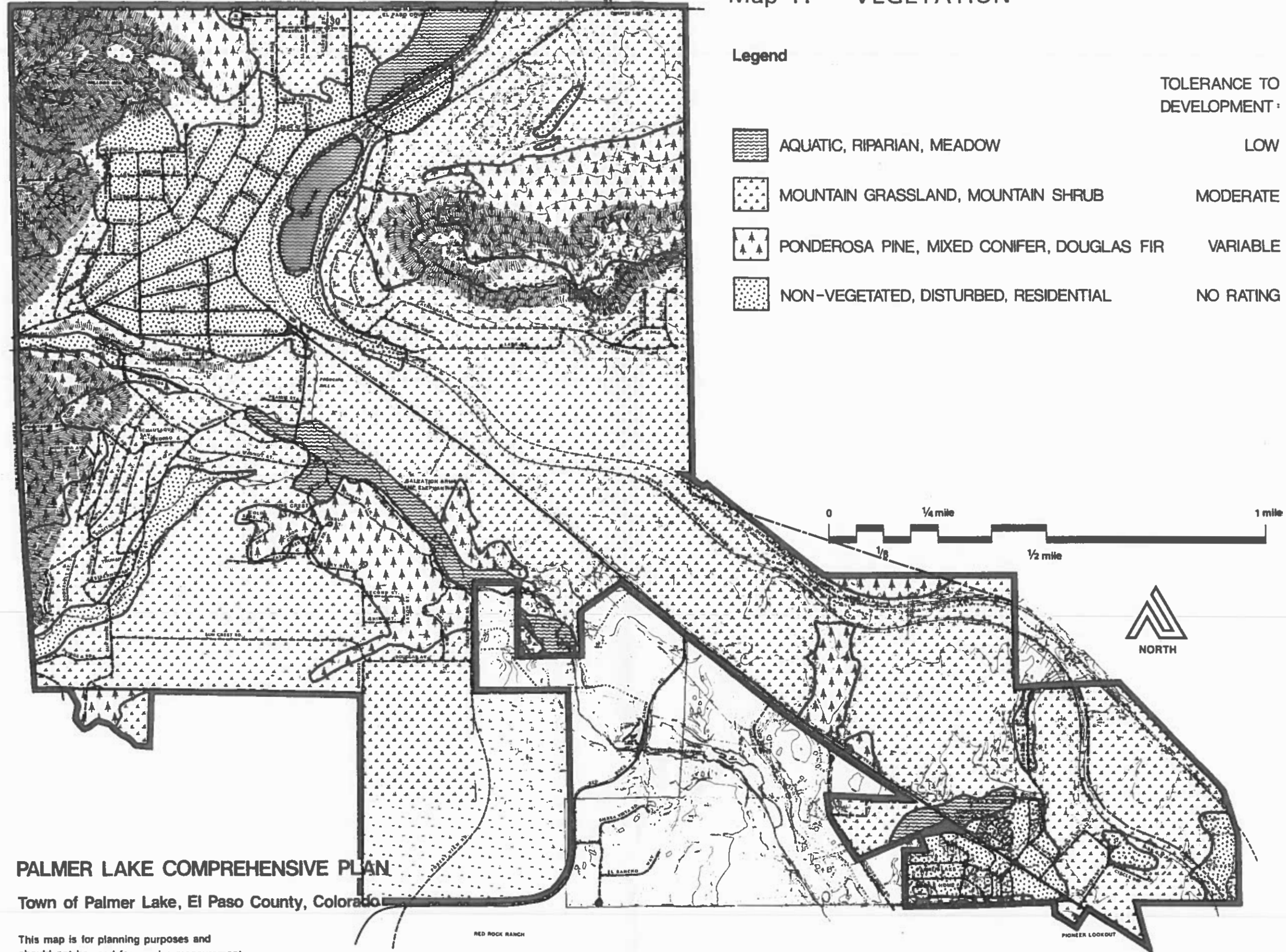


# Map 1: VEGETATION










## PALMER LAKE COMPREHENSIVE PLAN

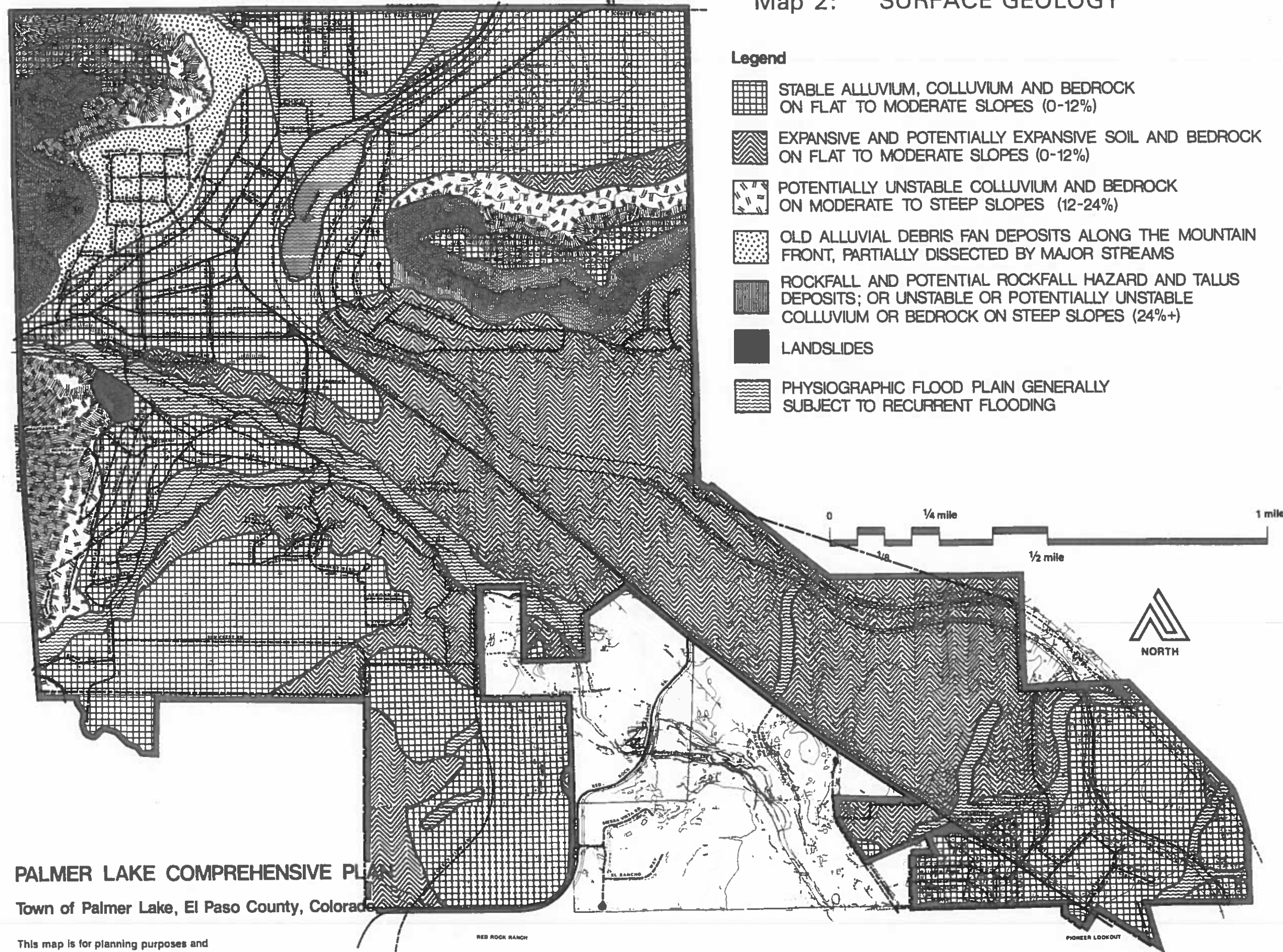
Town of Palmer Lake, El Paso County, Colorado

This map is for planning purposes and should not be used for precise measurement.

# Map 2: SURFACE GEOLOGY

## Legend

-  STABLE ALLUVIUM, COLLUVIUM AND BEDROCK ON FLAT TO MODERATE SLOPES (0-12%)
-  EXPANSIVE AND POTENTIALLY EXPANSIVE SOIL AND BEDROCK ON FLAT TO MODERATE SLOPES (0-12%)
-  POTENTIALLY UNSTABLE COLLUVIUM AND BEDROCK ON MODERATE TO STEEP SLOPES (12-24%)
-  OLD ALLUVIAL DEBRIS FAN DEPOSITS ALONG THE MOUNTAIN FRONT, PARTIALLY DISSECTED BY MAJOR STREAMS
-  ROCKFALL AND POTENTIAL ROCKFALL HAZARD AND TALUS DEPOSITS; OR UNSTABLE OR POTENTIALLY UNSTABLE COLLUVIUM OR BEDROCK ON STEEP SLOPES (24%+)
-  LANDSLIDES
-  PHYSIOGRAPHIC FLOOD PLAIN GENERALLY SUBJECT TO RECURRENT FLOODING



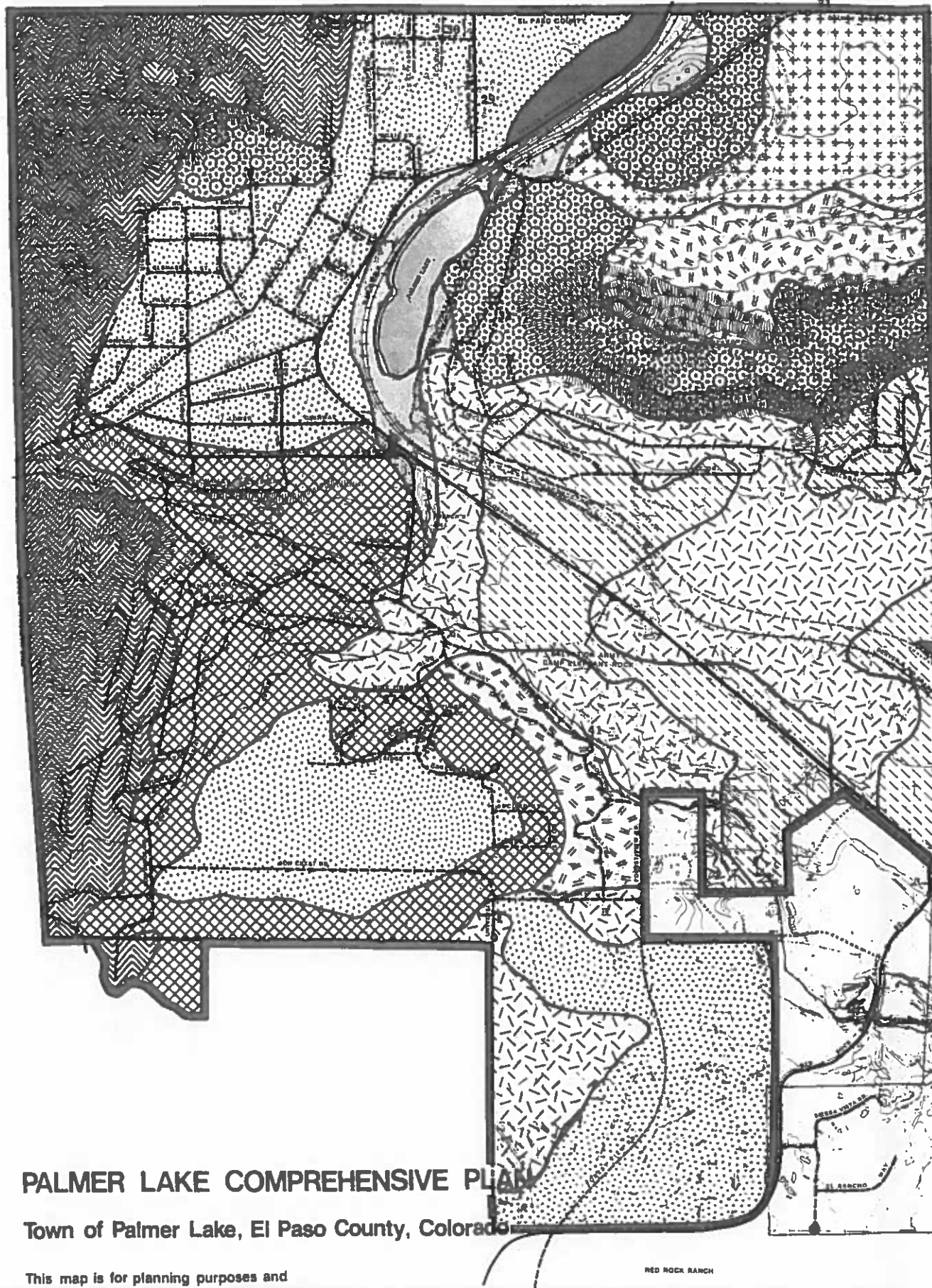
**PALMER LAKE COMPREHENSIVE PLAN**  
 Town of Palmer Lake, El Paso County, Colorado

This map is for planning purposes and should not be used for precise measurement.

13



# Map 3: SOIL



## Legend

SOIL TYPE:	DEVELOPMENT SUITABILITY:	SOIL TYPE:	DEVELOPMENT SUITABILITY:
1	SEVERE	69	MODERATE
38	SEVERE	71	SLIGHT TO MODERATE
41	MODERATE	77	SEVERE
42	SEVERE	92	MODERATE
65	MODERATE	93	MODERATE
68	MODERATE		

FOR SOIL DESCRIPTIONS PLEASE REFER TO SUB-SECTION 2.5



## PALMER LAKE COMPREHENSIVE PLAN

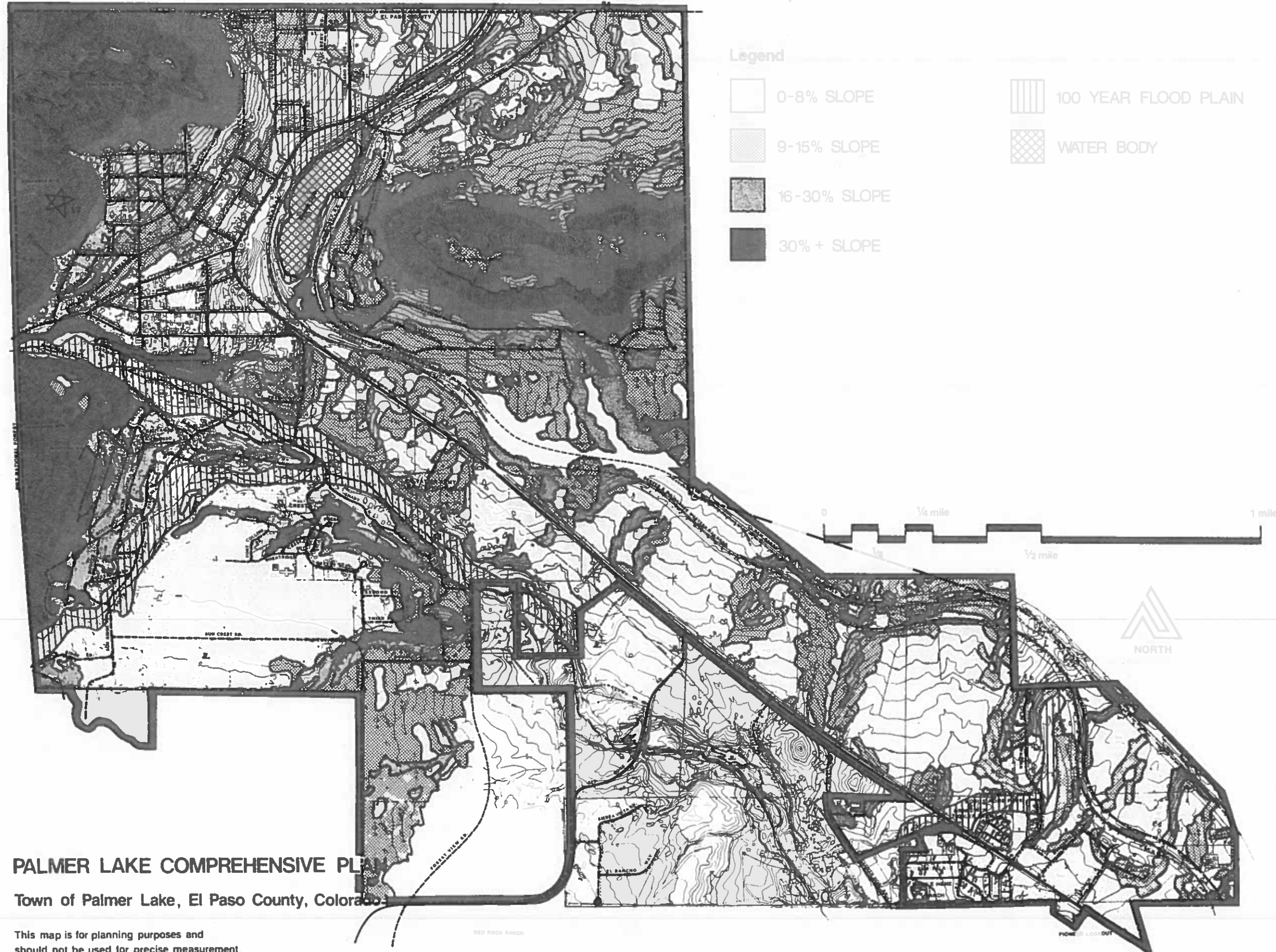
Town of Palmer Lake, El Paso County, Colorado

This map is for planning purposes and should not be used for precise measurement.

