Town of Palmer Lake

Comprehensive Plan
(Highway 105 Streetscape)

Updated in February 2003

Updated in April 2013

Prepared by the Pikes Peak Council of Governments— March 1993

TOWN OF PALMER LAKE, COLORADO

COMPREHENSIVE PLAN

July, 1994

Prepared by:

The Pikes Peak Area Council of Governments

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Barry Blackman
Edna Brickell
Mabel Carpenter
Tammy Ciccolella
Greg Dobbs
Victor Fowler
Craig Gilbert
Emory Hightower
Jack Johnson
Lois Johnson
Kathy Kaufer
Harold Kline
Nikki McDonald
Paul Olivier
Bob Radosevich
Tony Radosevich
Marian Silberstein
Joan Steininger

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SECTION 1 INTRODUCTION

1.1 PURPOSE

This plan has been prepared by the Town of Palmer Lake, with assistance from the Pikes Peak Area Council of Governments, Colorado Springs, CO. This plan is an official public document and policy guide effected by appropriate ordinances enacted by the Palmer Lake Town Council. It is designed to be used by public officials and private citizens alike in making and implementing plans and decisions concerning the future physical development of the Town of Palmer Lake. The purposes of the plan are to:

- Articulate Palmer Lake's vision of what its future will look like and what its residents want it to be.
- Identify current community facilities, land use, capital improvement programs, historic and environmental resources, transportation, and population and provide a legal basis for their development.
- Estimate the impacts of future trends within the community that will be influenced by regional social, economic and physical development.
- Recommend policies that will achieve the Town's long term growth objectives.

The principal objective of the comprehensive plan is to coordinate plans for all geographical parts and functional elements of the community.

1.2 PALMER LAKE - THE VISION

The citizens of Palmer Lake want a town which provides the traditional public services while maintaining its historical, small-town atmosphere. They accept the fact that in order to preserve this atmosphere, they may not, in the near future, be able to have all the amenities of larger, more industrial - based municipalities such as all paved streets.

To maintain the desired character of the Town while continuing to provide and upgrade current services, Palmer Lake will do the following:

- Provide an environment conducive to measured, but steady growth.

- Encourage cottage industries, service industries, low impact light manufacturing, and other small businesses to locate within the Town.

- Encourage development of residential areas in accordance with current zoning codes.

- Ensure that facilities and utilities plans are accomplished to support the above.

1.3 PLAN BACKGROUND

In 1992, the Palmer Lake Planning Commission, as one of its yearly objectives, took on the task of updating the Town's Comprehensive Plan. The original plan had been written in 1982 and had not been updated. Upon receiving a state grant, the Planning Commission formed a citizens committee to provide input to a planner from the Pikes Peak Area Council of Governments who would assist in the update.

The committee sent out a questionnaire to the citizens of Palmer Lake requesting input from them on a wide range of issues. Examples of the issues are: Community character, commercial and private growth, land use, community facilities, services, infrastructure, and tax base. The committee then proceeded with the update, combining the current factual data and survey results and providing these to the planner for inclusion in the updated plan.

1.4 LEGAL OVERVIEW

The legal authority for making, adopting and amending a comprehensive plan for the physical development of a municipality is granted by the State of Colorado through enabling legislation. Section 31-23-208, C.R.S. 1973 assigns this authority to the municipal planning commission. Statutory cities, such as Palmer Lake, in contrast to home rule cities, are bound by the State Statutes in this regard.

1.5 HISTORICAL BACKGROUND

The first accounts of known settlements to occur around Palmer Lake were connected with three army expeditions between 1820 and 1843.

The first was led in 1820 by Major Stephen Long, the second in 1835 by Colonel Henry Dodge and the third in 1843 by Lieutenant John Fremont. However, no permanent settlements occurred for a number of years after these expeditions explored the area.

In 1871 General William J. Palmer began building the Denver and Rio Grande Railroad. The railway was laid on the west side of the lake and began operations in 1872. During this time the railroad station was known as the Divide. It held this name for ten years. In 1883 the railroad was renamed first as Loch Katrine, then as Palmero, and finally in November, 1883, the railroad station was officially recorded as Palmer Lake.

In the summer of 1882 a dental surgeon, Dr. Finley Thompson, visited the area and saw the potential for a health resort and vacation community. In 1882 and 1883 Dr. Thompson purchased 320 acres of land east of Palmer Lake and called it Loch Katrine. He also purchased property on the west side of the lake and named it the Glenside addition to Loch Katrine.

It wasn't until the mid-1880's that the Town began to grow. In 1884 the Glen House opened its first unit for tourists. A restaurant was opened that year beside the railroad station to serve its customers. In 1886 the first general store was opened with a small meat store in the back. The adult population during this time had grown to 20 people. A number of major events for Palmer Lake occurred in 1887. The Santa Fe Railroad extended its tracks from Pueblo to Denver through Palmer Lake, adding a railroad station, agent's quarters, and public restaurant. Dr. Finley Thompson built his home which he called Estemere that year. It was also the first season of the Rocky Mountain Chautauqua Assembly. The Chautauqua proved to be very popular and as attendance grew, the programs became more diversified. The summer event became a good source of income for the Town as the population steadily increased.

In 1889 the Town of Palmer Lake was incorporated. The first mayor was Dr. Thompson who was elected along with six trustees. The Town limits contained two thousand eight hundred acres.

The tourist industry continued to be important to the area until the 1920's. By this time, the traditional summer vacation was changing. The automobile became the choice of transportation. People no longer took trains to vacation areas or stayed throughout the summer months. However, Palmer Lake continued to advertise its clear Rocky Mountain

air and environment. Tourism continued to decline. In 1920 the Rockland Hotel burned down, and many saw it as a great loss for the tourist industry. As dependency on tourism continued to decline, previous visitors were returning to build or buy summer homes. This trend was reflected by the economy stabilizing during the 1930's as the population grew to 244 people.

The population continued to grow over the years. In the 1940's, the principle highway relocated east of Town forcing many businesses in Palmer Lake to also relocate near the highway. Construction of the Air Force Academy in the 1950's became a driving force as the population doubled and people saw Palmer Lake as a desirable place to live. By 1970 the population increased to 1,000 people. In 1982 the population was 1,300 residents and according to the 1990 census, the population had been estimated at 1,480 people.

An important tourist attraction that has continued through the years is the Palmer Lake Yule Log Ceremony. The tradition was adopted in the 1930's. A long time resident, Miss Lucretia Vaile, organized the first ceremony and it has been celebrated every year since with the exception of the years during World War II. A companion project to the Yule Log Celebration is the lighting of the 500 foot Star of Bethlehem from Sundance Mountain. The 1930's was also a time of construction. A new elementary school was built, and the school with an addition is still in use today. The first volunteer fire department was organized in 1937 and the fire house was in operation by spring on 1938.

During the 1950's when the Air Force Academy was proposed for the area, the population dramatically increased. Palmer Lake leased the water rights and reservoirs from the Denver and Rio Grande Western Railroad. At this time a contract was also let to repair and strengthen the upper reservoir. Bids were also taken for the repair and cleaning of the lower reservoir.

During the 1960's the Town became predominantly residential. People were commuting to Colorado Springs and Denver via Interstate 25. The new post office was dedicated. Lighting was added to most streets along with lights around the town hall. On June 16, 1965, the Town became a victim of a flood and several water spouts which sent over 4 million gallons of water a minute down Monument Creek. It took months to repair the damage to water mains, roads, and bridges. In 1966, the Arthur Bradley's donated Sundance Mountain to the Town. In 1967 the Santa Fe Railroad closed the depot in Town. The depot was

eventually moved to South Park.

By 1970 the population had increased to 1,000 people. It was at this time the Palmer Lake Sanitation district was formed. Other improvements included acquiring a police vehicle and upgrading the Bethlehem Star.

The 1980's had moderate growth in population. In 1982, the population reached 1,300. The Palmer Lake Elementary School closed in 1980 and re-opened in 1985. Since that time the enrollment has ranged between 350 to 400 students per year. Monument and Palmer Lake Town Councils voted for installation of cable television in 1981. The Town purchased the lake and two reservoirs from the Denver and Rio Grande Railroad with a combined loan and grant from the Farmer Home Administration. In 1981, the Vaile Library and Museum was completed. A gazebo was built on the Village Green in 1982 and gaslights were added to several areas of town including the Town Hall. The water system including the reservoir has undergone continual repair and replacement of infrastructure to meet the EPA guidelines.

1.6 POPULATION

Growth in Palmer Lake during the past decade can be characterized as moderate. Though the time between 1980 and 1990 showed a 31% increase in the population, historically, it has tended to rise quickly then slow to a gradual increase. Most of the growth has been attributed to in-migration. The 1950's and 1960's brought the greatest population increase due to construction of the Air Force Academy. Since that time, no one singular incident has been cause of a population increase. Overall, the growth has averaged 75% between 1960 and 1970. From 1970 to 1980, the increase averaged 19%. From 1980 to 1990 the growth averaged 31%. Table 1 illustrates population trends since 1900.

TABLE 1

POPULATION TRENDS, PALMER LAKE

Census Date	Population	% Change
1900	166	
1910	163	-2
1920	160	-2
1930	244	+53
1940	269	+10
1950	263	-1
1960	542	+104
1970	947	+75
1980	1130	+19
1990	1480	+19

Source: U.S. Bureau of Census

TABLE 2

1990 SUMMARY OF GENERAL POPULATION CHARACTERISTICS OF PALMER LAKE

PERSONS

Total	Female	Male
1480	729	751

HOUSING

Housing Units	Occupied Units	Persons Per Household	Families
702	562	2.6	398

SECTION 2 NATURAL ENVIRONMENT

2.1 INTRODUCTION

Palmer Lake rests against the foothills south of the Palmer Divide, on a ridge that separates the waters of the South Platte River from those of the Arkansas River. The Town is located northwest of Interstate 25, between Colorado's two largest cities, Colorado Springs (15 minutes south) and Denver (45 minutes north).

Due to limited water resources experienced by Palmer Lake, Xeriscaping is highly recommended for any further development. According to the Colorado Springs Water Department, 40% of their water is used to irrigate gardens and lawns. Table 3 is a list of recommended Colorado Front Range plants that can be used to take advantage of varying conditions/microclimates which exist within the Palmer Lake area.

2.2 TOPOGRAPHY

The topography ranges from moderately sloping to extremely steep with abrupt changes in elevation. The elevation varies from a low of 7,000 feet along portions of Monument Creek to 8,050 feet on Sundance Mountain. Approximately one-fifth of the incorporated areas has slopes in excess of 30%

2.3 CLIMATE

The climate is marked by extreme differences in weather conditions. The temperatures range from -29 degrees to 94 degrees F, with the present average annual temperatures ranging from a low of 31 degrees to a high of 55 degrees. Average annual precipitation is 23.95 inches, and average snowfall for the months of October through June is 103 inches with March receiving the most snowfall. Eighty percent of the prevailing winds are directly out of the west and southwest. Other prevailing winds are from the north and northwest.

2.4 VEGETATION

Vegetation around Palmer Lake consists primarily of Ponderosa pine, mountain shrub, grasses, and riparian (wetlands or meadow) vegetation. The following list along with Map 1 illustrates the major vegetation classifications, their development potential characteristics, and general

locations in Palmer Lake.

- o Classification - Non-vegetated/Disturbed/Residential
  - *Characteristics* - Rocky, eroded stream bed/residential lawn and urban plantings.
  - *General Locations* - Along Monument and North Monument
    Creeks on the western edge of Town/Old Town and southeast Palmer Lake.
- o Classification - Douglas Fir
  - *Characteristics* - Conifer occupies 50% of the forest cover in this area.
  - *General Locations* - On the north and east facing slopes of Sundance Mountain between 7,000 and 10,500 feet in elevation.
- o Classification - Ponderosa Pine/Mixed Conifer
  - *Characteristics* - Ponderosa pine occupies 50% of the remaining tree cover. A wide variety of shrubs and grasses comprise the understory vegetation/mixed conifer.
  - *General Locations* - The north and west face of Ben Lomond Mountain and the Pinecrest area at 5,000 to 9,000 feet. Also on the east face of Chautauqua Mountain between 6,000 and 10,000 feet.
- o Classification - Mountain Grassland/Mountain Shrub
  - *Characteristics* - Predominantly occupied by grasses and shrubs such as oakbrush, mountain mahogany, sumac, chokecherry, bitterbrush and rabbitbrush. Shrubs will occupy not more than 20% of the vegetation cover.
  - *General Locations* - Adjacent to S.H. 105 and in the Sun Crest Road Area. On the base of Chautauqua and Sundance Mountains and the South slope of Ben Lomond Mountain.

Table 3:
COLORADO FRONT RANGE XERISCAPE PLANT LIST

Very Low Water Zone

Very Low - Once established, little if any additional irrigation is required.

Trees

Bur Oak
Quercus macrocarpa
70-80'

Pinyon Pine
Pinus edulis
15-50'

Russian Olive
Eleaegnus angustifolia
15-40', gray leaves

Shrubs

Curlleaf Mountain Mahogany
Cercocarpus ledifolius
5-10'

Mexican Cliffrose
Cowania mexicana
6-10', yellow flowers

New Mexican Privet
Forestiera neomexicana
5-8'

Rubber Rabbitbrush
Chrysothamnus nauseosus
2-4', yellow flowers

Russian Sage
Perovskia atriplicifolia
3-5', purple flowers

Sand Cherry
Prunus besseyi
4-6'

Saskatoon Serviceberry
Amelanchier alnifolia
7-15', blue berries

Shrubby Sage
Artemisia spp.
2-5', gray leaves

Three Leaf Sumac
Rhus trilobata
3-5', red fall color

Ground Covers

Creeping Juniper
Juniperus horizontalis
6-12"

Creeping Red Penstemon
Penstemon pinifolius
6-12", red flowers

Fringed Sage
Artemisia frigida
8-20", gray leaves

Hardy Ice Plant
Delosperma nubigenum
3", yellow flowers

Pussytoes
Antennaria rosea
3", white/pink flowers

Sedum Spp.
Sedum spp.
3-15", multicolor flowers

Snow-In-Summer
Cerastium tomentosum
6-10", white flowers

Sulfur Flower
Enogonum umbellatum
6-8", yellow flowers

Woolly Thyme
Thymus pseudolanuginosus
2", pink flowers

Perennials

Blanket Flower
Gaillardia aristata
18-30", yellow/red flowers

Blue Flax
Linum perenne
15-18", blue flowers

Gayfeather
Liatris punctata
18-24", purple flowers

Prairie Coneflower
Ratibida columnaris
15-18", yellow/orange flowers

Rocky Mountain Penstemon
Penstemon strictus
18-24", blue flowers

Silverleaf Cinquefoil
Potentilla hippeana
6-10", yellow flowers

Annuals

Annual Baby's Breath
Gypsophilia elegans
18-20", white flowers

Annual Coreopsis
Calliopsis tinctoria
12-18" orange/red flowers

California Poppy
Eschscholtzia californica
6-8", yellow/orange flowers

Mountain Bachelor Button
Centaurea cyanus
12-15", blue flowers

Statice
Limonium sinuata
12-26", blue/yellow flowers

Low Water Zone

Low - Small amounts of irrigation during very dry periods is required.

Trees

Bigtooth Maple
Acer grandidentatum
18-25', red fall color

Golden Rain Tree
Koelreuteria paniculata
30-40', yellow flowers

Green Ash
Fraxinus pennsylvanica
55-75'

Kentucky Coffee Tree
Gymnocladus dioicus
60-75', pods

Ponderosa Pine
Pinus ponderosa
25-50'

Rocky Mountain Juniper
Juniperus scopulorum
30-40'

Rocky Mountain Maple
Acer glabrum
12-18', red fall color

Russian Hawthorne
Crategus ambigua
12-20', red fruit

Western Catalpa
Catalpa speciosa
45-70', white flowers

Western Hackberry
Celtis occidentalis
40-60'

Shrubs

American Plum
Prunus americana
4-8', white flowers

Bluemist Spirea
Caryopteris clandonensis
30"-3', blue flowers

Golden Currant
Ribes aureum
3-4', yellow flowers

Littleleaf Mockorange
Philadelphus microphyllus
6-8', white flowers

Mugho Pine
Pinus mugo mughus
3-10'

Shrub Rose
Rosa rugosa
12"-3', pink flowers

Spreading Cotoneaster
Cotoneaster divaricata
18-24", red fruit

Ground Covers

Creeping Baby's Breath
Gypsophila repens
2-4", white flowers

Creeping Grape Holly
Mahonia repens
12-18", yellow flowers

Creeping Potentilla
Potentilla verna-nana
2", yellow flowers

Euphorbia
Euphorbia myrsinites
10-18", yellow leaves

Himalayan Border Jewel
Polygonum affine
8-12", white/pink flowers

Sweet Woodruff
Galium odorata
6-12", white flowers

Perennials

Asters, New York
Aster novae-belgii
12-26", purple/white flowers

Basket-of-Gold
Alyssum saxatile
6-12", yellow flowers

Carpathian Harebell
Campanula carpatica
4-6", blue/white flowers

Cottage Pinks
Dianthus plumans
3-8", pink flowers

Daylilies
Hemerocallis spp.
12-24", multicolor

Evergreen Candytuft
Ibens sempervirens
6-12", white flowers

- o Classification - Aquatic/Riparian/Meadow
  - *Characteristics* - Consists of bodies of water and identified by the existence of willow cottonwood, alder, rushes and sedges, primarily of grasses, sedges, and forbs.
  - *General Locations* - Palmer Lake along Monument and North Monument Creeks and southeast of Palmer Lake.

2.5 GEOLOGY AND SOILS

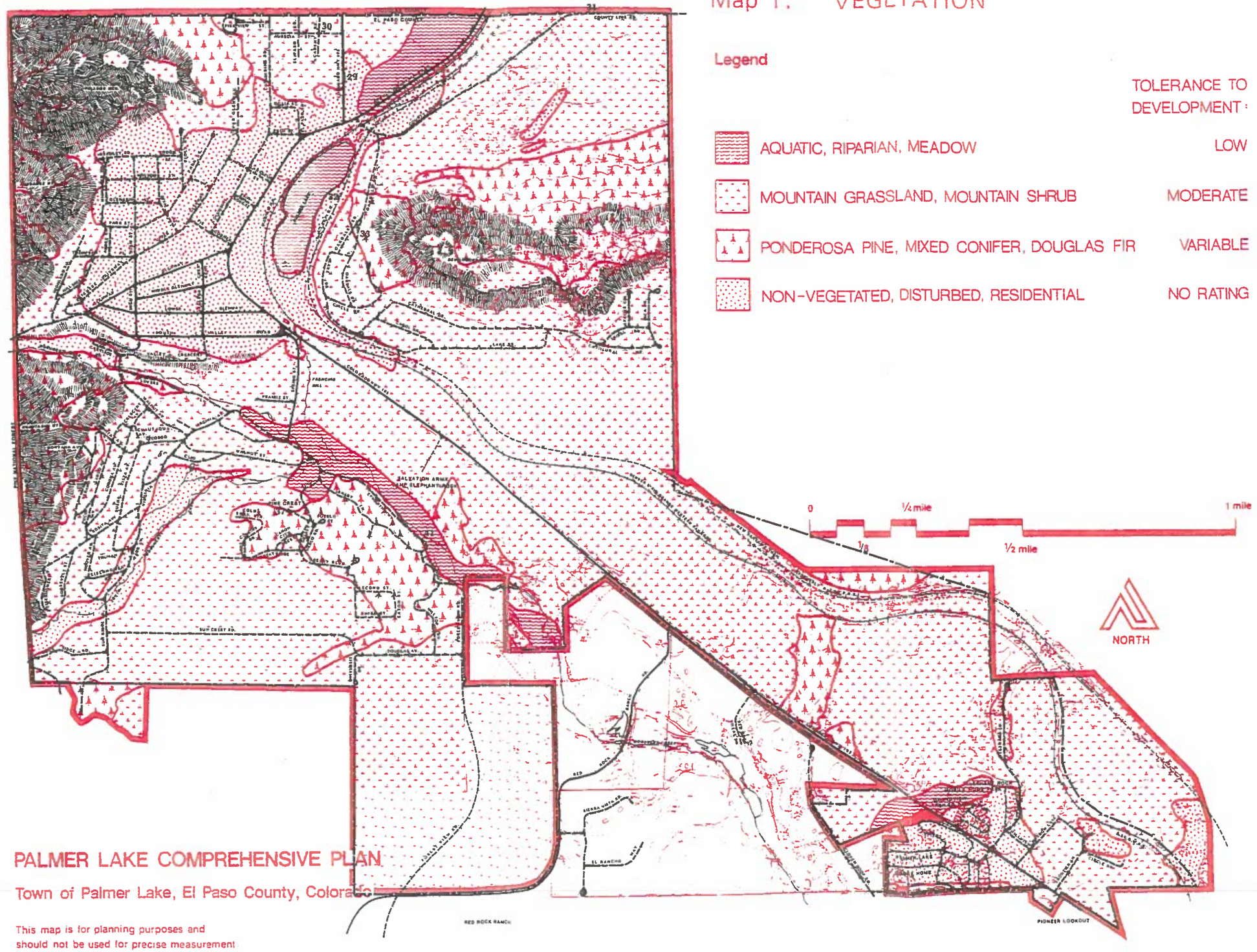
Palmer Lake rests over two major rock types. The first is an intruded granite forming a crystalline core on the west side of Town. The second type is sedimentary, closely associated with Monument and North Monument Creeks. The two rock types are separated by an inactive fault which runs from Colorado Springs to Larkspur. See Map 2.

- o Soil Type - (1) - Alamosa Loam
  - *General Location* - Located on flood plains and alluvial fans 1 to 3% slope
  - *Development Suitability* - Severe
  - *Limitations to Development* - High water table and flooding
  - *Planning Recommendations* - To remain as open space
- o Soil Type - (38) - Jarre-Tecolote Complex
  - *General Location* - Located on alluvial fans and sandy sediment
  - *Development Suitability* - Severe
  - *Limitations to Development* - Shrink-swell, low strength, rapid surface runoff and erosion, moderate frost action, stones
  - *Planning Recommendations* - Special site, road, and building designs necessary due to slope, shrink-swell

Map 1: VEGETATION

Legend

	TOLERANCE TO DEVELOPMENT:
AQUATIC, RIPARIAN, MEADOW	LOW
MOUNTAIN GRASSLAND, MOUNTAIN SHRUB	MODERATE
PONDEROSA PINE, MIXED CONIFER, DOUGLAS FIR	VARIABLE
NON-VEGETATED, DISTURBED, RESIDENTIAL	NO RATING



PALMER LAKE COMPREHENSIVE PLAN

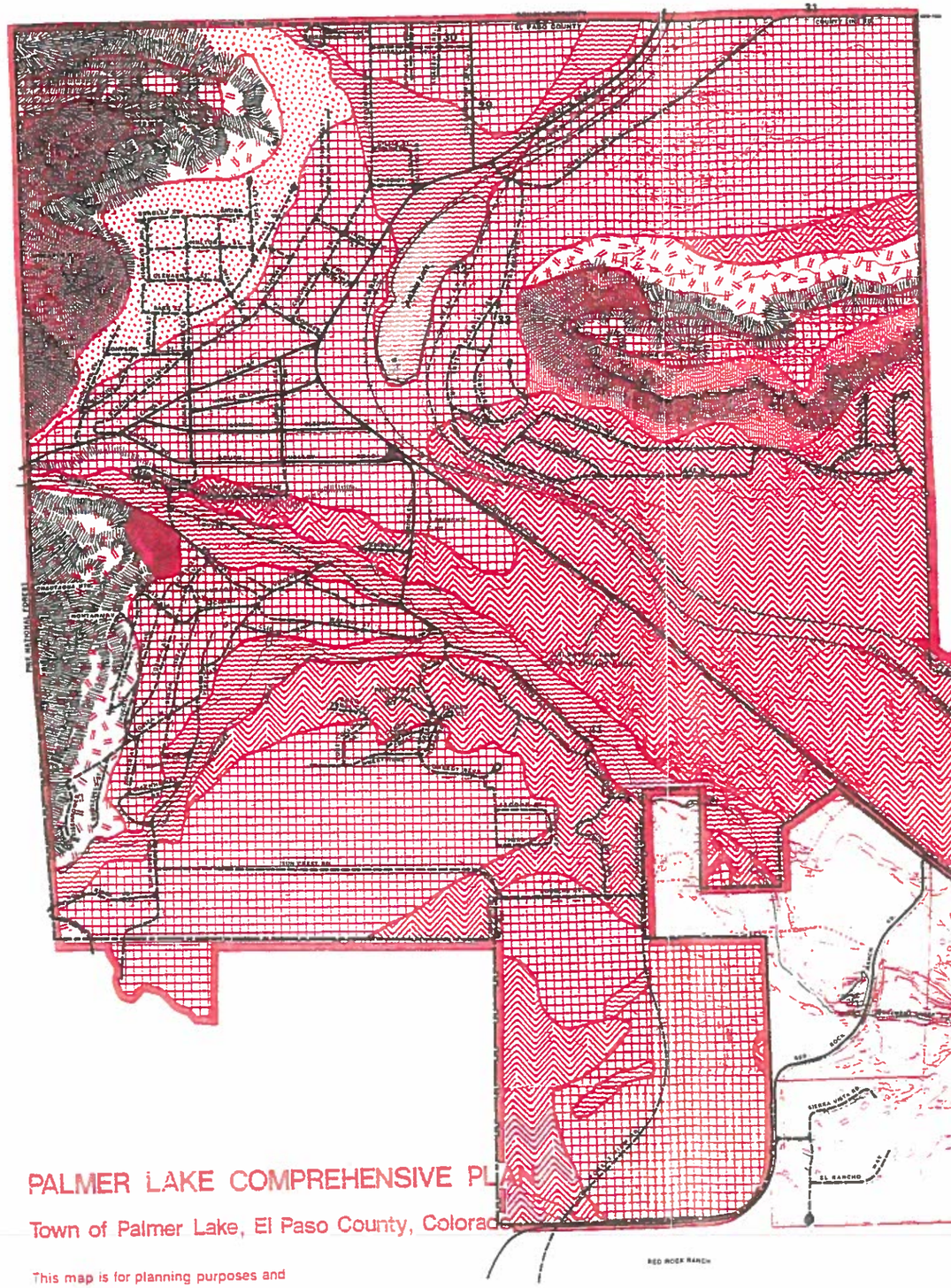
Town of Palmer Lake, El Paso County, Colorado

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

potential, and moderate frost action potential. Attention is given to minimize surface runoff and erosion. Heavy equipment needed to move stones

