



ERIE
COLORADO

Canyon Creek Planned Development Amendment No. 11

Planning Commission

Harry Brennan, Senior Planner

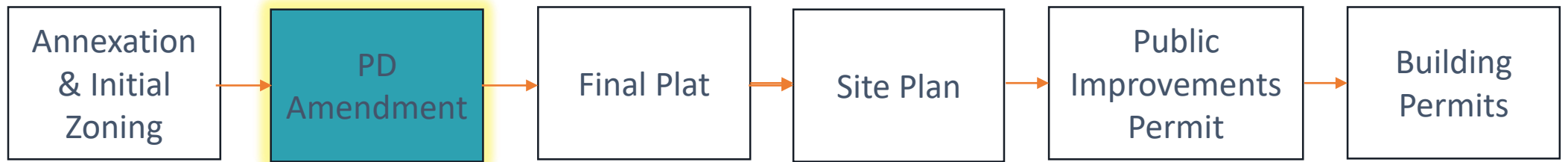
January 7, 2026

Request

Review of Planned Development Amendment

- **Project Size:** 1.8 Acres
- **Existing Zoning:** Canyon Creek PD Amendment No. 11
- **Existing Use:** Undeveloped

Development Process



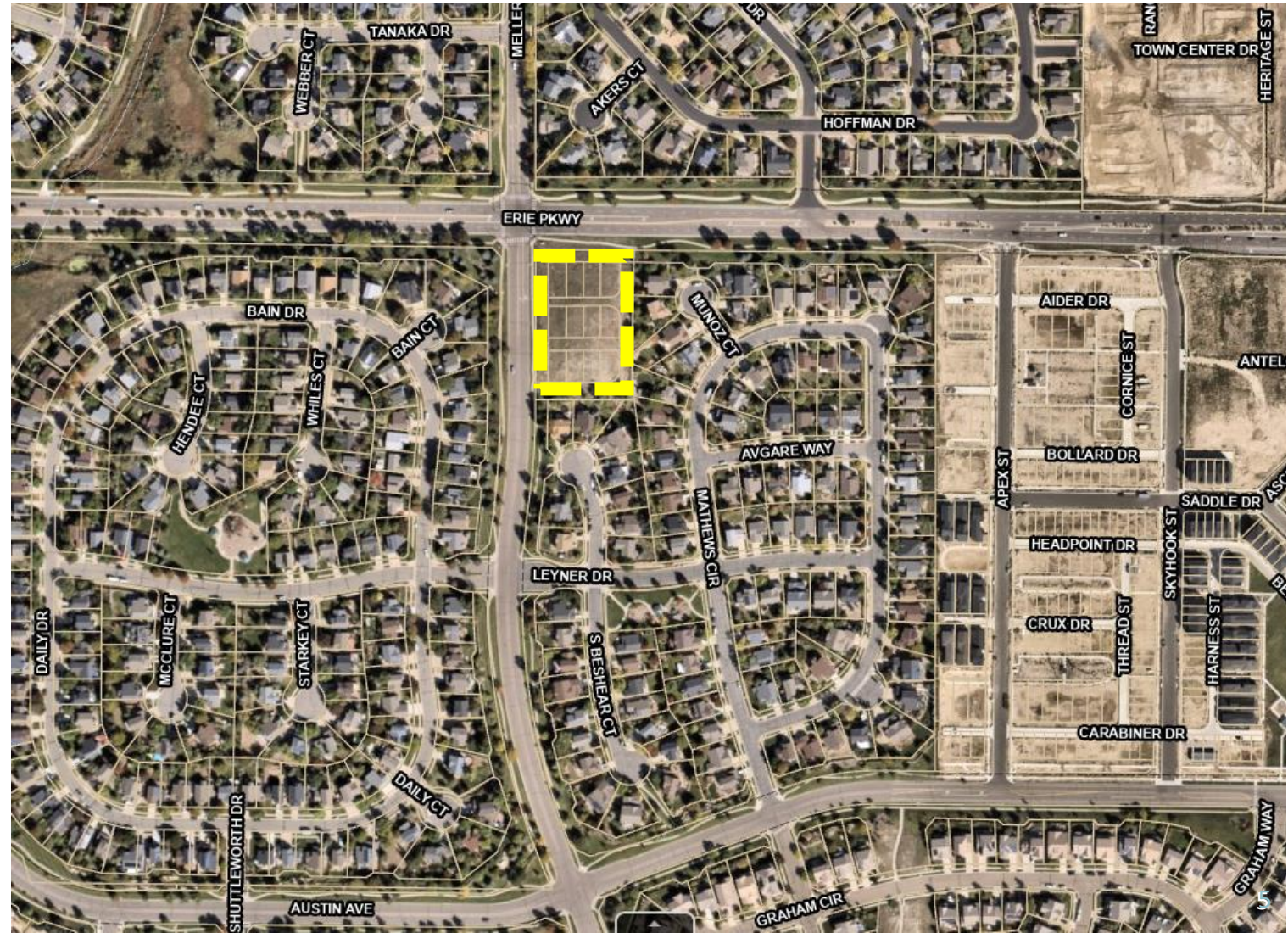


Overview

- **Background**
- Proposal
- Decision

Location

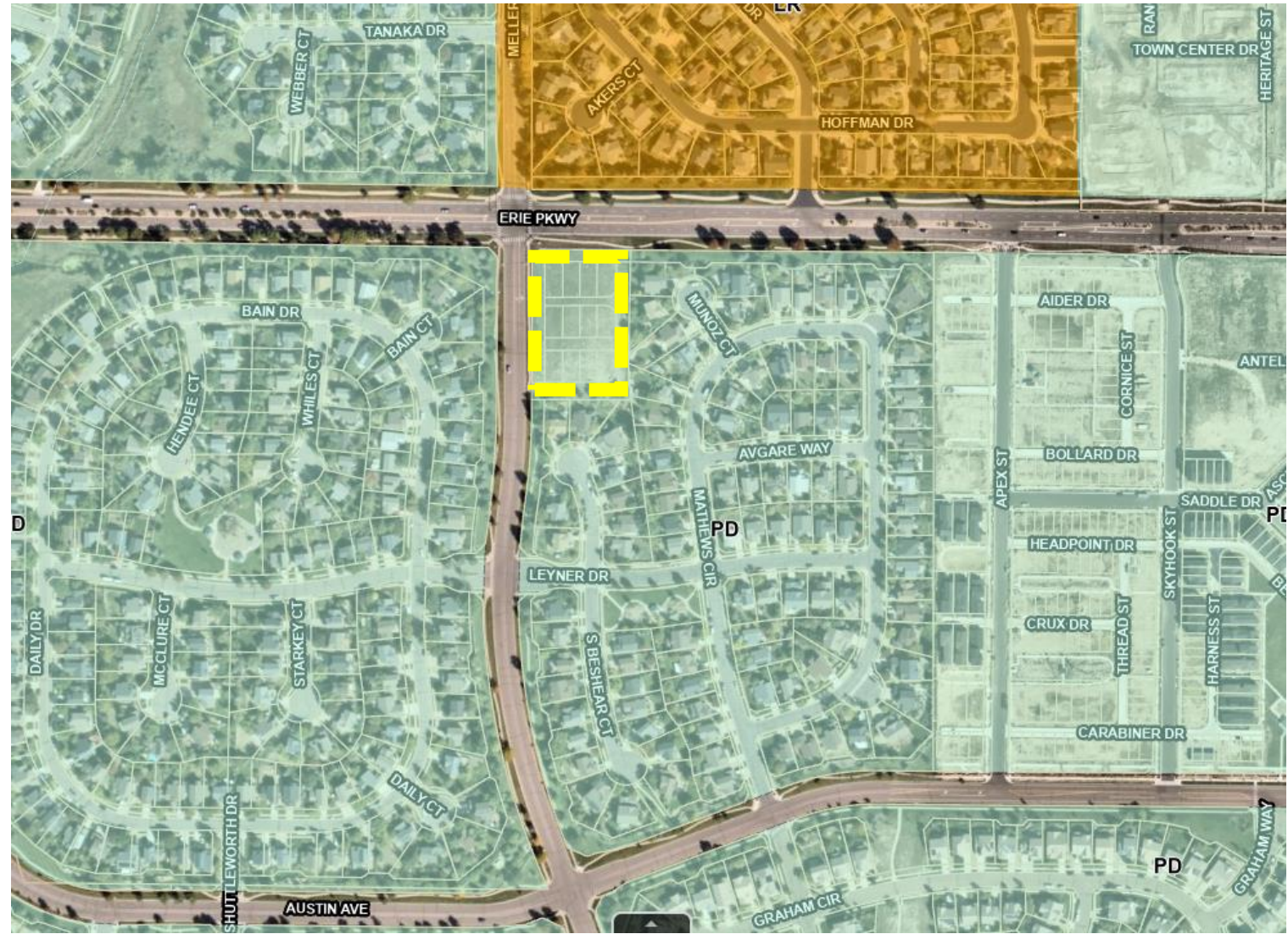
Southeast corner
of Erie Parkway
and Meller Street