RED ROCK RANCH

PIONEER LOOKOUT

Map 4: SLOPE AND FLOOD PLAIN

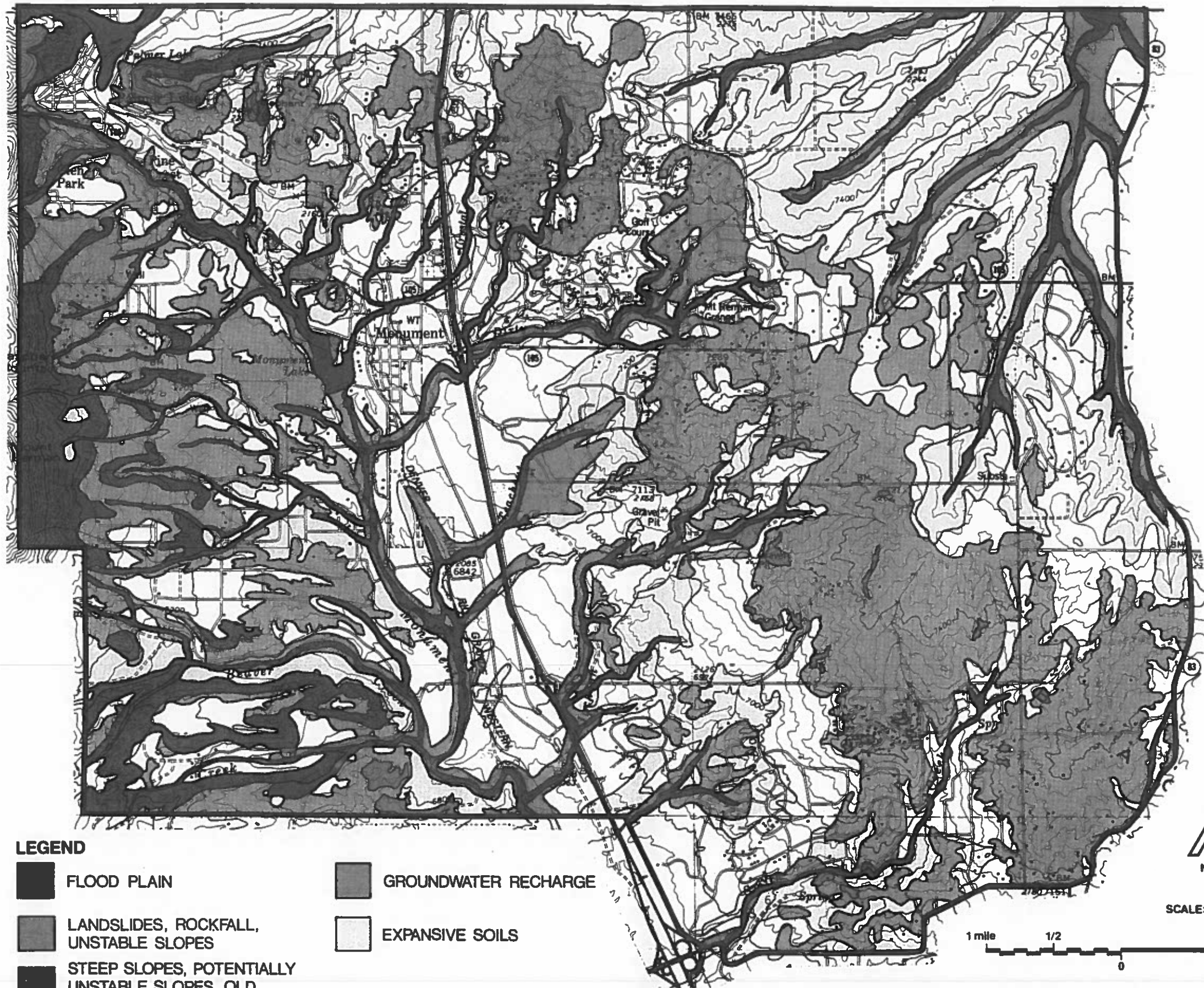


**PALMER LAKE COMPREHENSIVE PLAN**  
Town of Palmer Lake, El Paso County, Colorado







This map is for planning purposes and should not be used for precise measurement

17





**LEGEND**

- |  |  |
|--|--|
|  FLOOD PLAIN  |  GROUNDWATER RECHARGE |
|  LANDSLIDES, ROCKFALL, UNSTABLE SLOPES                              |  EXPANSIVE SOILS      |
|  STEEP SLOPES, POTENTIALLY UNSTABLE SLOPES, OLD DEBRIS FAN DEPOSITS |  |
|  SEVERE WILDFIRE HAZARD   |  |



SCALE: 1:50,000

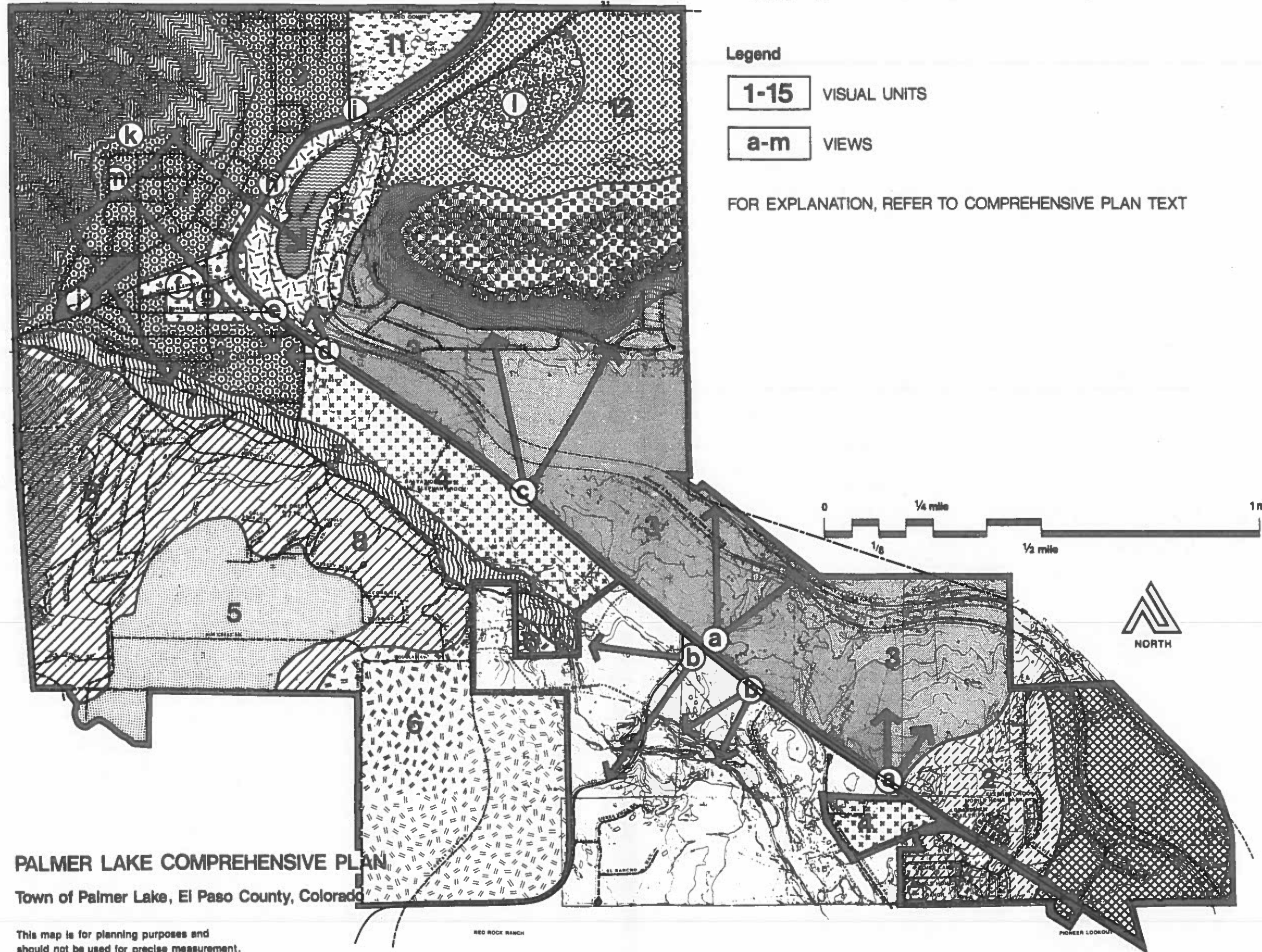


**Map 5: Environmental Constraints Composite**  
 Tri-Lakes Planning Area, El Paso County, Colorado

20



# Map 6: VISUAL ANALYSIS



## Legend

**1-15** VISUAL UNITS

**a-m** VIEWS

FOR EXPLANATION, REFER TO COMPREHENSIVE PLAN TEXT

## PALMER LAKE COMPREHENSIVE PLAN

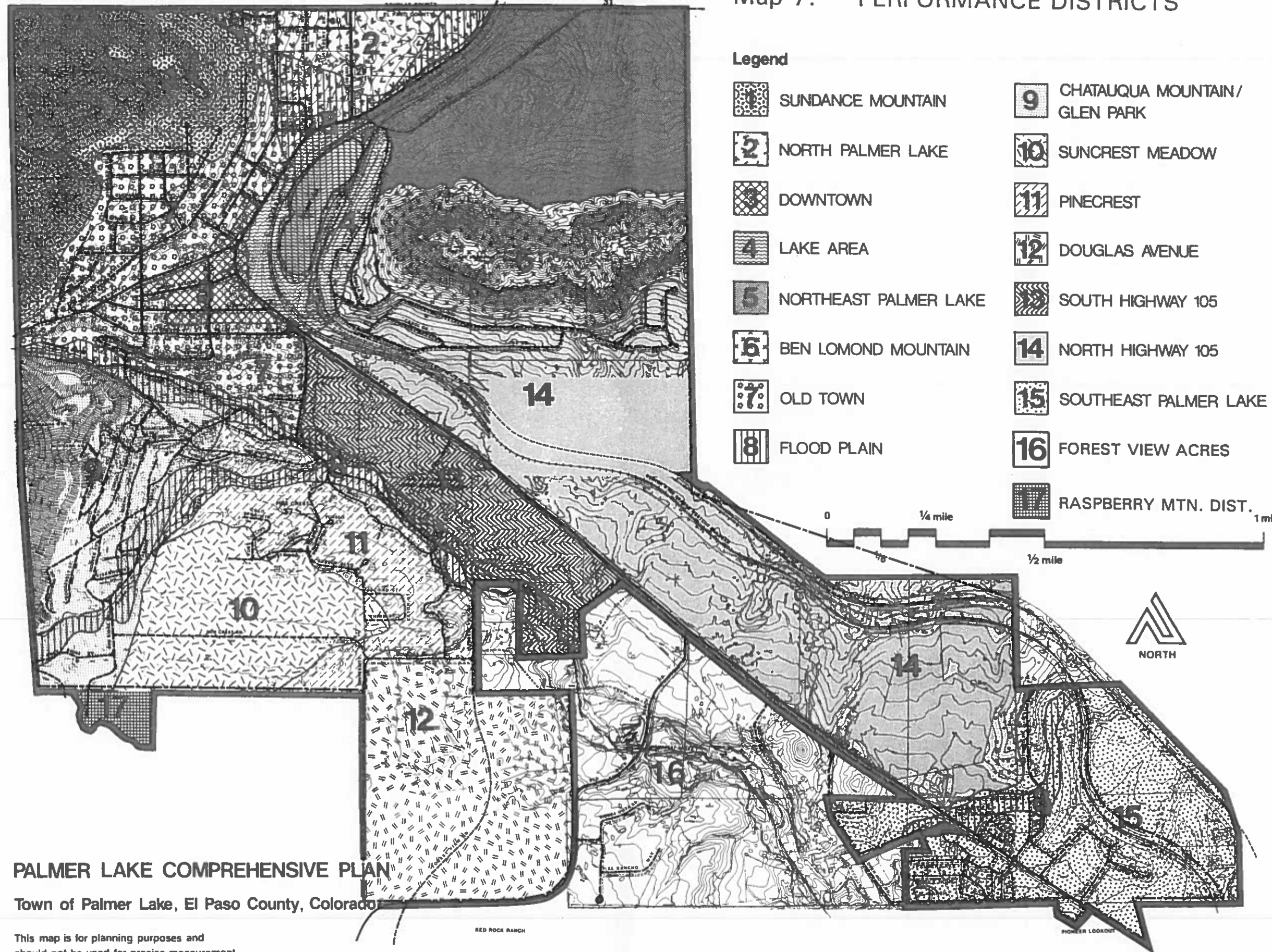
Town of Palmer Lake, El Paso County, Colorado

This map is for planning purposes and should not be used for precise measurement.

RED ROCK RANCH

POWELL LOOKOUT

# Map 7: PERFORMANCE DISTRICTS



## Legend

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1 SUNDANCE MOUNTAIN     | 9 CHATAQUA MOUNTAIN/<br>GLEN PARK |
| 2 NORTH PALMER LAKE     | 10 SUNCREST MEADOW                |
| 3 DOWNTOWN              | 11 PINECREST                      |
| 4 LAKE AREA             | 12 DOUGLAS AVENUE                 |
| 5 NORTHEAST PALMER LAKE | 13 SOUTH HIGHWAY 105              |
| 6 BEN LOMOND MOUNTAIN   | 14 NORTH HIGHWAY 105              |
| 7 OLD TOWN              | 15 SOUTHEAST PALMER LAKE          |
| 8 FLOOD PLAIN           | 16 FOREST VIEW ACRES              |
|                         | 17 RASPBERRY MTN. DIST.           |



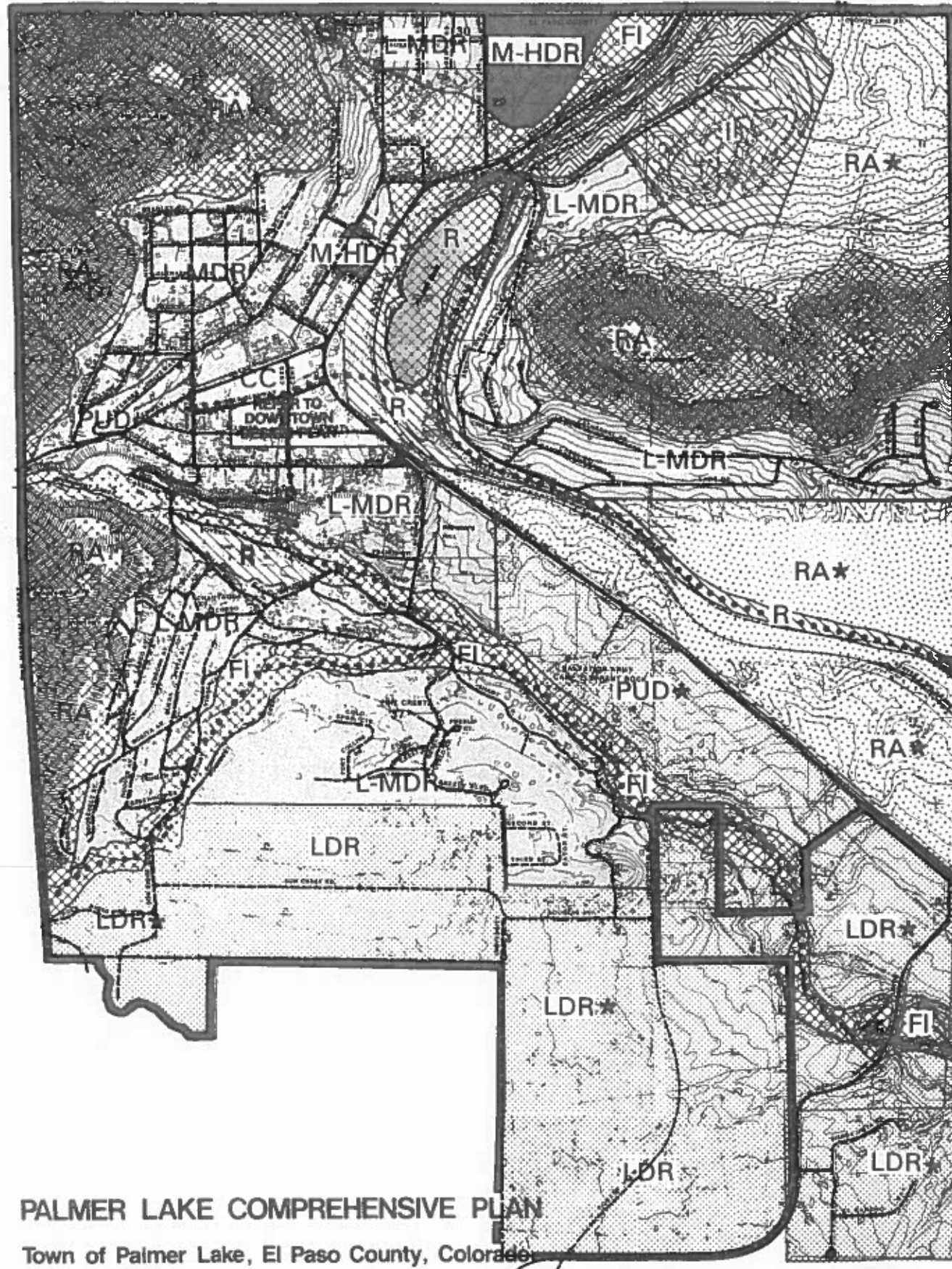
## PALMER LAKE COMPREHENSIVE PLAN

Town of Palmer Lake, El Paso County, Colorado

This map is for planning purposes and should not be used for precise measurement.