- Soil Type - (41) - Kettle gravelly loam sand
  - *General Location* - Located on uplands and formed in sandy arkosic deposits
  - *Development Suitability* - Moderate
  - *Limitations to Development* - Low strength, shrink-swell, frost action, soil blowing erosion
  - *Planning Recommendations* - Attention should be provided to minimize surface runoff and erosion. Special site or building designs necessary because of slope. Fire hazard should be minimized. Access roads should be designed to provide adequate cut-slope grade
- Soil Type - (42) - Kettle rock out-crop complex
  - *General Location* - Located on side slopes of uplands and formed in sandy arkosic deposits
  - *Development Suitability* - Severe
  - *Limitations to Development* - Steep slopes, depth to bedrock, rock outcrop stones, rapid runoff erosion
  - *Planning Recommendations* - Attention should be provided to minimize surface runoff and erosion. Special site or building designs necessary because of slope. Fire hazard should be minimized. Access roads should be designed to provide adequate cut-slope grade
- Soil Type - (65) - Perry Park gravelly sandy loam
  - *General Location* - Located on alluvial fans and on valley side slopes. Formed in Arkosic deposits derived from sedimentary and granite bedrock
  - *Development Suitability* - Moderate

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

0 ¼ mile 1 mile

⅛ ½ mile

NORTH

PALMER LAKE COMPREHENSIVE PLAN

Town of Palmer Lake, El Paso County, Colorado

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- *Limitations to Development* - Low strength, shrink-swell, frost action, soil blowing

- *Planning Recommendations* - Roads should be designed to support a load and to minimize potential frost action. Buildings should be designed to overcome shrink-swell and frost action potential

o Soil Type - (68) - Peyton Pring Complex #68

- *General Location* - Located on valley side slopes and on uplands. Peyton soil is formed in alluvium and residuum derived from weathered arkosic sedimentary rock. Pring is formed in sandy sediment derived from weathered arkosic sedimentary rock

- *Development Suitability* - Moderate

- *Limitations to Development* - Low strength, shrink-swell, frost action, soil blowing

- *Planning Recommendations* - Roads should be designed to support a load and to minimize potential frost action. Buildings should be designed to overcome shrink-swell and frost action potential. Access roads should have adequate cut-slope grade and be provided with properly designed drains to control surface runoff and to keep soil losses to a minimum

o Soil Type - (71) - Pring Coarse Sandy Loam

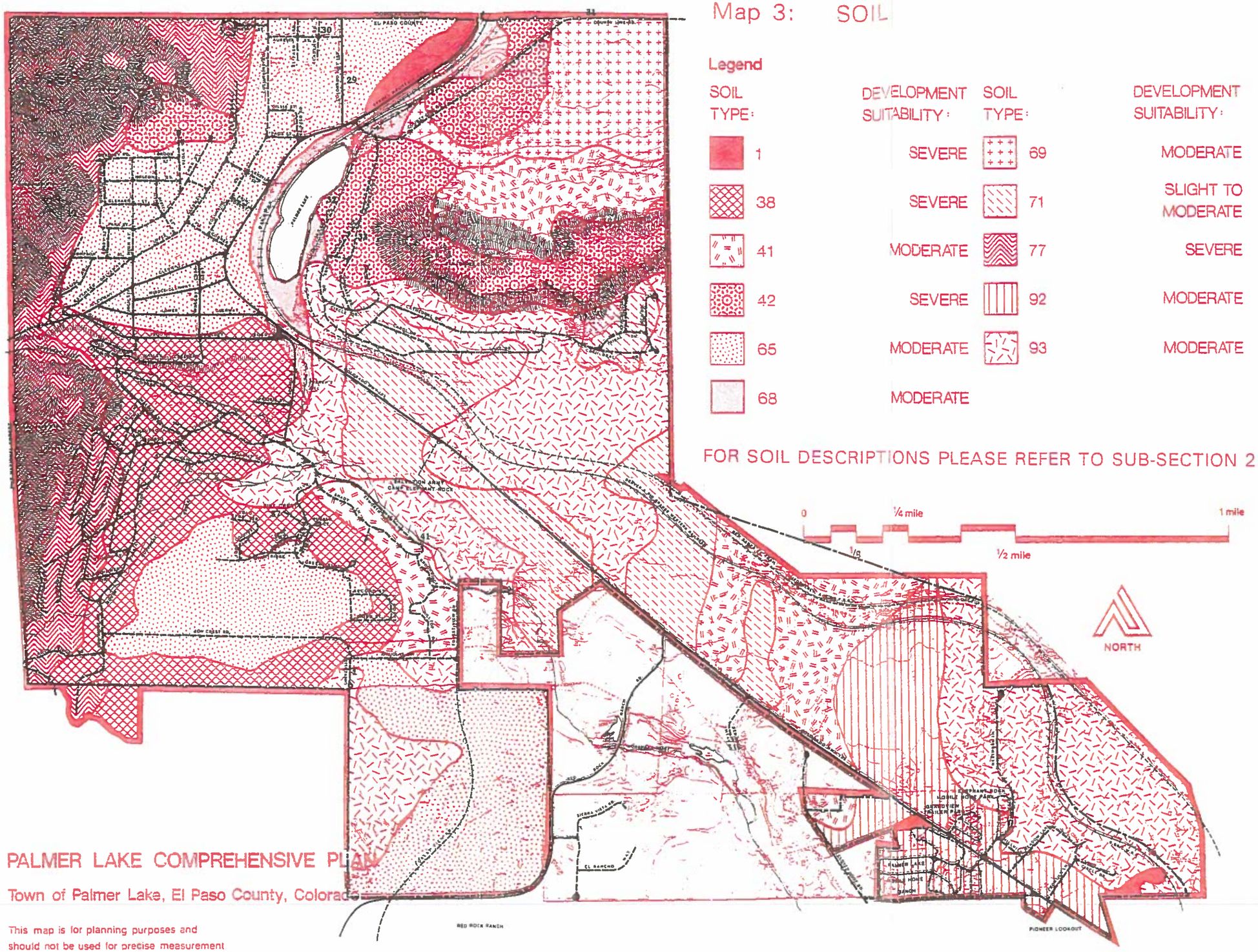
- *General Location* - Located on valley side slopes and on uplands. Peyton soil is formed in sandy sediment derived from arkosic sedimentary rock

- *Development Suitability* - Slight to Moderate

- *Limitations to Development* - Soil blowing, water erosion, frost action, low strength

- *Planning Recommendations* - Erosion control practices are needed to control soil blowing and water erosion on construction sites where ground cover has been removed

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, Colorad

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- o Soil Type - (77) - Rock outcrop-Coldcreek-Tolman Complex

  - *General Location* - Located on mountain slopes. Soil is formed in mixed, acid igneous material. Tolman is medium textured residuum derived from acid igneous rock

  - *Development Suitability* - Severe

  - *Limitations to Development* - Steep slopes, depth to bedrock, rock outcrops, stones, rapid runoff, erosion

  - *Planning Recommendations* - Homesites should be located where limitations are least severe. Special designs for buildings and roads are necessary to overcome the limitations

- o Soil Type - (92) (93) - Tomah Crowfoot loamy sands

  - *General Location* - Located on alluvial fans, hills, and ridges in the uplands. Tomah soil is formed in alluvium or residuum derived from arkose beds; Crowfoot is formed sediment weathered from arkosic sandstone

  - *Development Suitability* - Moderate

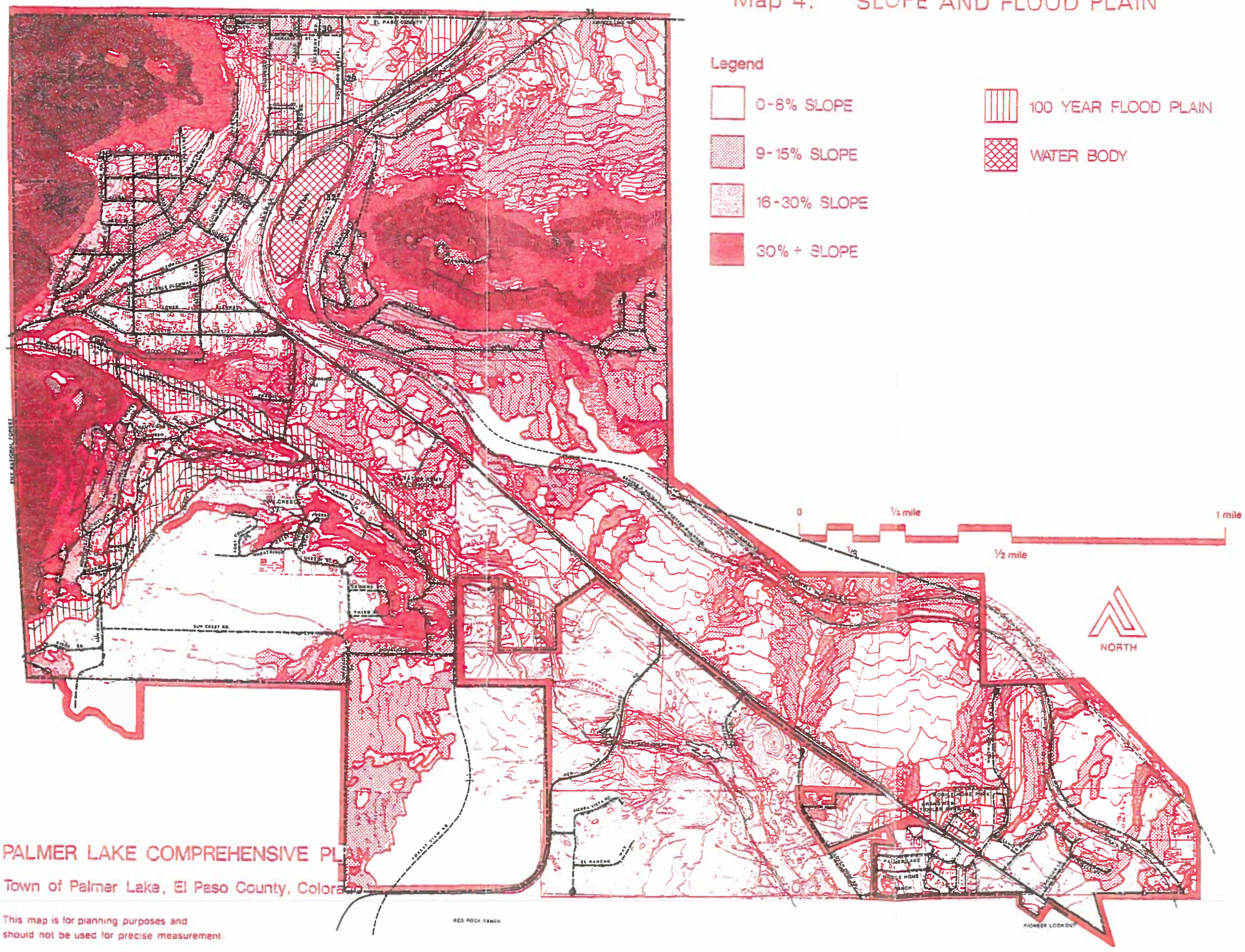
  - *Limitations to Development* - Low strength, shrink-swell, frost action, soil blowing

  - *Planning Recommendations* - Buildings and roads should be designed to minimize frost heave damage. Existing vegetation should be retained

2.5.1 Steep Slopes

Building on steep slopes usually means higher construction and maintenance costs, increased erosion and sedimentation problems, and a higher likelihood of damage to natural and visual resources. In addition, steep slopes can make road construction and maintenance more expensive and difficult. Table 4 outlines development opportunities and constraints relating specifically to land form, while Map 4 shows the location of slopes by category.

Map 4: SLOPE AND FLOOD PLAIN



PALMER LAKE COMPREHENSIVE PLAN

Town of Palmer Lake, El Paso County, Colorado

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TABLE 4: SLOPE CATEGORIES, PALMER LAKE

I. Slight Constraints for Development (0-8% Slope)

A. This category covers most of the Town, but is generally concentrated:
- along streams and the lake area.
- in the existing Old Town area.
- in the Sun Crest Road area.
- adjacent to State Highway 105.

B. This category, merely in terms of slope, is the most appropriate for development since:
- minimal ground disturbance, such as cut and fill, needs to occur.
- the natural grade of the land can be left relatively undisturbed.

C. Land use opportunities:
- Suitable for all types of urban development, particularly high density residential, commercial, and industrial.

D. Development in these areas might consider:
- minimizing land disturbance.
- re-stabilization and re-vegetation of disturbed areas.

II. Moderate Constraints for Development (9-15% Slope)

A. Slopes within this range occur throughout the Town, but the majority are concentrated along the base of Sundance and Ben Lomond Mountains.

B. Development in these areas has moderate constraints due to the potential for:
- cut and fill areas.
- soil erosion from unstable or disturbed slopes.
- rapid storm water runoff.

C. Land use opportunities:
- fairly steep, but can be used for residential and commercial development.

D. Development in these areas should meet the performance standards for this slope category.

III. Moderate/Severe Constraints for Development (16-30% Slope)

A. Slopes within this category are concentrated on the lower portion of Ben Lomond, Sundance, and Chatuaqua Mountains.

B. Land use opportunities:
- Not suitable for commercial and industrial uses, but capable of supporting low density residential development or clustered residential development.

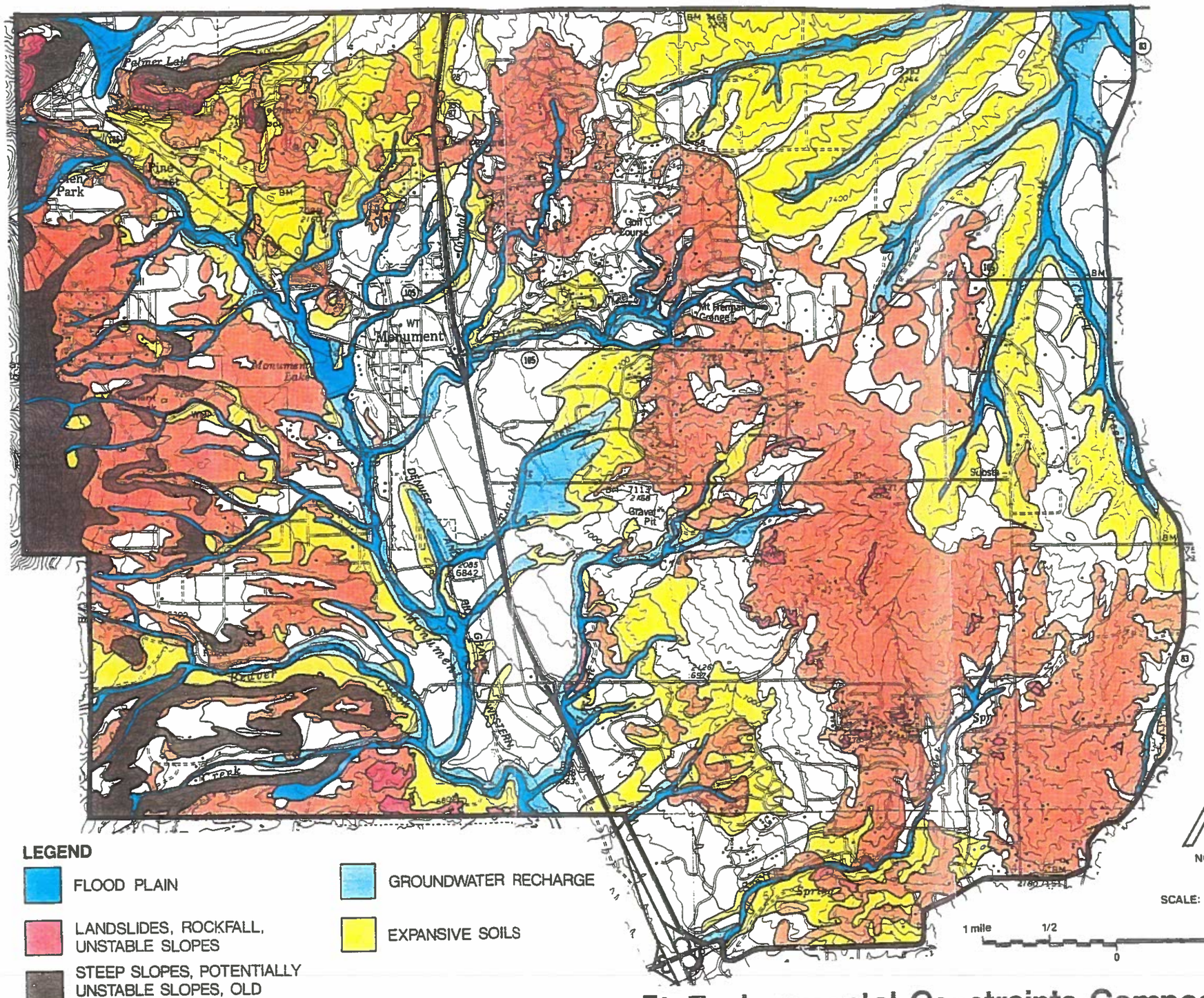
C. Development in these areas should comply with the recommended performance standards governing steep slopes, natural drainage ways, surface runoff, cuts and fills, and vegetation.

IV. Severe Constraints for Development (30%+ Slopes)

A. Slopes within this range are concentrated in the middle to upper portion of Ben Lomond, Sundance, and Chatuaqua Mountains.

B. Development in these areas poses a number of difficult problems:
- Fire hazard due to excessive slope can be severe. Disturbed slopes are extremely difficult and costly to stabilize.
- Even natural drainage is excessive in this slope range and with any disturbance could cause washouts and excessive erosion downslope.
- Developers should carefully consider the overall effects on the downslope area.
- Town should consider whether development is worthwhile in these areas or if other less disturbing uses would be more advisable.

C. Land use opportunities:
- Economically and environmentally unsuitable for any kind of development



LEGEND

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

Map 5: Environmental Constraints Composite

Tri-Lakes Planning Area, El Paso County, Colorado

D. Development in these areas is not recommended, however, if it is permitted to occur, conformance with applicable performance standards is strongly urged.

2.6 HYDROLOGY

The principal surface waters in Palmer Lake are Monument and North Monument Creeks, Butler Canyon, Carpenter Creek, and Palmer Lake. Both Butler Canyon and Carpenter Creek are dry during most of the year. The interception of surface water runoff is the primary source of the Town's water supply, with upper and lower reservoirs located along North Monument Creek.

The groundwater bearing formations are Alluvium, Dawson Arkose, Denver Shale, Arapahoe Sandstone, and Laramie-Fox Hills Sandstone. Palmer Lake sits at the approximate line of geologic structures forming the tops of the four aquifers. A well that taps into the Denver aquifer formation is located in the Industrial area north and east of Palmer Lake along County Line Road at the north base of Ben Lomond Mountain. The well is 1,769 feet deep and pumps 190 gallons per minute.

2.7 ENVIRONMENTAL CONSTRAINTS

Environmental constraints affecting future development have been developed using the El Paso County Sourcebook. Approximately one-third of the Town exhibits natural conditions that have the potential for endangering the public safety and resulting in unnecessary repair and maintenance costs. See Map 5.

o Flood Plains

Palmer Lake has a Federal Insurance Rate Map which has been approved by the Federal Emergency Management Agency and the Colorado Water Conservation Board as the Town's official flood plain program.

o Geologic Hazards

All information relating to geologic and soils hazards has been reported by Charles S. Robinson and Associates, titled; Potential Geologic Hazards and Surficial Deposits. 1977. The engineering study is a basis for delineating geologic hazards ranging from

slope instability affecting load bearing capacity to dangerous landslides with potential hazards to life and health.

- o Soil Suitability

  The Soil Conservation Service has developed a classification system for inherent soil limitation. Palmer Lake approximates the typical soil pattern. In areas with higher elevations or adjacent to surface water, the soil features prohibit economical development. This information is useful for determining the potential of a soil in planning land use, however, site specific investigations should be required prior to development.

2.8 VISUAL ANALYSIS

An important feature that contributes to the quality of life in Palmer Lake is its location and proximity to the mountains plus the sense of historical place within the context of settling and pioneering the Colorado front range. In 1983, the El Paso County Planning Department prepared a visual analysis of Palmer Lake. The Town was divided into units with similar visual attributes. These units were then studied to determine which factors gave an area a sense of visual character. The criteria used to define such areas were based on a number of elements, including the identification of visual corridors, view sheds, types of views; for example, long, short, panoramic, filtered and enclosed. The following is a listing of the visual units that discusses the predominant characteristics of each area on Map 6.

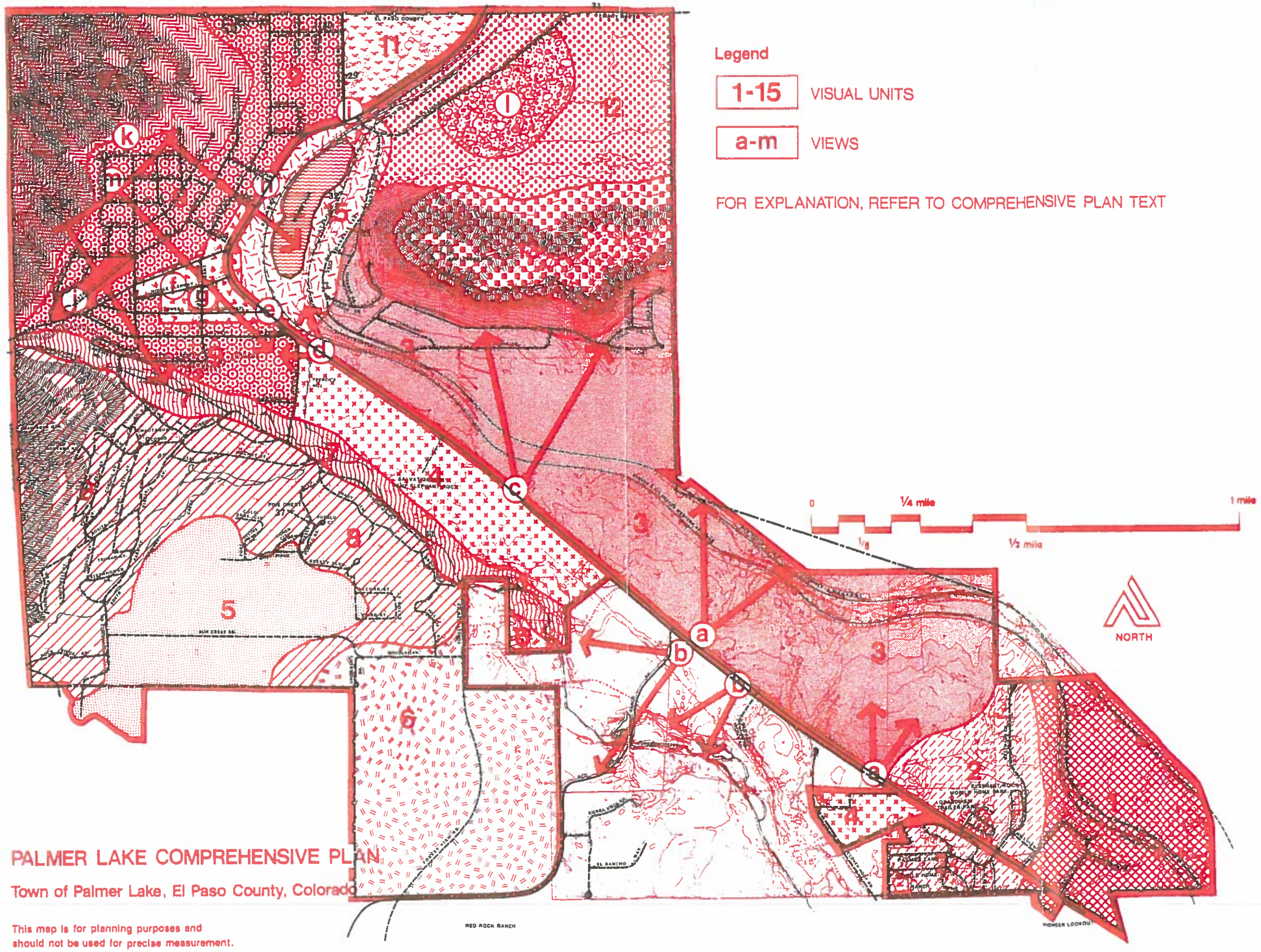
#1 The visual character is dictated by open fields. Major views onto Ben Lomond Mountain occur along Highway 105.

#2 The visual quality is reduced as a result of mass earth grading and the stripping of vegetation. The Visual character of the trailer parks creates a confusing scene.

#3 The visual quality of this unit is quite diverse as it contains massed tree stands and significant changes in topography. These elements allow filtered views onto Ben Lomond Mountain.

#4 This is an area of unique visual character since it forms the foreground plane for views from Highway 105 onto Monument Creek and the upland fields and pastures.

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.

#5 This area expresses an open, yet contained, visual character. This feeling is created by tree stands bordering the unit to the northeast and northwest and by a prominent ridge to the south.

#6 The visual character of this area is dictated by the tree stands of Pine Crest and the topographic drop of the Monument Creek drainage basin. The result is an area with a very open visual character and downslope views.

#7 The drainage area for Monument Creek forms a unique visual corridor. The unit is rather enclosed in the Glen Park area, forming a tight visual space with a substantial tree canopy. Downstream, the corridor becomes less confined. The character of views becomes open and diffuse.

#8 This view has a distinctive visual character due to enclosure by a vegetative canopy and defined changes in topography. The homes, tucked into the hillsides, are rather modest in size and give a very comfortable sense of human scale.

#9 This urban area of Palmer Lake has a rather open and loose visual character. The expanse of vacant lots and open space, coupled with downhill views helps create this feeling. The size and style of buildings and homes reinforce a sense of human scale.

#10 Sundance Mountain district is the major focal point of Palmer Lake as it creates a backdrop for westerly views onto the community and defines the western Town boundary.

#11 This area is rather open in terms of visual character. Views are directed to the meadow located northwest of Palmer Lake and the northern face of Ben Lomond Mountain.

#12 This view forms a foreground plane for views onto the northern face of Ben Lomond Mountain. The mountain gives a sense of visual enclosure. Primary views from here are to the open range to the north and the northwest of the Town.

#13 Ben Lomond Mountain forms its own visual unit. It defines the northern visual boundary of Palmer Lake and serves as one of the major focal points in the Tri-Lakes Area.

#14 This view forms the transition zone between the open fields and

Ben Lomond Mountain.

#15 This is now the site of the El Paso Regional Park and the trail head for the Santa Fe Trail.

o Directional View Analysis

a. Directional views onto Elephant Rock.

b. Views across the Monument Creek Valley onto the upper meadows which are back-dropped by mountains.

c. Views onto Ben Lomond Mountain

d. Views onto Palmer Lake - anticipation of entry

e. A sense of entry into Palmer Lake

f. Downtown

g. Town Center cultural/governmental area

h. Sense of entry into Palmer Lake

i. Location of the Stone entry gate

j. Estemere - a unique cultural feature

k. Unsightly earth cut at the fringe of urban development

l. Landfill area creates a negative visual impact

m. Major views from Palmer Lake onto the entire Tri-Lakes area

SECTION 3 PHYSICAL AND COMMUNITY SERVICES

3.1 INTRODUCTION

The physical and community services of Palmer Lake were examined with respect to capacity and current usage levels; existing facilities and physical conditions; and impacts on the Town. The physical services include water, sanitation, and transportation. Community services include police, fire protection and school facilities.