Zoning

Canyon Creek PD



Comprehensive Plan

Residential
Medium

8 to 18 du/acre

Neighborhood
Commercial is a
secondary use
(FAR 0.3)

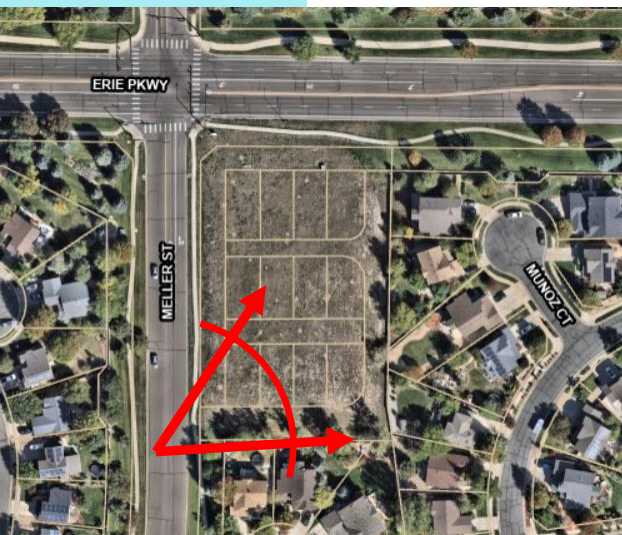
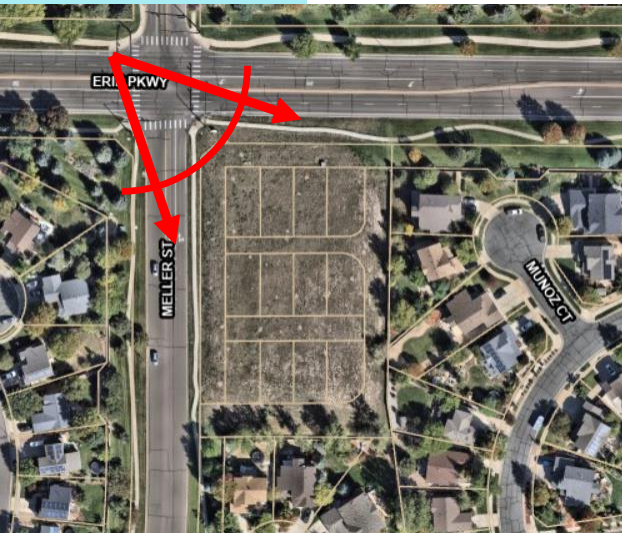


Comprehensive Plan

- **C.1.4 Activity Centers: Ensure each neighborhood includes an activity center for its residents.**
 - Design activity centers to include a mix of commercial development, parks, open space, and other community facilities, where appropriate, to serve the needs of neighborhood residents. Larger, commercially-oriented activity centers may serve more than one neighborhood.
 - Evaluate integrating small-scale retail uses into existing single use neighborhoods to help reinforce availability of services and amenities.
- **E.1.2. Encourage infill development and adaptive reuse of existing structures and properties.**
- **E.3.3 Cultivate a mix of local, unique, and creative businesses.**