# Map 8: GENERALIZED DEVELOPMENT PLAN



## Legend

- |       |   |                          |
|-------|---|--------------------------|
| RA    | RURAL RESIDENTIAL<br>(+5 ACRES/D.U.)              | INDUSTRIAL               |
| LDR   | LOW DENSITY RESIDENTIAL<br>(1-5 ACRES/D.U.)       | DOWNTOWN                 |
| L-MDR | LOW-MEDIUM DENSITY<br>RESIDENTIAL (1-8 D.U./ACRE) | FLOOD PLAIN DISTRICT     |
| M-HDR | MEDIUM-HIGH DENSITY<br>RESIDENTIAL (+8 D.U./ACRE) | RECREATION               |
| CC    | CONVENIENCE COMMERCIAL                            | PROPOSED TRAIL           |
| HC    | HIGHWAY COMMERCIAL                                | POTENTIAL FOR CLUSTERING |
| PUD   | PUD - PLANNED UNIT DEVELOPMENT                    |                          |



PALMER LAKE COMPREHENSIVE PLAN  
Town of Palmer Lake, El Paso County, Colorado

RED ROCK RANCH







PIONEER LOOKOUT

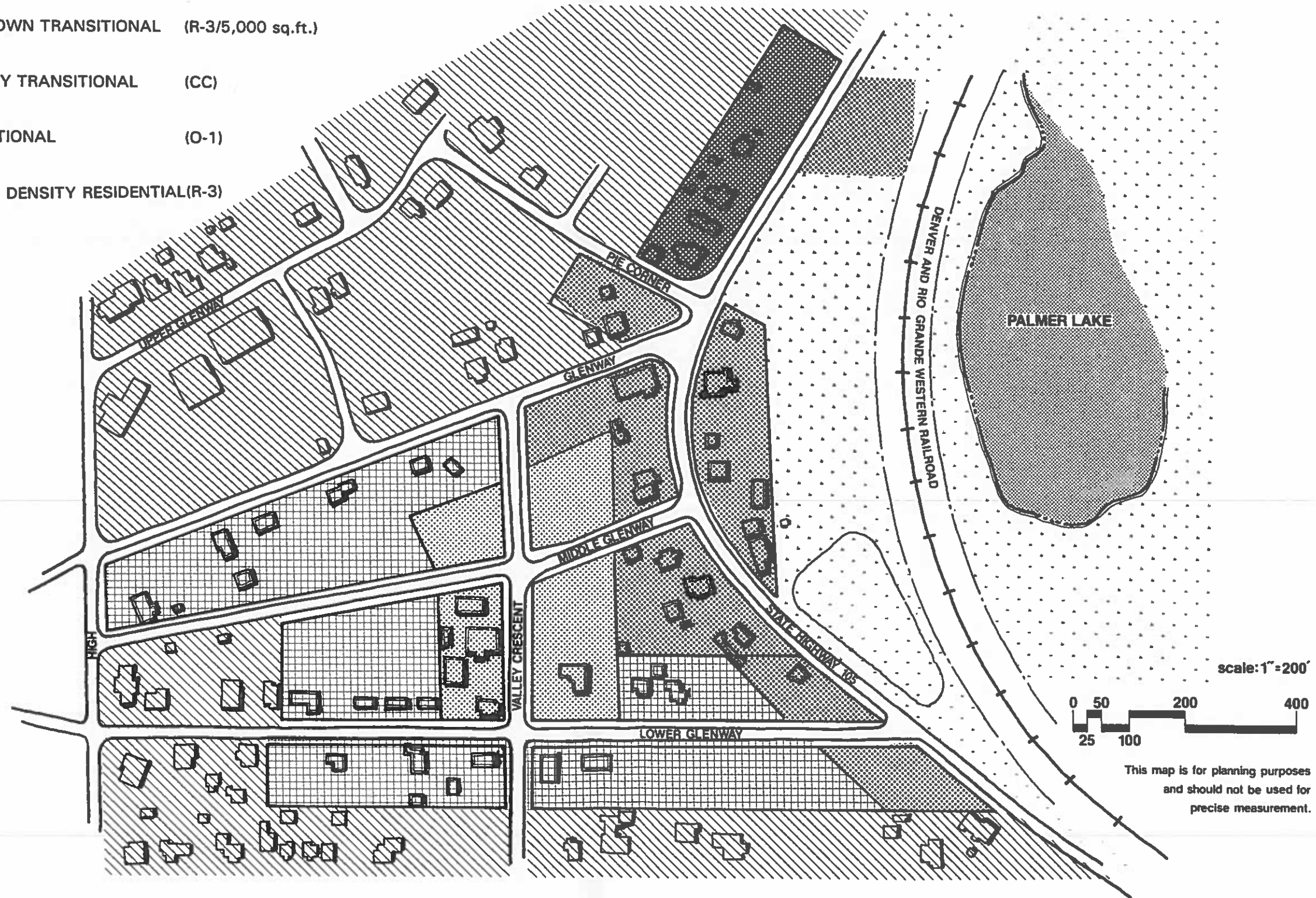
87



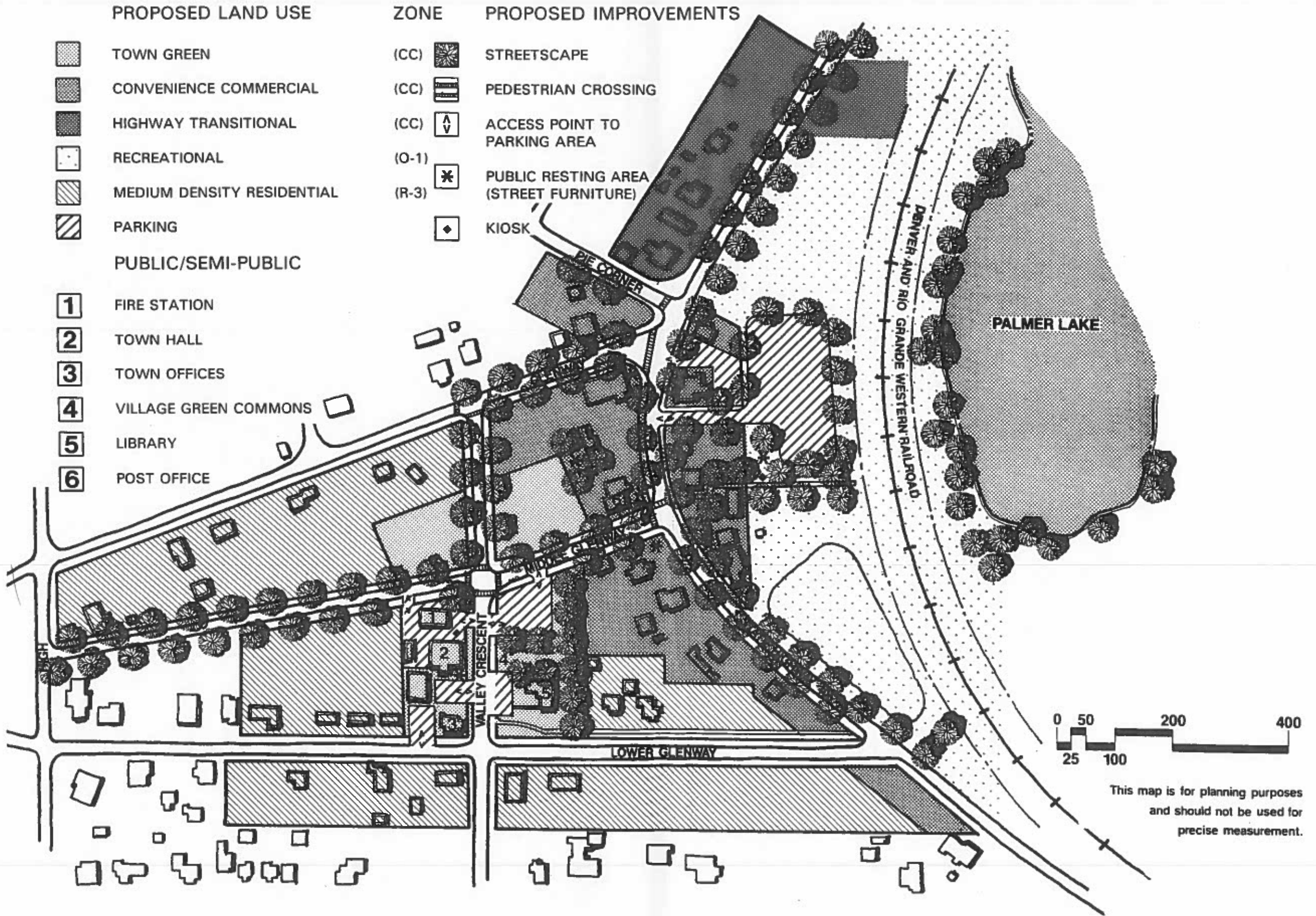
# Map 9: DOWNTOWN VICINITY

PALMER LAKE COMPREHENSIVE PLAN-Town of Palmer Lake, El Paso County, Colorado

LAND USE	ZONE
 TOWN GREEN	(CC)
 DOWNTOWN CORE	(CC)
 DOWNTOWN TRANSITIONAL (R-3/5,000 sq.ft.)	(R-3/5,000 sq.ft.)
 HIGHWAY TRANSITIONAL	(CC)
 RECREATIONAL	(O-1)
 MEDIUM DENSITY RESIDENTIAL(R-3)	(R-3)



# Map 10: Downtown Design Plan



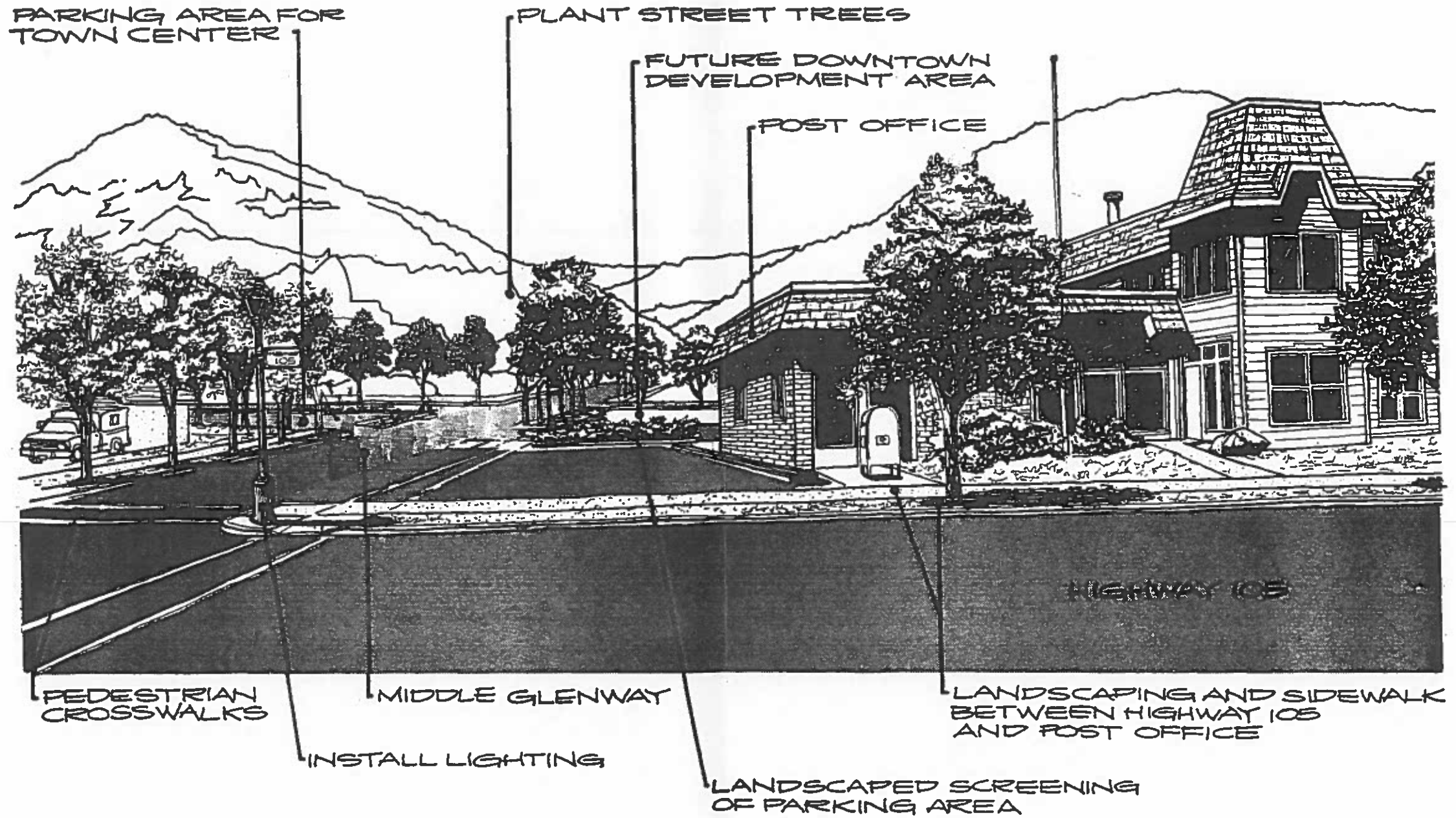
This map is for planning purposes and should not be used for precise measurement.

56/1



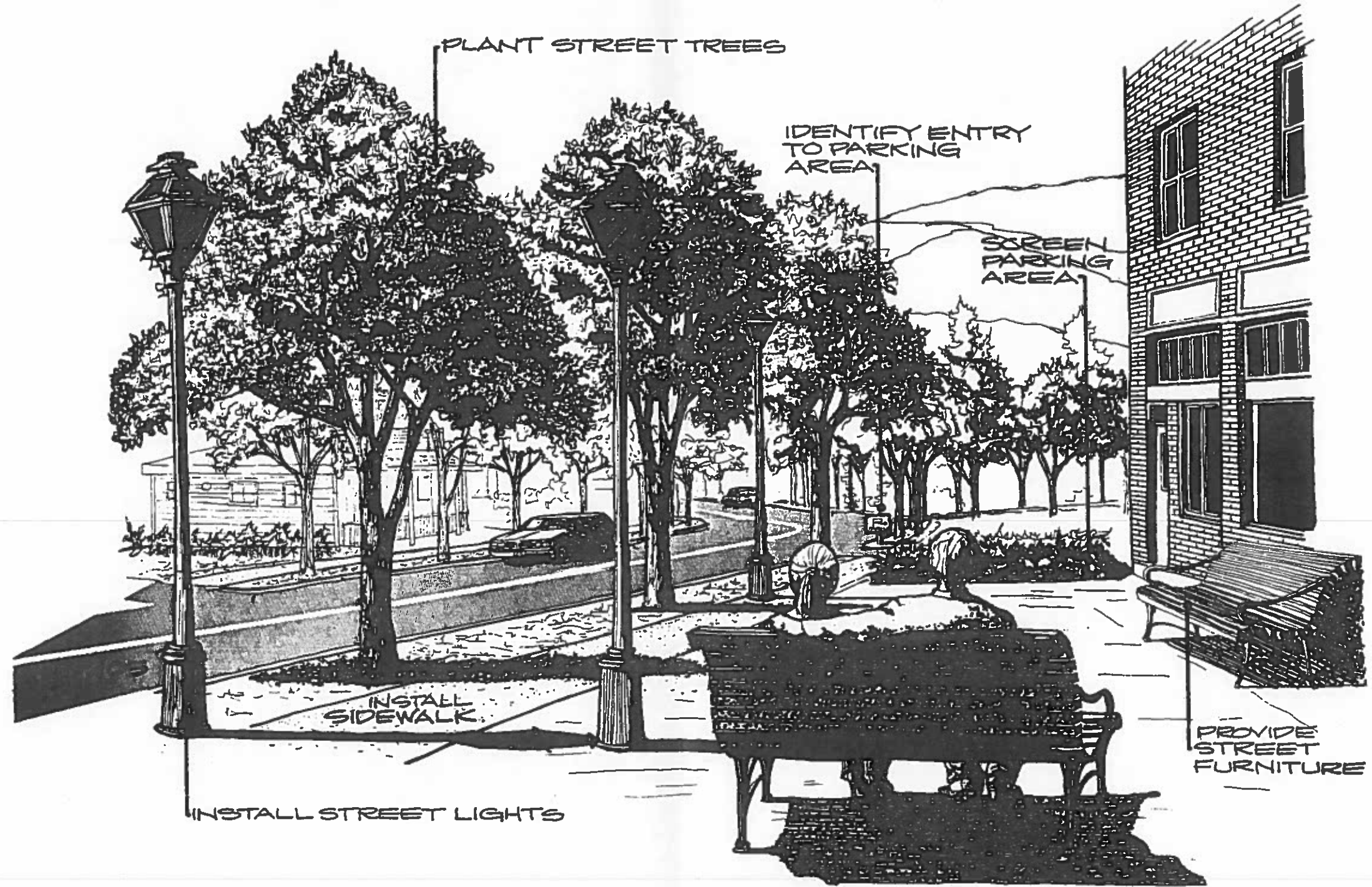
DESIGN GUIDELINE 1

STREETScape CONCEPT - MIDDLE GLENWAY



DESIGN GUIDELINE 2

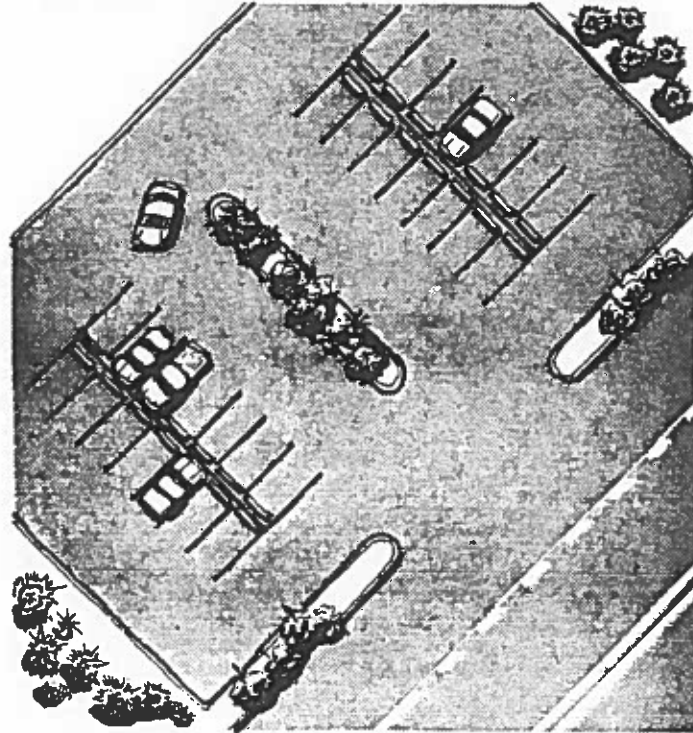
STREETScape CONCEPT - HIGHWAY 105





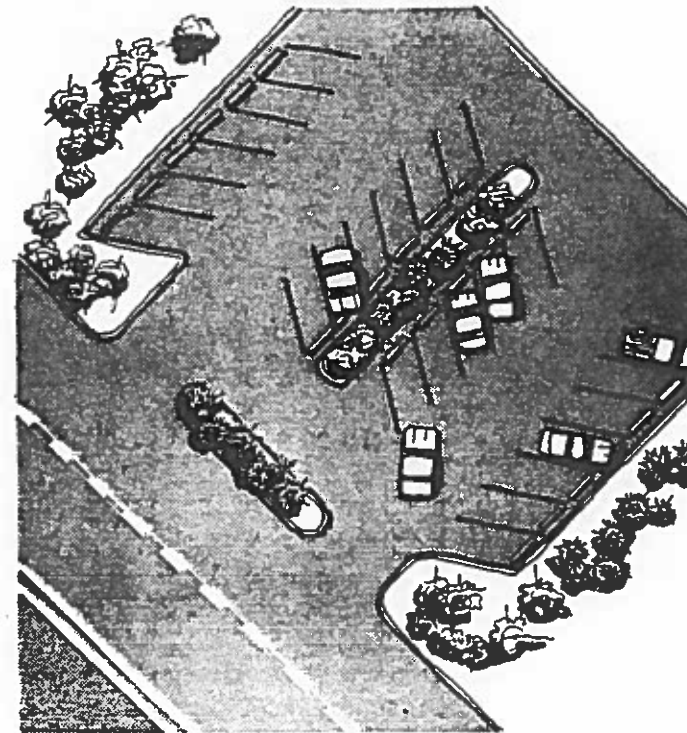
DESIGN GUIDELINE 3

PARKING LOT



90° PARKING

- ECONOMIZES SPACE
- EASE OF CIRCULATION
- TWO-WAY MOVEMENT THROUGH AISLES
- BETTER SIGHT LINES
- SHORTER CRUISING DISTANCES