3.2 PHYSICAL SERVICES

3.2.1 Water

The number of people currently served by the Town is 1,284. The number of residential water taps is 571 and commercial taps are 29 which totals 600 water taps. A well that taps into the Denver aquifer groundwater bearing formation is located in the Industrial area north and east of Palmer Lake along County Line Road at the north base of Ben Lomond Mountain. The well is 1,769 feet deep and pumps 190 gallons per minute. Prior to improvements to the water lines in 1982, the Town used 6,500,000 gallons per month. The town presently uses 6,800,000 to 7,000,000 gallons per month. There is a 250,000 gallon underground storage tank at the end of High Street.

The filtration plant's capacity is 600,000 to 700,000 gallons per day maximum. During a high use time in 1991, 500,000 gallons were treated in one day. However, the peak usage for one day is estimated at 385,000 gallons per day. Normal daily usage averages from 250,000 to 275,000 gallons per day.

Palmer Lake is currently in the State Water Division 2, which was formerly Water District 10. The Town has Arkansas River Basin Water Rights Priority 128 and Monument Creek Basin Priority 2. Water right priorities are granted on the basis of when the request is filed and adjudicated by the District Water Court.

Two reservoirs, the Upper and the Lower Reservoirs, are located west of the Town along Monument Creek in Pike National Forest. The capacity of the Upper Reservoir is 6,425,110 cubic feet or 144.2 acre feet. The Lower Reservoir is used primarily as a diversion structure rather than water storage.

Distribution lines for water are in need of replacement. In the Spring of 1982, three miles of new 6 inch lines were installed. Included with installing the new 6 inch line were 20 new hydrants. The Town still needs to replace 5,000 feet of small 2 inch line. According to the Insurance Service Office, water lines under 6 inches are undersized and water pressure is inadequate to fight most fires. Since 1982, the Town has replaced most undersized lines but several 2 inch and 4 inch lines still exist.

In southeast Palmer Lake, commercial and residential properties are on private or shared wells. All areas of the Town are now served as far south as the former Salvation Army Camp on 105 and Forest View Estates.

3.2.2 Sewer

The Tri Lakes Wastewater Treatment Facility is owned and operated jointly by the Monument Sanitation District, Palmer Lake Sanitation District and the Woodmoor Water and Sanitation District. The Districts operate the facility through a committee (The Joint-Use Committee) established under an intergovernmental agreement.

Prior to the present expansion and improvment, the Tri Lakes Wastewater Treatment Facility consisted of a three stage lagoon system. In the late 1980's the Colorado Department of Health conducted studies on the upper Monument Creek, the stream into which the facility discharges. The studies determined that additional levels of treatment would be required to protect aquatic environment. Also, the wastewater flows were increasing as the result of growth in the three districts. These factors necessitated the present expansion and improvement to the facility. Engineers and consultants were hired to implement the plant improvement and expansion. The expanded plan needed to be consistent with the Pikes Peak Area Council of Governments Areawide Wastewater Masterplan and meet the State's pending requirements for an additional level of treatment.

The expanded plant, an almost $3 million undertaking, handles up to 1.5 million gallons of wastewater per day. The plant now has a capacity 2.4 million gallons per day and produces an effluent (treated wastewater) of very high quality.

The Palmer Lake Sanitation District has now extended sewer lines to all developed sections of the Town except to the Suncrest, Rock Ridge and Sun Ridge and that extension is scheduled for this summer (1993).

A sewer line has been extended to parts of Unit I - Lakeview and to some sections of the Industrial area across the railroad tracks. The underdeveloped areas northeast of Highway 105, extending from the Lake Area to the Commmercial Area in Southeast Palmer Lake could be serviced when requests are made.

New construction in the Sanitation District built within 400 feet of existing lines must tie into the sewer system, and all structures which lie within this boundary when sewer lines are extended are required to tie into it.

3.2.3 Transportation

The road system around Palmer Lake has been examined for limitations and potential for expansion or upgrading of existing roads, service areas, intersections and railroad crossings. Also included are roadway capacity, surface type and condition, drainage, sight distances, and maintenance practices.

There are two primary arterial roads accessing Palmer Lake from I-25. Highway 105 joins I-25 at the Town of Monument. A second highway that accesses Palmer Lake from I-25 is County Line Road. County Line Road intersects S.H. 105 at the north end of town after crossing the Denver and Rio Grande Western, Santa Fe and Colorado and Southern Railroad tracks.

Rail System: The Town has, historically, been associated with the railroad. Coal and freight trains of the Denver and Rio Grande Western, Santa Fe and Colorado and Southern line all utilize the single set of tracks on the west side of the lake. The coal trains do not stop in Palmer Lake for servicing. However, north of Town, is a switching station where a double set of tracks begin. This is where south-bound coal trains ascend the incline into Palmer Lake. Occasionally, traffic traveling north out of downtown Palmer Lake is delayed at the County Line Road railroad crossing. Currently, there are reported to be at least 35 trains passing through Palmer Lake every day. The following list itemizes the impacts of the railroad on Palmer Lake.

Potential Accidents - There is minimum protection for eliminating pedestrian and automobile accidents while crossing the rail road tracks.

Emergency Services Delay - As trains are switching, stopping, or traveling through Palmer Lake, ambulance, fire or police traffic may be delayed due to the crossing being blocked by a train.

Potential Fire Hazard - Moving trains can cause grassfires during the very dry months.

Noise Pollution - Moving trains travelling at 15 mph and pulling 100+ cars generate a serious background noise to the degree and duration that the noise has become a problem.

Public Transportation: Presently, mass transit facilities are not available to Palmer Lake. There are, however, several alternatives that have been used as options for people needing assistance. The first option is a non-profit private service agency assisting people 60 years of age and older. Silver Key provides many services one of which is transportation. The vehicles provide transportation for medical needs, shopping, personal business and recreation. Seniors are asked to call 24 hours in advance, except in cases of immediate need. Ridefinders is a Colorado Springs based service for El Paso County providing information on car and van pools, taxis, amblicabs, the Park and Ride, bus system and bikeways.

3.3 COMMUNITY SERVICES

Police protection is provided by the Town of Palmer Lake while fire protection is furnished by the Palmer Lake Volunteer Fire Department. Public education is provided by School District 38. The following outline lists the services in the Tri-Lakes region.

3.3.1 Police Protection

The Town has one Marshal, two full time officers and 2 part time officers. Mutual aid exists between the Palmer Lake Police Department, the Monument Police Department, the El Paso Sheriff's Department and the Colorado State Highway Patrol.

Current needs of the Police Department include:

An equipment replacement program including a patrol car.

Twelve to fifteen hours of clerical services per week.

Additional office space.

Full twenty-four hour patrol coverage.

A code enforcement officer.

3.3.2 Fire Protection

The Palmer Lake Fire District has 26 volunteers and 7 officers. The existing equipment consists of 1 pumper, 1 brush truck, 1 rescue and 1 tanker truck. Associated with Fire Protection is ambulance service. Palmer Lake currently has a rescue Suburban van; the van does not transport people in need of treatment. For most emergencies, ambulance service is dispatched from Tri-Lakes Fire District on an individual basis. The present physical facilities are inadequate. There is a need for a new fire station and a new 1,000 gpm fire pumper.

Other fire districts in the area include the Tri-Lakes Fire District, Woodmoor/Monument Fire District, and the Donald Wescott Fire District. The following enumerates the staff for each district:

- Tri-Lakes District has 20 volunteers
- Woodmoor/Monument District has 8 paid and 6 volunteers.
- Donald Wescott District has 40 volunteers

The existing equipment for each district consists of the following:

- Tri-Lakes District has 2 pumpers; 2 tank trucks; 3 ambulances
- Woodmoor/Monument District has 1 extrication unit; 2 pumpers; 1 brush truck; one ambulance
- Donald Wescott District has 1 pumper-tanker; 1 pumper; 1 tanker; 2 brush Trucks

Ambulance service for each district has the following:

- Tri-Lakes District has 3 ambulances; 2 4-wheel drive; 1 conventional vehicle; trained emergency medical technicians; command truck; heavy rescue air bags
- Woodmoor/Monument District has the most emergencies. Ambulance service is dispatched from Tri-Lakes Fire District on an individual basis.

3.3.3 Education

School District 38 contains 5 schools. The 5 schools are:

	Enrollment	Capacity
o Palmer Lake School	379	400
o Lewis Palmer Elementary School	451	575

o	Kilmer School	501	575
o	Lewis Palmer Middle School	697	575*
o	Lewis Palmer High School	777	850
	Totals	2805	2975

* Building capacity is 575, however, modular units have been installed to accommodate the extra students. The new Lewis Palmer Middle School is in the development stage. Completion date is 1994. The school bond has been passed and the site has been purchased. Information for 1992 was obtained from the School District 38 office.

SECTION 4 LAND USE

4.1 INTRODUCTION

The purpose of this section is to discuss and identify a land use plan for Palmer Lake which may be used as a legal document as guidance for the adoption of specific land use measures that affect the community. In order to determine the land use issues an inventory of existing land use is presented in Table 4. A general development plan designates the location and density of the potential land uses. This outline may be considered and reviewed in order to provide a planning framework for the decision makers to assess and determine the best short, medium and long term development options for the community.

4.2 EXISTING LAND USE

The present land use of the town exhibits the qualities of an historic past that reflected a resort-like atmosphere. Historically, the most prevalent land use has been low to medium density development. The primary land use is residential, specifically, single family. The concentrations of this land use are in the Old Town area, Pine Crest, and North Palmer Lake. In the southeast area outside of Old Town a change in density and residential life style occurs. There are currently three mobile home parks: Elephant Rock, Grandview, and Palmer Lake Mobile Homes. The remaining residential is multifamily, consisting of duplexes and four-plexes throughout Old Town and Town Center.

The most recent subdivision addition to Palmer Lake is the Forest View Estates residential development. Forest View Estates is a low density, R-1 Estate Zone 2 1/2 acres in the southwest area of Palmer Lake.

Commercial development is located in three general areas: (1) southeast Palmer Lake, (2) the Town Center and (3) north Palmer Lake. The commercial areas all front on S.H. 105 and County Line Road.

Research at the El Paso County Assessor's office indicates the following platted subdivisions within the Palmer Lake Town Limits.

- Glen Park
- Cherry Hills
- Lakeside Hilltop Addition
- Elephant Rock Acres
- Meyer's Meadow

- Palmer Lake Mobile Homes
- Pine Crest Tri-District Assembly Grounds
- Palmer Lake Amended Filing
- Thompson's Re-subdivision
- Brown's Filing
- Trinity Addition
- Lakeview Heights
- Lake Shadows
- Lillian Heights
- East Palmer Lake
- West End Addition
- Cascade Addition
- Forest View Estates
- Baby Shoe Addition

4.3 EXISTING ZONE CLASSIFICATIONS

TABLE 3
DEVELOPMENT PERMITTED UNDER CURRENT ZONING

Current Zone Classification	Dwelling Units Per Lot Size
R-A Residential Agricultural	1 du\5 ac.
R-1 Estate	1 du\2.5 ac.
R-1 Low Density Residential	1 du\1 ac.
R-2 Intermediate Density/Residential	2 du\1 ac.
R 10,000 Residential	1 du\10,000 sq. ft.
R-3 Medium Density Residential	1 du\5,000 sq. ft.
R-4 High Density Residential	15 du\1 ac.
C-1 General Business & Commercial	6,600 sq. ft. min.
M-1 General Industrial	10,000 sq. ft. min.
O-1 Recreation	----------
**CC Convenience Commercial	
**C-2 General Business\Commercial	

**Two new zones were added in 1995; CC - Convenience Commercial and C-2 - General Business\Commercial. See Muncipal Code Book for principal and permitted uses.

4.4 PERFORMANCE STANDARDS AND DISTRICTS

The incorporation of performance standards into the Palmer Lake Land Use Regulations is highly recommended. Presented in this section are the performance districts and associated standards.

Technical requirements stipulate acceptable setbacks, heights and other requirements. Performance standards supplement minimum land use regulations by establishing limits to the permitted impacts created by development. For example, by requiring that post-development

drainage not exceed the pre-development rates of a 25 year storm, the developer has a standard to meet, but is afforded flexibility as to the selection of methods to meet the standard, i.e., retention ponds, rooftop ponding, parking lot depressions, etc. In this regard, performance standards are an improved way to determine the compatibility of project proposals.

Palmer Lake is composed of several distinct neighborhoods. In order for performance standards to reflect the needs and problems of these individual areas, the Town was divided into various performance districts. Delineation of the performance districts was based on a composite of environmental, cultural, visual and physical service data.

Areas exhibiting homogeneous characteristics combined to form a district. The result was the establishment of 17 performance districts which are illustrated on Map 7.

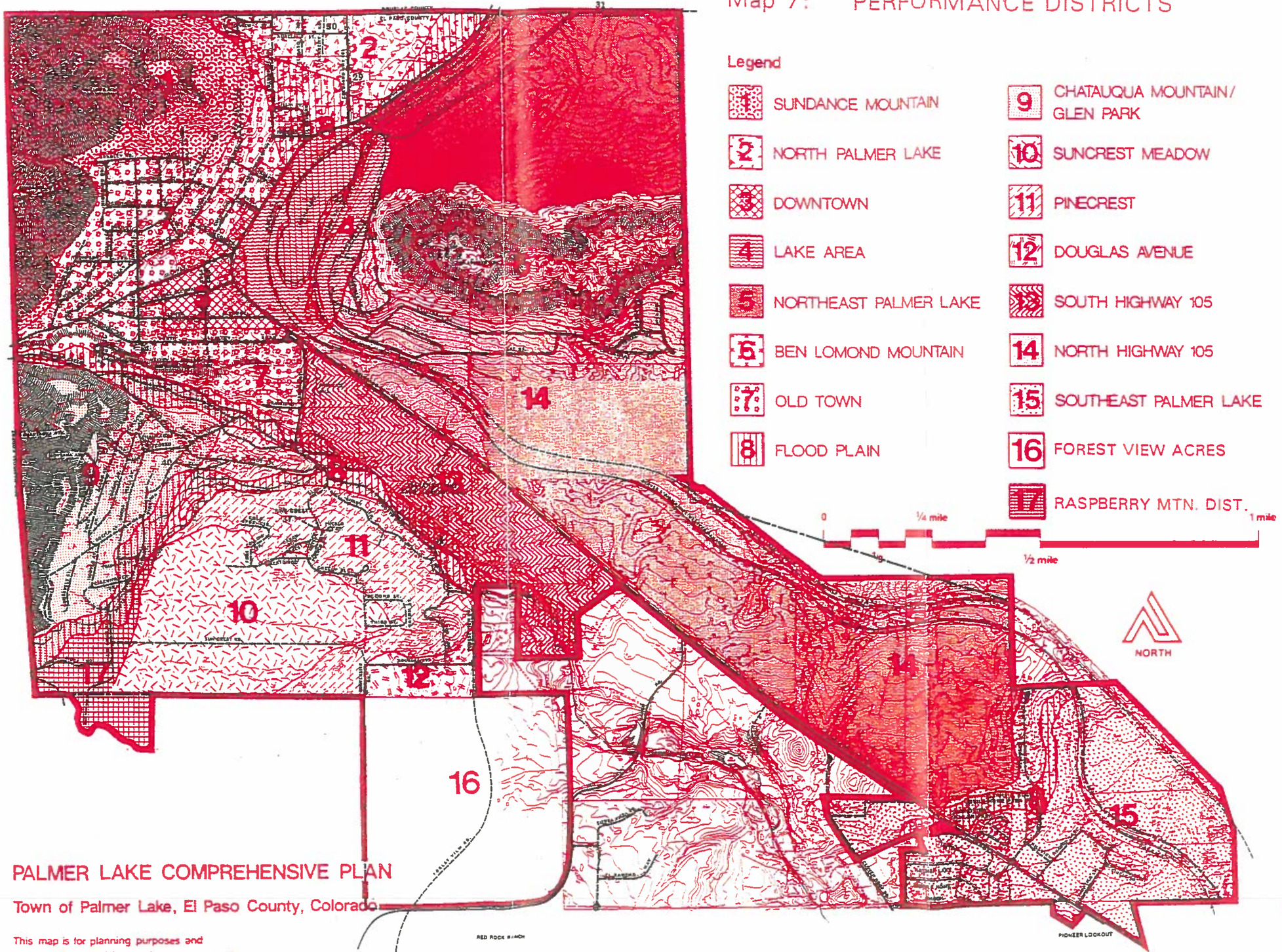
Presented below are overall performance standards which should apply to all new developments, regardless of the location within the Town. These overall standards are followed by specific district standards designed to address the needs and problems of each district. When incorporating these standards into the land use regulations, the Town may desire additional standards to determine the acceptability and compatibility of project proposals.

4.4.1 Natural Systems

Flood Plains: Developments within or in proximity to the identified 100-year flood plain should not increase the erosion, sedimentation, peak flow, or velocity of flood waters; enlarge the existing flood plain on adjacent or downstream property; or increase the height or duration of flood waters. For additional information please refer to Palmer Lake Code Book, Chapter 17, Ordinance 17.48-010 through 17.48-180, 2/13/89.

Surface Runoff: New developments should ensure that surface runoff from the development site does not alter or exceed the pre-development flow for the peak condition of a 25-year storm.

Map 7: PERFORMANCE DISTRICTS



Legend

- 1 SUNDANCE MOUNTAIN
- 2 NORTH PALMER LAKE
- 3 DOWNTOWN
- 4 LAKE AREA
- 5 NORTHEAST PALMER LAKE
- 6 BEN LOMOND MOUNTAIN
- 7 OLD TOWN
- 8 FLOOD PLAIN
- 9 CHATAUQUA MOUNTAIN/ GLEN PARK
- 10 SUNCREST MEADOW
- 11 PINECREST
- 12 DOUGLAS AVENUE
- 13 SOUTH HIGHWAY 105
- 14 NORTH HIGHWAY 105
- 15 SOUTHEAST PALMER LAKE
- 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.

- The drainage plans of new developments should show the increase in downstream flow and verify that the downstream drainage system, can accommodate the anticipated increase. Runoff should be directed away from other structures and adjacent properties. For additional information please refer to Ordinance 17.48.

Natural Drainageways: New developments should minimize disturbances to natural drainage ways and should not degrade or adversely affect the water quality, bank condition and stability of the drainageway.

- Alterations of natural drainageways should be prohibited except for approved road crossings and drainage structures.

Steep Slopes: New developments in areas of moderate to steep slopes of 0-15.9% should ensure that structures will not be subject to sliding, foundation shifting, or exposure to rockfall and landslide hazards. Please refer to Palmer Lake Code Book, Chapter 17.50.040

- Professionally certified grading plans are required for development on slopes with a grade of 16% or more. These plans should include techniques for slope stabilization, re-vegetation, road design, cutting and filling, drainage, phasing, and other appropriate activities.

- On 20-24.9% slopes, no more than 40% of the site should be disturbed and/or regraded or stripped of vegetation.

- On 25-29.9% slopes, no more than 30% of the site should be disturbed and/or regraded or stripped of vegetation.

- On 30% or steeper slopes, no more than 15% of the site should be disturbed and/or regraded or stripped of vegetation.

Cuts and Fills: No cuts for site grading should exceed 8' in vertical height. Cut and fill areas should be balanced on the development site. Provisions should be made for a safe, acceptable method of soil removal (including vegetation) from the site with appropriate disposal or use elsewhere.

Expansive Soils: New developments should ensure that permanent structures in areas of expansive soils are not subject to cracking, shifting,

heaving or subsidence and are designed and constructed in a fashion to prevent these effects.

Vegetation: To prevent the loss of both scenic and environmental resources and to offer maximum protection for life and property, density should be low in areas of potential wildfire hazard, unless measures are taken to mitigate the hazard.

- New developments shall be designed and constructed so as to minimize the negative impacts associated with the disturbance of existing vegetative cover. Where mature or established vegetation exists, clearing should be kept to a minimum.

- Graded areas shall be re-vegetated immediately following construction. Temporary stabilization by the use of vegetation, such as seeding, mulching or other measures sufficient to stabilize the soil and to prevent wind and water erosion shall be established on all disturbed areas as each stage of grading is completed.

- Road and site cuts shall be re-vegetated after construction to minimize soil erosion and sedimentation.

Impervious Surface: In new developments, the amount of impervious surface should be minimized unless specific provisions are made for conveyance, catchment retention and absorption of runoff. For additional information please see Chapter 17 in the Palmer Lake Code Book under Ordinance #17.50.010 through 17.50.130.

Open Space: In new developments, areas which exhibit environmental constraints (see Map 5) that cannot be effectively mitigated should be reserved as open space in perpetuity with adequate provisions for continued maintenance.

- Residential housing developments should dedicate common open space in conformance with the recommended requirements under Design Guidelines. The yard requirements of a lot should not be used in lieu of the open space requirements. Density bonuses may be granted for open space provisions exceeding the minimum requirements. Please see Chapter 17 in the Palmer Lake Code Book under Ordinance #17.52.060.

- Dedicated open space areas which are not adequately vegetated should be appropriately landscaped in accordance with previously approved plans.

- Open space areas shall be located to serve all residents of a project. Open space areas should also have access to the community-wide open space system where possible.

- Subdivision plans shall designate the use of open space at 5% of the total land area of the tract to be subdivided, the type of maintenance to be provided and a planting schedule. For additional information please see Chapter 16 Palmer Lake Code Book, Ordinance 16.60.040-C.

Visual Resources: New developments should not block, obstruct, or detract from the character of views to prime visual features such as Ben Lomond, Sundance and Chatuaqua Mountain; Monument Creek; Palmer Lake; and Elephant Rock.

- Power or communication lines in new developments should be installed underground where economically and technically feasible and environmentally desirable.

Land Use/Design: New developments should demonstrate compatibility with existing surrounding land uses in terms of: general use, building heights, scale, density, dust, noise, coloration, and use of materials. Where abrupt changes of use or obvious incompatibilities exist, suitable buffering should be required to ensure appropriate compatibility before such uses will be permitted. The buffer should be sufficient to mitigate impacts associated with visibility, glare, and noise.

- The overall design of new developments should provide an aesthetically pleasing layout of lots, safe access and efficient internal circulation.

- Low density neighborhoods should be protected from encroachment by inadequately buffered or poorly planned high intensity uses.

- Design in new developments should be encouraged to utilize alternative energy systems, such as passive solar, wind and earth sheltered housing, through effective orientation, siting and landscaping.

- New developments, other than single family, should visually screen trash receptacle areas to prevent blowing refuse and ensure an orderly appearance.

Streetscape: New developments should provide trees and shrubs on the project site and on all public or private streets in accordance with the Street Tree Master Plan. Additionally, new developments in the Downtown Core should provide landscaping, street furniture, facade treatments and other amenities as recommended in the Downtown Design Plan.

Transportation: Traffic generated by new developments should not exceed the existing capacity of adjacent streets or critical intersections.

- Existing low density residential areas should be protected from penetration by through traffic.

- Proposed street systems should be clear, direct, and logical. Unorganized street patterns which are difficult for drivers to comprehend and are unsafe should be prohibited.

Parking: Off-street parking facilities should provide spaces as required by the land use regulations and should be designed to conserve land and minimize conflicts with vehicular and pedestrian traffic.

- Shared off-street parking facilities should be encouraged for uses of a similar nature in order to reduce improvement costs, minimize access points, and to more efficiently utilize land.

- For multi-family developments, detached garages should not be permitted as part of the front yard. The location of garages in the side or rear yards will provide a variety in layout and prevent the "wall of garage doors" effect common to such projects.

Lighting: New developments may furnish and install street lighting to promote security and provide for suitable pedestrian use.

Utilities: New developments should not exceed the existing capacity of water and sewer systems, unless alternative satisfactory solutions have been found.

- o Utility easements should be uniformly located, providing for convenient maintenance and repair access.

4.4.2 Performance Districts

The following 17 performance districts were examined for growth and development opportunities and constraints. Districts with the least amount of constraints were judged to have the best opportunities for growth. Constraints to development were based on environmental hazards, serviceability, vehicular accessibility and the availability of vacant land. Various performance districts require a staged growth approach to development. Under this Policy, growth should occur in logical stages, as constraints to development are overcome.

#1 Sundance Mountain: This performance district, which is unique since it represents one of the most visually prominent features in the Tri-Lakes region, forms a backdrop for westerly views onto Palmer Lake. Vegetation plays a major role by stabilizing steeply sloped areas and softening the mountain's visual appearance. Steep slopes make development, utility extension, public service provision and road construction difficult and expensive. As a consequence, growth should be discouraged. This area is zoned RA, except the lower slopes are zoned R-3, 5000 sq. ft. (Single family Residential). The steep slope portion of the district falls under the guidelines of the Hillside Ordinance which requires special engineering for building on slopes with grades of 16% or greater. Please see Chapter 17 Palmer Lake Code Book, Ordinance #17.50.010 through 17.50.130.

New developments should be designed so as not to distract from the natural tranquility of Sundance Mountain.

Downslope views onto the Tri-Lakes region should not be obstructed by new developments.

Major road access and capacity problems should be solved prior to Town approval of project proposals.

The grade and alignment of new roads should conform to topography.

#2 North Palmer Lake: This performance district exhibits a loose and visually open development pattern. The area is physically defined by the County line to the north, highway 105 to the east, the topographic break of Sundance Mountain to the west, and the natural brush line to the south. The southern boundary marks the point of transition between the Old Town

and this district. As this area is unique in terms of existing land use patterns and is visually separated by topography from the Old Town area, it dictates a separate performance district.

A majority of the district is plotted with 5,000 square foot lots reflecting earlier standards. Public water and sewer lines serve existing residences. The district has a high potential for residential infill which should be encouraged before the development of outlying districts. The western and eastern portions of the district are within the 100-year shallow flood plain (1 to 3 feet deep).

New developments along Highway 105 should be designed and maintained so as to improve vehicular access, traffic flow, safety and community appearance. The size of advertising devices should be minimized while selected materials shall bear a direct relationship to the surrounding natural environment. Commercial uses, including accessory parking lots, should be buffered from existing and proposed residential uses. Shared parking facilities should be promoted to reduce the required number of parking spaces per use. Direct highway access points must be approved by the Colorado Department of Highways.

Infill development should be compatible with existing uses and participate in necessary road and utility improvements.

#3 Downtown Core: This performance district is determined by commercial, cultural, governmental, and entertainment activity. The district is defined by the approximate boundaries of Palmer Lake's present downtown, excluding transition areas. The downtown itself is reinforced by the location of Highway 105 and the associated major street interchanges. A number of community facilities are available in this district.

Some existing water and sewer lines within the district are old. Some existing streets are in a state of disrepair and storm drainage facilities are inadequate.

New structures should conform to the recommended downtown guidelines presented in the Downtown Design Plan in Section 5.

New structures should reinforce and enhance the character of the downtown.

New developments should participate in a water development fund for the future expansion of water treatment and distribution facilities, for example,

revenue from water tap fees. New development should also pay a share of road improvements, including drainage facilities. Development impact fees are a possible resource for the Town as improvements in infrastructure are needed.

Infill development should be compatible with existing uses.

#4 The Lake Area: In the western portion of the district bordering S. H. 105 , a small strip of land is commercially zoned. The remaining areas around the Lake are zone O-1 (Recreational). Public access to the lake is poor due to Highway 105 separating the lake from the town. The district exhibits a limited potential for commercial development and a high potential for recreational activities.