Location



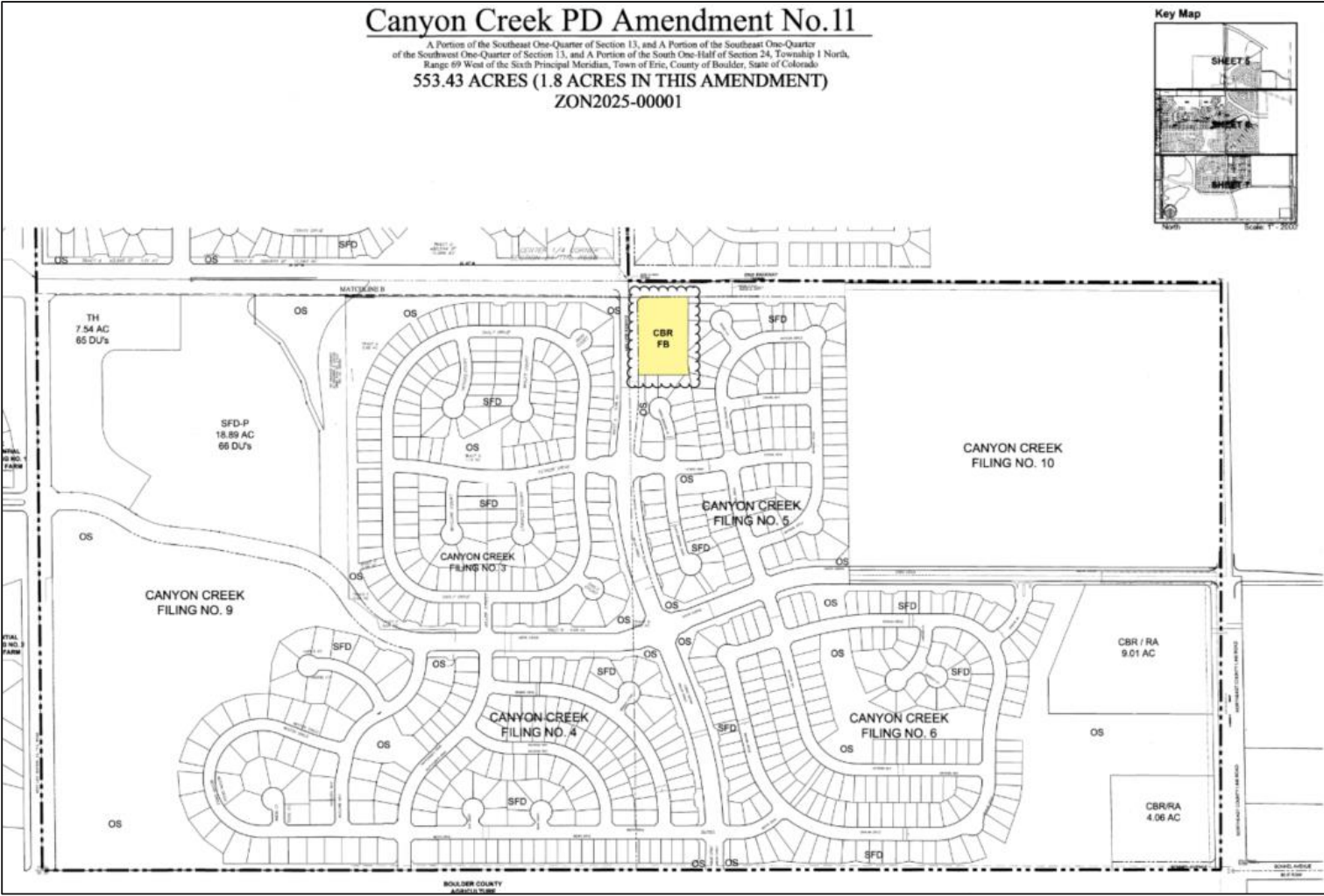


Overview

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Proposed PD Amendment





Proposed PD Amendment – Uses

Allowed Uses for the Site Under the <u>EXISTING</u> PD	Allowed Uses for the Site Under the <u>PROPOSED</u> PD
Daycare	Daycare
Medium Density Residential	Retail
	General Commercial & Business
	Food & Beverage
	Other commercial uses allowed in the CC zone district in the UDC except those specifically prohibited (see below): <u>Prohibited Uses in this Area:</u> Animal clinic/hospital, auto repair heavy or light, bingo parlor, building material sales, carwash, cemetery, crematorium, funeral home, golf course/driving range, light industrial, kennel or animal daycare, mortuary, gas station, restaurant with drive-through, stadium.



Proposed PD Amendment – Standards

Development Standards in <u>PROPOSED</u> PD						
Front Yard		Side Yard		Rear Yard	Side or Rear When Abutting a Residential Zone District	Building Height
To Garage	To Bldg.	Interior Lot	Along Street			
N/A	0' min	0'min	0' min	20' min	20' min	35' max

The PD Amendment also stipulates that commercial development will be required to meet the applicable commercial design standards in the UDC that address site layout, building orientation, building materials, parking, architecture, and landscaping.



Overview

- ✓ Background
- ✓ Proposal
- **Decision**

Approval Criteria UDC Section

10.7.20.C.2.

- a. The PD district zoning is generally consistent with the purpose of the PD zone district as set forth in UDC sections 10-2-5 and 10-7-6.
- b. The modification to the UDC regulations is based on creative and innovative design and amenities incorporated in the PD zone district that could not otherwise be achieved through other standard zone districts or through another modification processes such as alternative equivalent compliance in UDC subsection 10-6-1 C.
- c. The PD zone district will promote the public health, safety, and general welfare.

Approval Criteria

- d. The PD zone district is generally consistent with the town's comprehensive plan; transportation master plan; parks, recreation, open space, and trails master plan, and other pertinent town plan and policy documents.
- e. Adequate and sufficient public safety, utility facilities and services, recreation facilities, parks, open space, and schools are available to serve the property, while maintaining sufficient levels of service to existing development.