60° PARKING

- EASIER TO ENTER STALL; SWING IN ONE MOTION
- ALLOWS FOR NARROW AISLES
- REQUIRES ONE-WAY CIRCULATION, THEREFORE MORE ACCESS POINTS
- GREATER SAFETY
- SAFER USE OF AISLES FOR PEDESTRIANS WALKING TO AND FROM VEHICLES

- LANDSCAPING AND BERMING SOFTENS DRIVES AND ACCESS POINTS.
- LANDSCAPED ENDCAPS AND MEDIANS WILL DEFINE INTERIOR PEDESTRIAN AND VEHICULAR CIRCULATION PATTERNS.
- ACCESS POINTS SHOULD BE KEPT TO A MINIMUM.
- TO INCREASE SIGHT DISTANCES, LOCATE THE SHORTER SIDE OF THE PARKING LOT PERPENDICULAR TO THE STREET.
- A BARRIER OF CONTINUOUS HEIGHT SHOULD BE PLACED ALONG THE PERIMETER OF THE PARKING LOT IN ORDER TO CONTROL MEANS OF INGRESS AND EGRESS.
- PROVIDE ADEQUATE LIGHTING FACILITIES FOR SECURITY AND SAFETY REASONS.
- SCREENING AREAS ADJACENT TO RESIDENTIAL USES REDUCES HEADLIGHT GLARE, MINIMIZES NOISE, AND BUFFERS ABRUPT CHANGES OF LAND USE.
- REFER TO EL PASO COUNTY SUBDIVISION REGULATIONS AND SUBDIVISION CRITERIA MANUAL FOR PARKING AND ACCESS REGULATIONS BY USE TYPE.