Important features of the recreational area east of the lake are the El Paso Regional Park and the trail head for the historic Santa Fe Trail.

Plans are continuing to upgrade the Centennial Park on the west side of the lake. A baseball diamond has been completed and walking trails have been established.

The northwest side of the lake has been proposed as an historical link to Palmer Lake. A train depot similar to the historic DWRG depot would be combined with gift shops and a restaurant. A steam locomotive, originally purchased in Texas, has been placed near the depot site to serve as a tourist attraction.

The Fourth of July celebration and the Winter Fest are held at the lake each year.

#5 Northeast Palmer Lake: This performance district is an open, undeveloped parcel bounded by the County line to the north, Highway 105 and the Lake Area Performance District to the west, the Town corporate limits to the east, and Ben Lomond Mountain to the south. Most of the district is designated as an industrial area and is zoned M-1 and C-1. At the present time, there are four industrial buildings in the area.

New development should be designed and located so as not to negate views of Ben Lomond Mountain.

Sewer and water services have been extended to parts of the area. The present railroad crossing and the large volume of railroad traffic present a problem for emergency vehicle access to this area.

Where abrupt changes of land use occur, screening at least 6 feet in height should occur along the property line of the higher intensity use.

#6 Ben Lomond Mountain: Represents a prominent visual feature in the region. The mountain justifies its own performance district. Topographic and geologic constraints limit the growth potential of this district. Costs for road construction and utility extension will be high due to environmental constraints.

Two platted subdivisions, Lake Shadows and Lake View Heights are located on the lower slopes of Ben Lomond on the west and the south. Utilities have been extended and roads have been improved in some parts of Unit I, Lake View Heights. At the present time, three houses have been completed and two are under construction.

Growth should be encouraged in other areas of Town which are more suitable for development.

Adequate vehicular access should be ensured by new projects, if permitted be located in the district.

#7 Old Town: The Old Town area has a very mature residential development character. This district is bounded to the north and the west by the development line along Sundance Mountain and the North Palmer Lake Performance District. The district is bounded to the south by the Monument Creek Flood Plain and to the east by the Town Center and Highway 105.

A high potential exists in this district for residential infill development. Access to commercial and public facilities is excellent due to location. Available land should be developed in a manner to ensure visual compatibility with the existing residential character.

#8 Flood Plain: This district falls within and parallels the main channel of Monument Creek and South Monument Creek. It exhibits severe environmental constraints. The area presently is zoned F-1 (Flood Plain). Any development in areas subject to flooding shall be in accordance with Chapter 17.48 of the Code of the town of Palmer Lake, which restricts most types of development. For additional information please see Chapter 17 of the Palmer Lake Code Book, Ordinance 17.48.010 through 17.48.180.

New developments should ensure that the visual assets of Monument Creek and its periphery are not destroyed by poor planning.

Fragile environmental features in the area should be protected from indiscriminate use.

#9 Chatuaqua Mountain/Glen Park: This district is bounded on the north by North Monument Creek and to the south by South Monument Creek, to the west by the Town corporate limits and to the east by Performance Districts in Suncrest Meadow and Pinecrest. A rustic character pervades the area and is reinforced by narrow, steep roads, abrupt slopes, a variety of vegetative types and cabin homes.

The area suffers a number of severe development constraints which make construction difficult and costly. Development may also prove hazardous since the level of necessary public services, such as police, fire and ambulance, is made difficult because of poor access. The district is one of the most important visual resources in Palmer Lake.

In areas of steep slopes, new developments should comply with the applicable overall performance standards established in the Hillside Ordinance Chapter 17.50. The Hillside Ordinance ensures.."that the development of each site occurs in a manner harmonious with adjacent lands so as to minimize problems or drainage, erosion, earth movement and similar hazards as well as visually unpleasant relationships."

In unplatted areas, no development other than residential should be permitted. Through the use of density transfers, fragile environmental areas may be preserved.

Negative visual impacts should be mitigated.

Due to the severity of constraints, growth should be discouraged in areas unsuitable for development.

#10 Suncrest Meadow: This performance district is the most suitable area in the Town for future growth since it is not hindered by environmental constraints.

The district is very open with gentle slopes and is bounded by residential land uses. All services have been extended to the Suncrest Area except sewer services. Some access problems have been alleviated by roads running through Forest View Estates.

Downslope views onto Monument Creek should not be obstructed by new developments.

#11 Pinecrest: The Pinecrest Performance District, which is bounded by Chatuaqua Mountain/Glen Park Performance District to the west, the tree line to the south and Monument Creek to the North and east, is a densely forested area with a variety of slopes. Older summer cabins have been converted to year-round residences, giving the district a sense of established maturity. The majority of the district is platted into 5,000 square foot lots. Sewer line extensions to the Hilltop Road area have been completed.

New developments in areas of steep slopes should conform to the overall performance standards presented earlier.

#12 Douglas Avenue: This district is defined by the Ponderosa tree line to the north, the Town corporate limits on the east, Forest View Estates on the south and adjoining Suncrest Area on the west. The area is characterized by open, sparsely vegetated fields. Water and sewer services have been extended to the district. Road extensions have also been made.

#13 South Highway 105: The South Highway 105 Performance District lies along the south side of S.H. 105 from the Old Town Performance District to the Town boundary. The district is bounded by Monument Creek and the Pinecrest District on the West. The area exhibits some growth potential because of few environment constraints. Sewer service is available to this area and an 8" water main has been extended as far as the former Salvation Army Compound.

#14 North Highway 105: The North Highway 105 Performance District lies along the north side of Highway 105 stretching from the Palmer Lake, LakeView Heights and Ben Lomond Mountain on the north, to the South Highway 105 District #13 southwest, then to the Southeast Palmer Lake District on the south. The area forms a visual foreground for views onto Ben Lomond Mountain and Elephant Rock. Although this district offers some good opportunities for low density growth, major physical constraints precluding development are vehicular and utility access. Specific problems entail the costs associated with water line extensions and the benefits/costs of grade separations across the DRGW railroad tracks.

New development should be designed so as not to detract from views onto Ben Lomond Mountain and Elephant Rock.

New development along Highway 105 should be designed to improve access, traffic flow, safety and community appearance.

Growth should be considered a low priority until transportation, water, sewer and other public service problems have been solved. New services should be provided by the developer.

#15 Southeast Palmer Lake: This district is bounded by the Town corporate limit lines on the north, east, south and west. The North Highway 105 Performance District 14 is adjacent along the northwest perimeter. The western portion of this district is characterized by mixed land uses with commercial activities and mobile home parks along Highway 105. Along the east side of Highway 105, lie various commercial and retail businesses. The area does not fit into the "perceived image" of Palmer Lake because of the design and quality of existing land uses. Due to the costs of extending water lines, most of the area is served by private wells. Sewer lines have been extended to the Mobile Home Parks and to homes on Westward and Circle Drive. Vehicular access to the eastern portion of the district which is zoned for light industry will be difficult because of the DRGW railroad tracks.

New commercial development should not strip Highway 105, but should harmonize with the rustic setting portrayed by other parts of the Town. The commercial areas should be centralized in the Southeast Palmer Lake Area, the Downtown area and the area along County Line Road.

New mobile home parks or absorption of existing mobile home parks should ensure the provision of visual buffers, all-weather road surfacing, nuisance controls, open space areas, playgrounds and adequate landscaping.

Industrial and commercial uses should ensure a planned development program. Such a program should include, but not be limited to, paved streets, adequate utility systems for multiple users, aesthetic considerations, well designed off-street parking, landscaping, buffering and vehicular access.

#16 Forest View Estates: This is a residential development bounded on the north by Performance District 12, on the west by Red Rock Ranch, on the south and east by Red Rock Ranch Road, and continuing along the town limits. Forest View Estates encompasses 153 acres or 54 lots at 2.5 to 4 acres per lot. There are protective covenants between the developer and the homeowners. Most lots have views and they are excellent. Road maintenance is the responsibility of Palmer Lake. Water is supplied by the Town of Palmer Lake.

#17 Raspberry Mountain Area: The area extends from South Monument Creek on the north to the Town boundary on the west and south and slightly beyond Sun Ridge Road on the east.

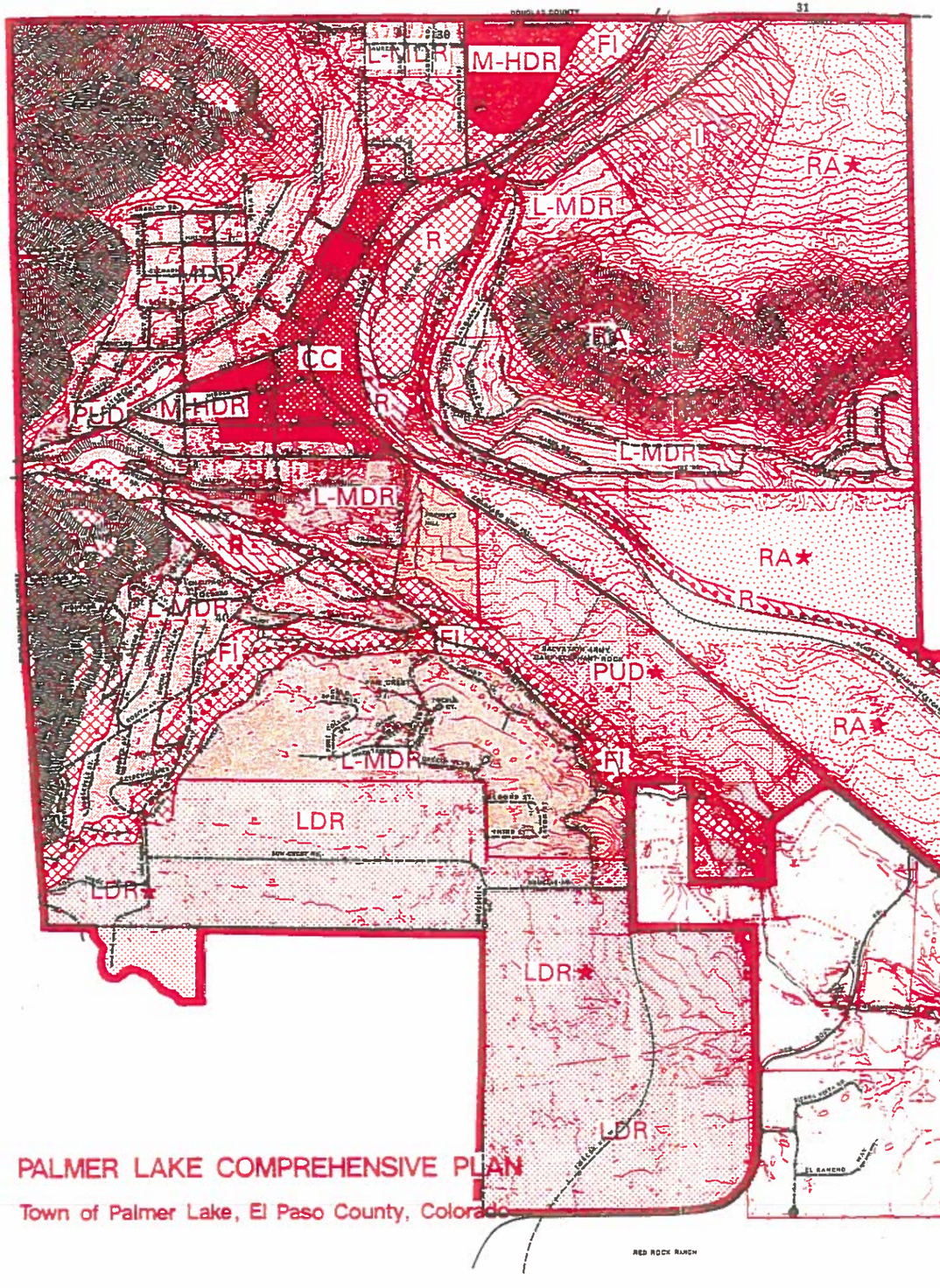
The area slopes from 7250 feet at South Monument Creek to 7450 feet on the lower slopes of Raspberry Mountain. The area is covered with Ponderosa Pine, Douglas Fir, mixed conifer and scrub oak.

4.5 DEVELOPMENT PLAN

The Generalized Development Plan (Map 8) provides the basis for public guidance of Town growth. It identifies the optimum location and extent of future land use types based on a number of factors including local planning objectives, Town needs, population projections, environmental opportunities and constraints, physical services information and land use trends. This plan focuses on the physical conditions of the land and its capability to support certain levels of activity without straining the natural environment, Town resources, or adversely impacting surrounding land uses.

New developments should participate in a water fund for the future treatment and distribution facilities, for example, revenue from water tap fees. New development should also pay a share of road improvements, including drainage facilities. Development impact fees are a possible resource for the Town as improvements in infrastructure are needed. Infill development should be compatible with existing uses.

Map 8: GENERALIZED DEVELOPMENT PLAN



Legend

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

PALMER LAKE COMPREHENSIVE PLAN

Town of Palmer Lake, El Paso County, Colorado

SECTION 5 DOWNTOWN DESIGN PLAN

5.1 INTRODUCTION

The purpose of this chapter is to explore the problems and potentials of Downtown Palmer Lake as well as to outline design criteria. Such criteria will reinforce and enhance what exists while providing direction for future development or redevelopment. Strategies to implement this plan are discussed in Section 6.

In the Past, Downtown Palmer Lake served as a focal point of community life by providing cultural and entertainment activities, certain shopping opportunities, and a transportation system. Today, it is essential that the strength and vitality of the downtown be improved not only because of its importance as a focal point, but because of its potential to generate increased tax revenues, a critical determinant to the financial health of Palmer Lake.

While it is unlikely the downtown will develop into a major retail center, with strong local support a convenience-oriented downtown with related small scale specialty services catering to the local people, as well as tourists, it is not unrealistic. By maintaining the downtown as the central focus of the community; preserving and enhancing historic spaces and buildings; improving the pedestrian environment; and providing adequate, convenient parking and circulation, the sense of community in Palmer Lake will be strongly reinforced.

For the purposes of this plan, the Downtown Design Plan is divided into five distinct areas: the Town Green, Downtown Transitional, Highway Transitional, Downtown Core, and Recreational O-1 zones (Map 9 delineates the boundaries of each area). The Town Green is the government/civic center for the community. The Downtown Core includes the existing concentration of commercial uses as well as various areas that have been identified for future expansion or development. The Downtown Transitional area is the fringe area to the south and west of the Downtown Core, the Highway Transitional area consists of that land north of Pie Corner along Highway 105, and the O-1 zone surrounds the lake with the exception of the C-1 area fronting on a portion of Highway 105.

5.2 GENERAL CHARACTERISTICS

The existing downtown commercial area is primarily located along Highway 105 from Lower Glenway to Pie Corner. It is a loose arrangement of highway-oriented businesses, originally developed to serve both permanent and seasonal residents in addition to highway traffic between Colorado Springs and Denver. With the construction of Interstate 25 between Monument and Larkspur in the late 1960's, traffic was channeled away from Palmer Lake, thereby reducing the Town's dependence on highway traffic. The area, however, continues to serve as a convenience center for local residents.
Other significant characteristics of the downtown which contribute to its image and impact are:

- Architecturally, the downtown does not now conform to any particular period style. Although some residents have expressed a desire for Victorian, the area exhibits its own "vernacular" style; a generally pleasing conglomeration of varied architectural elements. The variety of roof shapes/forms is pleasing and interesting, although they could potentially become distracting.

- The surrounding mountains influence the downtown's image by providing pleasing views and enriching the community's image.

- The Town Hall, library, fire station, and post office are essential elements of the downtown since they should serve as models for private development.

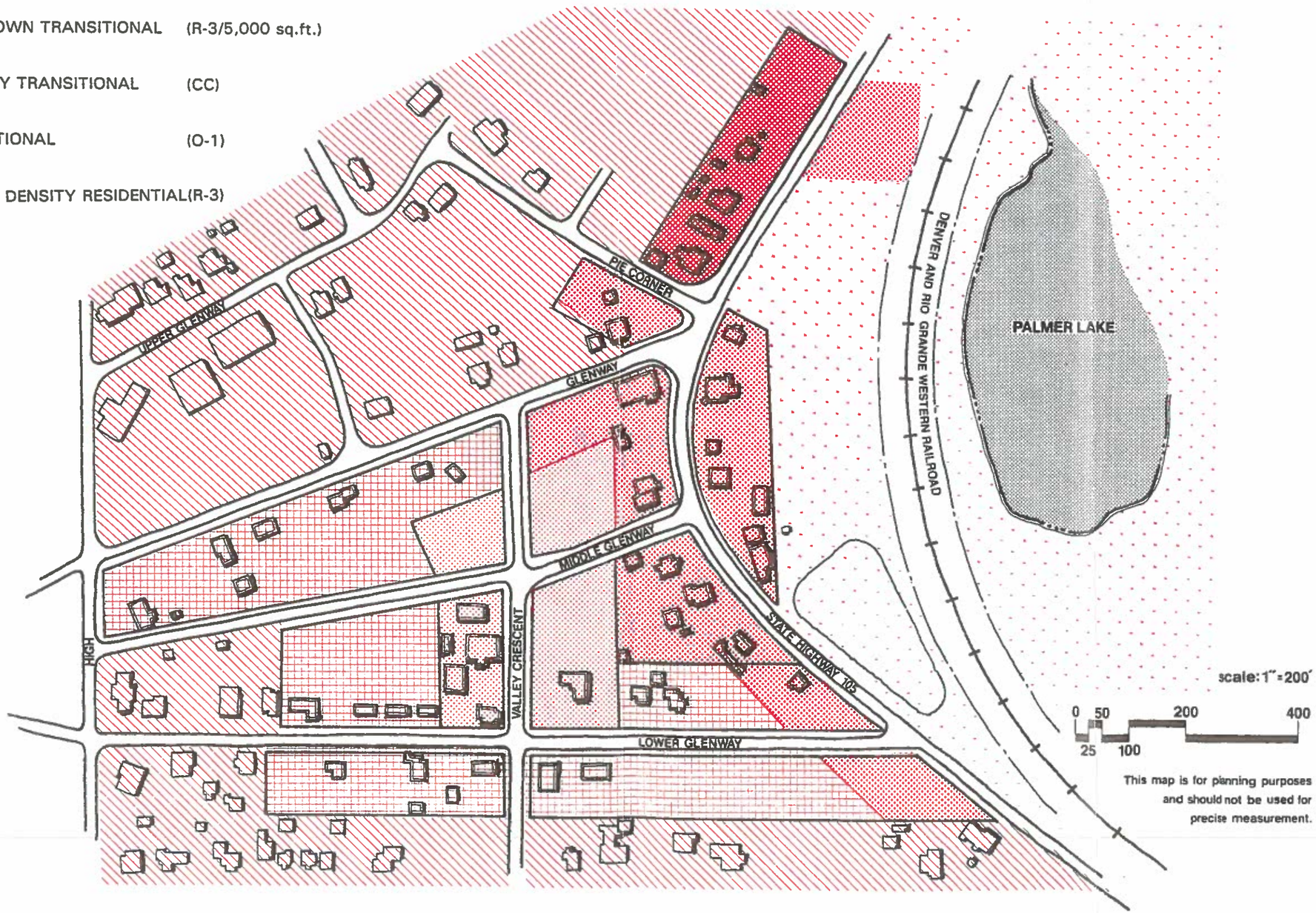
- Overhead utility wires intrude on the mountain views as well as the overall visual character of the downtown area.

- The downtown is totally oriented to the automobile. Parking areas appear as extensions of the roadways shoulder. There are virtually no pedestrian amenities and provisions for separating pedestrians from auto traffic, i.e., sidewalks. When feasible, sidewalks should be installed.

- There are no pleasing outside places for people to sit, socialize, or to just relax along Highway 105 with the exception of the post office.

Map 9: DOWNTOWN VICINITY

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



5.3 GOALS AND OBJECTIVES

The following downtown goals and objectives were espoused by the Citizens Advisory Committee:

5.3.1 Goals

1. The expansion of opportunities for shopping, socializing, business, entertainment, and housing to enhance the economic viability and health of the entire community and to encourage much needed tourism.

2. The establishment of a "sense of place" that strengthens community pride and identity.

3. The provision of a safe and attractive place where people can carry out their tasks, socialize, and better relate to the community on a personal basis.

4. The creation of a pleasant visual environment which relates to the pedestrian as well as the automobile, keeping in mind the goal of encouraging tourism.

5. The protection, development, and enhancement of those natural, historical, and architectural resources of downtown which give it a unique character.

5.3.2 Objectives

1. Enhance the overall unique character that is a sum of the community's scenery, buildings, history, and natural features, which will be appealing to both residents and tourists.

2. Develop an attractive, unified pedestrian environment throughout the downtown area.

3. Protect and enhance the existing historically and architecturally significant buildings through restoration and compatible new construction.

4. Provide for the necessary parking facilities and circulation needs.

5. Encourage medium to low density housing to locate in proximity to the downtown.

6. Establish a unified architectural and design context which is sympathetic to the existing character diversity, yet brings a cohesive feeling to the downtown.

5.4 PROPOSED LAND USE

The Downtown Design Plan as portrayed on Map 10 shows the proposed land use for Downtown Palmer Lake and is intended as a guide for Town elected and appointed officials when reviewing land use requests.

5.4.1 Town Green

The Town Green contains the fire station, town hall, town maintenance shops, Town office, library, Village Green, and lots immediately to the north of the fire station and west of the post office. Only the town maintenance shops are incompatibly located. Creating activity in the Town Green is an excellent way to generate interest and civic spirit. If a habit of use is created, subsequent capitalization of this use by business interests in the Downtown Core is easier to cultivate. Even before any structural changes are made, the scheduling of public activities and events will help reinforce an historical precedent for active utilization of the Town Green. Use of adjacent property should enhance, through usage and design, the concept of the Town Green.

5.4.2 Downtown Core

The Downtown Core is recommended to be a key commercial area in Palmer Lake. The emphasis in this area should be with promoting ground floor retail uses and home occupations. Residential development over or behind shops is highly recommended as a way to build a strong community feeling in this area. Work areas in these shops should be visible to some extent for educational purposes to browsers, besides creating an informal handicraft atmosphere. Interspersed among these shops should be establishments that are capable of catering to local and tourist needs. Incentives should be considered by the town government that would attract businesses that would be appealing to tourists.

Map 10: Downtown Design Plan

PROPOSED LAND USE

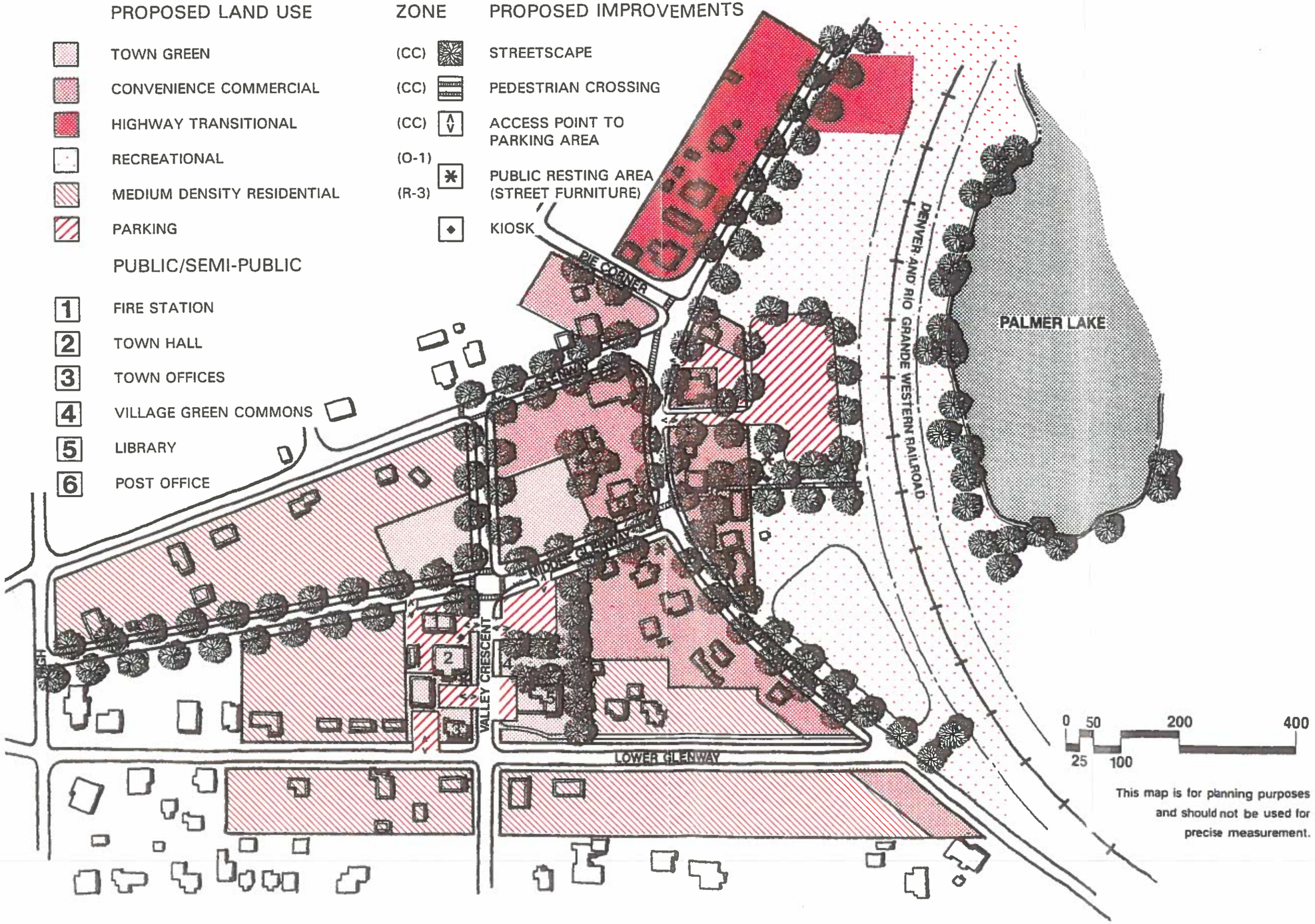
- TOWN GREEN
- CONVENIENCE COMMERCIAL
- HIGHWAY TRANSITIONAL
- RECREATIONAL
- MEDIUM DENSITY RESIDENTIAL
- PARKING

PUBLIC/SEMI-PUBLIC

1. FIRE STATION
2. TOWN HALL
3. TOWN OFFICES
4. VILLAGE GREEN COMMONS
5. LIBRARY
6. POST OFFICE

ZONE

- (CC) STREETSCAPE
- (CC) PEDESTRIAN CROSSING
- (CC) ACCESS POINT TO PARKING AREA
- (O-1) PUBLIC RESTING AREA (STREET FURNITURE)
- (R-3) KIOSK



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

The Downtown Core should be oriented toward pedestrian related retail frontage. The amount of non-commercial frontage should be minimized. One way to accomplish this is to require or encourage off-street parking in the rear of the buildings, where feasible. Combined and well integrated parking to serve several establishments is highly recommended. The Parking areas should also be landscaped and buffered to integrate with surrounding uses.

