficult to keep our neighborhood safe and gas stations attract unsafe personnel to this area. Please, please, please allow mixed use.*

*-Erica Gordon*

*This community would strongly support responsible family friendly development of the property. Please consult the 'YIMBY' survey of uses we would support with our retail dollars. A gas station is universally opposed and will be fought every step of the way. We have experts and resources, let us help you succeed*

*-unknown*



*No gas station. Keep as residential property or go somewhere else.*  
-Mary Lou Anderson

*Absolutely no gas station! Mixed Use only.*  
-Joyce Dechant

*I live next door to the proposed gas station site. I do not approve of any gas station construction. I have serious concerns about the health implications, as well as potential for increased crime, traffic, noise, etc. I strongly oppose the construction of a gas station.*  
-Kham Noy

*No agreement on any zone changes that would ever allow a fuel station. Mixed Use would be welcomed.*  
-Unknown

*Prefer rezoning for Mixed Use to allow for retail but not a loophole for fueling station. Fueling station is an absolute no. R3, R4 zoning also fine. Tall building is ok. We're open to, and hoping to, review options and work to bring options for you.*  
-Mirjam Wit

*100% adamantly opposed to C-2 zoning. Multi-use is ok, but we will fight tooth and nail against a gas station. No gas station! No C-2 zoning!*  
-Unknown

*No gas station ever*  
-Unknown

*The consultant name calling our residence is beyond disrespectful, unprofessional and intolerable. We will not tolerate C2 zoning! No gas station. We can possibly get behind Mixed Use Zoning. Navajo and 38<sup>th</sup>. Playing ignorant to the dangers of a gas station in a backyard is absolutely disgusting! The safety of our children is most important.*  
-Unknown

*As a resident in the area I do not support a gas station. There are several health hazards to my children and family. We have plenty of gas stations on Pecos and don't need more. No gas station.*  
-Albert Gutierrez

*The environmental implications of constructing a gas station are alarming. I am a PHD level chemical engineer who works for the US Department of Energy and I have studied fuel properties and emissions management problems for the last decade of my career. It is in my professional opinion that living near gas stations is irreversibly harmful to all life*



*forms, especially children. We are absolutely, vehemently opposed to the proposed zoning change from R-1-C to C-2 for 6820 Pecos Street.*

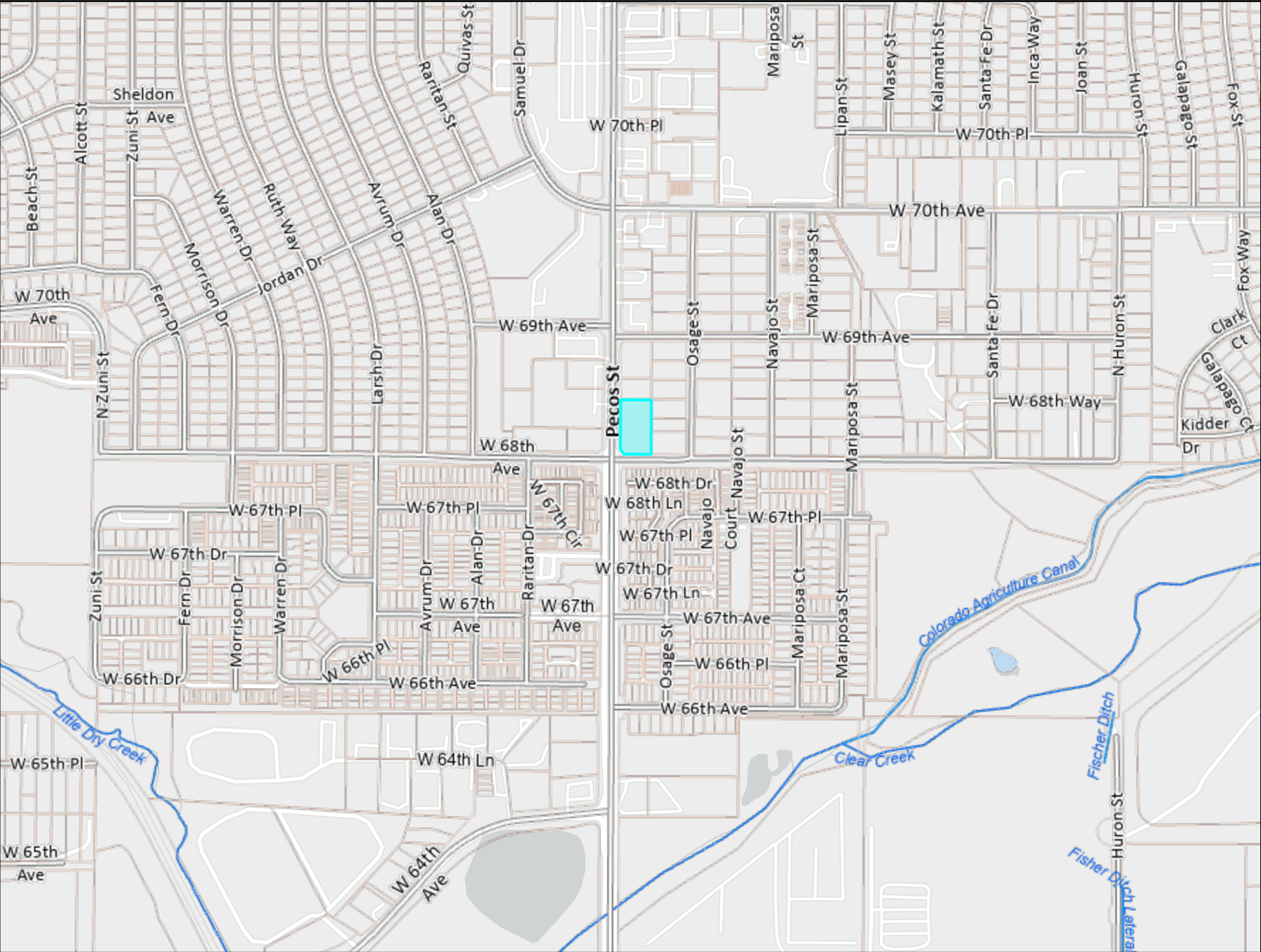
*-Unknown*

*We are very opposed to commercial zoning. We will not stand for a gas station or other type of property which will lower property values and increase crime.*

*-Unknown*

**List of Names on Sign In Sheet**

Nick Thornburg  
Melissa Jacquez  
Javier Jacquez  
Phil Mauracher  
Eddie Barraza  
Anthony Zuefeldt  
Megan Cap  
Mary Lou Andrews  
Albert Gutierrez  
Natalie Gutierrez  
Jessica Vigil  
Kathy Mullin  
Jesse Gregory  
Wilder Gregory  
Amanda Meyer  
Kham-Noy  
Brandon Boyce  
Tyler Howery  
Mirjam Wit  
Gary Dechant  
Joyce Dechant  
Mellisa Dick  
Kelsi White  
Chris Pumford  
Erica Gordon  
Teresa Saenz  
Ally Nicol  
Tessa Pals  
Anita Fitzgerald  
Adan Briceno  
Rachel Briceno  
Kyle Blume



**Legend**

- Railroad
- Major Water
- Zoning Line
- Sections
- Zoning Districts**
- A-1
- A-2
- A-3
- R-E
- R-1-A
- R-1-C
- R-2
- R-3
- R-4
- M-H
- C-0
- C-1
- C-2
- C-3
- C-4
- C-5
- I-1
- I-2
- I-3
- CO
- PL
- AV
- DIA
- P-U-D
- P-U-D(P)
- Conditions

**Case Name** Case Name

**Case Number** Case Number