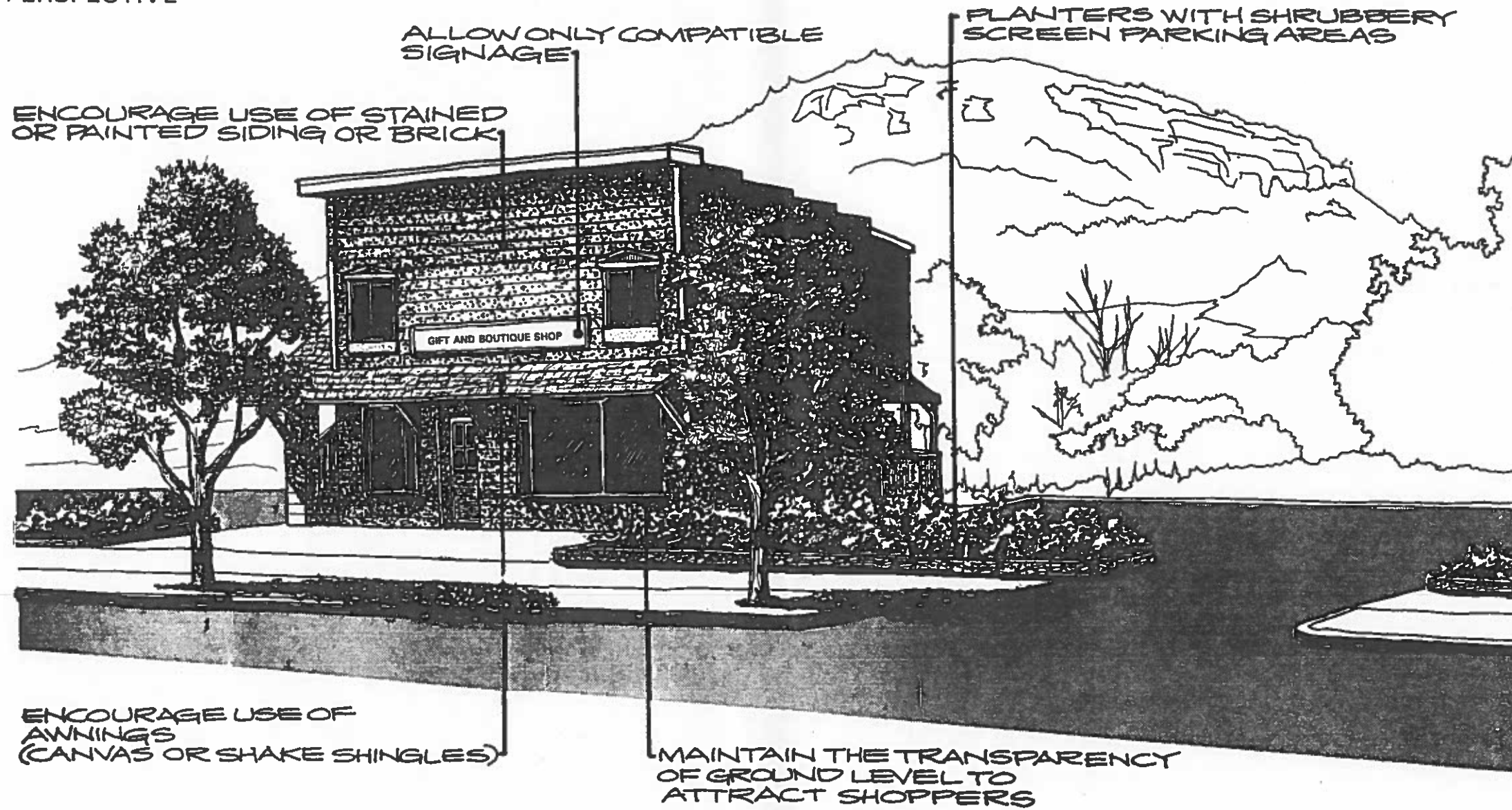
63

63

63

DESIGN GUIDELINE 4

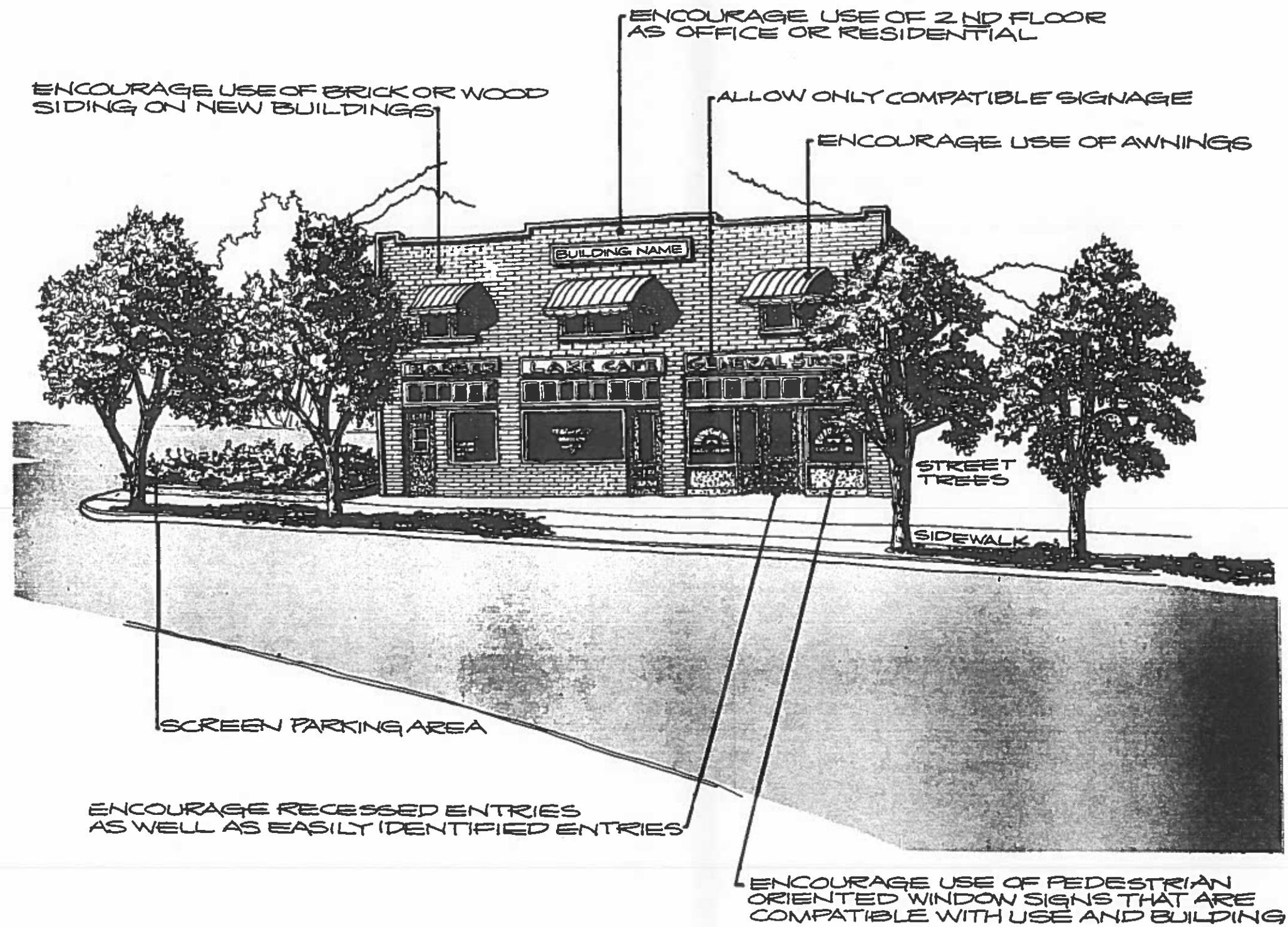
PERSPECTIVE





DESIGN GUIDELINE 5

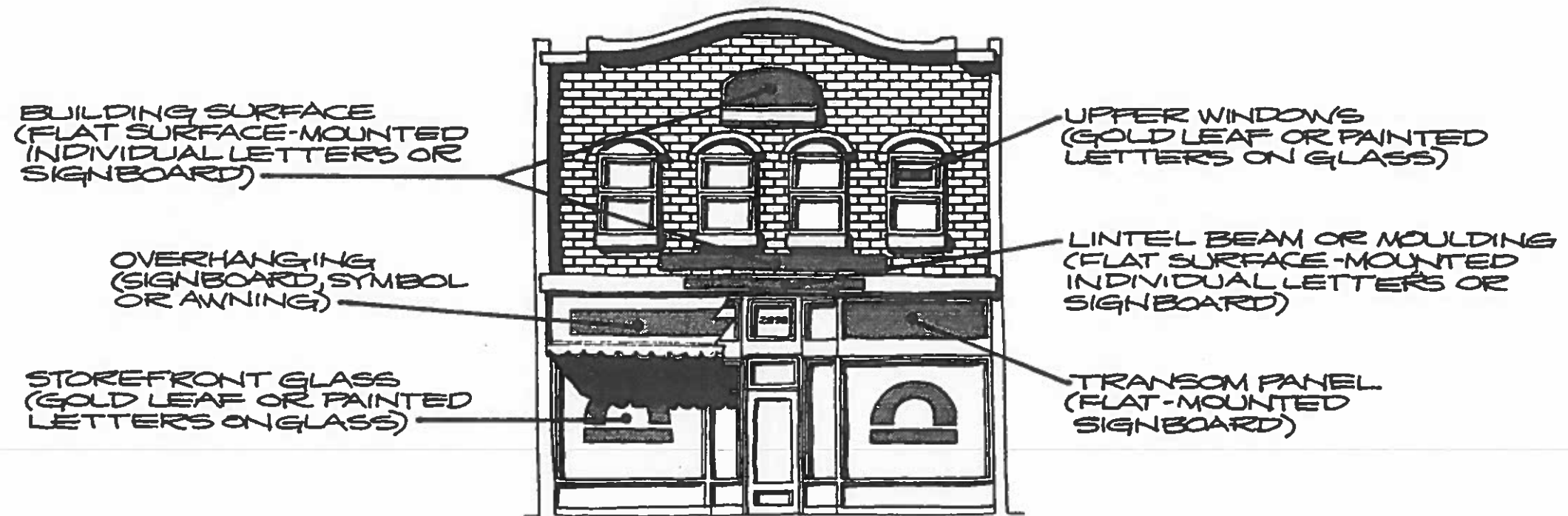
PERSPECTIVE



DESIGN GUIDELINE 6

---

SIGN TREATMENT

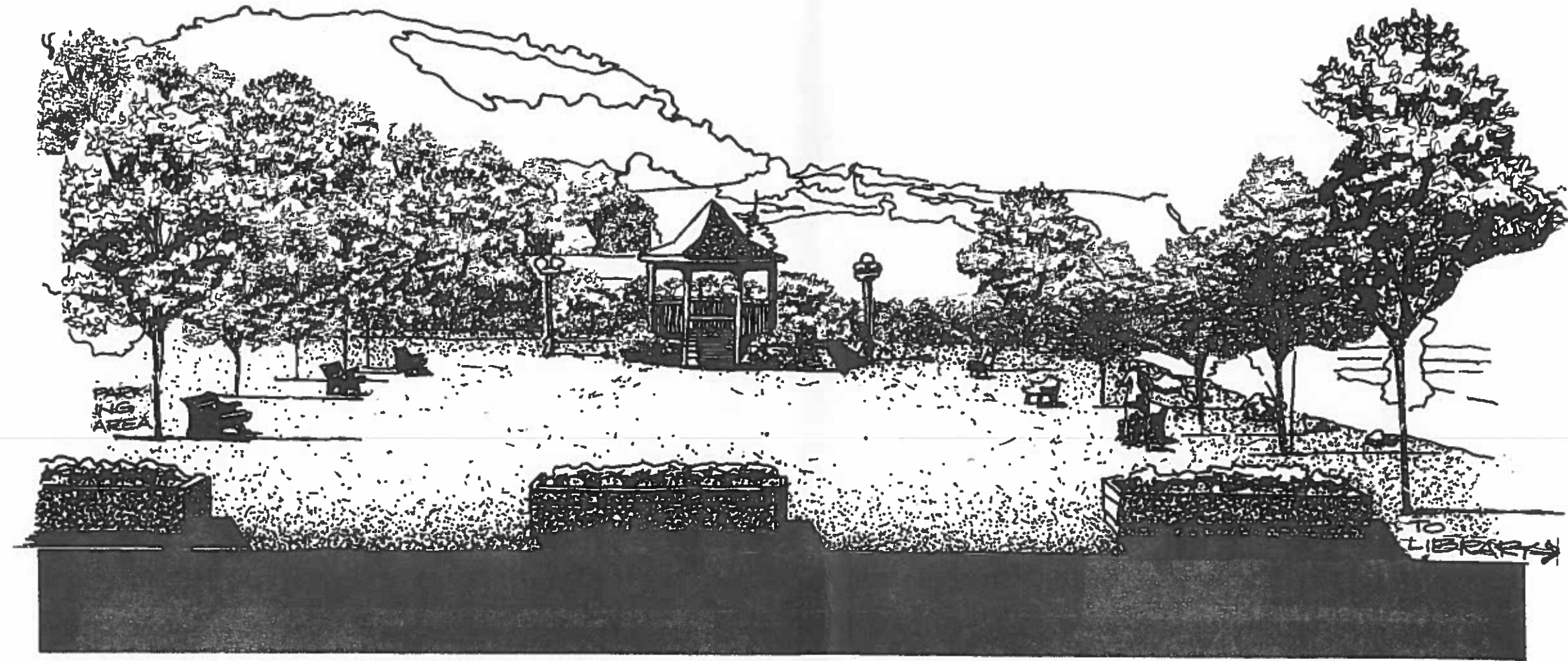




DESIGN GUIDELINE 7

---

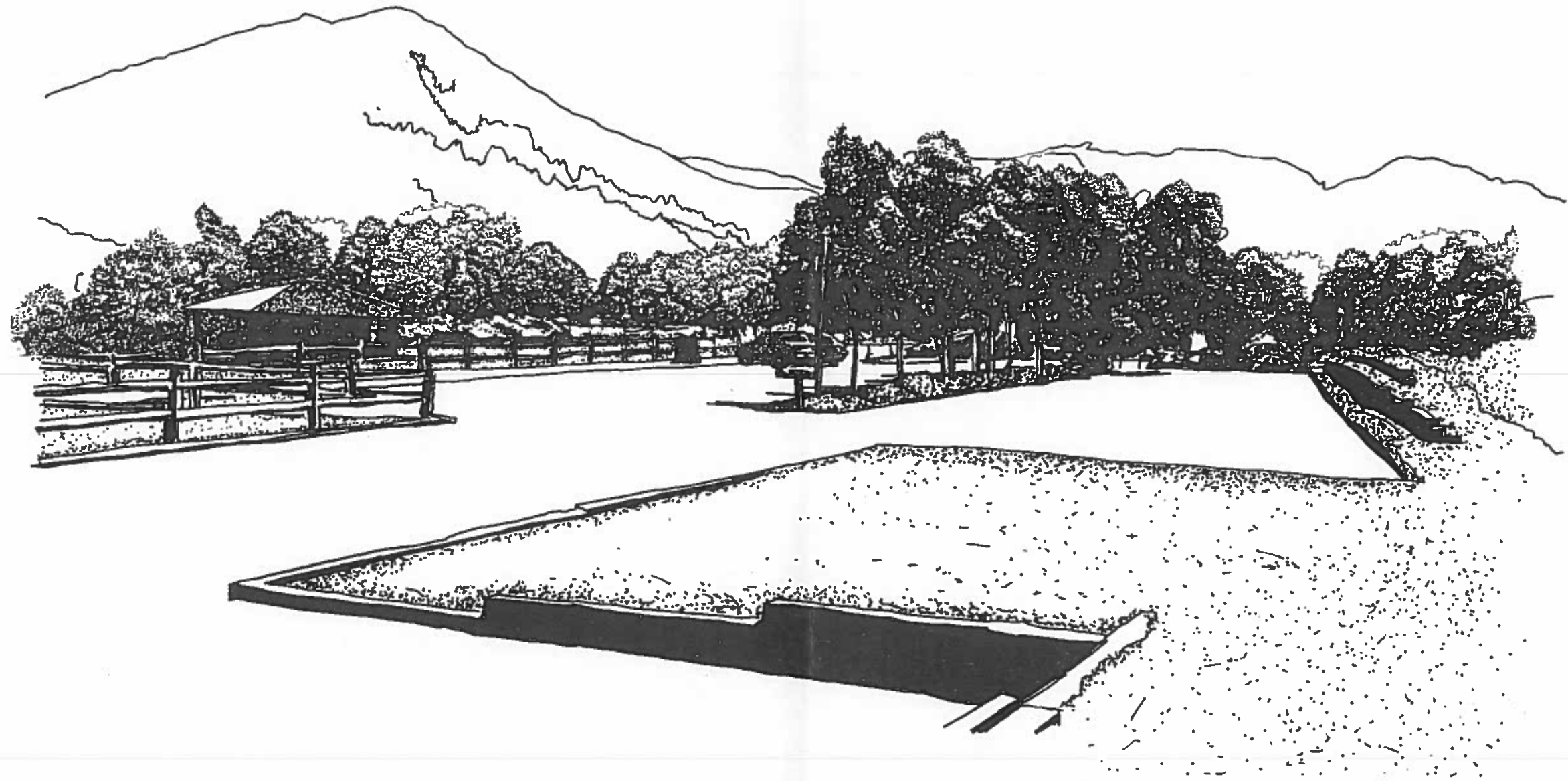
VILLAGE GREEN COMMONS



DESIGN GUIDELINE 8

---

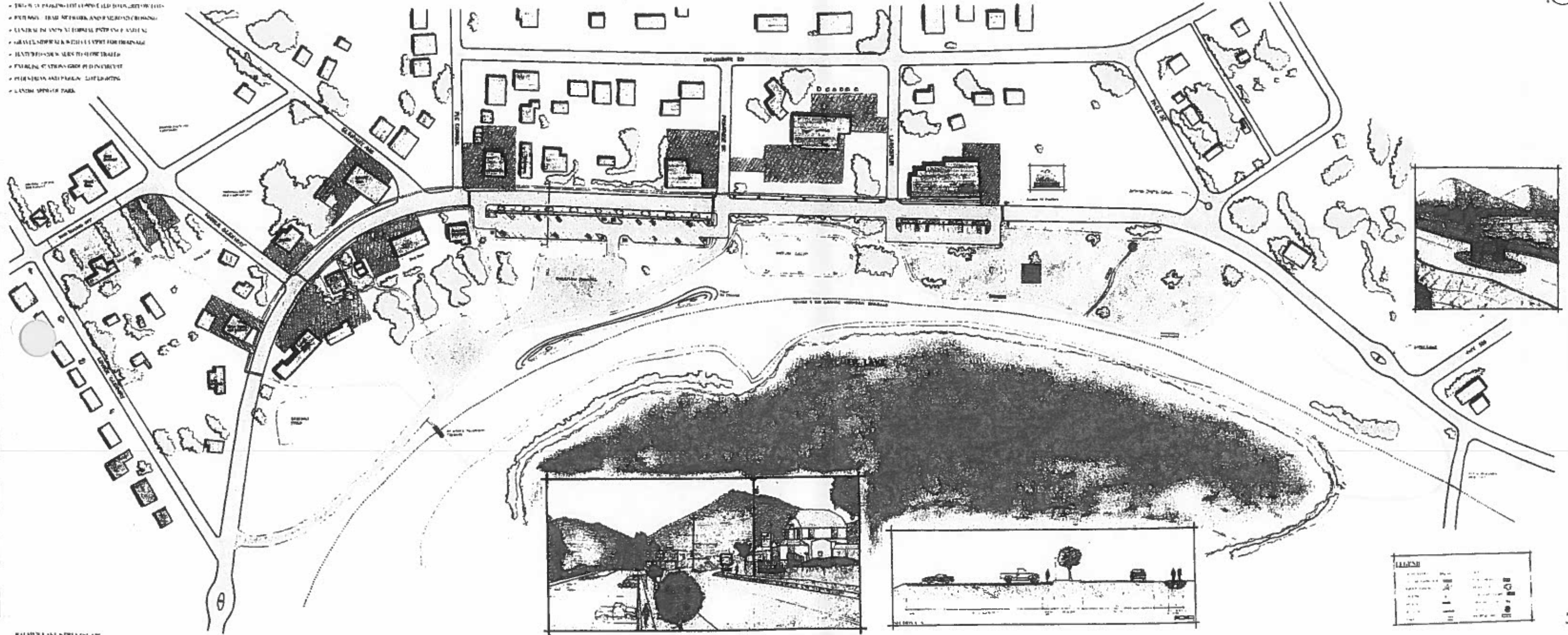
LAKE RECREATION AREA





**CONCEPT PLAN DESIGN ELEMENTS:**

- TRAIL NETWORK WITH LINKS TO EXISTING TRAILS
- TRAIL NETWORK AND PARKING DESIGN
- CENTRAL PLAZA WITH PUBLIC MARKET
- GRAVEL DRIVEWAYS WITH CURBS FOR DRAINAGE
- PLANTING STRIPS ALONG TRAILS
- PARKING STRIPS ALONG TRAILS
- PLANTING AND PARKING STRIPS
- LANDSCAPE DESIGN



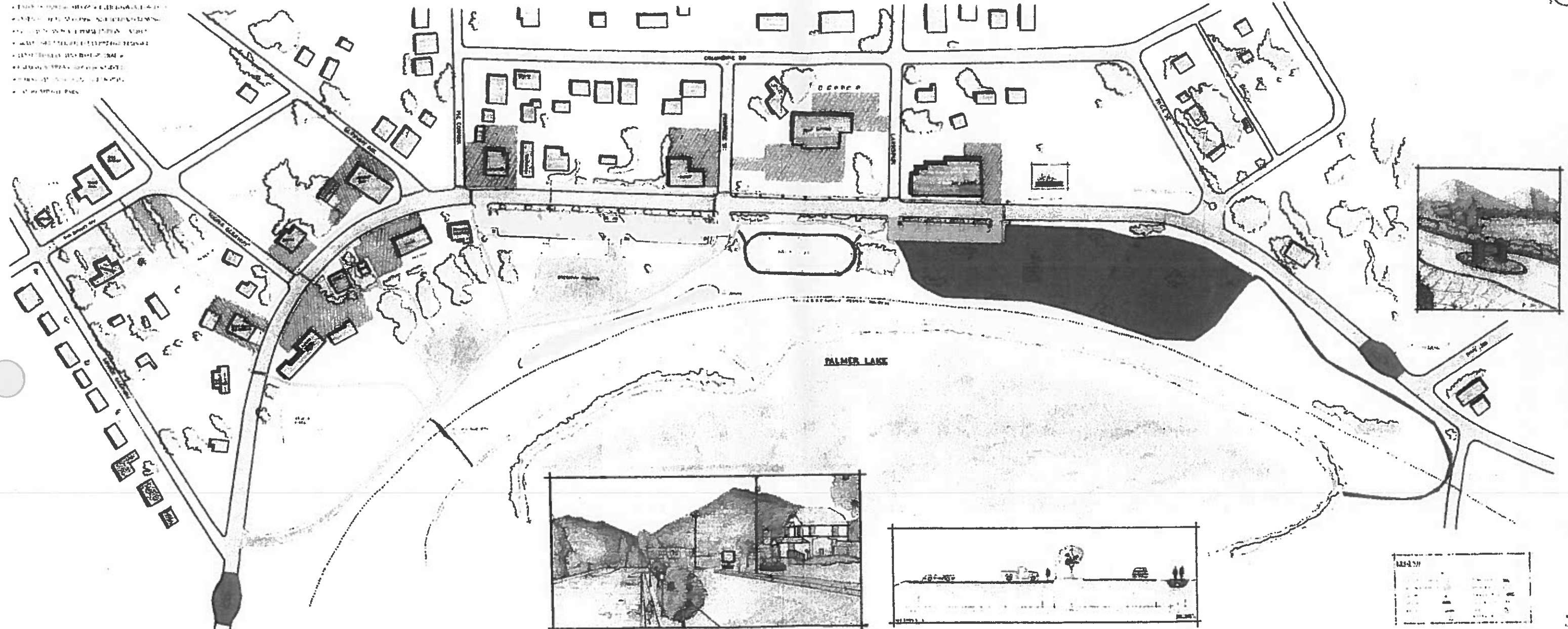
PLANNING AND DESIGN GROUP

SUNSHINE AVENUE

# PHASING OF PALMER LAKE STREETScape CONCEPT PLAN

## CONCEPT PLAN DESIGN ELEMENTS

- PHASE I: INITIAL INFRASTRUCTURE AND LANDSCAPE
- PHASE II: COMMERCIAL AND RESIDENTIAL DEVELOPMENT
- PHASE III: RECREATION AND PUBLIC SPACE
- PHASE IV: ENVIRONMENTAL IMPROVEMENTS



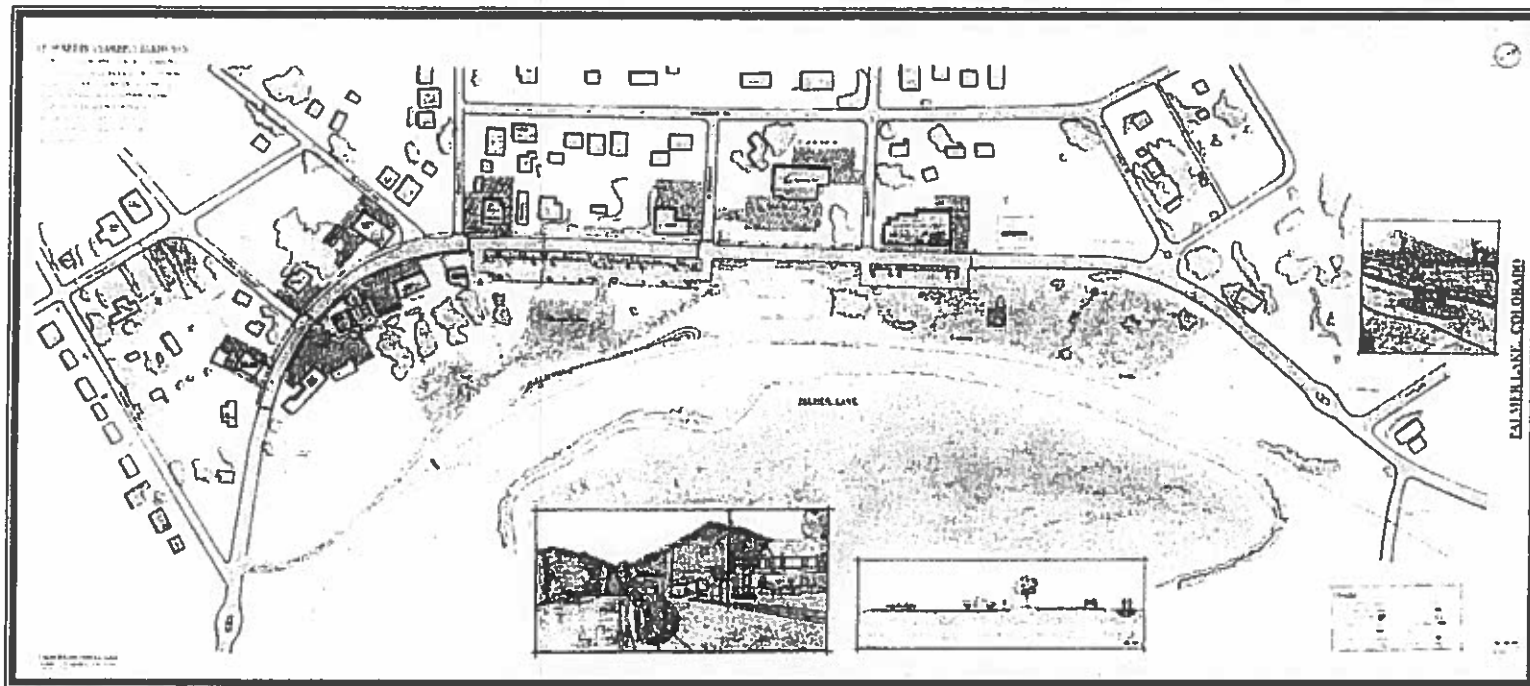
PALMER LAKE, CO. 1998



71



# STREETSCAPE CONCEPT PLAN



Palmer Lake, Colorado

4/30/02

*office copy*

# **STREETSCAPE CONCEPT PLAN**

Date: April 30, 2002

Produced For: Town of Palmer Lake, Colorado

Produced By: COLORADO CENTER FOR COMMUNITY DEVELOPMENT  
University of Colorado at Denver  
Campus Box 128, P.O. Box 173364  
Denver, CO. 80217-3364

Project Manager: Judith Bergquist

Student Interns: Nathan Martinez  
Jeff Server

## **TABLE OF CONTENTS**

- Concept Plan  
    Overview
- Cost Estimate  
    Cost Phasing Map
- Details  
    Entry Signage  
    Lighting Styles  
    Planter Styles  
    Gravel Sidewalk
- Appendix  
    Drainage Report  
    Recommended Planting List  
    Comments and Contact Lists from Presentations  
    Citizen Input for Comprehensive Plan Meeting 4/2/02



**CONCEPT PLAN**

## OVERVIEW:

The Colorado Center for Community Development was contacted by the town of Palmer Lake to explore design possibilities to solve several issues. Inadequate parking, pedestrian safety, and drainage problems, were all concerns which the town wished to address and find solutions to.

## - DESIGN INTENT:

The concept that was developed includes the following elements:

- TWO-WAY PARKING LOT CONNECTED TO OVERFLOW LOTS
- EXTENSIVE TRAIL NETWORK AND RAILROAD CROSSING
- CENTRAL ISLANDS AT FORMAL ENTRANCE AND EXIT
- GRAVEL SIDEWALK WITH DRAINAGE PIPE
- TEXTURED SIDEWALKS TO SLOW TRAFFIC
- EXERCISE STATIONS GROUPED IN CIRCUIT
- PEDESTRIAN AND PARKING LOT LIGHTING
- LANDSCAPING OF PARK

## - RECOMMENDATIONS:

- Bring main parking lots up to grade
- Relocate the entrances to commercial parking lots to side streets whenever possible
- Repair and relocate existing exercise stations to central circuit
  - Collaborate with school
- Provide lighting for overflow lots on evenings during large town events
- Provide path lighting from overflow lots
- When adding lighting, signage, and landscaping to downtown area use design standards in order to ensure unity
- Present opportunity for citizens or businesses to adopt parts of the trail network to finance and upkeep

It is also strongly recommended that additional design development and collaboration occur for the main park area, railroad crossing, and the entry signage.