It is imperative the Downtown Core improve its image as a center of convenience activities rather than, as mentioned previously, a loose conglomeration of establishments. The success of the modern convenience center lies in the ability of every business to benefit from the drawing power of its neighbors. In order to duplicate this success in the Downtown Core, a sense of linkage or relationship between businesses and other downtown functions must be promoted. For example, when customers stop at the gas station, they should feel comfortable walking to the restaurant for a cup of coffee and stopping at the post office. This sense of linkage between adjacent businesses may be fostered by strengthening or introducing common design elements to the existing establishments, and by installing sidewalks.

5.4.3 Downtown Transitional

This area is recommended to consist primarily of medium density housing supportive of and compatible with the Downtown Core.

One of the most important factors in initiating and maintaining a viable downtown in Palmer Lake is to encourage a live-in population. Residential users in proximity to the downtown keep the area active throughout weekdays and weekends and, additionally, provide a modest built-in market for convenience goods. It is therefore recommended the Town encourage infill residential uses in the Downtown Transitional area. This does not imply that any residential use is acceptable or desirable. Single family homes adjacent to the Downtown Core are desirable and have a stabilizing influence because of the care that property owners give to their dwellings and yards.

The type of residential uses to be encouraged in the Downtown Transitional area should be medium density dwelling units. Emphasis should be on revitalization and enhancement, compatible with existing desirable features of the downtown.

5.4.4 Highway Transitional

It is recommended the Highway Transitional area be comprised of automobile-oriented commercial use types that would be incompatible with Downtown Core business. The Downtown Transitional area, although similar in composition to other commercial areas along Highway 105, differs from these areas by its proximity to the downtown. Due to this relation with the downtown, adequate off-street and landscaped parking, compatible building heights, consistent exterior materials, and other applicable features should be congruent with the Downtown Core area.

5.4.5 Recreational O-1

This area, which includes the ball field, both town entrance signs, the Railroad Park, the lake, and all the land immediately around the lake including the developed park area to the east of the lake and around the Santa Fe Trailhead, is recommended to remain restricted to recreational use. A small area in the Railroad Park is zoned C-1 in order to allow for small shops or eating establishments which would fit in with the recreational use. Continued development and promotion of this area for recreational use by residents and tourists is strongly recommended. This could include a recreation center, fitness trail, etc. Town storage of road sand, fill dirt, etc., should be moved to a less visible site.

5.5 DESIGN CRITERIA

This section, in conjunction with the Downtown Design Plan, establishes design criteria that should be utilized by:

- The Town when planning and designing aesthetic improvements to the downtown.
- The private sector when designing plans and documents for new or rehabilitation construction in the downtown.
- Town officials when reviewing development application in the downtown.

The downtown design criteria are intended as mechanisms to ensure that new construction is compatible and sensitive to existing structures. They are not aimed at dictating the design of any one particular historic period or disallowing imaginative building and streetscape treatments. The design criteria are

divided into three general categories: Streetscape, Architecture, and Design signage. Building location and functional site characteristics are determined by existing Town ordinances and were excluded from discussion.

5.5.1 Streetscape

The streetscape is the major structuring component of this plan, and perhaps the most important in meeting the physical design goals of the community. The streetscape is composed of:

- Public rights-of-way such as streets, alleys, parking lots, sidewalks plazas, and parks.
- The buildings that line the streets, whether public or private.
- The spaces that are created by public rights-of-way and buildings.

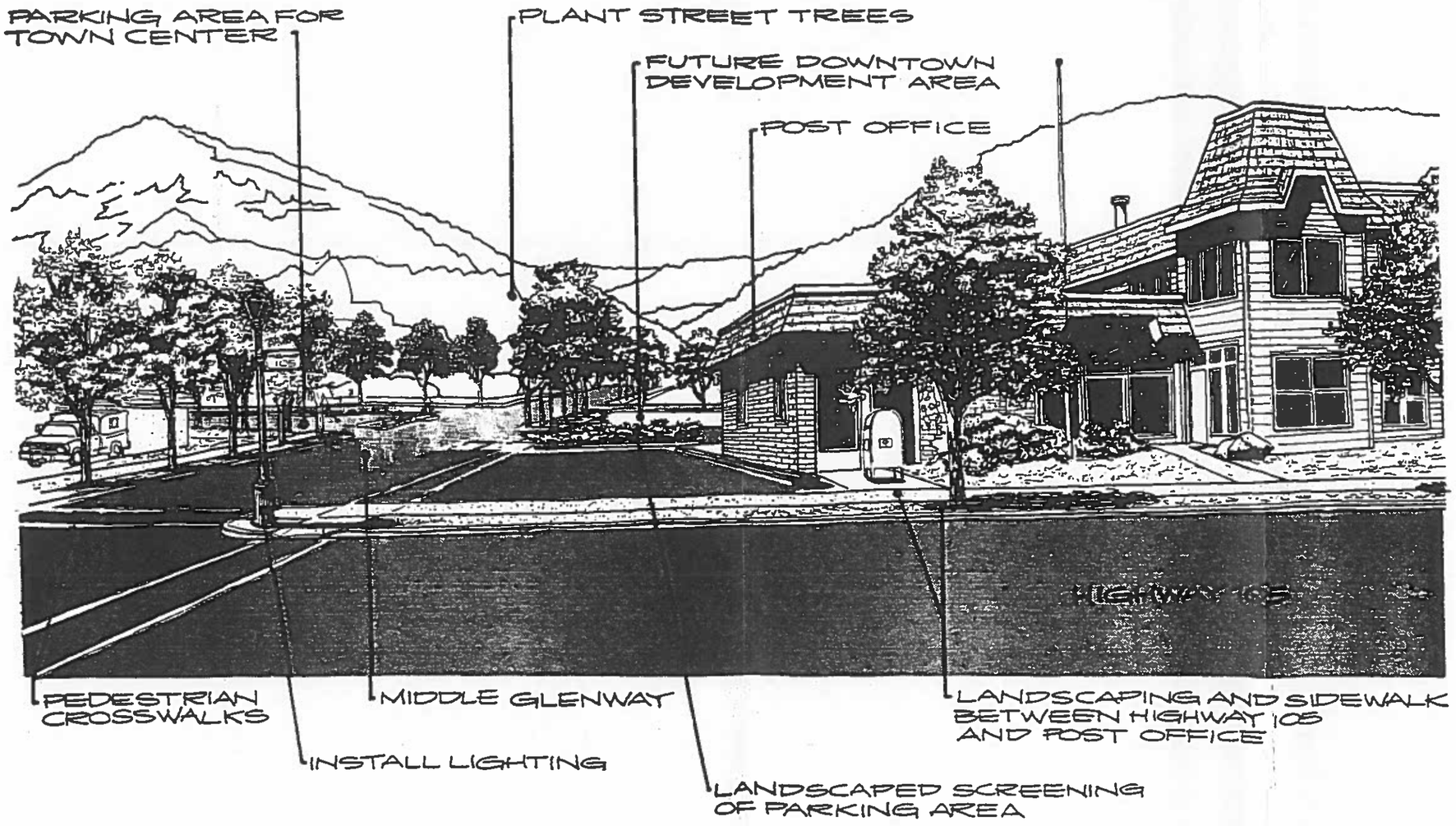
The following design recommendations are intended to achieve the goals and objectives of this plan while improving and enhancing the streetscape.

5.5.2 Landscaping

The simplest and most effective way to beautify the downtown is by landscaping. Planting hardy varieties of street trees provides an attractive setting for commercial and residential expansion. Tree cover gives a feeling of permanence to the downtown besides providing shade and an attractive visual impression. Trees also help form a visual canopy that provides a sense of enclosure to a walkway.

Shade trees should be planted and spaced uniformly in order to establish rhythm and create continuity within the downtown. Street trees, for example, cottonless cottonwood, silver maple, and Marshall seedless ash provide vegetative scale compatible with pedestrian space and are hardy in this altitude. It is advised that street trees that are shade-providing be planted along the streets and walkways in the downtown. Since highway 105 is a state highway, individual business and home owners should be encouraged to plant trees and install planters on their own property and keep them watered.

STREETSCAPE CONCEPT - MIDDLE GLENWAY



Landscape planters and window boxes articulate space and enrich the streetscape. When sidewalks/walkways are constructed in the downtown simple on-grade planter areas or raised planters should be installed. Such planters are relatively maintenance free while separating plant material from pedestrian and vehicle traffic. Suggested plantings may consist of ground covers, flowers, low shrubbery, or dry landscaping. The Planter areas may be kept flat or contoured with shaped earth. The size of the plantings may range from small accents to large focal areas, and may be easily integrated with street trees.

The landscape program should be prioritized accordingly:

Priority 1 - Planting street trees along both sides of Highway 105 from Pie Corner to Lower Glenway and along both sides of Middle Glenway from Highway 105 to Valley Crescent. Design Guideline 1 illustrates a conceptual streetscape for Middle Glenway.

Priority 2 - Landscaping around the town hall and post office, in addition to commercial establishments along Highway 105.

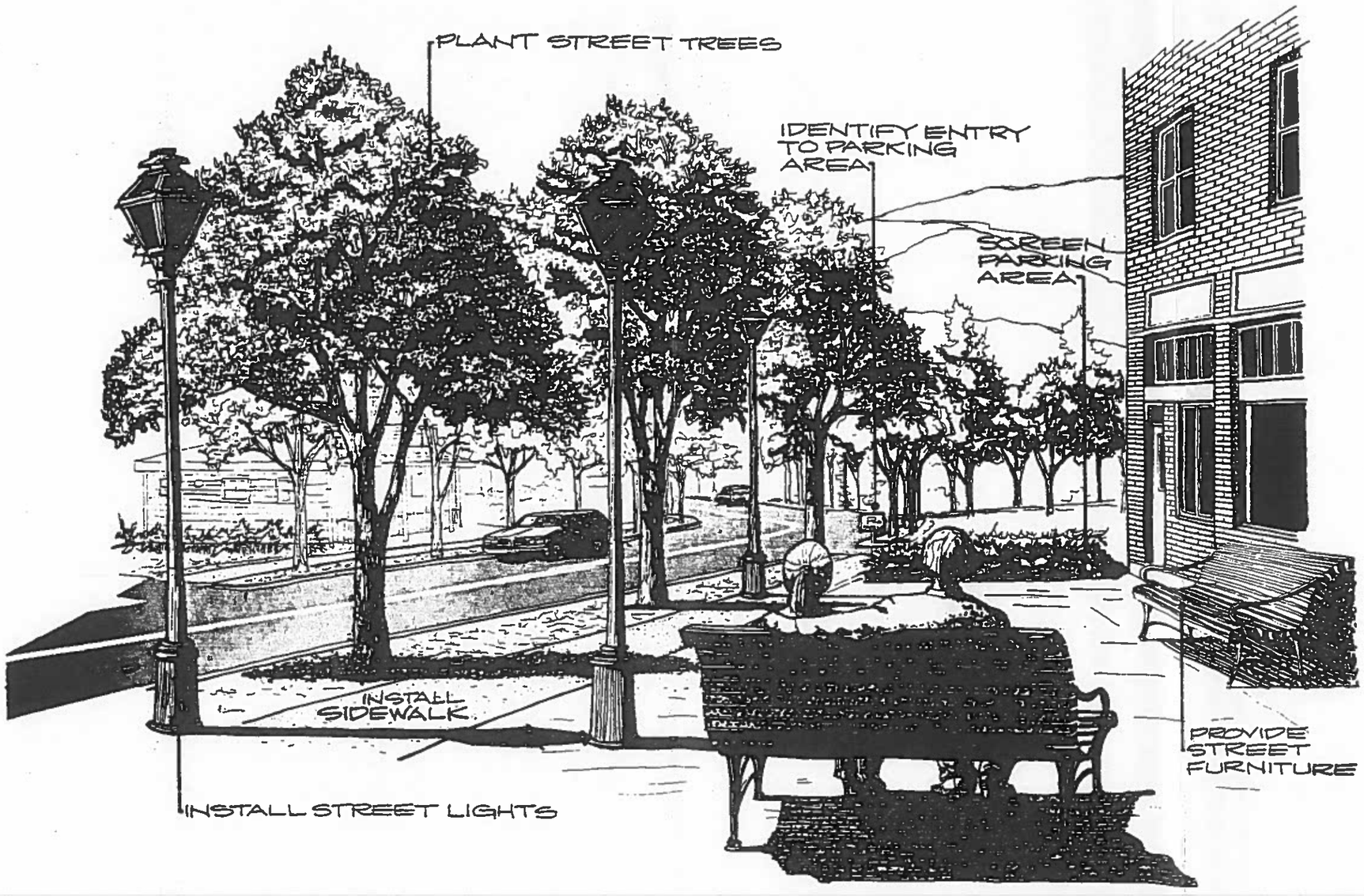
5.5.3 Pedestrian Pathways

Perhaps the most critical deficiency in Downtown Palmer Lake is the lack of a defined sidewalk/walkway system separating pedestrians from automobiles. Such a system encourages pedestrian circulation and reduces potential safety hazards. Walkways may be constructed from a variety of materials including: asphalt, pea gravel, concrete, brick pavers. Brick pavers are the most effective, however, they are the most expensive. A colored, textured concrete walkway may be desirable, but also quite expensive. As a temporary measure, a well-defined pea gravel base walkway may provide the best solution. Signage warning motorists of pedestrian crossings should be installed along Highway 105. Priority sidewalk/walkway construction is as follows:

Priority 1 - Along Highway 105 between Pie Corner and Lower Glenway; along Middle Glenway from Highway 105 to Valley Crescent.

Priority 2 - Within the Town Green.

STREETSCAPE CONCEPT - HIGHWAY 105



Eventually, walkways should be constructed from Highway 105 to Palmer Lake and the Santa Fe Trail. Additionally, walkways will be needed along Middle Glenway and High Street to the Estemere. Once complete, these walkways have strong possibilities for linkage to the community-wide pedestrian system. Further recommendations relating to a pedestrian/bike system are proposed in Section 6.

5.5.4 Street Lighting

Appropriate street lights at a human scale reinforce street unity and add a special nighttime ambiance. The recommended design height for street lights is 10' - 12'. In addition, lighting designed as a pleasant amenity with sufficient illumination for walks will assist in increasing pedestrian and motorist safety. An easement may need to be acquired from the railroad.

The design of street lights should be compatible with the character of the downtown and, in a sense, participate in determining that character. Although either "period" or contemporary lighting is acceptable, it is recommended that a period standard be used, similar perhaps in style to the historic oil lamps currently located on the Town Green. Design Guideline 2 illustrates the visual effectiveness of the recommended street lights.

5.5.5. Seating

Another important dimension of the streetscape is seating, an essential consideration for pedestrian relaxation. The inclusion of benches along walkways in the Town Green and in other selected locations is highly recommended. Such benches should be comfortable, durable, and complement the downtown environment. Simple contour benches of wood will complement Palmer Lake's rustic environment and are recommended for use in the downtown.

5.5.6 Additional Pedestrian Features

Other functional features which are recommended for the downtown include a kiosk, trash receptacles, bike racks, and a drinking fountain. The kiosk, a community bulletin board for local events and attractions, should be located in a highly visible place. Trash receptacles should be coordinated with the benches and provided with covered tops and sealed bottoms to keep the refuse dry and out of sight. Bicycle racks should be provided near high use public buildings such as the town hall,

library, and post office.

5.5.7 Parking

Adequate parking is a primary necessity for Downtown Palmer Lake. As the downtown develops a "core" commercial or convenience center, parking problems begin to emerge. Often these problems are more perceived than actual. For example, shoppers accustomed to parking directly in front of a store consider any other parking space as inconvenient. By providing convenient off-street parking areas, parking problems which occur as the downtown develops may be avoided. Customers who become familiar with walking short distances from their parking space will avoid later perceptions of parking "problems" as additional off-street parking becomes necessary.

Parking areas should be located and designed to encourage one-stop shopping. Off-street parking at the rear or side of buildings should be encouraged. Where on-street parking is necessary, it should be designed as parallel rather than angle parking. The latter requires excessively wide streets which detract from the character of the downtown and cause increased safety problems.

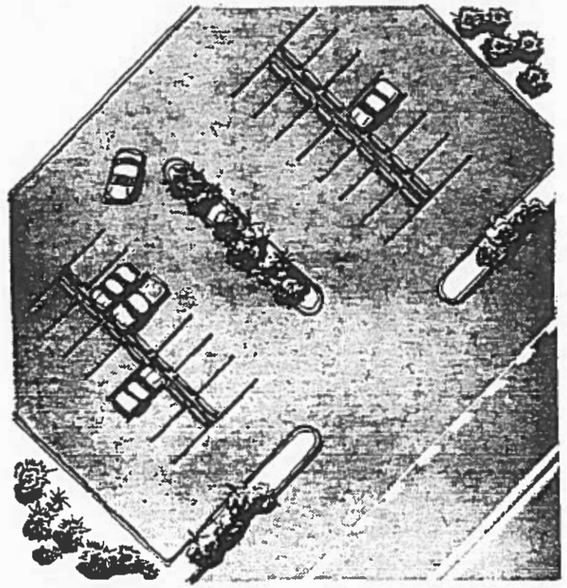
Landscaping and visual screening should be an integral part of parking lot design, both for shade and amenity value. Berming strips and landscaped endcaps help to soften drives while defining internal circulation patterns. Screening the perimeter of a parking lot not only reduces noise and glare, but creates a barrier so vehicles use designated access points. A suggested parking lot design is shown in the Design Guideline 3.

For shared or public parking lots in the downtown area, the standard zoning ordinance parking requirements may be waived if a ratio of one parking space per 125 feet of gross leasable area (gla) is applied.

No on-street parking or backing out should be permitted along Highway 105. Landscaping, screening, and improved definition of parking lots should additionally be provided. In particular, the area around the Villa is in the greatest need of improvement. By defining entrances to parking areas with a common design element, such as curbs or landscaped strips, the sense of "arrival" to businesses and the downtown in general will be significantly improved. If cooperating businesses would adopt such a common design scheme to define parking areas, both the appearance of and linkage between businesses would be enhanced.

DESIGN GUIDELINE 3

PARKING LOT



90° PARKING

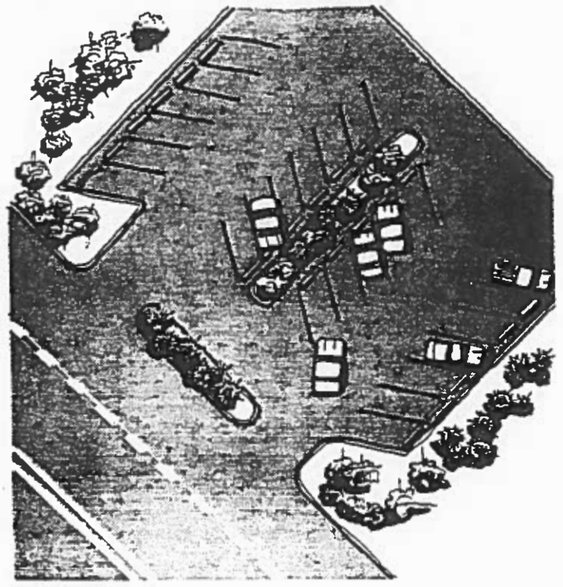
ECONOMIZES SPACE

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 PERMETER 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.

The Town should explore the possibility of construction of a public parking areas east of the Villa Restaurant. This parking area could be used by Downtown customers and visitors to the Lake. A connection to the recommended downtown pedestrian system should be provided as shown on Map 10.

In addition to the aforementioned parking lot improvements, vehicular circulation can be improved by physically defining the downtown intersections. Curbing is the best alternative but only if the streets are hard-surfaced.

5.5.8 Architecture

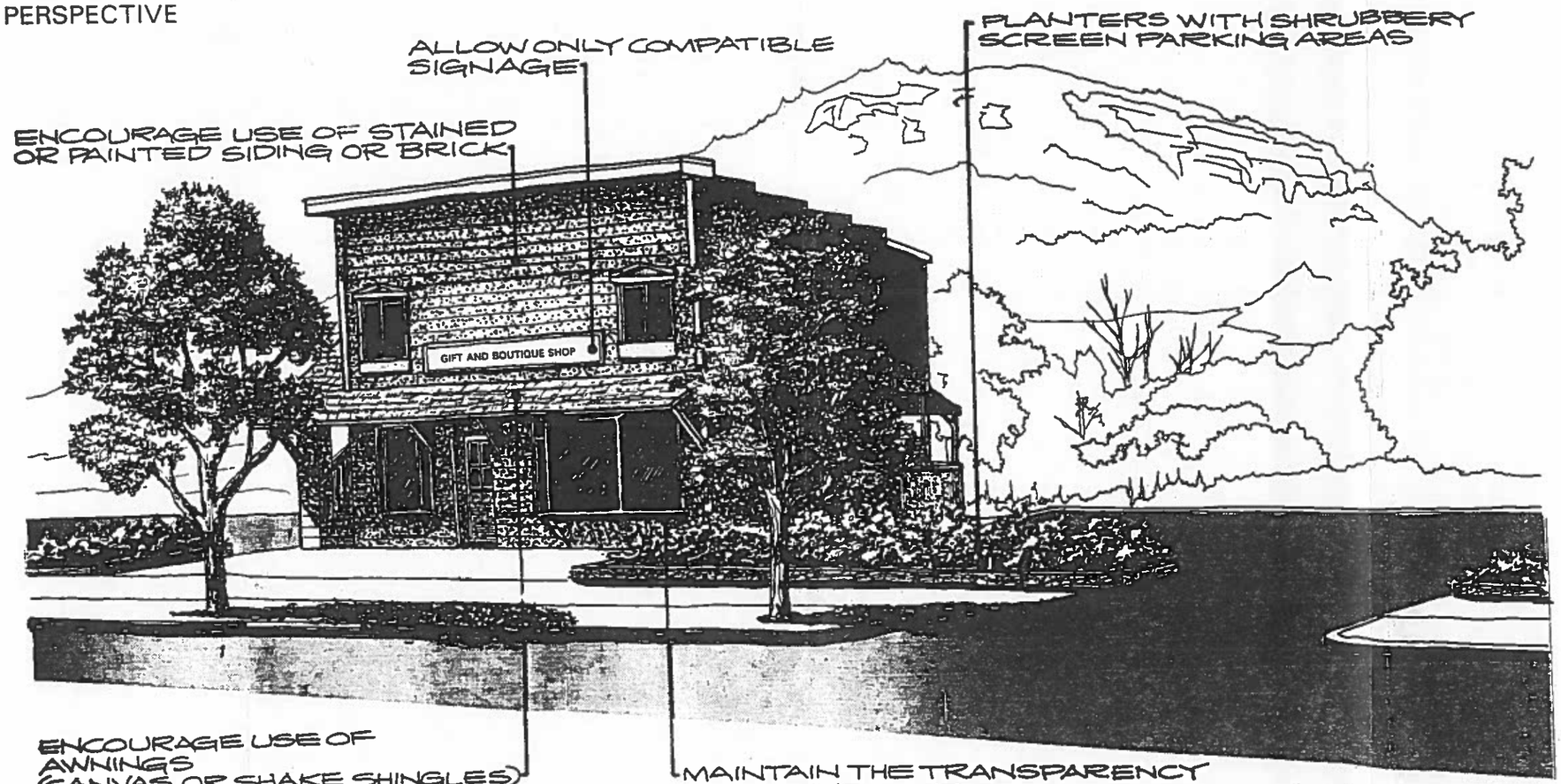
The varied character of appearance of the existing business establishments and public buildings in Palmer Lake is generallyacceptable, and progress has been made in exterior appearances. The early resort-type character of the Town comes through in these facades and is a quality that should be complemented in new construction. The danger in having mixed group of existing structures is that compatibility judgments on new construction become difficult. To retain the small-town appearance and "feel" of Palmer Lake, it is important that the scale and general design characteristics of new construction reflect the town's history and natural western setting. Architectural style and detailing that is rustic, western, victorian, and regionally historical should be encouraged and maintained. Modern architectural development should be discouraged in the Town Green and Downtown Core Areas. Design should especially be emphasized for the Town Green. There, new buildings or renovation should conform to Victorian/Western architecture already in place which serve as a "core" reminder of Palmer Lake's past. This does not imply that there cannot be innovation in design, but it does mean that if the general character is to be preserved, new construction cannot be so different in visual terms as to seem incongruous or visually jarring. By imposing basic design controls, such as generally acceptable uniformity in signage, lighting, and window treatment, a high quality visual character can be maintained.