- f. The PD zone district provides adequate vehicular circulation and parking facilities in terms of traffic volumes, convenience, safety, access, screening and noise.

Approval Criteria

- g. A pedestrian and bicycle circulation system that provides connections to adjacent properties, existing and future trails, parks, open space, recreational facilities, schools, and other places of public gathering.
- h. The PD zone district is not likely to result in significant adverse impacts to the natural environment, and significant scenic and historic features.
- i. The PD zone district will not result in significant adverse impacts on properties in the vicinity of the PD zone district, or such impacts will be substantially mitigated.

Approval Criteria

- j. Proposed uses will be compatible in scale with uses on properties in the vicinity of the PD zone district.
- k. The residential areas of a PD zone district allocate a variety of housing types and densities appropriate to the size of the residential development area.
- l. Visual relief is provided through building placement, shortened or interrupted street vistas, visual access to open space, parks, and other design methods.
- m. The modifications permitted in the PD zone district have been made in exchange for greater public benefits that would not have otherwise be achieved through development under another zone district.



Public Notice

Public Notice of Town Council Hearing:

Published in the Colorado Hometown Weekly: 12/17/25

Property Posted: 12/19/25

Letters to Adjacent Property Owners: 12/19/25

Neighborhood Meeting

December 19, 2025

Questions/Concerns:

- Buffering – lights, privacy, landscaping as screening
- Uncertainty over future uses, concerns about compatibility in terms of uses
- Pedestrian safety

Staff Recommendation

Staff finds the Canyon Creek Planned Development (PD) Amendment No. 11 complies with the Planned Development Approval Criteria and recommends Planning Commission approve the resolution recommending approval to Town Council.

Key Points for Future Applications

Future required applications include at minimum:

- Site Plan, Minor Subdivision Plat

Key Considerations:

- Arrange building(s) and site features to minimize offsite impacts on residential neighborhood.
- Ensure adequate screening with landscaping and fencing.
- Promote walkability with pedestrian connections, bike infrastructure, and bus stop improvements.



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