**COST ESTIMATE**

## PALMER LAKE STREETScape COST ESTIMATES

Prepared by Colorado Center for Community Development

Nathan Martinez - Intern

4/30/2002

### PHASE I

	Item	Quantity	Unit	Low Unit Cost	High Unit Cost	Total Low Cost	Total High Cost
<b>MAIN PARKING LOT:</b>	Backfill and compact dirt	25,700	SF	\$1.25	\$2.50	\$32,125	\$64,250
	8" gravel base (52 spaces)	25,700	SF	\$1.30	\$2.00	\$33,410	\$51,400
	Lighting	11	ea.	\$500	\$1,500	\$5,500	\$16,500
	Signage	4	ea.	\$60	\$100	\$240	\$400
<b>SIDEWALK:</b>	6' wide gravel	2,080	LF	\$6	\$10	\$12,480	\$20,800
	Drainage pipe 36"	1,440	LF	\$50	\$75	\$72,000	\$108,000
<b>CROSSWALK:</b>	Painted	10	ea.	\$100	\$300	\$1,000	\$3,000
<b>LANDSCAPING:</b>	Berm for drainage and run-off	8,000	SF	\$3	\$6	\$24,000	\$48,000
<b>SUBTOTAL:</b>						<b>\$180,755</b>	<b>\$312,350</b>
10% Design Fees						\$18,076	\$31,235
15% contingency						\$27,113	\$46,853
<b>GRAND TOTAL:</b>						<b>\$225,944</b>	<b>\$390,438</b>

## PALMER LAKE STREETScape COST ESTIMATES

Prepared by Colorado Center for Community Development

Nathan Martinez - Intern

4/30/2002

### PHASE II

	Item	Quantity	Unit	Low Unit Cost	High Unit Cost	Total Low Cost	Total High Cost
ENTRY / EXIT CIRCLE:	Widening of road	1000	SF	\$3.50	\$4.50	\$3,500	\$4,500
	Traffic Island	2	ea.	\$4,500	\$9,700	\$9,000	\$19,400
	Relocation of existing signage	2	ea.	\$1,500	\$3,000	\$3,000	\$6,000
<b>SUBTOTAL:</b>						\$15,500	\$29,900
10% Design Fees						\$1,550	\$2,990
15% contingency						\$2,325	\$4,485
<b>GRAND TOTAL:</b>						\$19,375	\$37,375



## PALMER LAKE STREETScape COST ESTIMATES

Prepared by Colorado Center for Community Development

Nathan Martinez - Intern

4/30/2002

### PHASE III

	Item	Quantity	Unit	Low Unit Cost	High Unit Cost	Total Low Cost	Total High Cost
<b>SECONDARY LOT:</b>	Clearing and Leveling	10,000	SF	\$0.75	\$1.50	\$7,500	\$15,000
	8" gravel base (18 spaces)	10,000	SF	\$1.30	\$2.00	\$13,000	\$20,000
	lighting	6	ea.	\$500	\$1,500	\$3,000	\$9,000
	signage	2	ea.	\$60	\$100	\$120	\$200
<b>CROSSWALKS:</b>	Textured - to slow traffic on HWY	5	ea.	\$1,500	\$2,000	\$7,500	\$10,000
<b>TRAIL:</b>	Link parking and SW part town	2,300	LF	\$4	\$9	\$9,200	\$20,700
	(5' wide crusher stone) Path from park to ice cream shop	280	LF	\$4	\$9	\$1,120	\$2,520
<b>SUBTOTAL:</b>						\$41,440	\$77,420
10% Design Fees						\$4,144	\$7,742
15% contingency						\$6,216	\$11,613
<b>GRAND TOTAL:</b>						\$51,800	\$96,775

## PALMER LAKE STREETScape COST ESTIMATES

Prepared by Colorado Center for Community Development

Nathan Martinez - Intern

4/30/2002

### PHASE IV

	Item	Quantity	Unit	Low Unit Cost	High Unit Cost	Total Low Cost	Total High Cost
<b>PED. CROSSING:</b>	At grade over railroad tracks	1	ea.	\$400	\$550	\$400	\$550
<b>EXERCISE TRACK:</b>	Relocation of stations	8	ea.	\$75	\$125	\$600	\$1,000
	Track	560	LF	\$6	\$10	\$3,360	\$5,600
<b>TRAIL:</b>	Park area - 5' wide with crusher	2,880	LF	\$4	\$9	\$11,520	\$25,920
	Lighting of trail from overflow lots	14	ea.	\$200	\$550	\$2,800	\$7,700
<b>LIGHTING:</b>	Limited Lighting for Overflow lots	6	ea.	\$500	\$1,500	\$3,000	\$9,000
<b>LANDSCAPING:</b>	Development of Park	100,000	SF	\$3	\$6	\$300,000	\$600,000
	Planters with vegetation	20	ea.	\$150	\$225	\$3,000	\$4,500
<b>SUBTOTAL:</b>						\$324,680	\$654,270
10% Design Fees						\$32,468	\$65,427
15% contingency						\$48,702	\$98,141
<b>GRAND TOTALS:</b>						<b>\$405,850</b>	<b>\$817,838</b>

## PALMER LAKE STREETScape COST ESTIMATES

Prepared by Colorado Center for Community Development

Nathan Martinez - Intern

4/30/2002

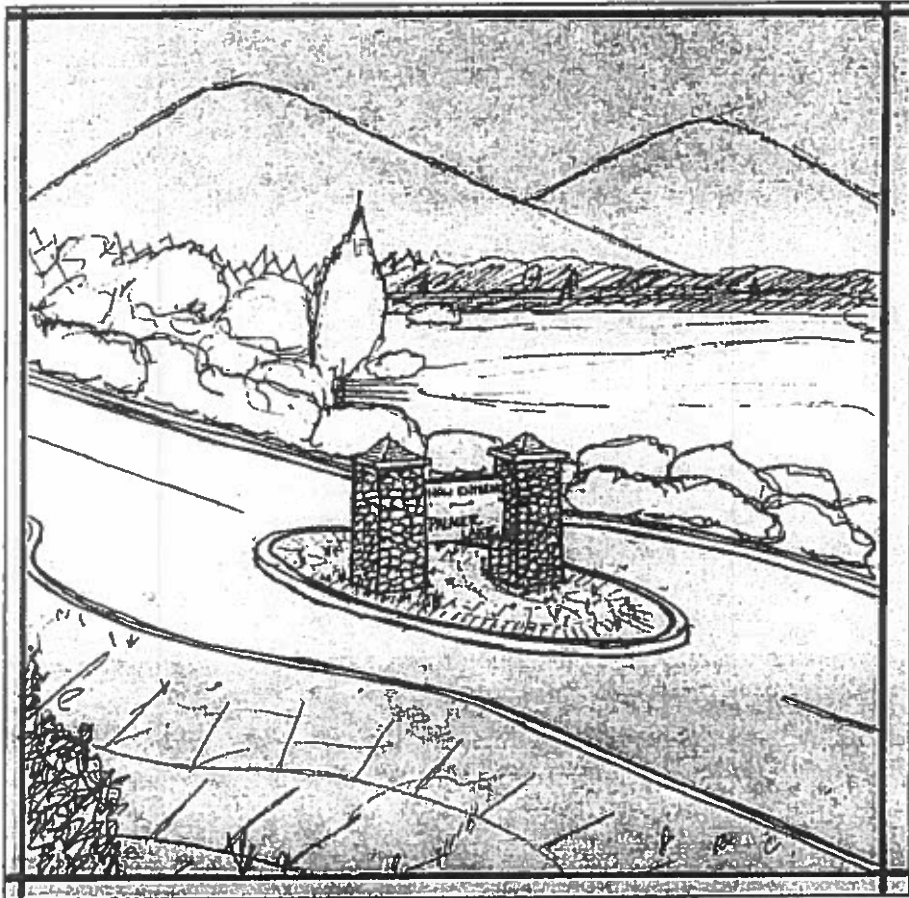
### TOTAL OF EACH PHASE

	Total Low Cost	Total High Cost
PHASE I:	\$225,944	\$390,438
PHASE II:	\$19,375	\$37,375
PHASE III:	\$51,800	\$96,775
PHASE IV:	\$405,850	\$817,838
<b>GRAND TOTAL:</b>	<b>\$702,969</b>	<b>\$1,342,425</b>





**DETAILS**



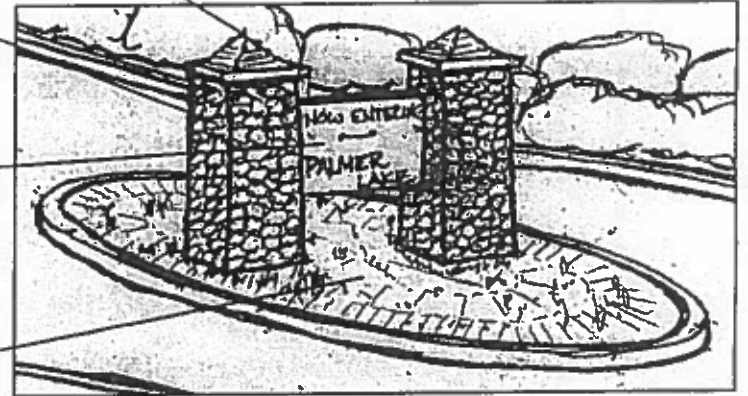
**Perspectice - Entry Island**

*Copper Patina  
Caps*

*Field Stone  
Columns*

*Sandblasted  
Flagstone or  
Metal Signage*

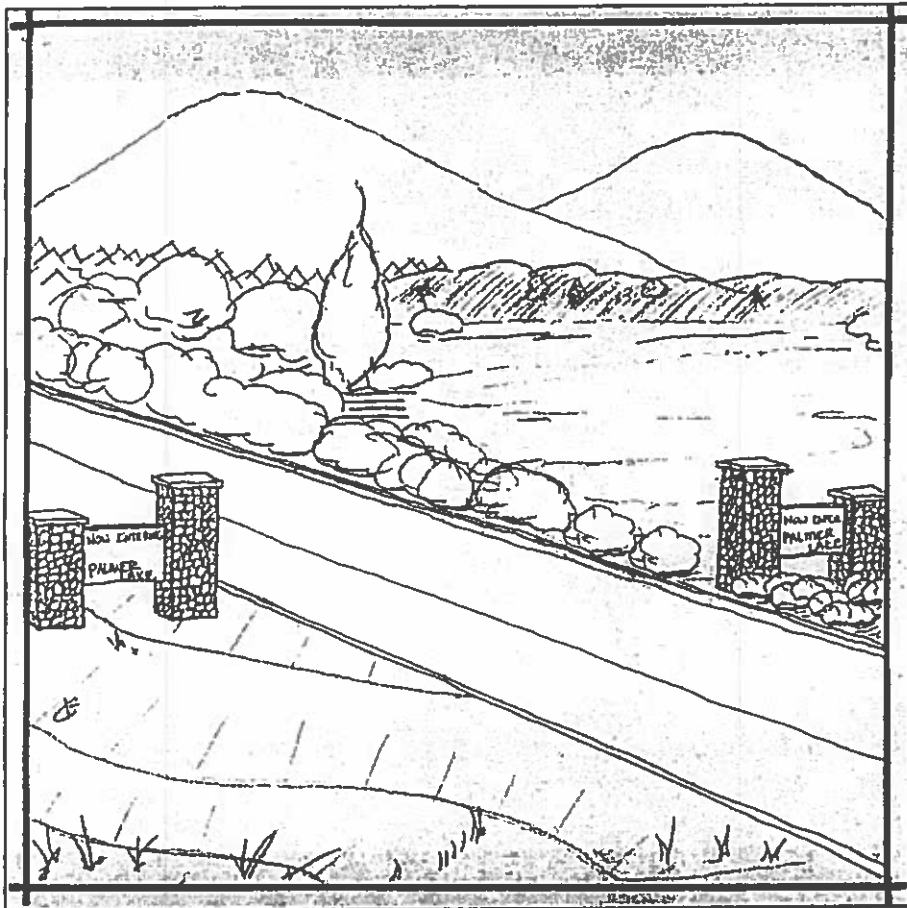
*Landscaped  
Island with  
Low Orna-  
mental  
Grasses*



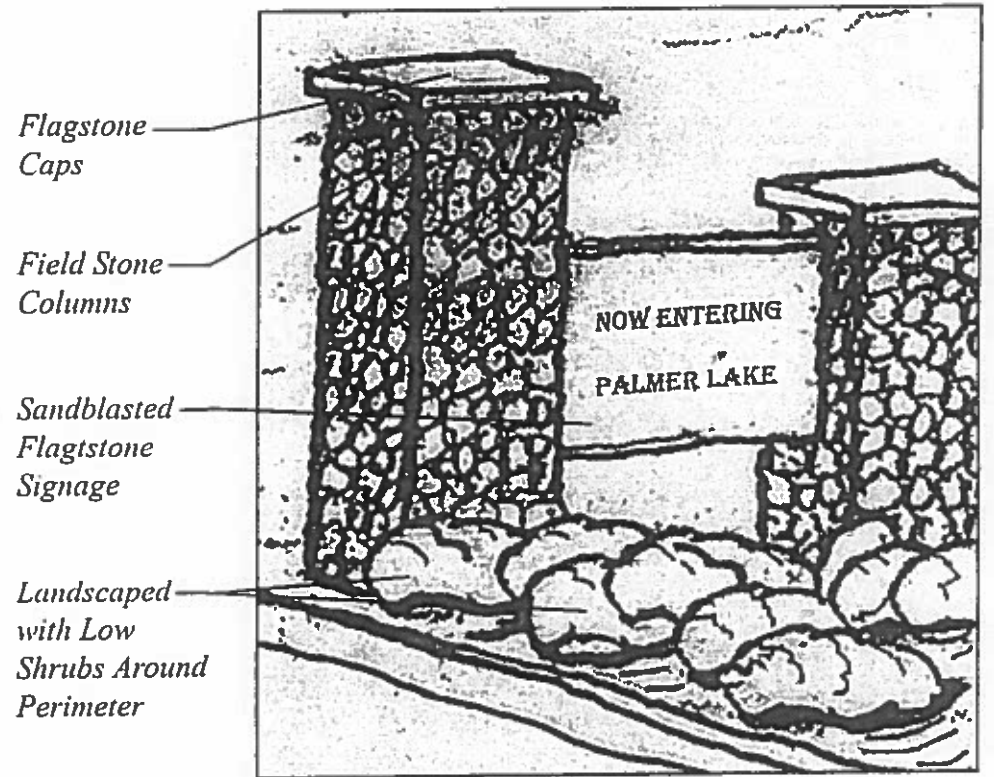
**Detail - Entry Monument**

### **Entry Island Option**

The design shows an entry circle with the sign in the center of the highway. This will signify the entrance to the downtown area of Palmer Lake and help to slow traffic down.



**Perspectice - Gateway Signage**



**Detail - Entry Monument**

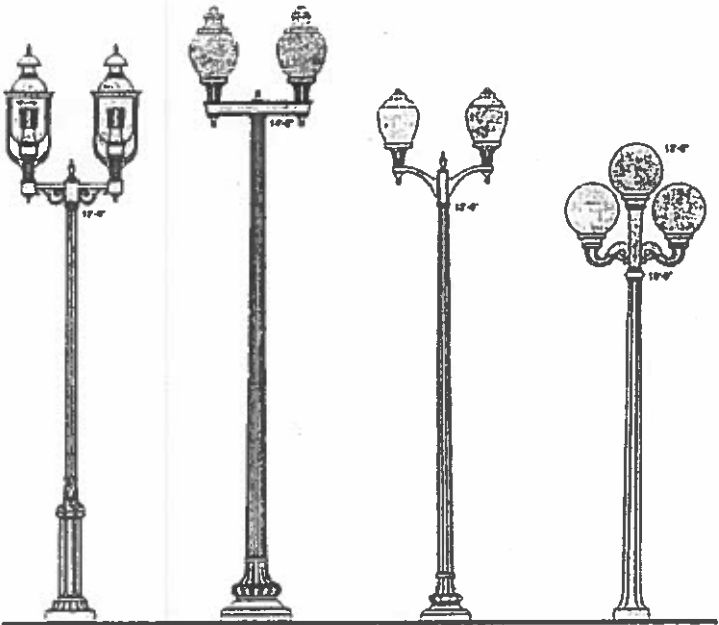
### **Gateway Signage Option**

The design shows a double entry sign along the highway. This will signify the entrance to the downtown area of Palmer Lake.

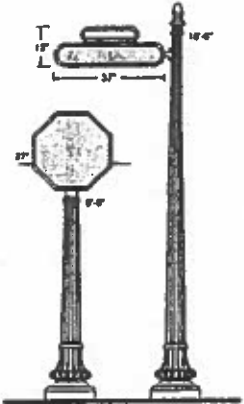


# POSSIBLE LIGHTING SYLES

- LIGHTING POSSIBILITIES INCLUDE:  
INCANDESCENT, MERCURY VAPOR, METAL HALIDE



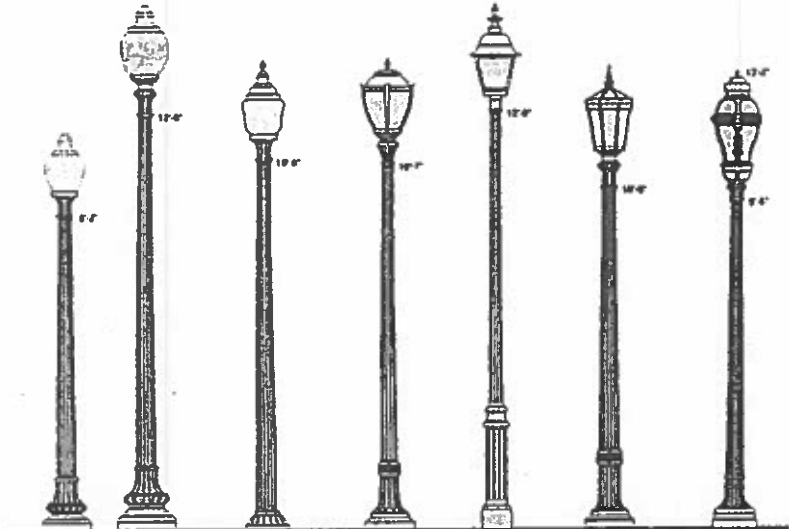
**PEDESTRIAN LIGHTING**  
- double lamp 12 - 15'



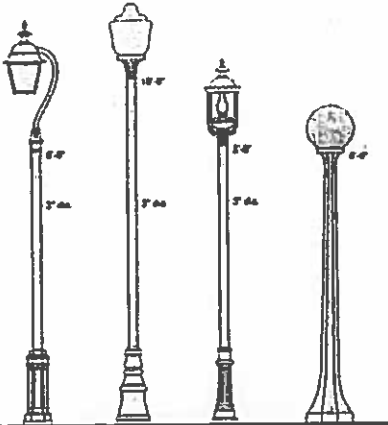
**STREET SIGNAGE**



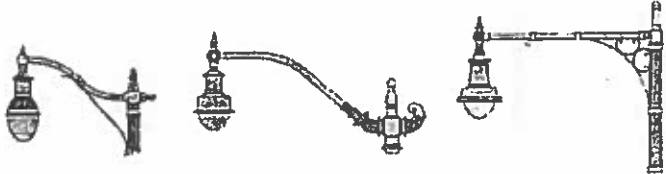
**EXISTING CITY LIGHTS IN PALMER LAKE**  
- located at Village Green  
- gas powered



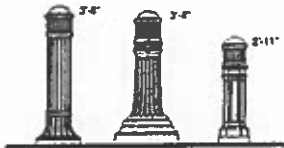
- single lamp 10 - 12'



- single lamp 8 - 10'