Positive features which should be considered in new construction or restoration include:

- Western or false-front buildings
- Porches
- Awnings and shutters
- Regular placement of windows

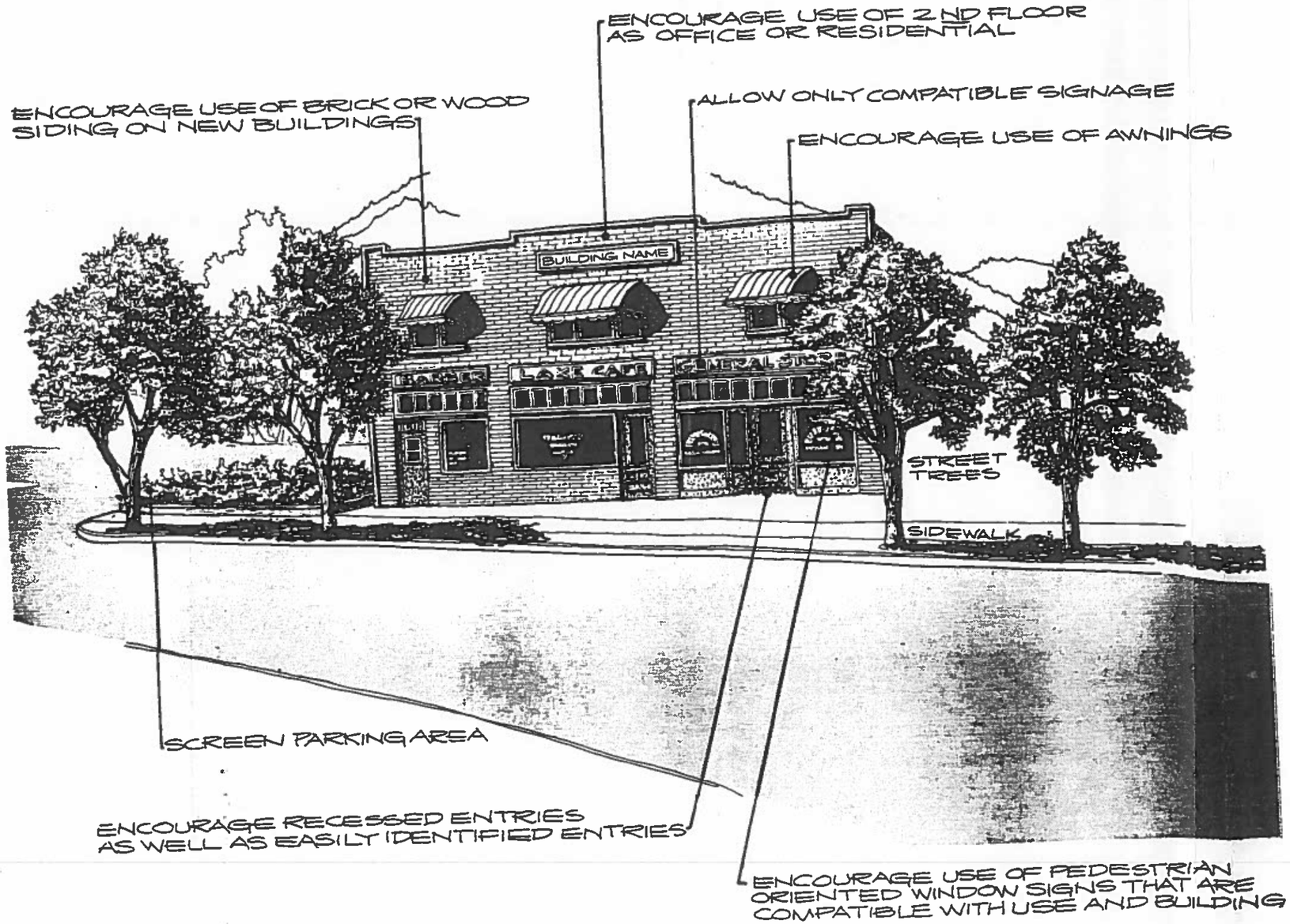
DESIGN GUIDELINE 4

PERSPECTIVE



DESIGN GUIDELINE 5

PERSPECTIVE



- o Use of materials and colors compatible with rustic, Western or Victorian architecture
- o Use of brick or stained lapsiding

Features to be discouraged include:

- o Corrugated metal siding
- o Aluminum siding
- o Incompatible colors

5.5.9 Signage

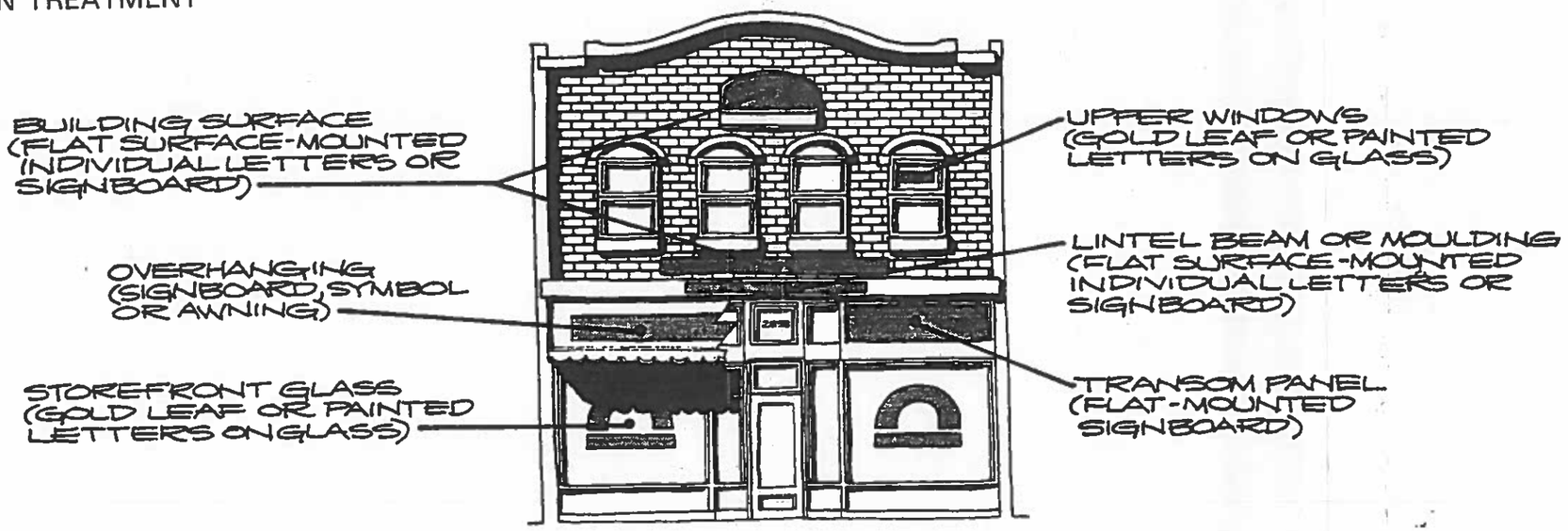
Signs and shop fronts reflect the health of a community; in fact, signs often tell more about the economic health of an area than they do about the products being marketed. Detailed guidelines and requirements for signage are stated in the town sign ordinance.

5.5.10 Village Green Commons

The development of a Village Green Commons in the area east of the town hall and north of the library was endorsed by the Town Trustees and has been implemented. The overall concept, which was designed by a resident landscape architect with the assistance of the Palmer Lake Landscape Committee is effective in encouraging people to frequent the Village Green. A perspective view of the project as it looks is provided in Design Guideline 7.

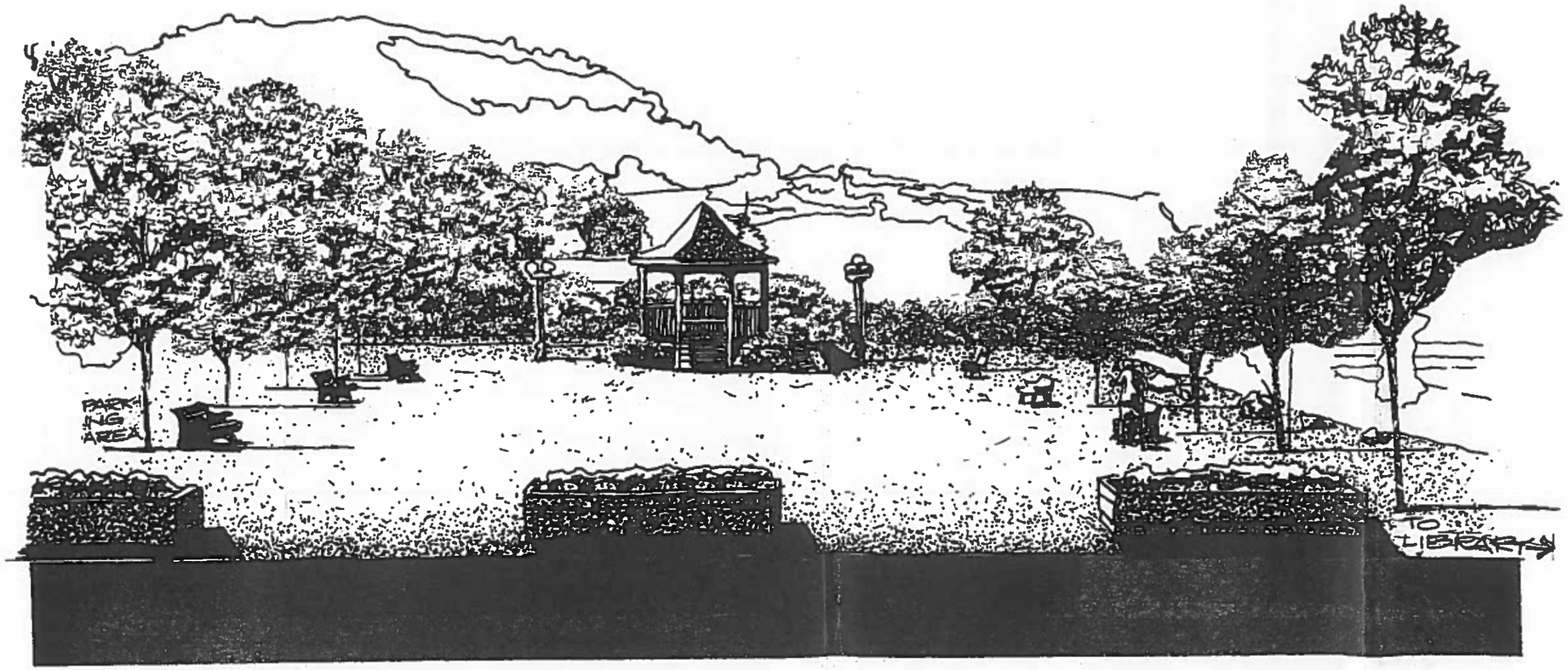
DESIGN GUIDELINE 6

SIGN TREATMENT



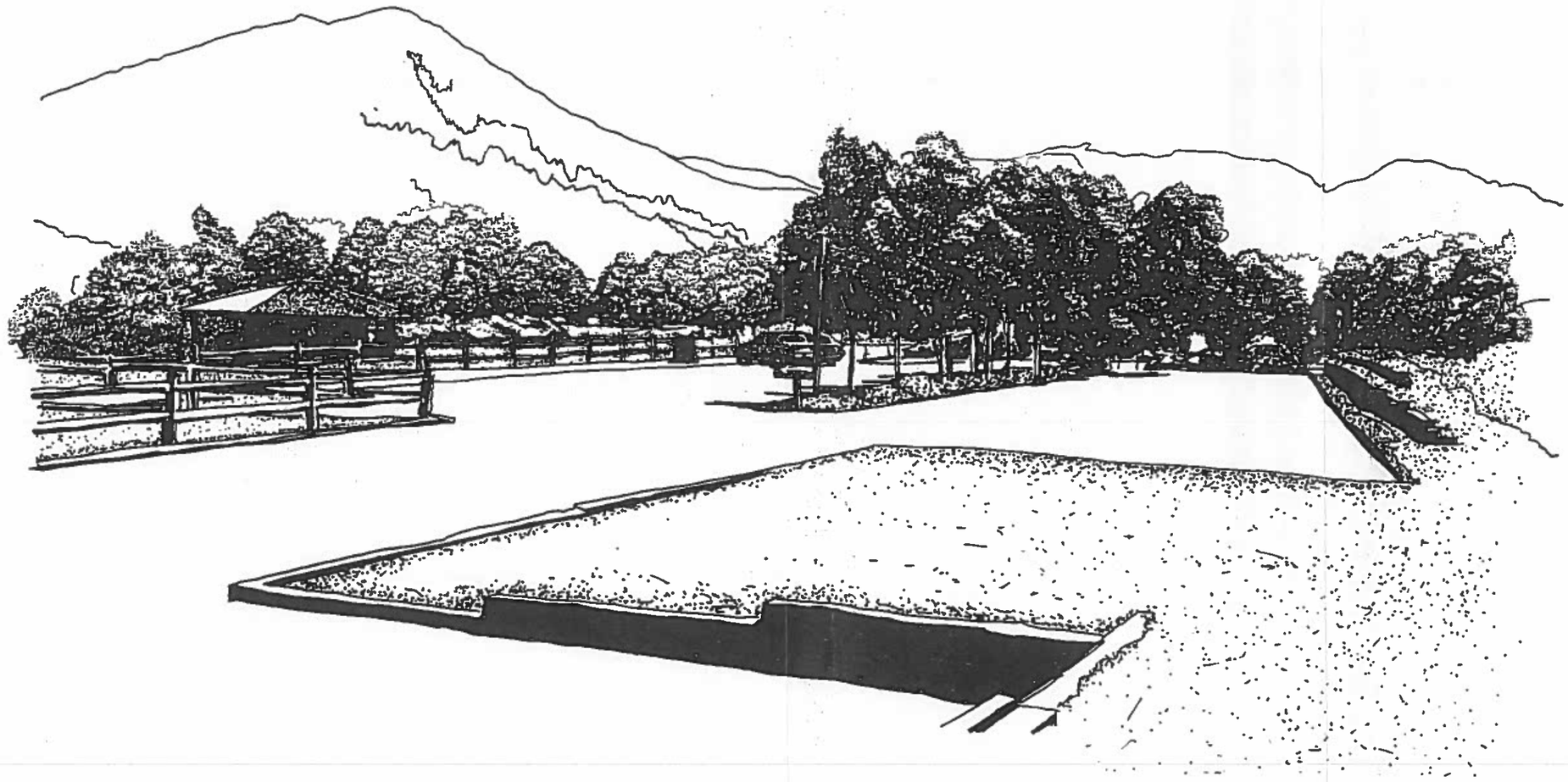
DESIGN GUIDELINE 7

VILLAGE GREEN COMMONS



DESIGN GUIDELINE 8

LAKE RECREATION AREA



SECTION 6 INFRASTRUCTURE RECOMMENDATIONS

6.1 INTRODUCTION

The intent of these planning and design recommendations is to provide possible solutions to problems and deficiencies identified in this section. Areas addressed are the street system, including drainage and snow removal, railroad crossings, public transportation, trail systems and open space.

6.2 STREET SYSTEM

The existing street system exhibits a variety of problems as a result of inadequate planning during the early history of the Town's physical development. Street patterns are organized in a manner which do not respond appropriately to traffic flow or topographical constraints. Right-of-way widths, in many cases only 20 or 30 feet, are inadequate. One recommendation is to survey every street and purchase, exchange or possibly condemn for a new right-of-way necessary to secure safety and proper drainage. Other street problems are a result of a substandard surface drainage system, road surface deterioration and poorly designed intersections. The downtown area will have to be repaved.

6.2.1 Glen Park

The street system within this portion of the Town is characterized by improper drainage patterns, narrow roads, road surface deterioration and poor circulation.

In the Spring of 1982, water lines in the Glen Park area were replaced and reburied to a sufficient depth with FmHA funds. A poor drainage system necessitated the continuous regrading of eroded street surfaces until roadbeds were actually lowered. However, many roads in the area still have poor drainage and an insufficient gravel base.

Vehicular circulation and capacity problems in Glen Park are a direct result of narrow roadways and right-of-way widths. One solution to this problem is to widen the streets to subdivision regulation standards; however, such a project would be both financially infeasible and controversial since many residential structures are located close to the right-of-way edge. As an interim measure, the Town has established a one-way loop system using Buena Vista, Rosita, and Virginia (Park) Avenues to accommodate vehicular traffic without enlarging the

existing rights-of-way. On-street parking should not be permitted unless the roadway is greater than 20 feet in width.

Roadway surfaces should remain gravel as long as traffic volumes are low. Such surface types provide increased traction on steep grades and enhance the rustic character of the area. The surfaces, however, should be treated to minimize dust and increase road life. One-way signage should also be upgraded.

Recommendations

- Systematic surveying of the road network should be undertaken.
- Some trees should be selected for removal along the transportation routes.
- Brookridge should be graded and widened up to Hilltop.
- Many streets in the Glen Park area are dangerously narrow without shoulders. As a result, construction, highway and snow removal equipment cannot negotiate the quick turns and narrow lanes. Consequently roads should be widened where feasible.
- All street signs should be evaluated for replacement.

6.2.2 South Valley, Spring, and Highway 105 Intersection

This intersection, designated by the Citizens' Advisory Committee as a major traffic concern, is poorly defined due to road alignment, lack of signage and surface material. Improved intersection definition may involve reconstruction so that streets cross at or near a perpendicular angle.

At present, the travel lanes within the area are ill defined causing confusion. By defining travel lanes and the road edge, traffic safety may be substantially improved.

6.2.3 Shady Lane Area

Recommendations for the Shady Lane area are similar to those for Glen Park. A one-way loop system which presently serves a portion of the Shady Lane area needs to be expanded to serve the Hilltop Road area. In addition, Greeley Boulevard should be designated as a one-way street because it is currently very narrow and handles excessive volumes of traffic. This system once complete, could facilitate safe access without necessitating the removal of any structures within the right-of-way.

On-street parking should be discouraged to maximize vehicular circulation. An unobstructed line of sight should be maintained at all intersections so approaching vehicles will be able to stop before arriving at the intersection.

6.3 DRAINAGE

The principal street problem in Palmer Lake involves drainage; specifically, the design of roadside drainage swales and culverts.

The combination of steep grades, inadequate drainage swales and shortage of proper drainage structures and detention devices causes excessive erosion alongside roads and on road surfaces. As a result, the velocity, volume and direction of stormwater is essentially uncontrolled, resulting in soil erosion and siltation problems. New residential construction may perpetuate the problem.

The most severe drainage problems are in North Palmer Lake, Glen Park and the Shady Lane area.

In 1989, the Town of Palmer Lake adopted a drainage plan (Ord. 3-1989, Revised 4/9/92) that addresses allowable areas for development, slope, cut and fill requirements. However, the best approach to solving the drainage problem is to identify the critical areas on a road-by-road basis. The most critical areas should be prioritized and appropriate steps taken to correct the deficiencies. Homeowners should be required to provide and maintain open culverts.

6.4 SNOW REMOVAL

Snow removal is a problem in some areas of Town, particularly the South Monument Creek area where steep grades and narrow rights-of-way contribute to excess snow accumulation. The Town has adopted the El Paso County standard for road bed dimensions and grading. For example, in constructing new roads, the roadbed should be 18" to 24" above the natural grade and any existing backslopes along roads should be flattened to 6:1 or 4:1 slopes.

6.5 RAILROAD CROSSINGS

Palmer Lake has developed primarily to the west of the lake and the Rio Grande tracks. However, with two significant platted subdivisions east of the tracks, coupled with the availability of water and sewage

facilities to the large vacant properties in this area, there will be a high potential for growth. This development coupled with travel between town and I-25 makes it necessary that a grade crossing be constructed.

At the County Line Road railroad crossing, traffic is sometimes delayed for 15 to 45 minutes by trains stopped to disconnect pusher cars or recharge brakes at the switching station north of the Town. A potentially acute problem exists. Trains blocking the County Line Road crossing delay emergency response vehicles, and increase the dangers of grass fires along the line. As the Town has grown, the pedestrian and automobile traffic has exceeded state recommendations for crossing standards. Warning lights no longer ensure continued safety. It has been recommended that a grade separation should be considered. In order to warrant a grade crossing, an exposure factor of 35,000 is needed. The exposure factor of a site is the number of trains per/day x the number of cars/day.

Noise impacts are an existing problem. The Town should consider establishing a noise buffer clear zone within predetermined distances from the railroad right-of-way. Another method to reduce noise would be to plant parallel rows of conifer trees that would reduce noise from the train traffic.

6.6 PUBLIC TRANSPORTATION

As was discussed previously, Palmer Lake does not have a public transportation plan. However, the Town should encourage the development of a Transportation Development Plan for the area. Technical assistance for preparing the Transportation Development Plan may be obtained from the Pikes Peak Area Council of Governments. The Town may also consider agreements with other local governments to fund public transportation.

6.7 BICYCLE/PEDESTRIAN TRAILS

A strong local interest for the development of a bicycle system has seen the completion of the northern portion of the Monument and Fountain Creek Regional Bicycle Trail which will eventually continue south of Colorado Springs to Pueblo. The Monument and North Monument Creeks trails also link up with the Santa Fe Trail and other bicycle and hiking trails throughout the Tri-Lakes region.

If vehicular traffic volumes don't pose a hazardous situation and if there is sufficient roadway width, designation of an exclusive

bicycle/pedestrian lane along streets could be used.

As new development is planned adjacent to proposed trails (see Map 8), the Town may require construction of the trail as a condition to approval. This may supplement public financing of the trail program.

6.8 OPEN SPACE

Preservation of open space should include the following:

- o Identify potential public open space areas and possible bicycle/pedestrian path systems based on environmental constraints data including high visual quality, natural wildlife habitats or historical/archeological significance.

- o Investigate and recommend various sources for obtaining public open space area, for example, the Palmer Foundation, Colorado Open Lands. The Town's zoning ordinance requires a subdivider to dedicate five percent of the total area of a development or cash in lieu of, for public purposes including open space.

SECTION 7 ADMINISTRATION AND IMPLEMENTATION PROGRAM

7.1 INTRODUCTION

This chapter is divided into three major parts: (1) a general review of Palmer Lake's land development regulations, (2) suggested annexation policies, followed by (3) recommended strategies to implement the Comprehensive Plan. The code evaluation is intended to suggest ways in which the Town can upgrade current land development regulations while providing mechanisms to assist decision-makers when reviewing development proposals and considering annexation.

7.2 LAND DEVELOPMENT REGULATIONS/CODE MODIFICATIONS

7.2.1 R-V Residential Variable Density District

At present, there are seven residential zoning districts:

o	RA	Residential Agricultural (5 acres or more)
o	R1-E	Estate (2 1/2 acres or more)
o	R1	Low Density Residential (1 acre or more)
o	R2	Intermediate Density Residential (1/2 acre or more)
o	R-10,000	Medium Density Residential (10,000 sq. ft. or more)
o	R3	Medium Density Residential (5,000 sq. ft. or more)
o	R4	High Density Residential (15,000 sq. ft. or more)

An alternative to the standard zones warrants consideration. The creation of an R-V Residential Variable Density District would replace the R-A, R-1, R-2, and R-3 Zones. The R-V District would principally permit single family units with restrictions on density and minimum requirements for protection of the public health, safety and welfare.

Existing single family neighborhoods would be reclassified according to established densities while new developments would be carefully reviewed for compatible densities. For example, if an existing single family area has a minimum lot size of 10,000 square feet, the density would follow the district symbol as such: R-V (10,000). In new developments, the allowable density approved by the town would follow the district symbol. Example: RV-5 acres would allow one residence for each 5 acres.

7.2.2 Planned Unit Development (PUD)

The Planned Unit Development District is intended to provide the means by which land may be developed in an overall unified approach that allows for: (1) flexibility and innovation in design, (2) a mixture of uses, and (3) site design that provides benefits over the standard uniform lot and block patterns and design feature. Such benefits include: (1) the provision of open space for the use of the resident and guest, (2) the preservation of unique, natural landscape features, (3) variety in land use patterns and the siting of buildings and structures, and (4) the potential for more efficient provision of municipal services and utilities. The Palmer Lake PUD Ordinance, 17.52 -Code book, was adopted 4-9-92.

It has been recommended the existing R-4, C-1, and M-1 Zones be eliminated and the Planned Use Zone be restructured into a Planned Unit Development District. This would allow either mixed or single use projects, comprised of four designations, to be incorporated into PRD (Planned Residential Development), PCD (Planned Commercial Development), PID (Planned Industrial), or PMHP Planned Mobile Home Park.

The purpose of the PUD is to encourage a unified approach to planning, design and development of land that is consistent with the goals and objectives of the Comprehensive Plan of the Town of Palmer Lake. Other considerations of the PUD are:

- To encourage flexibility, innovation of quality design and variety of development types in order to promote the most suitable and appropriate use of a site.
- To facilitate the adequate and efficient provision of streets, utilities and municipal services.
- To achieve a compatible land use relationship with the surrounding areas.
- To preserve the unique, natural, scenic, historical and cultural features of a site.
- To encourage energy efficiency and natural resources.

- To provide for usable open space and recreational areas in new development.

The Planning Commission and Town Board shall consider the purposes of the PUD ordinance in approving or denying any requests for a Planned Unit Development District or for a Planned Unit Development Plan.

As proposed, the PRD, Planned Residential Development, would eliminate the existing R-4 Zone and all proposed multiple family projects would be subject to the regulation. It is also recommended the PRD District be divided into two separate density categories. One category would permit medium density multiple family development such as townhouses, four-plexes, and condominiums. The other density category would have a maximum density of 12 units per acre. The intent of this density division is to direct less intense multiple family development to areas where they will serve as a transition or buffer between single family residences and high density multiple family.

The PCD, Planned Commercial Development District would promote high quality commercial uses which meet the overall needs of the Town. The wide variety of uses currently allowed in the C-1 Zone create land use impacts among commercial/business uses, as well as with surrounding low density residential areas. It is recommended that highway commercial and convenience business uses be separated, to provide a distinction between different intensities. It is also recommended that two commercial zones, CC and C-2 be added to the present C-1 zone. The intent of the CC zone is to encourage convenience businesses and professional offices to locate in the downtown core. The C-2 zone would allow for greater flexibility for commercial businesses and accommodate highway - orientated businesses.

The emphasis of using the PUD District is to require all new projects,with the exception of single family uses, to submit their plans through a planned development review process. To implement the district, it is recommended that all existing residential and commercial uses be reclassified to the appropriate district designation. When considering the annexation of undeveloped land, it is further recommended that the parcel, depending upon future development potential, be reclassified to either the general R-V Residential-Variable Density District, such as R-V, 10,000, R-V-5 acres, or the general PUD Planned Unit Development District. In the future when the parcel is developed, the Town would determine the appropriate uses or density based on compatibility, neighborhood acceptance, impacts and other review consideration.

In 1992, the Town of Palmer Lake adopted a Planned Unit Development Ordinance. The PUD Ordinance in Chapter 17.52, describes the intent of the provision to the design requirements, building permits, floodplains and maintenance plans after the PUD has been approved.

7.2.3 District Changes

It may be wise for the Town to determine the potential use and general arrangement of the site as submitted in a concept plan before approving a blanket district. This will ensure that the potential activity on the site will not adversely impact surrounding land uses or strain community services. An advantage of the concept plan is its use as a visual aid to graphically respond to specific questions or issues that Town officials or neighbors may raise at the public hearing. Approval of the project would be subject to compliance with the concept plan and other conditions or stipulations stated in the PUD Ordinance.

7.2.4 Design Review

An approved site plan should be required for all uses with the exception of Single Family Residential. A site plan approval would be necessary before an issuance of a building permit. A site plan review serves as a check to ensure the approved use and conditions of a project area in compliance with the Palmer Lake building and subdivision codes.

A site plan review will determine that the required parking, setbacks, height, landscaping and drainage to comply with the land development regulations. The basic elements that should be shown on the site plan are:

- Existing and proposed structures
- Adjacent land uses and the relationship of the project to the surrounding uses
- Internal and external vehicular and pedestrian circulation
- Number, location and width of accesses
- Design and layout of streets
- Landscaping, screening or buffering
- Parking and loading facilities
- Lot layout and building siting
- Specific measures to mitigate environmental constraints
- Utility locations and easements
- Trash receptacle location and screening
- On-site lighting

A development checklist may be used with subdivision review, zone change review, planned development review and in conjunction with the site plan

review and design review. The actual conditions and issues involved in a specific site and development proposal will determine which sections of the checklist will be used in any given situation.

Issues of aesthetic compatibility to fit into existing neighborhood character, sensitivity to siting and other considerations may be evaluated by requiring a drawing elevation during the site plan review process. A guidelines checklist should be established to evaluate an elevation drawing in terms of design compatibility and responsiveness to the positive attributes and visual characteristics of the Town.

Site plan review and approval is the responsibility of the Planning Commission and the Zoning officer. Decision rests with the Town Trustees. It is suggested that by making the site plan review, the process will be expedited, especially the waiting period and the number of required public meetings.

7.2.5 Hillside Development

The Town should monitor development in areas with steep or unstable slopes. This will ensure that development harmonizes with rather than disrupts or disregards the natural terrain, resources, and serenity of local mountainsides. It will also preclude safety hazards associated with construction activity, depending on soil type, and serve to reduce impacts from soil erosion, sedimentation and runoff. The Hillside Ordinance was revised 4-9-92. See Code Book, 17.50.10.

The intent of these regulations is to govern construction on steep or unstable slopes, not to preclude development, but to ensure that development will not cause irreparable damage to the environment or result in hazards to life, limb or property.