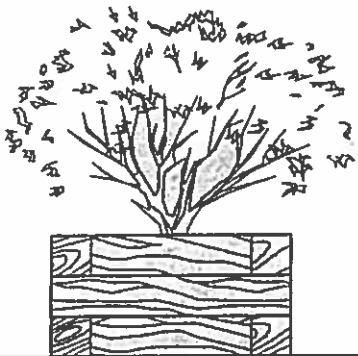


**ROADWAY ARMS AND LUMINAIRES**  
- for parking areas

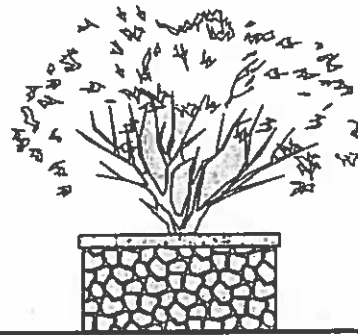


**LIGHTED BOLLARDS**  
- for path lighting

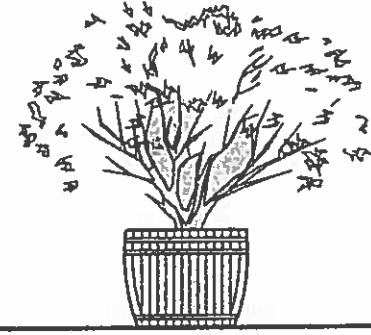
## Proposed Planter Styles



***Railroad Tie Planter:***  
*10" x 10" Railroad Ties  
Interlocked to a Height  
of 2'-6". Base Dimensions  
of 5'-0" x 5'-0".*

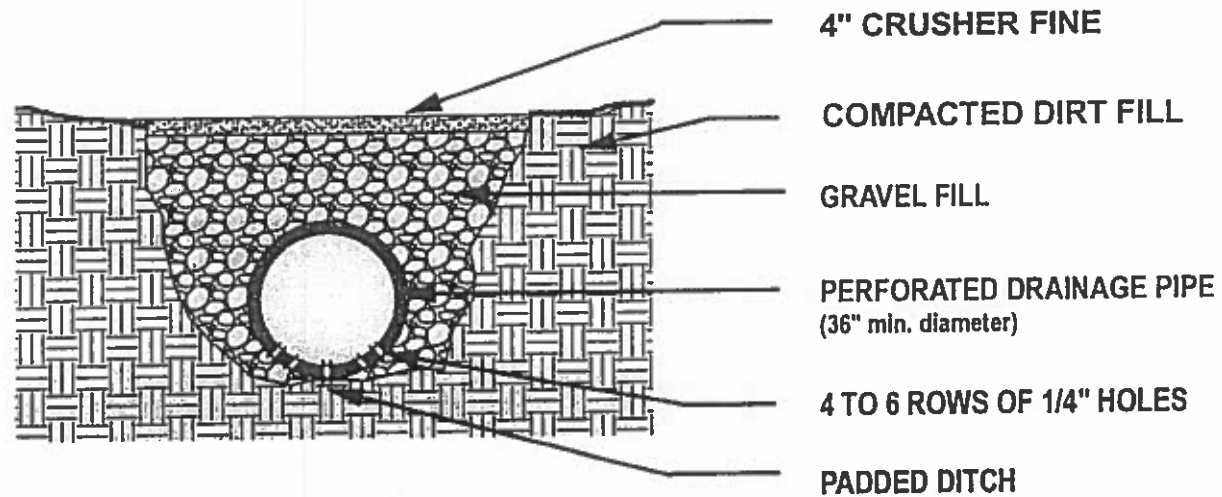
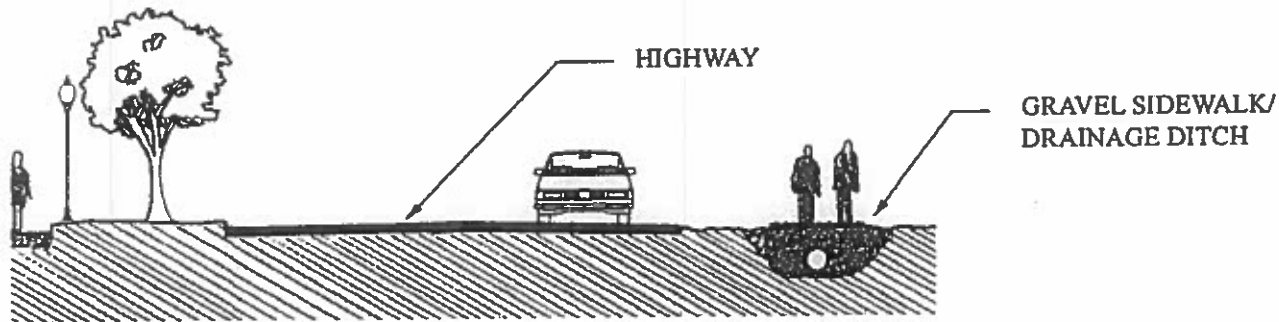


***Field Stone Planter:***  
*Base of Fieldstone with  
3" Precast Cap to a  
Height of 2'-0". Base  
Dimensions of 4'-0" x  
4'-0".*



***Wooden Barrel Planter:***  
*Wooden Barrel Saw Cut  
to a Height of 2'-0".  
Base Dimension of 2'-0"  
Diameter.*

# DRAINAGE PIPE AND GRAVEL SIDEWALK DETAIL





**APPENDIX**

# **Palmer Lake Drainage Assessment**

**For the community of Palmer Lake**

**and the**

**Colorado Center for Community Development**

**By**

---

**R. Joseph Bergquist, PE**

**December 3, 2001**

---

# Palmer Lake Drainage Assessment Report

## Introduction

Palmer Lake planning officials propose a series of improvements to their City's main street - HWY 105 - to control traffic, improve drainage, provide on and off street parking, and develop a more pleasing view of the route. Their proposal provides them the opportunity to improve storm water conveyance along and across HWY 105.

This memorandum addresses the drainage situation in that area and its potential for improvement when coupled with the other planned improvements.

## Background

Palmer Lake is a community of approximately 2,000 inhabitants that caters to the summer crowd and provides a bedroom community for Colorado Springs. The quiet community is located between Sundance Mountain and Palmer Lake approximately 12 miles north of the Springs and 3 miles from the community of Monument which is to the east on I-25. The main access from the North or the Southeast to Palmer Lake is HWY 105. The town's location is shown on the map on Figure 1.

Typically the weather is a mix of winter storms and summers showers. The winter storms are fairly wide spread while the summer ones are more localized. The summer storms tend to stop at the foothills to build and rise to cross the mountains. These summer meteoric events cause heavy rainfall next to the foothills.

In 2001 Palmer Lake officials approached the Colorado Center for Community Development to find a means to address the City's need for development of a more functional and attractive thoroughfare through town. The project was expanded to include a look at the drainage and pedestrian traffic on this reach of HWY 105.

On October 24 of this year a site visit was made to assess the drainage facilities and improvements needed in Palmer Lake. Della Gins, Tara Berreth, Town staff and Mr. Bob Radosevich, the Town's Public Works Director, accompanied the field visit team on their walk through. All three City staff individuals provided valuable information and insight to the drainage and traffic related issues. Refer to Appendix A for a complete field trip report.



## Hydrology

A lack of hydrologic data exists for the City area, as there are few streams to gage and a few rainfall gages. The Colorado NOAA Precipitation-Frequency Atlas has rainfall isotopes for the area that indicate rainfall amounts for the following storms:

- 1.6 inches for the 2-year 6-hour storm.
- 3.4 inches for the 100-year 6-hour storm.
- 2.0 inches for the, 2-year 24-hour storm.
- 3.0 inches for the 10-year 24-hour storm.
- 4.6 inches for the 100-year 24-hour storm

These isotopes are also found in the City of Colorado Springs and El Paso County Drainage Criteria Manual. Other areas along the Front Range have recorded rainfall intensities above 3.6 inches for an event that was termed the 100-year storm. These two indicators facilitate the assumptions and calculations that follow and will be required to design the system. The calculations that follow are a quick check on the runoff expected for a particular storm to check the ditch capacities along HWY 105.

## Present Condition

Drainage ditches and cross drainage exist along the reach of HWY 105 that is contained in the study area. Two cross drainage culverts move flows from the developed east "Town" side to an open undeveloped area reserved for parking on the west side. One 24-inch diameter culvert is located at the end of Larkspur Street. The other is located a bit farther north between the streets of Page and Larkspur see Figure 2. The culvert at the end of Larkspur was modified with an inclined drop inlet to facilitate the remove of sediment build-up at the entrance and in the culvert. The City tends to maintain the ditches to these culverts and their entrances and expects the State to maintain and clean the culverts.

On the west side of the highway a high point [HP on figure 2] exists at the end of Pie Street. This is where a majority of the runoff from the main drainage basin above and through the Town reaches HWY 105. Flows from Pie Street north travel north on the west side of the highway towards the crossing culverts. Flows from the south side travel south along the highway. Eventually the south side runoff reaches the draw that runs just east of Spring Street and flow into North Monument Creek. When these side ditches cannot carry the flows the excess sheet flow will cross the highway to the east side ditches. A short reach of the west side ditch is in a culvert between the convenient store location and Pie Street. Also in front of the convenient store the ditch has been filled and paved to provide access to the store. There are culverts in a few other locations on the west side that carry flows under side street joining the highway. The majority of the west side ditch north of Pie Street is a unpaved and is either grassed lined or contains some sediment gravel deposition in the bottom.

On the east side a similar high point exists across from the corner of Pie Street and Glenway, refer to Figure 2. Again the flows go north and south from this high point. Towards the north the ditch is not well defined and the flows tend to remain as sheet flows leaving the highway and falling off the road embankment to the lower open area to the east. Towards the south the ditch is more defined. It runs in front of a number of businesses and is in a paved swale shape. Flows to the north collect with the crossing flows from the two culverts in the open area and head towards the railroad tracks. At the tracks the water ponds from where the majority eventually flows south toward North Monument Creek at the south end of town. The flows heading south join the flows coming along the railroad and cross the highway south of Spring Street to flow into the same draw the west side flows reach before joining North Monument Creek.

The flooding problem in this study reach of highway is a combination of ditch capacity being exceeded or nonexistent. A separate problem is the dumping of sediment at the ends of side street ditches on the highway during a large flood event. The majority of flooding problems exist between the end of Pie Street and Lower Glenway. The majority of sediment deposition occurs at the end of Pie Street. When this happens the runoff tends to flow across the highway and cause the east side ditch capacity to be overcome. Flooding on the west side is increased due to the lack of adequate ditch or roadside culvert capacity. The area in front of the convenient store has no ditch capacity and even minor flooding effects their operation.

Recent storm drainage developments include a construction program to trap sediment on the hillside in street side ditches. A number of drops and rock lined ditches have been constructed along Brook, Milton, High, Dixie, and Park Streets. This program is scheduled to continue when funding is available and should reduce the sediment loads that reach the highway and cause traffic and maintenance problems.

## Capacity Calculations

Per drainage design criteria of CDOT new and existing ditches will need to carry a 100-year 24-hour storm. The ditch capacity requirement is a function of runoff and runoff is a function of drainage area. The largest drainage area impacting this reach of highway is from Pie Street north. South of Pie Street the drainage area is limited to the west by the existence of North Monument Creek.

Using this largest drainage area to determine the maximum ditch capacity requirements requires calculating basin area west of HWY 105 and north of Pie Street. The estimated runoff from that drainage area can be determined with the Rational Formula:  $Q = AiC$  where (A) in acres is the drainage basin area above the point of interest, (i) is the rainfall adjusted for the basin slope and time of concentration, and (C) is the coefficient of runoff.

The drainage basin of interest has an area of approximately 74 acres. With a rainfall of 3.5 inch for an adjusted 100-year storm event and a 50 percent runoff coefficient the total

flow from this area is approximately 128 cfs. The amount at Pie Street of this total discharge total is assumed to be about 60 cfs.

Assuming a bottom width of 2.5 ft in a trapezoidal earth lined ditch the depth of flow in a roadside ditch is about 1.8 ft with the maximum flow of 128 cfs. Ditches with smaller bottom widths will cause the water depth to increase. Steeper bottom slopes will increase the velocity and reduce the water depth, but erosion protection will be required. In the reach from Pie Street north the proposed ditch can be accommodated. With less flow expected in the rest of the study reach the water depths in most ditches with bottom widths of 2 feet will be under one foot.

Culvert capacity was not calculated. It was assumed for the purpose of cost comparisons. If a culvert was used to cross the highway or even go south from Pie Street a 36-inch diameter culvert would be the minimum size required.

## Drainage Assessment Summary

The assessment of the existing drainage situation can be summarized as:

- Capacity of the west side ditches is not adequate from Pie Street south to Lower Glenway.
- North of Pie Street the side ditches and culverts are adequate.
- New roadside culverts or ditches are needed south of Pie Street.
- Cross drainage under HWY 105 is an option. If used it would be located from the corner of Pie Street to a point east of Pie Street.
- There is ponding next to the railroad, which needs to be addressed when the area is developed into a new parking area.
- All existing ditches need to be cleaned and maintained.

## Proposal

The drainage issues can be addressed. To do so requires a detail drainage study. Alternatives developed to address the drainage needs can be structured to function with the traffic calming and pedestrian access improvement proposals being developed for review.

Drainage improvements should be divided into north of Pie Street and south of Pie Street. The north side will require less work than the south side. All drainage improvements should incorporate the following alternatives:

1. A "Do Nothing" alternative to obtain a baseline for the benefit cost comparisons that should be included with any alternative study.
2. Minor side ditch improvements and additional sediment trapping facilities built on the hillsides.



3. Minor side ditch improvements combined with a highway-crossing culvert at the end of Pie Street.
4. Minor side ditch improvements combined with a new road-side culvert running from Pie Street to some where before Middle Glenway.

Minor ditch improvements include:

- Combining ditches with walkways
- Returning areas where the capacity is inadequate or nonexistent back to an adequate carrying capacity for the design storm.

All these improvements fit easily with the traffic calming and pedestrian access improvements.

A drainage study should include:

1. A detail survey.
2. A property ownership identification effort.
3. Hydrological data collection.
4. Collection of local and regional development plans.
5. Analysis of runoff at design points like the end of Pie Street.
6. Conveyance sizing.
7. Alternative development and comparison.
8. Permit identification.
9. Report preparation with drawings and calculations attached.

## Cost Estimates

To make a rough assessment of the proposed alternatives the following unit costs were developed:

- Side ditch with 2-foot bottom width and a 2-foot depth - \$30/ft
- A 36-inch diameter culvert installed - \$375/ft

Using these rough units costs a capital cost for each of the proposed alternatives can be determined. Details on location and lengths are provided on Figure 3. Without contingencies, engineering, or other minor cost the four alternatives would cost

1. Do nothing - \$0 capital costs – unknown damage costs.
2. Minor ditch improvements – 900 feet on the west side to the north of Pie Street, 900 feet on the west side to the south of Pie Street, and 700 feet on the east side to the south of Pie Street for a total of \$46,000. Adding side road cross culverts would bring this total to approximately \$100,000. The combination would reduce drainage damage costs.

3. Minor ditch improvements, side road culverts and a culvert across HWY 105 - \$140,000 with additional damage reduction and reduced maintenance costs.
4. Minor ditch improvements and a culvert down the west side of HWY 105 to beyond the convenient store - \$160,000 with the about same benefits at alternative No. 3. This alternative could go higher with more water being directed south along the highway instead of across the highway, as it would be with No. 3.

Note these costs could easily double when the permitting, environmental assessment, and other non-capital costs are added.

## **Conclusions**

The cost estimates indicate that the culvert alternatives would cost the most yet provide the most benefit. Which culvert alternative would be the best for the situation depends on which highway improvement is selected.

The highway improvement options that work with open ditch concepts fit with the proposals for minor ditch improvements north of Pie Street.

Highway improvement options that require curb and gutter work best with the covered culvert proposal.

Sediment trapping provides benefits to all highway improvements and drainage improvement proposals.

## **Recommendation**

Based on this assessment it is recommended that the following be performed:

- Continue sediment-trapping construction.
- Combine minor ditch improvements with a culvert across HWY 105.
- Complete a drainage study once the highway improvement concept is selected.

## RECOMMENDED PLANTS LIST

### PERENNIALS FOR SUN

ACHILLEA MILLEFOLIUM  
 AGASTACHE CANA  
 ALCEA ROSEA  
 ALYSSUM MONTANUM  
 GOLD  
 ANTENNARIA SP.  
 ARTEMISIA FRIGIDA  
 ARTEMISIA 'POWIS CASTLE'  
 ASCLEPIAS TUBEROSA  
 ASTER SP. (AVOID AGGRESSIVE)  
 AURINIA SAXATILIS  
 CAMPANULA COCHLEARIIFOLIA  
 C. ROTUNDIFOLIA 'OLYMPICA  
 CERASTIUM TOMENTOSUM  
 CLEMATIS PANICULATA (VINE)  
 COREOPSIS LANCEOLATA  
 C. VERTICILLATA VARIETIES  
 DELOSPERMA NUBIGENUM  
 ERIGERON COMPOSITUS  
 ERIOGONUM UMBELATUM  
 ERYSIMUM KOTSCHYANUM  
 ESCHSCHOLZIA CALIFORNICA  
 GAILLARDIA ARISTATA  
 GRASS, BOUTELOUA GRACILIS  
 GRASS, FESTUCA GLAUCA  
 GRASS, HELICTOTRICHON SEMP.  
 GRASS, SCHIZACHYRIUM SCOP.  
 HELIANTHUM VARIETIES  
 HEMEROCALLIS VARIETIES  
 IPOMOPSIS AREGATA  
 IRIS X GERMANICA VARIETIES  
 IRIS PALLIDA 'VARIEGATA'  
 LIATRIS SPICATA 'KOBOLD'  
 LINUM PERENNE  
 MACHAERANTHERA BIGELOVII  
 MIRABILIS MULTIFLORA  
 NOLINA MICROCARPA  
 OXYTROPIS LAMBERTII  
 PENSTEMON SP. (MANY)  
 RATIBIDA COLUMNIFERA  
 RUDBECKIA  
 SEDUM 'AUTUMN JOY'  
 THYMUS PRAECOX 'PSEUDOLANUGINOSUS' WOOLLY THYME  
 ZAUSCHNERIA CALIFORNICA LATIFOLIA HUMMINGBIRDFLOWER  
 ZINNIA GRANDIFLORA

YARROW  
 DOUBLE BUBBLEMINT  
 HOLLYHOCK  
 MOUNTAIN BASKET OF  
  
 PUSSYTOES  
 FRINGED SAGE  
 POWIS CASTLE SAGE  
 BUTTERFLY WEED  
 ASTER  
 BASKET-OF-GOLD  
 LITTLE BLUEBELLS  
 'BLUE HAREBELL  
 SNOW-IN-SUMMER  
 SWEET AUTUMN CLEMATIS  
 LANCE-LEAF COREOPSIS  
 COREOPSIS  
 HARDY YELLOW ICEPLANT  
 CUT-LEAF DAISEY  
 SULFUR FLOWER  
 ALPINE WALLFLOWER  
 CALIFORNIA POPPY  
 BLANKET FLOWER  
 BLUE GRAMMA GRASS  
 BLUE FESCUE  
 BLUE AVENA GRASS  
 LITTLE BLUESTEM  
 SUNROSE  
 DAYLILY  
 SCARLET GILIA  
 BEARDED IRIS  
 VARIEGATED IRIS  
 GAYFEATHER  
 BLUE FLAX  
 SANTA FE ATSER  
 WILD FOUR-O'CLOCK  
 BEAR GRASS  
 LAMBERT'S LOCOWEED  
 PENSTEMON  
 PRAIRIE CONEFLOWER  
 BLACK-EYED SUSAN  
 AUTUMN JOY STONECROP  
 GOLDEN PAPERFLOWER

### PERENNIALS FOR PART SHADE - SHADE

AJUGA REPTANS GREEN  
 ANEMONE SP.  
 AQUILEGIA SP.  
 ARCTOSTAPHYLOS UVA-URSI  
 CAMPANULA COCHLEARIIFOLIA  
 C. ROTUNDIFOLIA 'OLYMPICA'  
 FRAGARIA AMERICANA  
 GRASS, FESTUCA GLAUCA  
 GRASS, HELICTOTRICHON SEMP.  
 IRIS PALLIDA 'VARIEGATA'  
 MAHONIA REPENS  
 PENSTEMON STRICTUS  
 VIOLA CORNUTA VARIETIES

CARPET BUGLE  
 WINDFLOWER  
 COLUMBINE  
 BEARBERRY  
 LITTLE BLUEBELLS  
 BLUE HAREBELL  
 WILD STRAWBERRY  
 BLUE FESCUE  
 BLUE AVENA GRASS  
 VARIEGATED IRIS  
 OREGON HOLLY GRAPE  
 RCKY. MNTN. PENSTEMON  
 TUFTED PANSY

### SHRUBS

AMELANCHIER ALNIFOLIA  
 A. UTAHENSIS  
 AMORPHA CANESCENS  
 A. FRUTICOSA  
 ARTEMESIA FILIFOLIA  
 CARAGANA PYGMAEA  
 CARYOPTERIS X CLANDONENSIS  
 CEROCARPUS MONTANUS  
 EPHEDRA VIRIDIS  
 JUNIPERUS COMMUNIS  
 J. SABINA 'SCANDIA'  
 PEROVSKIA ATRIPLICIFOLIA  
 PRUNUS BESSEYI  
 RIBES ALPINUM  
 RIBES AUREAM  
 ROSA VARIETIES  
 RUBUS SP.  
 SYRINGA VULGARIS SELECTION  
 VIBURNUM LANTANA 'MOHICAN'

SASKATOON SERVICEBERRY  
 UTAH SERVICEBERRY  
 LEADPLANT  
 FALSE INDIGO  
 SAND SAGEBRUSH  
 PYGMY PEASHRUB  
 BLUE MIST SPIREA  
 MOUNTAIN MAHOGANY  
 MORMON TEA  
 COMMON JUNIPER  
 SCANDIA JUNIPER  
 RUSSIAN SAGE  
 WESTERN SAND CHERRY  
 ALPINE CURRANT  
 GOLDEN CURRANT  
 SHRUB ROSE  
 RASPBERRY  
 LILAC  
 WAYFARING TREE

### TREES

ACER TARTARICUM  
 CELTIS OCCIDENTALIS  
 CRATAEGUS AMBIGUA  
 C. SUCCULENTA  
 FRAXINUS PENNSYLVANICA  
 QUERCUS GAMBELII  
 SYRINGA PEKINENSIS

TARTARIAN MAPLE  
 WESTERN HACKBERRY  
 RUSSIAN HAWTHORN PS  
 COLORADO HAWTHORN  
 WHITE ASH  
 GAMBEL OAK  
 PEKING LILAC

### EVERGREENS

JUNIPERUS SCOPULOROM  
 PICEA PUNGENS 'FAT ALBERT'  
 FAT ALBERT  
 PINUS ARISTATA  
 ROCKY MOUNTAIN JUNIPER  
 COLORADO SPRUCE  
 BRISTLECONE PINE

- VEGETATION FOR GENERAL LANDSCAPING AND PARK AREAS

## COMMENTS FROM PALMER LAKE PRESENTATION ON 1/22/02

### OPTION A - (12 votes)

- Entry sign should be south of 105 so that traffic is slowed down (2 comments)
- Approve of textured sidewalks (2 comments)
- Small boats will be allowed on lake – need to take into consideration (2 comments)
- Drainage Ditch and sidewalk potential problems with ice and snow build up, undesirable (2 comments)
- Parking and street need some lighting (2 comments)
- Need to connect overflow lot with linear lot (2 comments)
- Need pedestrian sidewalk on E. side of road near baseball field area
- Need connection from ball field to ice cream shop
- Need to slow traffic at ball field area
- Move crosswalk across from ball field
- Need more trails connecting to street (overflow lot, villa, etc.)
- Connect beach area around lake to town
- There is an existing “informal path” across railroad near south end of lake that should be investigated
- Need bridge across railroad at ball fields to end of lake
- Like idea of entry circle to slow traffic
- Entry and exit circles may be a concern for country plows
- Linear lot seems like too much parking for few businesses
- Need to note commercial area in park
- Forgot B & E restaurant next to salon
- Put kiosk at beginning of town to shop shopping and restraints

### OPTION B – (4 votes)

- Need pedestrian bridge on S. side of town over RR tracks (2 comments)
- Approve of exercise circuit
- Must have crosswalk at ball field to store and ice cream shop
- Slow traffic down at ball field area
- Where the town owns land utilize it for parking
- Need off-street parking for TLC arts
- Would like palmer lake sign in middle of road (like option A)
- Need parking signs directing to overflow lot and baseball field lot



**OPTION C** – (0 votes)

- This option is too formal and urban for palmer lake (2 comments)
- Need pedestrian crossing from ball field to ice cream shop (2 comments)
- Symmetrical entry signs are a good idea
- Perpendicular parking is dangerous and undesirable
- Need bike paths along HWY and through town
- Entry signs should have listing of businesses and restaurants
- Need crossing over RR tracks to connect the end of the lake and the ball fields
- Should have enlarged off – street parking for art complex
- There is an area in the park that is zoned commercial
- Perhaps need another sign for county line rd entrance
- Talk with Villa about parking needs
- B & E with parking lot is missing
- Building missing S. of Liano Roofs
- Building missing next to Bread box (20 \* 30)
- Go for the big dollars first and then value down

**General Comments:**

- Possibility of casino riverboat on lake owned by town
- Small boats will eventually be allowed on lake
- Each business should be responsible for adding two gas street lights to the end of their property
- Extend parking lot north from the pie corner to larkspur, thinning the existing trees and creating an island
- Bury lines by RR then make the road a wide trail for emergency use

**CONTACT SHEET**

Name	Address	Phone #
1 Dick Kapusta	579 County Line	481-1350
2 Darlah Kapusta	"	"
3 Art Elmer	589 Forest View Way	481-9120
4 Ron Howard	151 Katy Gulch Dr	487-7203
5 Susan Miner	595 Hwy 105	488-9866
6 Kathleen Williams	831 Circle Rd	487-9890
7 Todd Williams	"	"
8 Bill McDonald	55 Valley Crescent	P.L. 719 481-3307
9 Jim Fitzgerald, Jr	P.O. Box 400 Palmer Lake	719/488-8670
10 Bob Radosevich	TOWN OF PALMER LAKE	
11 Joaquin Mendoza	166 Pinecrest Way P.O. Box 1586	(719) 488-8746
12 Al Fritts	1050 CARIBDENNE WEST MONUMENT, CO 80132	(719) 488-2242
13		
14		
15		
16		
17		

MTI  
+  
THE SUN

1/22/04

CONTACT SHEET

Name	Address	Phone #
1 GOV VAUGHN	18680 Knollwood, Monument	487-0064 80132
2 JEFF HULSMANN	104 Hwy 105 Box 397 Palm Springs	481-2222
3 David James Wilson	84 Hwy 105 P.L.	481-2671
4 Russ Beeshole	1320 Old Anivers 1224	988-207d
5 <del>Charles</del> Stoddard	Box 104 B Hwy 224 Hwy 105	481-4764
6 Sue Buell	528 Academy Rd.	481-2474
7 Jeannine Engel	93 Glenway	488-9147
8 DAN KUNZE	755 HWY 105, #1 PL	488-1163
9 Kurt Ehrhardt	589 Forest View Way	481-9120
10		
11		
12		
13		
14		
15		
16		
17		

## COMMENTS FROM PALMER LAKE PRESENTATION ON 3/5/02

### OPTION A - (5 votes = this option was the preference)

- Like parking scheme
- Like gravel sidewalks
- Do not like entry circles
- Need limited lighting (paid for by businesses)
- Like the trail network
- Train Park great idea – could have restaurant or gift shop in commercial area
- Would rather have at grade non-textured crosswalks
- Would like directional signage, business listing and space for special events on or near entry signs
- Crosswalks could be painted in phase I and textured in future phase
- Like the two way large lot and the park lot but need to light both areas
- Supportive of xeroscaping in park
- Should group exercise stations in circuit like option B
- Move parking lot back to keep existing shrubs as screen (10')
- Add planters along hwy as in option B
- Like idea of enhancement of traffic circle at Y intersection
- Check plan no room for parking in front of apartments, also trail to B & E may interfere
- Think should add parallel parking along hwy at post office area and near art center
- Commercial area actually further over in park
- Like double sign scheme better than entry circle
- Like crossing over railroad near overflow lots

### OPTION B – (0 votes)

- There is an existing berm for a pedestrian bridge below the entry signs
- There is parking behind the B & E
- Need parking lights in overflow lots
- Parallel parking on the road is too dangerous
- Like the idea of an exercise circuit
- Commercial zone is actually over more
- Like the lot in the park area
- Like double entry signs
- Dislike idea of curb and gutter



CONTACT SHEET for Palmer Lake Presentation on 3/5/02

Name	Address	Phone #
1. BOB RADOSEVICH	TOWN OF PALMER LAKE ROAD DEPT.	481-2953 office
2. NIKKI McDonald	TOWN OF PL	481-2953
3. Randy Jones	Town of Palmer Lake	"
4. Anne Jones	TOWN OF PALMER LAKE	481-3988
5. Mark Miller	595 Hwy 105 90133	488-9866
6. Sue Buell	584 Academy Rd.	481-2474
7. <del>FOUL</del> HANJ	<del>FOUL</del> TRI-LAKES CENTER FOR ARTS	339-1280
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		

PROJECT

Sign UP

DATE 4/30/02

NOTES

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26
- 27
- 28

Owan Mixer  
Bob Radzowski  
Della Sims

PREPARED BY

PAGE

**WHAT IS THE PURPOSE OF HWY 105?  
THE USE?**

- **MULTI USE - COMMUTER, RETAIL COMMERCIAL BUSINESS \*\***
- **INTER COMMUNITY THRU-WAY \***

**WHAT IS THE FUTURE OF THE RESIDENTIAL  
PROPERTIES?**

- **TRANSITION AREA WHERE RESIDENTIAL AND LIGHT COMMERCIAL CAN ENHANCE EACH OTHER**
- **MOST PALMER LAKE RESIDENTS NEED 105 TO GET TO WORK**
- **"MAINSTREET"**
- **PEOPLE CROSSING (OVER OR UNDER) TRAIN TRACK**

**SPEED LIMITS**

**OK**

OK IN PLACES, NEED TO ADJUST  
FOR AREAS \*\*

OK - NEED DECEL LANES FOR  
CONGESTED AREAS

OK AT THIS TIME, TRAFFIC FOR  
THE MOST PART REGULATES  
ITSELF

**NEEDS WORK**

LOWER \*\*\*

TOO SLOW ON COUNTY LINE  
RD. 35mph - 50mph - yes \*\*\*

ENFORCE LIMITS ON 105 \*

FLASHING LIGHT NEEDED AT  
INDI? & COUNTY LINE

THERE IS A REAL SAFETY ISSUE  
WITH PEOPLE DRIVING  
80 - 70 ON 105

105 HAS TRANSITIONED TO THE  
MAIN COMMERCIAL  
CENTER - THE SPEED  
LIMIT SHOULD BE LOWER-  
ED TO REFLECT THAT.  
SPEED IS TOO HIGH.

BIKE LANE \*\*

"MAINSTREET"



## UTILITIES

OK

NEEDS IMPROVEMENT

JUST FINE

WE NEED FIRE HYDRANTS ON THE EAST  
END.

220 - 3 PHASE NEEDED (208V. NOW) \*

NEED CITY SEWER FOR COUNTY LINE  
ROAD

PHONE LINES

HIGH SPEED INTERNET ACCESS-DSL \*

LINES SHOULD BE APPROVED BY TOWN  
SO AS NOT TO DISRUPT OUR  
QUAINTNESS.

UNDERGROUND! \*

DEVELOPERS COULD HELP WITH INFRA-  
STRUCTURE, BUT SHOULD HAVE  
SOME WAY TO RECOVER AT LEAST  
A PORTION OF THEIR INVESTMENT.

## **LANDSCAPE STANDARDS**

**COUNTY AND STATE NEED TO TAKE CARE OF THEIR ROW'S**

**EXISTING VEGETATION THAT DOESN'T NEED TO BE WATERED  
SHOULD BE LEFT ALONE.**

**NEW AND EXISTING BUILDINGS NEED TREES AND EROSION  
CONTROL. \***

**STRICT GUIDELINES FOR BUSINESSES THAT HAVE TO BE  
ENFORCED IE: GRASS AND TREES. \*\*\***

**TREES!**

**IN TOWN - HANGING BASKETS. \***

**LANDSCAPING AROUND FRONT OF BOWLING ALLEY - WEST END  
CENTER AND ACCROSS STREET. \*\***

**LANDSCAPE STANDARDS APPROPRIATE IN DOWNTOWN WALKING  
SHOPPING TOURIST AREA - NOT IN LIGHT MANUFACTURING  
AREA. \*\***

**LANDSCAPE SHOULD INCORPORATE LOW WATER USAGE PLANTS  
XERISCAPE! \*\***

## SIGNAGE

### OK

HAVE THE STAR ON AT NIGHT YEAR  
ROUND

SIGNS ANNOUNCING PALMER LAKE  
BUSINESSES LIKE MONUMENT  
HAS DONE. \*

SIGNAGE AT I-25 POINTING TO PALMER  
LAKE BUSINESS DISTRICT -  
3 MILES

### NEEDS IMPROVEMENT

SIGNS NEED TO BE UNIFIED SO  
THEY DO NOT STICK  
OUT. \*\*\*

-OR THEY ALL LOOK BETTER  
-LOWER HEIGHT  
-ROCK AND WOOD (NO  
PLASTIC)  
-ILLUMINATED FROM WITH-  
OUT, (NOT BACKLIT). \*

SNAZZY SIGN AT ENTRANCE TO  
PALMER LAKE. \*

BANNERS (IE: CHRISTMAS, 4TH  
OF JULY)

MAKE CONSISTENT

BADLY NEED "BLINKING LIGHT"  
AT INDI AND COUNTYLINE  
(BLIND CORNER) SOLID  
WHEN PEOPLE ARE ON  
INDI. \*

CONSISTENT SIGNAGE WITHIN A  
COMMUNITY GIVES SOME  
"CLASS". PICK AN "ERA" AND  
TRY TO CREATE A COMMUNITY  
WITH SOME CHARACTER OF ITS  
OWN.

**ZONING**

**OK**

**ENFORCE CURRENT ZONING!**

**TOWN CANNOT IMPOSE PUD'S ON  
ANYONE - THE PROPERTY  
OWNERS MUST REQUEST A  
PUD.**

**NEEDS IMPROVEMENT**

**HOW IS IT DEFINED EXACTLY -  
WHAT ARE THE OPTIONS?**

**CONSIDER PUD FOR MOST  
ZONING SO TOWN CAN  
CONTROL DEVELOPEMENT.  
NEEDS ENFORCEMNT ZONE  
TO ENCOURAGE OFFICES  
OVER RETAIL. \***

**ENFORCEMENT! \***



## ARCHITECTURAL AND LIGHTING STANDARDS

CREATE SOME - IS THERE A CASE STUDY TO MODEL FROM?

REQUIRE DOWNCAST & SHIELDED LIGHTING OUTSIDE. \*\*

PRIVATE LIGHTING SHOULD NOT AFFECT NEIGHBORS OR  
ROADS. \*

"IN THE SPIRIT" OF SMALL, MOUNTAIN TOWN.\*\*

CREATE "BRAND" IDENTITY, (IE: UNIFORM) LIKE BRECKENRIDGE  
AS A MODEL EXAMPLE. \*

ENOUGH FOR SAFETY NOT ENOUGH FOR LIGHT POLLUTION. \*

## CONSIDERATION FOR RESIDENTIAL PROPERTY

RESIDENTS DIRECTLY BENEFIT FROM PALMER LAKE BUSINESS  
GROWTH. \*

TURN ALL PROPERTY ON 105 TO PUD TO ALLOW FOR POSSIBLE  
COMMERCIAL USE.

PEOPLE THAT CHOOSE 105 INSTEAD OF I-25 LIKE TO SEE OPEN  
FIELDS, TREES, ANIMALS, ETC., NOT BUILDINGS. \*\*\*

THE BEAUTY IS IN THE OPEN SPACE AND WELL KEPT PROPERTIES,  
NOT DENSITY. \*\*