Recommended considerations when evaluating projects in such areas include the following questions:

- Is the project designed for the environment and terrain?
- Is the structure oriented on the site so that site preparation is kept to a minimum?
- Is the site excessively rip-rapped or terraced?
- Has vegetation been retained to minimize soil erosion, absorb runoff, and preserve site character?
- Is cutting and filling kept to a minimum?
- Is the natural drainage utilized to the extent possible?

7.2.6 Subdivision Regulation Recommendations

Under the existing regulations, the first major review step for projects which are not phased is the preliminary plat. In order to expedite the review process by reducing most problems that may arise at a later date, the use of a pre-application conference may be helpful addition to the subdivision procedures. The pre-application conference is essentially an informal meeting between the subdivider and Planning Commission. The Purpose of the meeting is for the town to be informed about potential subdivisions and developments and to inform the developer about the Town's review process, requirements, and policies regarding new developments and subdivisions. The meeting may also serve to inform potential subdivisions about other developments which may affect their proposal. It is recommended that the provision for a preapplication conference be incorporated into the existing subdivision ordinance as an initial step in the subdivision process, prior to formal submittal or the sketch plan.

The use of a development checklist is recommended during any on-site evaluation to standardized the review and as a reference for the Planning Commission to aid in their complete evaluation of the site and the requirements for approval. (see 7.2.10 for the Development Checklist).

7.2.7 Open Space

Projects within the R-V District should provide no less than 5 percent of the gross site acreage as open space. Within the proposed PRD District, developments of 5 to 10 du/ac should have a minimum open space requirement of 25 percent, while developments of 10-20 du/ac should have an open space requirement of at least 30 percent. All open space areas within a development should be maintained by the developer or a homeowners' association where the membership requirement is 100%. As a minimum, the Town should require a maintenance agreement as a condition of approval.

Where land is dedicated for public use or for private open space maintenance, not more than 60 percent of the property should be unsuitable for active uses, although designation of passive areas for conservation of fragile environments is to be encouraged.

7.2.8 Soil Erosion and Sedimentation

As part of the submittal of a drainage plan required by Section 16.28.030(E) of the Palmer Lake Code Book, the Town should request

supplemental information pertaining to the manner in which soil erosion and sedimentation will be controlled by the subdivider. So the subdivider is aware of Town expectations in this regard, specific performance standards have been established and adopted as part of the Subdivision Regulations. In addition to this, typical provisions include the retention of sediment on-site, the minimalization of exposed soil, and the phasing of construction.

7.2.9 Environmental Constraints

Section 16.20.030(C) of the Palmer Lake Code Book requires that a summary of soil types, including percolation rates and pertinent data regarding geology and vegetation be submitted with the preliminary plat. To strengthen this information, there should be accompanying documentation to show how a particular environmental constraint will be mitigated. Additionally, where applicable, the town should have the authority to require a detailed report concerning the probable effects of development on streams, physical features and wildlife habitats.

Due to the fact the fact that community is closely tied into its surrounding environment, it is recommended that any future business and/or planned residential developments be planned with environmental impact as a priority. This impact includes, but is not limited to, the use of and effects on ground and surface waters, air resources and soil resources.

7.2.10 Development Checklist

Is the proposed development compatible with adjacent surrounding land uses:

YES	NO	
___	___	Does the traffic generated negatively affect the surrounding area?
___	___	Are higher traffic volumes generated through lower volume areas?
___	___	Are smoke, dust and noxious odors kept to a minimum?
___	___	Is the height compatible with surrounding land uses, or is an adequate open space buffer provided?
___	___	Are unsightly areas adequately screened or upgraded?
___	___	Is the size of structure appropriate for the area?
___	___	Does light create a nuisance to surrounding properties?
___	___	Are light, air, and ventilation of surrounding land uses blocked?
___	___	Does the proposed use lower surrounding property values?
___	___	Is a danger or nuisance created by the proposed use?

YES	NO	
___	___	Are existing aesthetic or historic values adversely affected?
___	___	Are incompatible land uses sufficiently buffered or altered?

Landscaping

YES	NO	
___	___	Is an adequate landscape plan available?
___	___	Does the landscape plan serve the purpose intended?
___	___	Does the landscape plan use native or well adapted plants?

Fire Protection

YES	NO	
___	___	Are fire hydrants a maximum of 600 feet apart?
___	___	Is there adequate water pressure for fire fighting?
___	___	Is there safe fire engine access to all structures?

Public Costs

YES	NO	
___	___	Does the development place a hardship on the Town?
___	___	Does the development cause a hardship to the fire or police department?
___	___	Does the development help diversify the employment base?
___	___	Does the development help expand tourism?
___	___	Is the development an economic benefit to the Town?

Street Design/ROW/Parking/Sidewalks

YES	NO	
___	___	Is the street design direct and logical?
___	___	Is through traffic discouraged on local streets?
___	___	Do residential areas on arterials and major collectors have alternative road access and screening?
___	___	Is the street layout sensitive to site topography?
___	___	Are cul-de-sac lengths and widths safe for fire and police protection?
___	___	Is the maximum grade for arterials 6% and 7% for other streets unless a special design in difficult areas warrants steeper grades up to 10%?
___	___	Are there adequate site distances for horizontal and vertical curves?

YES	NO	
___	___	Are there a limited number of curb cuts along arterials and collectors?
___	___	Are solutions proposed for traffic problem areas created by increased traffic?
___	___	Are alleys or service roads provided for industrial and commercial sites, if needed?
___	___	Are adequate ROW and utility easements provided?

Developers responsibility

YES	NO	
___	___	Will the developer incur the cost of road extensions?
___	___	Will the developer help with upgrading of roads to handle the increase in traffic generated by new development?
___	___	Is the proposed daily traffic indicated?

Grading and Maintenance

YES	NO	
___	___	Is there an adequate grading plan which minimizes cut and fill?
___	___	Are cut and fill slopes over 5% stabilized and re-vegetated?

Parking

YES	NO	
___	___	Is adequate off-street parking available?
___	___	Are off-street parking lots screened from surrounding residential land uses?

Pathways

YES	NO	
___	___	Are pathways provided for adequate, safe pedestrian movement throughout?
___	___	Are pathways separate from roads?
___	___	Do pathways connect to the Town pathway system?

Open space

YES	NO	
___	___	Is the appropriate quantity of land or cash-in-lieu provided?

YES	NO	
___	___	Is the dedicated land in easily accessible, contiguous parcels?
___	___	Is the dedicated land suitable for active and passive recreation?
___	___	Is a maintenance guarantee available to insure the land does not become a burden to the Town?
___	___	Is the dedicated land well-integrated into the overall Town park system?

Environmental Conditions

YES	NO	
___	___	Is the floodway preserved from any disturbance?
___	___	Is development in the 100-year flood plain minimized?
___	___	Does such development include only non-residential or non-structural type uses?
___	___	Have slopes of 30% or more been preserved?
___	___	Is an adequate soil engineering report available?
___	___	Is adequate engineering available for shrink-swell soils to ensure stable building foundations?
___	___	Is proper drainage available for high water table areas and throughout the site?
___	___	Have natural features, such as tree stands and drainage swales, been preserved?
___	___	Have basements been discouraged in high water table areas?
___	___	Are areas of bare soil stabilized and re-vegetated?
___	___	Does the projected use of water cause a potential strain on current capabilities and, if on Well-, is there a potential of exceeding the recharge abilities of the aquifer?
___	___	Will there be any discharges into the sewer or surface waters?
___	___	Will there be any discharges onto the surrounding land with the potential for contaminating ground waters?
___	___	Will there be any discharges into the air?
___	___	a) pollutants
___	___	b) odors

Utilities and Services

YES	NO	
___	___	Is dependable water service available for each lot?
___	___	Is the development a logical extension of services?
___	___	Is there developer financing for water line extensions?
___	___	Is there an adequate water line design?

YES	NO	
___	___	Is wastewater treatment capacity available?
___	___	Is the development a logical extension of services?
___	___	Is there developer financing for sewer line extensions?
___	___	Is there an adequate water and sewer line design?
___	___	Is the cost for expanded sewer facilities, caused by the proposed development, shared by the developer?

Drainage

YES	NO	
___	___	Are adequate drainage easements provided?
___	___	Does the drainage plan prevent drainage problems and a danger of flooding to structures?
___	___	Is an adequate storm drainage and flood report available?

Checklist for Design Review

The following checklist provides a standardized record of the project to be evaluated and specific requirements and performance standards to be met or considered.

_____ Application
_____ Submittal Fee
_____ One set of plans with the following information

Site Plan

_____ Vicinity Map
_____ North Arrow
_____ Scale
_____ Property line dimensions
_____ Adjacent streets indicated
_____ Building location: existing, proposed and proposed removal
_____ Footprints of Structures on adjacent properties
_____ Driveway width dimension, existing and proposed curb cuts and parking spaces
_____ Existing, proposed removed or relocated landscaping
_____ Project tabulations:

Non-Residential:

_____ Total site area in square footage

_____ Number of buildings on site, total square footage for each and percent covered
_____ Number of stories of each building
_____ Parking spaces: existing and proposed
_____ Landscaping: total area in square footage and percent of total site

Multiple Family Residential:

_____ Total site area in square footage
_____ Number of buildings and units to be removed
_____ Number of buildings and stories proposed on site
_____ Square footage of each unit
_____ Building coverage in square footage and percent of total site
_____ Parking spaces proposed
_____ Landscaping: materials used, total area in square footage and percent of total site

Architectural Plans:

_____ Drawn to a commonly accepted scale suitable to the size of project
_____ Elevations adequate to describe concept
_____ Major materials indicated

Applicant informed to bring to initial meeting:

_____ Quality photos of site, surrounding areas, structures and streetscape of neighborhood, appropriately labeled
_____ A total of three sets of plans are needed at the meeting (One in the file and the applicant brings two sets of plans to the meeting)

Historic Preservation/Architectural Board Of Review Guidelines

The Historical Preservation/Architectural Review Board (HP/ARB would be guided by a set of general goals which define the major concerns and objectives of its review process. Suggested goals are:

1. Protect the historic and architectural qualities of Palmer Lake's building stock;

2. Promote development and building consistent with the policies of the Comprehensive Plan;

3. Promote a consistent standard in architectural design and the construction of aesthetically pleasing structures;

4. Improve the general quality of the environment and promote conservation of natural and manmade resources of the Town;

5. Encourage land uses which are orderly, functionally efficient, healthful, convenient to the public, and aesthetically pleasing;

6. Encourage development of safe and attractive residential areas that are compatible within the Historical District in a variety of housing styles.

7. Encourage the construction of safe, convenient and attractive commercial facilities and residences;

8. Promote visual relief throughout the community by preservation of mountain vistas, creation of open space and variation of styles of architecture, unique location or singular physical characteristics.

7.2.11 Standard Techniques for Financing

Standard and Alternative Techniques for Financing: Formulate a funding program for financing the downtown improvement program. Forced by fiscal austerity to find new sources of funds, communities like Palmer Lake are employing techniques that suit their particular economic and social circumstances. These techniques provide information on current trends in financing infrastructure and illustrates the range of alternatives that can be employed. The following outline identifies various alternative available to Palmer Lake for construction improvements.

The goal should be to provide needed public facilities while minimizing adverse effects on the public at large, home buyers, tenants, and developers. This requires an equitable balancing of costs and benefits, and recognition that investment in infrastructure is an investment in the economy and well-being of the entire community.

A. Development Fees

1. *Palmer Lake Development Fee Schedule:*

Subdivision Ordinance #16.75.010

Subdivision Master Plan
$500.00 + $10.00 per acre.

Subdivision Preliminary Plat
$500.00 + $10.00 per platted lot.

Subdivision Final Plat
$500.00 + $25.00 per platted lot.

Vacation Plat Fee
$250.00 + $10.00 per acre.

Minor Subdivision Fee
$400.00 + $25.00 per acre.

Vacation of Street Fee
$.10 per sq. ft. of Street Right of Way Vacated

Permit Fee for removal or stock piling earth, rock, sand, or gravel.
$50.00

Variance Application
$100.00

Sign Permit
$100.00

Conditional Use Fee
$250.00 - Exception for child care facilities

Zone Change
$500.00 - Includes posting and publishing

Mineral Extraction
$1000.00

WATER TAP FEES

Residential\Commercial

3/4"	$ 7,000.00
1"	14,000.00
1.5"	22,000.00
2"	33,000.00
2.5"	60,000.00

Larger lines to be negotiated.

WATER RATES

Minimum fee for the first 5000 gallons

Residential

3/4" $25.00 - $75.40 (1 1/2" line)

Commercial

3/4" $30.50 - $395.70 (6" line)

Rates increase for larger lines and greater number of gallons.

Sales Tax

2%

Use Tax

. 2% - Est. Material 1.2% - Est. Material & Labor

Material cost, telephone, gas, electricity

BUILDING PERMIT FEE

Building Material Cost	
$ 0 - $2,499.00	$ 25.00
$ 2,500 - $9,999.00	$ 50.00
$10,000 - and over	$100.00

PIKES PEAK REGIONAL BUILDING DEPARTMENT

P.P.R.B.D.

Is a non-profit department created in 1966 by an agreement between the El Paso County Commissioners and the Colorado Springs City Council to generate revenues. When there is not enough revenue generated, the fees are raised. When revenues exceed a predetermined level, the fees are lowered.

Residential

Based on square footage, not valuation, and the Regional Building Department issues a universal permit that covers building, electrical, plumbing and mechanical aspects.

Example: For a house with 3,000 square feet of liveable space above ground, valued at $180,000, P.P.R.B.D. would charge $375.00 for a building permit which includes a $75.00 plan-check fee.

Commercial
Non-residential permit fees are based on valuation.

RIGHT OF WAY OPENING FEES (Street Cuts)

Permit Fee for each cut on gravel and dirt roads
$100.00 per cut

Permit Fee for each cut on asphalt or cement surfaced roads
$150.00 per cut

Charges will be waived if the work is done at the request of the Town of Palmer Lake.

MOVING OF BUILDINGS

$250.00 + $.20 per mile if moved outside of Palmer Lake.

7.3 ANNEXATION POLICIES

Design and adopt a set of annexation policies and procedures. In addition to the suggestions offered in this section, the policies should include criteria to be used when reviewing a proposed annexation and guidelines establishing which areas or kinds of land use are desirable for annexation.

In order to plan for, instead of reacting to annexation proposals, it is recommended that a set of policies be drafted and adopted so the Town can accurately assess whether or not an area may be ready for development and what the real impacts of annexation will be. Such policies could preclude the extension of facilities and services which might drain communities resources. New annexations could be a net benefit to the Town as a whole and to taxpayers individually through the stabilization of the tax rate and broadening of the tax base.

As a prerequisite to expanding municipal boundaries through the annexation of land, the Town of Palmer Lake must comply with the following Annexation policies as required by The Colorado Municipal Annexation Act. The Annexation policies are intended to plan for suitability of the proposed development, provision of Town services, compatibility of Town standards and present land use within the Town's boundary.

- The area to be annexed is contiguous to and consistent with the Town's boundary.

- The area to be annexed be included under a development plan that is consistent with the Comprehensive Plan, Zoning Ordinance, Comprehensive Drainage Study and other adopted policies related to Annexation and submitted for the Town's approval.

- The phasing of development and the basic level of Town services in the area to be annexed shall be established by an annexation agreement between the Town and property owners requesting either annexation or Town services.

- The Annexation Agreement shall establish the developers share of infrastructure costs that are essential for public improvements.

- There is adequate water availability to accommodate the areas at the time annexation is requested and the projected water and wastewater facilities of the Town are expected to be sufficient to serve all present and future users.

The following annexation checklist is provided to evaluate development proposals that may come before the Town's administrative and policy makers.

____ What information is available for the property such as population projections and environmental constraints?

____ What is the development potential of the property?

____ Is the Town able to provide services to the property and at what cost?

____ Are the proposed facilities prioritized in the Capital Improvements Program?

____ Does the Comprehensive Plan recommend a potential use for the property? Is the property currently zoned and what should it be zoned as?

____ Is it appropriate to annex the property at this time?

____ Can a special district better serve the property?

____ What is the relationship of the property to the rest of the Town.

The Town should use these criteria to prioritize areas for annexation and perhaps exclude certain lands from possible annexation due to serviceability, accessibility and other constraints.

7.4 IMPLEMENTATION STRATEGIES

The implementation strategies presented in this section set forth a guide for the Planning Commissioners and the Board of Trustees to assure that plan recommendations and proposals are transformed into specific policy statements and development regulations.

The implementation section is advisory in nature and the recommendations are subject to evaluation and change upon recommendation of the Planning Commission and approval by the Town Council. The Comprehensive Plan requires periodic updating to keep it viable, and so will the Implementation Program to ensure it will continue to represent the Town's policies and priorities.

7.4.1 Land Use

Once Palmer Lake adopts the Revised Comprehensive Plan, it may be necessary to revise the current zoning and subdivision regulations. This revision is not only necessary for implementing the Plan, it is necessary for assuring the Town's regulatory devices are effective for managing the use of land.

2nd - 5th Year

- Map and inventory zoned commercial, residential and vacant land use including outlying subdivisions.
- Initiate and develop a comprehensive annexation policy.
- Include a budget for and appoint a Town building inspector/code enforcement officer.
- Develop comprehensive guidelines for rehabilitation and new construction of commercial buildings.

7.4.2 Capital Improvements Program

Capital improvements in Palmer Lake have been identified as water serviceability, storm water drainage and road improvements.

2nd - 5th Year

- Continue inspecting and replacing broken and deteriorated water lines.
- Research funding for water infrastructure replacement
- Propose a financing program with fee schedules for road improvements including a phasing program for upgrading streets, eliminating drainage problems, traffic management and parking requirements.

7.4.3 Water and Sewer

The Upper Reservoir provides the main source of water for Palmer Lake. A well that taps into the Denver aquifer groundwater bearing formation is located in the Industrial area north and east of Palmer Lake along County Line Road at the north base of Ben Lomond Mountain. The town presently uses 6,800,000 to 7,000,000 gallons per month. There is a 250,000 gallon underground storage tank at the end of High Street. The well is 1,769 feet deep and pumps 190 gallons per minute.

The Tri-Lakes Wastewater Treatment Facility is owned and operated jointly by the Monument Sanitation District, Palmer Lake Sanitation District and the Woodmoor Water and Sanitation District. the Districts operate the facility through a committee (The Joint-Use Committee) established under an intergovernmental agreement.

2nd - 5th Year

- Distribution lines for water are in need of replacement. The Town still needs to replace some small 2 inch lines. According to the Insurance Service Office, water lines under 6 inches are undersized and water pressure is inadequate to fight most fires. Since 1982, the Town has replaced most undersized lines but several 2 inch and 4 inch lines still exist. The Town of Palmer Lake continues to maintain a water development fund to be used for expanding water supplies. New developments and infill projects would be required to participate in the fund.

- The Palmer Lake Sanitation District has now extended sewer lines to all developed sections of the Town except to the Suncrest, Rock Ridge and Sun Ridge. A sewer line has been extended to parts of Unit I - Lakeview Heights and to some sections of the Industrial area across the railroad tracks. The underdeveloped areas northeast of Highway 105, extending from the Lake Area to the Commercial Area in Southeast Palmer Lake could be serviced when requests are made.

7.4.4 Street System

To implement improvements in the circulation system, a plan should be developed to identify how circulation patterns work and to show how existing patterns will be impacted by new developments.

The road improvement schedule should also have a maintenance component which will anticipate costs and scheduling for the continued upkeep of roads once they have been improved, as well as identifying roads requiring high maintenance.

2nd - 5th Year

- Develop a road improvement schedule prioritizing roads in need of upgrading, the anticipated cost of improvements, and alternative funding sources.

- Prioritize recommended road extensions in the Glen Park and Shady Lane areas.

- Request the District Highway Engineer's Office to evaluate the South Valley, Spring and Highway 105 intersection for possible upgrading.

7.4.5 Downtown Design Plan

2nd - 5th Year

- Initiate a design review procedure for the Planning Commission.

- Establish design guidelines which would encompass three primary areas; Signage, Architecture and Streetscape.

7.4.6 Signage

Revise current sign ordinance to consider aesthetic consideration beyond typical height and size. Considerations would include:

2nd - 5th Year

- Materials and colors
- Scale of the sign relative to building and area density
- Scale of the sign emphasizing the pedestrian rather than vehicle viewing

7.4.7 Architecture

Building Design and Function - Architectural review should be incorporated into the land development regulations and required for new or expanding businesses in the downtown area. Considerations would include:

2nd - 5th Year

- Materials and Style: Buildings should demonstrate compatibility in materials and consistency in style throughout all exterior elevations. Building components such as windows, doors, arches and parapets should have proportions appropriate to the architecture of the structure.
- Additions: All additions should relate to the existing building in design, details, colors, and material.
- Energy Efficiency: Buildings should be designed and oriented to maximize energy efficiency and conservation.
- Historical Significance: Plans should show consideration for historical elements if any of significance exist on the site. Buildings located in the Historical District, which have character, interest or value as part of the development, heritage or cultural characteristics of the Town, merit consideration.
- Relation to Site: Buildings should be designed to relate to the existing landforms and the contours of the site and present an integrated appearance.

- Neighborhood Compatibility: Buildings should have a harmonious relationship with the surrounding neighborhood. Significant factors in establishing this relationship are a sense of scale, roof lines, colors and materials.

7.5 COMMUNITY RECOMMENDATIONS

Drainage: Evaluate the present drainage study for updating and prioritizing critical current drainage problems.

Snow Removal: Snow removal routes have been established, maps have been drawn and priorities have been instituted.

Bicycle/Pedestrian Trail System: Encourage civic groups to become involved with the trail development program.

Parks: Investigate the development of a Park Association or District for the purposes of acquiring, developing, maintaining park land and coordinating recreational activities and programs for the Town.

Open Space: Establish an Open Space Committee, composed of local interested citizens, to identify potential open space areas, sources for public acquisition and coordination with the bicycle/pedestrian trail development program.

Community Services: Adopt a resolution endorsing a Community Improvement Program composed of local citizens. The Program could become active in the Colorado Community Improvement Program sponsored jointly by the Economic Development Council of Colorado and the Colorado Department of Local Affairs and assist in developing community pride.

Land Use: Establish a program to provide a financial analysis of proposed projects in terms of direct and indirect costs versus revenues generated to the Town.

APPENDIX - COMMUNITY SURVEY

A.1 INTRODUCTION

The following community recommendations are the results of a community survey that was taken during the summer of 1992. The results are not the actual number of survey responses, but rather an overall total to create a better and accurate picture of the priorities chosen by respondents. The report provides the results of the Palmer Lake community survey, containing a summary of responses, detailed survey statistics, categorized responses to open-ended questions, and additional written comments by the respondents.

A.2 RESULTS

TOTAL SURVEYS DISTRIBUTED: 725
TOTAL SURVEYS RETURNED: 157
22% RESPONSE RATE

A.3 QUESTIONNAIRE

Question 1: What area of Palmer Lake do you reside in?

1 - North 44 2 - Central 33 3 - Glen 46

4 - East 1 5 - South 11 6 - South East 14

7 - Central South East 2 Unknown - 4

Question 2: How long have you lived in Palmer Lake?

49 Less than 5 years 35 5-10 years 64 more than 10 years

Question 3: Why do you live in Palmer Lake?

15 Employment
11 Commute
6 Grew up here
110 Quality of life
3 Other: Love the Town - Escape from noise & air pollution, close to mountains, schools, environment, Tranquility, Away from city, train watching, quiet, safety, summer vacations, between two major airports, climate and location
8 Beauty

Question 4: What do you like best about Palmer Lake and the services provided?

45	Small Town atmosphere
34	Friendly
18	Beauty
15	Quietness
12	People
10	Natural environment - access to national forest
8	Town Help, Friendly staff, good services
8	School system
7	Snow removal
6	Police
5 ea.	Country Living, Park & Rec Programs, safety
4	Clean air
3 ea.	Quality of Life, Fire Dept., water provided
2 ea.	Lake & Park, Traditions, No Large Factories, Library
1 ea.	Closeness to nature, climate, good place to raise kids, everything, convenient location, town activities, bike trails, no dense development, lack of covenants, small govt, uncommercialized, recreation, Parks & Landscape Maintenance, historical Interests, city leadership, no pollution, privacy, good utilities, new person on police force

Question 5: What do you feel can be improved upon in Palmer Lake? (Results grouped by common area)

Roads - 68

7	pave roads
2	sidewalks
3	Identify streets
1	Larkspur Roads

Drainage - 8
Snow Removal, Dust Control, Traffic signs

Lower Taxes - 35

Home Clean up - 27

Clean up 105 area - 2
Old Carriage Rd & Valley Crescent roads are eyesore where they intersect

Dog problems - 12 (barking and running loose)

Enforce speed limits

More policeman can communicate with Police - 2

Lake - fill, dredge, clean up - 10

Water - 2, meters/pay fair share - 2

Careful zoning/enhancement of zoning - 3

Stop building (not enough water

Building codes i.e. lot size - 1

Quality of homes - 2

Get rid of trailer courts

Emphasize development of Palmer Lake Industrial Zone

More activities for kids - 2

Rec center, playing fields - 5

Weed control

Community programs

More activities

Bike trail along 105, Trails - 2

More community involvement, More citizen involvement

Public transportation - 1

Railroad lights and gate - 1

Better business support - 1 , more small business - 1

Better Town Council

New Fire Equipment

Spend less on Park & Rec and more on fire dept. and employees

Good honest repair garage

Broader Services

Open reservoir road to cars - 1

Keep water in reservoir

Question 6: List three projects you feel should be made priorities by the Town.
(Results grouped by common area)

Roads - 67,
Pave Dirt Roads - 4
Dust Control, Drainage - 11
Culverts - 1

Street signs - 3
Traffic signs - 2
Street lights - 1
Sidewalks - 1
Pave County Line Road - 1
Curbs - 1

Clean up unsightly properties - 28

Clean up trailer courts - 1

Landscape apartments

Water & Sewer - 27
Meters - 1
Uniform charges - 1
Develop water rights
Lake - 21

Police protection - 1
Dog problems (Animal Control) - 15
Crime - 1

Park & Rec - 9
For teens - 1
Recreational fields (especially soccer fields - perhaps using town land in dump area, Railroad Park - 1
More flowers & shrubs in parks - 2

Maintain parks - 1, More activities
Open reservoir to the public, Town Hall, Soccer field, Social
Community events
Paint Town buildings different color - 1
After school day care - 1
Open reservoir roads/cars - 1
Stop bicycles on reservoir road - 1
Keep reservoirs closed to motor vehicles - 1
Weed control - 1
Recreation Center - 1

Attract Business/Commercial Dev - 6
Community Development - 1
Clean economic growth - 1
Shops on Main Street, Build bigger tax base - Commercial along 105,
Keep developing downtown area, stop interest in commercial growth

Less taxes (or no new) 7

Improve Railroad Crossin

Town garage, storage area & fire department out of center of residential area - 11
Keep gas lights, history, archaeology, public transportation, Minimum 75' front for residences, bury utilities, Add walking path along Hwy 105 from north to south end of town, tourism, issuing building permits for home, Improve small town image, Plant trees along Highway 105, Reservoir, Govt Services

Combine Fire Districts - 1, Better fire dept/equip - 2, Fire Control in Glen - 1
More Fire hydrants

Growth - 2, Limit # of people

Planning - 3, Preserve open spaces

Question 7 What is the most important thing that would make living in Palmer Lake better for you? (Results grouped by related area)

Good Roads - 20
Paved Roads - 3
Better Drainage - 2
Dust reduction

Snow removal
Lower Taxes - 14
Rec Center W/ Swimming Pool, Pool
More activities for young adults
Pub. Relations course for police
Enforce Speed Limits
Eliminate Barking Dogs - 2
Dog control - 2
More business - 2
More jobs, Employment w/in Town
One Utility Bill
Lower Water Lines
Improve water system
Lumber Yard
Family Restaurant -2
Liquor Store
Don't be so negative about things
More services
Improve Town Appearance - remove junk - 2
Promote healthy environment
Remain small bedroom Community
More community development - 4
Create sense of community
Projects to enhance town
Improve Town Council
Reports on what's happening
Maintain small town environment & pleasant atmosphere

Question 8: **See following page - is on separate report

Question 9: Should Palmer Lake annex certain areas into the city?

Yes 28 No 74

a) If yes, which area(s) Red Rocks Ranch - 2, Wakonda Estates, North of County Line Road, County Line Road to I-25, all other areas

Question 10: Should Palmer Lake continue the downtown Design Plan as recommended in the present Comprehensive Plan?

Yes 54 No 7 Not Familiar With 84

Question 11: Should Palmer Lake have Planned Residential Development (PRD) zoning for mobile homes and trailers?

Yes 69 No 58

Question 12: Would you like to see stricter enforcement of ordinances for cleaning up debris and refuse?

Yes 107 No 36

Question 13: Do you know the difference between "Home Rule" and "Statutory" Towns?

Yes 47 No 88

a) If yes, would you prefer the Town of Palmer Lake to remain a Statutory Town or become a Home Rule Town?

Statutory Town 45 Home Rule 14

Question 14: Do you consider the Town council to be good stewards of your tax dollars?

Yes 70 No 46

a) If no, what can be done to give you more for your tax dollars?

Hire better roads supervisor,
Reduce no. of town employees - 2
Park & Rec Employee unnecessary - +1
4 Police unnecessary - +1
Cut office part-time
Hire good maintenance supervisor
Hire (not contract) parks maintenance
Better Street Signs
Pave Roads/Better roads - 2
Fix Roads - 6, Pave roads
Encourage new business - 2
More Commercial
Develop town
Work with rather than against business
Publicize money spending projects more before vote taken
Need more info on how tax dollars are spent
Manage Town more efficiently, Don't wait for problems - 2

Make more responsible decisions by researching all possibilities in any major financial decision, i.e. reservoir
Ineffective reservoir repair
For having one of the highest mill levies we do not have much to show for it
Not totally, but keep working on it - making progress
Railroad flashing lights & gate
Animal Control
Serve Basic Needs - 2
Clean up Lake
Water projects
Community Projects
Stop maintaining railroad park
Combine fire with Tri-Lakes
Debris pick-up

Question 15: Where do you obtain most of your information about the Town of Palmer Lake issues, programs, services?

Tribune 99
Town Mtg 20
Post Office 50
Posters 2
Word of Mouth 26
Planning Commission 1
Bulletin Board at Town Office - 5
Council Members 2
Meeting Minutes 1
Newspaper
Looking around

Question 16: Many Colorado communities issue a monthly or quarterly newsletter to their citizens, informing them of latest events, projects, services, etc. Would you find such a publication useful?

Yes 116 No 30

Other Questions:

1) Would you like the Town to hold an annual Labor Day celebration?

Yes 61 No 67

2) Are you satisfied with the courtesy of the employees of Palmer Lake you have met or been in contact with?

Yes 149 No 10

Comment:
Police rude and surly
Hard to Get info
Police more polite - sometimes look sloppy As a whole but we all have our personal differences at times
No, Except with Police Dept. & Office Employees Especially w/ the new police officer

Water

1) Do you feel the minimum rates applied to your water service are fair?

Yes 83 No 35

a) If no, please comment:
Overcharge, too high - 8
Should not pay for water not used, minimum gallons too small, not fair to small households, as a small consumer I'd like to see a lower minimum rate

2) Do you feel the over-minimum rates applied to your water service are fair?

Yes 57 No 25

a) If no, please comment Need meters consistently throughout Town, Too high - 2, Hard to maintain even small lawn

3) Do you know what the money you pay for water service is used for?

Yes 60 No 69

Comment: Water revenues are paying for other purposes

Parks and Recreation

1) Would you use the upper reservoir area if there were adequate picnic facilities?

Yes 81 No 53

2) Would you fish the upper reservoir if it was stocked by the Division of Wildlife?

Yes 82 No 62

3) Would you like the Town to reclaim possession of the lake (It is currently leased to El Paso County)?

Yes 64 No 73

4) Would you or have you ever been interested in renting the Santa Fe Trail Head Gazebo?

Yes 50 No 113

5) Would you support turning over the former gun club property to the parks department to develop for hiking, biking, x-country skiing, picnicking?

Yes 106 No 31

6) Would you like to see recreational programming expanded?

Yes 86 No 42

a) If yes, please specify:
Make recreation district school-wide
Pre-school, Trips for kids & teens, teen program - 3
Landscaping classes
More programs for young/after school, i.e., basketball
Promote bicycling to upper reservoir, Annual upper reservoir fishing contest More trails,Resurface Tennis Courts, More programs, More for Seniors & Adults - 2
Rec Center 5, Reservoirs Open to horseback - 2
Swimming - 5
Expand Lake activities - 3

Bowling - 2
Better fishing, More outdoor activities for adults, Dance, craft programs soccer fields - 2
Basketball, Broomball, More trails, Clean/dredge lake for swimming
Use programs to develop revenue, Summer program for Elementary kids - 2
Rec Club/Pool Mtn biking, cross country skiing, hiking - 2
Better trail maps,
Miniature Golf
Boating, More outside land use areas

Police and Fire

1) Would you like more or less police patrols in your neighborhood?

More 33 Less 5 Same 104

a) If more, please specify hours, days, etc.
Early a.m. & Evenings
5 to 7 pm
Before & after school - 2
More in Glen early & late weekday evenings
7-12 pm
Friday Evenings/Sunday afternoons
Weekends, evenings, friday & saturday

2) Do you feel the police provide adequate law enforcement?

Yes 96 No 21 No opinion 19

a) If not, please explain
Too often in Monument, Village Inn, Video Store and on personal business
Some reports are ignored
More dog control - 2
Lots of vandalism
Little or no speed control
Sunday afternoon - cars speed on South Valley - Glen, Shady Lane
We appreciate the Police Dept. and feel they do a good job - Except - enforce the speed limit on South Valley

3) What size police force do you feel the town should provide?

23 1-2 56 2-3 38 3-4 8 Other 24 hrs - 7 days

Comment: Big enough to do job adequately without overworking too few police men/women. If majority say police force adequate and roads are big priority, maybe should be moved to roads for one year and see what happens.

4) Should the Town provide animal control?

Yes 116 No 28

5) Have you ever required the services of the Palmer Lake Volunteer Fire Department?

Yes 33 No 118

a) If yes, were you satisfied with the service provided?
Yes 24 No 2
Comment: Paramedic Svc did great job

b) If not, please explain

6) Do you feel that the services provided by the fire department are adequate?

Yes 87 No 6 No opinion 30
They Could use more money
They do good with the funds they have
If personalities were set aside, we might possibly be able to consolidate with Tri-Lakes and save money

a) If not, please specify

Medical Service Okay - Not fire, espec. during day, consolidate
Need more qualified medical not prepared for forest fire or major house fire
Could use new equipment
Please check hydrants
Don't feel safe - not that people aren't capable, typical shortcomings of Volunteer Department

Residential Development

1) How do you feel the central area (Area surrounding the downtown District) should be developed residentially in the next five years?

Commercial 105 - 4
See comp plan
Mountain history integrity - 2
Small lots, low income housing
None to Little - 14
No more municipal buildings in residential zone - 3
More small business - 2
No hillside development
As Market dictates
No car repair places
Architectural controls
Pretty houses and walks
Remove junk cars, keep up houses
More retail stores
Single family homes - 2
According to zoning
Zoned for larger lots
Lots cleaned up and improved
Higher density
No opinion 10
Slowly
As zoned
Small non-industrial business
In keeping w/ current architectural
Develop vacant lots first to fully utilize current services. If tax base increases adequately, then develop new areas
Old design housing
No apartments or multi-dwellings
Family medium income housing
Low to medium density
Minimal with strict covenants
Less residential housing in business area

2) How do you feel the downtown area should be developed residentially in the next five years?

Large lots - 2
See complan
Leave to local business
No - 6
Duplexes & fourplexes
slow - same - limited - 6
Historical theme

As market dictates
More consistent style
Incentives for small business
No mobile homes
Pretty Houses and walks
Commercial, retail stores - 3
Not residential - 3
As zoned
Private enterprise
More pleasing appearance
Design that reflects heritage
Encourage senior citizen housing
No opinion - 13
Encourage small business
Fill in vacant lots
Non tourist business developed
Commercial along 105
According to Comprehensive Plan
Minimal with strict covenants

3) How do you feel the east side (area east of the lake) should be developed in the residentially in the next five years?

None - 28
See complan
Low density residential 3
As market dictates
10,000 sq. ft lots minimum - 1
Give them some water and it will probably develop itself
Beautiful land and beautiful homes would be an asset to PL
Large Lots - 11
No opinion - 15
Single family, duplex, town homes
Need services
Covenants to keep attractive - 2
Single family
No Change
Deal with land owners fairly
1 - 2 acre w/ covenants
Don't develop until proper RR crossing is built to permit emergency vehicles to reach residents
At least 1/4 acre lots
Should not be residentially developed

Remain as green area
Develop according to current platting

4) How do you feel the southeast side (area southeast of Red Rocks Ranch Road to the Town boundary) should be developed residentially in the next five years?

As platted
See complan
large(r) lots - 18
Leave alone/none - 11
Controlled - 1
No Opinion - 21
Upgrade mobile home parks or get rid of 5 acre lots
As market dictates
Lovely homes would be nice
Trailers & Apartments/Town homes- 3
Commercially - 1
As zoned - 1
No trailers
Covenants
1-2 acre lots - 2
Single family
Continue as at present - 2
Dismantle trailer park & develop residentially 3-5 acres
In keeping w/ red. building codes/requirements
If water and san. currently available
2 1/2 acre lots
Get rid of trailer parks and develop commercially

5) How do feel the south side (area south of Monument Creek) should be developed residentially in the next five years?

Clean it up
Same - 8
According to hillside ordinance and complan
None - 3
Larger Lots/Lower Density - 14
Cluster housing -
Single family - 8
Need good use for Pine Crest
Architectural control
Nice area for small summer cabins in good taste
No shacks

No opinion - 22
Better roads - 1
No problem w/ develop
1 acre minimum
2 1/2 - 5 acre custom homes
Small business
In keeping w/ residential building codes/requirements
Limited housing with park-type area
More rec stuff
Conservative with green areas
Easier access - more roads
Minimally with strict covenants

6) Would you like to see more or less low income housing ($25,000 to $40,000) in Palmer Lake?

More 12 Less 68 Same 25 No opinion 18

7) Would you like to see more or less mobile homes/parks in Palmer Lake?

More 3 Less 87 Same 21 No opinion 5

8) Would you like to see more or less apartments and/or townhomes in Palmer Lake?

More 21 Less 60 Same 19 No opinion 13

Commercial Development

1) How do you feel the central area of town should be developed commercially in the next five years?

No opinion - 11
See complan
Encourage business - 5
No change - 2
Restaurant, B&B
Planned Development
Leave residential - 2
None -7
Small Commercial Shops - 10
Cautious Development
Tax breaks for small business

Along Hwy 105 only - small clean along 105 -
No car repair - eyesores
Retail focus
As market dictates - 3
Residential only - 2
Clean manufacturing
Consistent architectural theme - 2
Design reflecting heritage - 2
Recreational
Small tourist type
Non-tourist - low profile
Limited number
Small low impact business
Leave residential
Only fill vacancies
Less alcohol

2) How do you feel the downtown area should be developed commercially in the next five years?

Bring back history of Palmer Lake - 2
Upgrade physical appearance of streets & buildings, shops
Tourism
Not at all - 7
Leave as is - 1
Tax breaks for small business
Only along 105
Retail focus - 3
As market dictates - 3
Low impact
Restaurants - 2
No opinion - 9
Small shops - 9
Light commercial
Small business and restaurants in old style buildings
Non-tourist business
Small low impact business
Small clean shops - arts and crafts types
Encourage but less alcohol
Only fill vacancies

3) How do you feel the southeast side should be developed commercially in the next five years?

Keep rural setting
No change - 5
Not at all - 16
More business
Not much other than service bus.
Tourism
Residential only - 2
Overnight campground
Riding stable
Outdoor theater
No opinion - 11
Retail
More development - not commercial
Small low impact business
Get rid of trailer courts and develop for small business
Ecology safe and pollutant free small business
Require clean up and repair especially trailer parks

4) How do you feel the east side should be developed commercially in the next five years?

Little or None - 16
Light Manufacturing/Industrial park-County Line Road - 9
Clean businesses
Small Knotts Berry Farm type with homemade products, old relics of the area, blown-up post cards and horse drawn carriage rides
No opinion - 9
Cafes, shops & B&B's
Lure clean small business along County Line Road - not at all by lake - except for depot restoration
More recreational development
Not commercial or residential
Light manufacturing

5) Would you like to see and/or support development of tourist industry in Palmer Lake i.e., bed & breakfasts, hotels/motels, restaurants, business support for hiking, biking and fishing?

Yes 79 No 16

6) Do you want to promote Palmer Lake's historic sites for tourism?

Yes 74 No 25

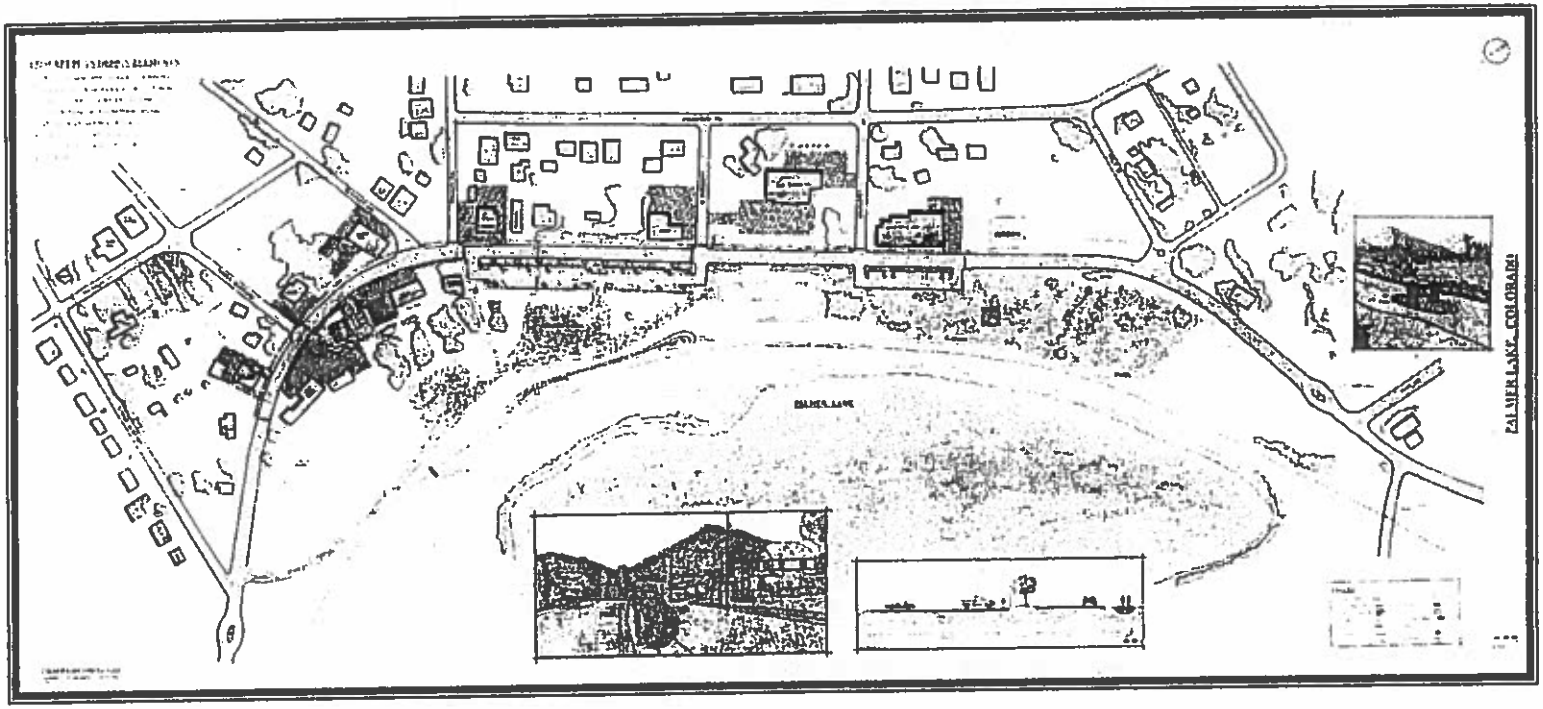
7) Would you like to see any of the following industries in or around Palmer Lake:

Mining	Yes 10	No 67
Lumber	Yes 26	No 91
Recycling plants	Yes 53	No 71
Legalized gambling	Yes 11	No 104
Light manufacturing	Yes 77	No 35
Heavy manufacturing	Yes 10	No 102

A.4 TOTALS

Fix, grade and pave streets	1182
Clean up debris, refuse, paint buildings	997
Improve drainage	957
Improve water system	836
Continue the capital improvements program and a funding program for financing improvements	680
Consolidate water and sewer systems	674
Continue the Downtown Design Plan	654
Improve snow removal procedures	628
Renovate commercial buildings	581
Recommend changes to zoning codes and subdivision	534
Encourage Commercial and Industrial business	487

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 DESIGN ELEMENTS:

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- [illegible]
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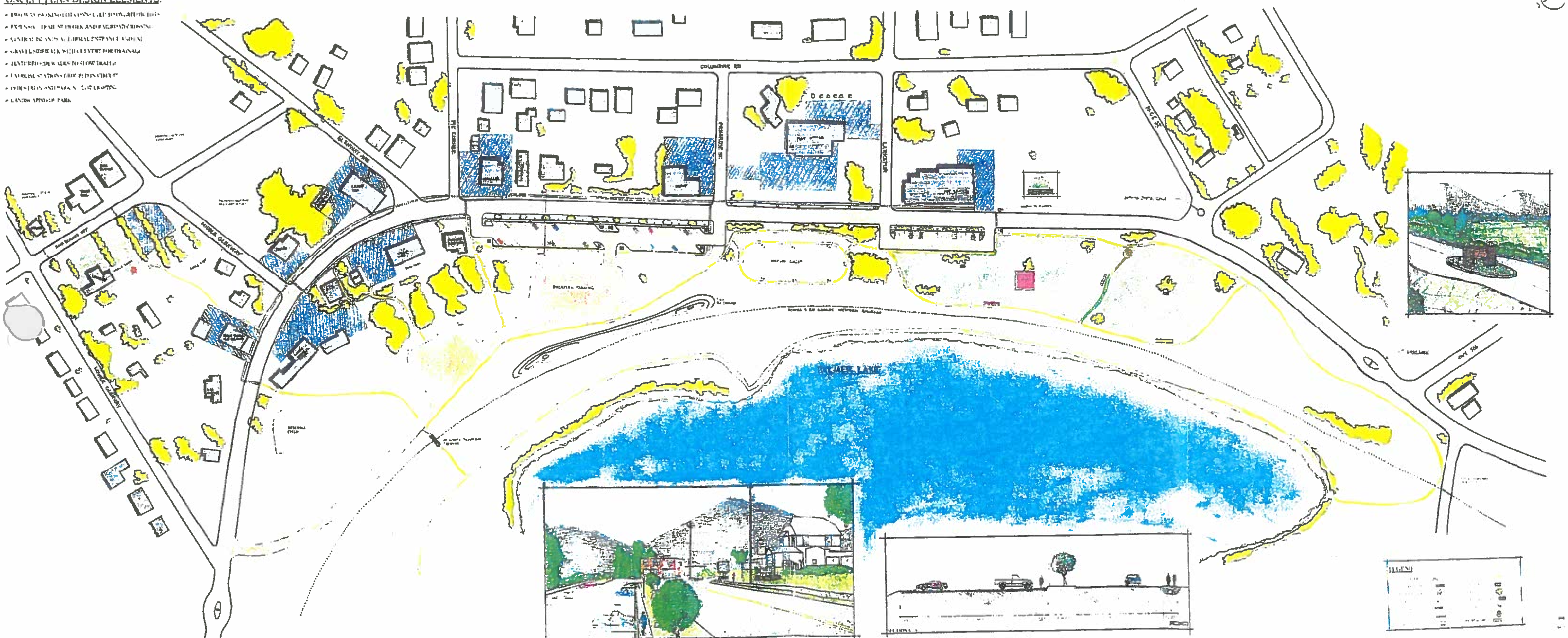


PALMER LAKE STREETSCAPE

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
MAIN PARKING LOT:	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
SIDEWALK:	6' wide gravel	2,080	LF	$6	$10	$12,480	$20,800
	Drainage pipe 36"	1,440	LF	$50	$75	$72,000	$108,000
CROSSWALK:	Painted	10	ea.	$100	$300	$1,000	$3,000
LANDSCAPING:	Berm for drainage and run-off	8,000	SF	$3	$6	$24,000	$48,000
					SUBTOTAL:	$180,755	$312,350
					10% Design Fees	$18,076	$31,235
					15% contingency	$27,113	$46,853
					GRAND TOTAL:	$225,944	$390,438

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
					SUBTOTAL:	$15,500	$29,900
					10% Design Fees	$1,550	$2,990
					15% contingency	$2,325	$4,485
					GRAND TOTAL:	$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
SECONDARY LOT:	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
CROSSWALKS:	Textured - to slow traffic on HWY	5	ea.	$1,500	$2,000	$7,500	$10,000
TRAIL:	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
					SUBTOTAL:	$41,440	$77,420
					10% Design Fees	$4,144	$7,742
					15% contingency	$6,216	$11,613
					GRAND TOTAL:	$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
PED. CROSSING:	At grade over railroad tracks	1	ea.	$400	$550	$400	$550
EXERCISE TRACK:	Relocation of stations	8	ea.	$75	$125	$600	$1,000
	Track	560	LF	$6	$10	$3,360	$5,600
TRAIL:	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
LIGHTING:	Limited Lighting for Overflow lots	6	ea.	$500	$1,500	$3,000	$9,000
LANDSCAPING:	Development of Park	100,000	SF	$3	$6	$300,000	$600,000
	Planters with vegetation	20	ea.	$150	$225	$3,000	$4,500
					SUBTOTAL:	$324,680	$654,270
					10% Design Fees	$32,468	$65,427
					15% contingency	$48,702	$98,141
					GRAND TOTAL:	$405,850	$817,838

PALMER LAKE STREETSCAPE COST ESTIMATES

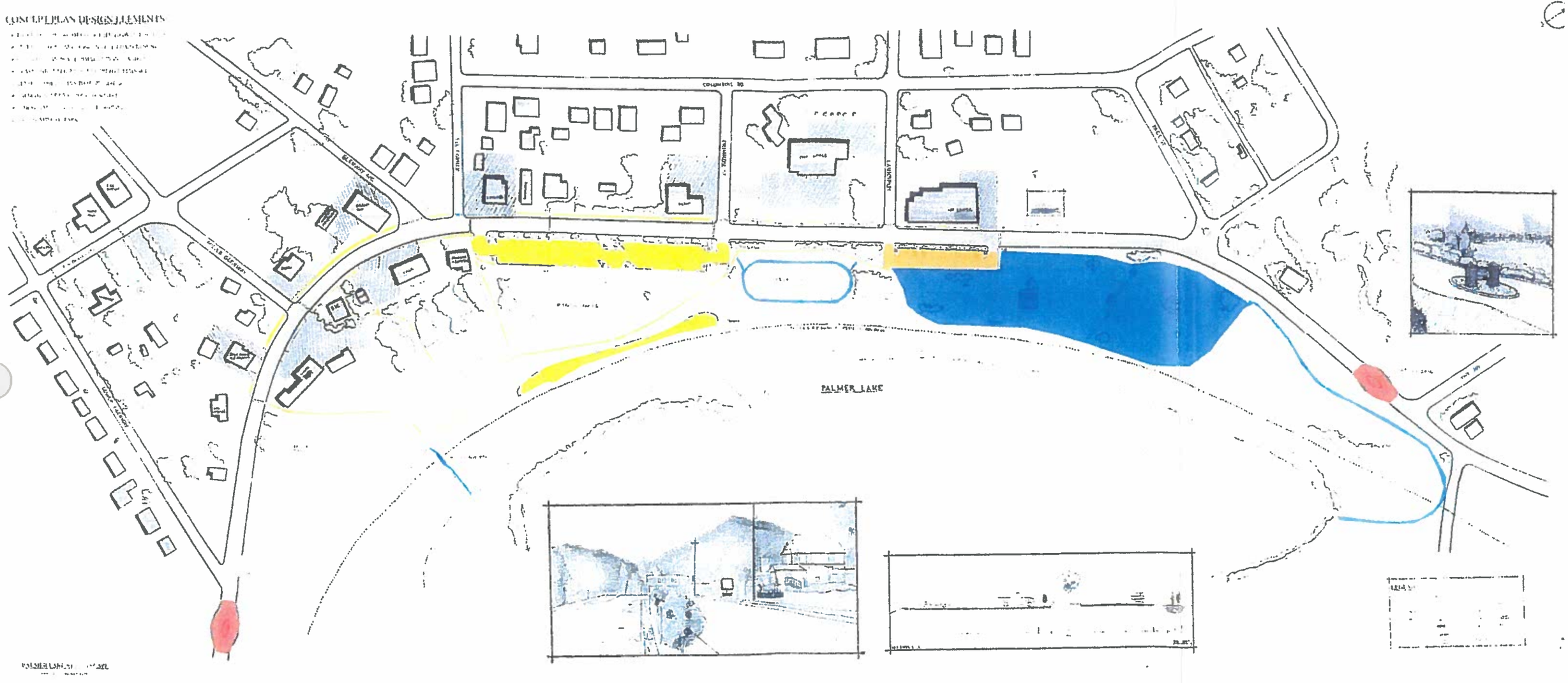
Prepared by Colorado Center for Community Development

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
GRAND TOTAL:	$702,969	$1,342,425

PHASING OF PALMER LAKE STREETSCAPE CONCEPT PLAN



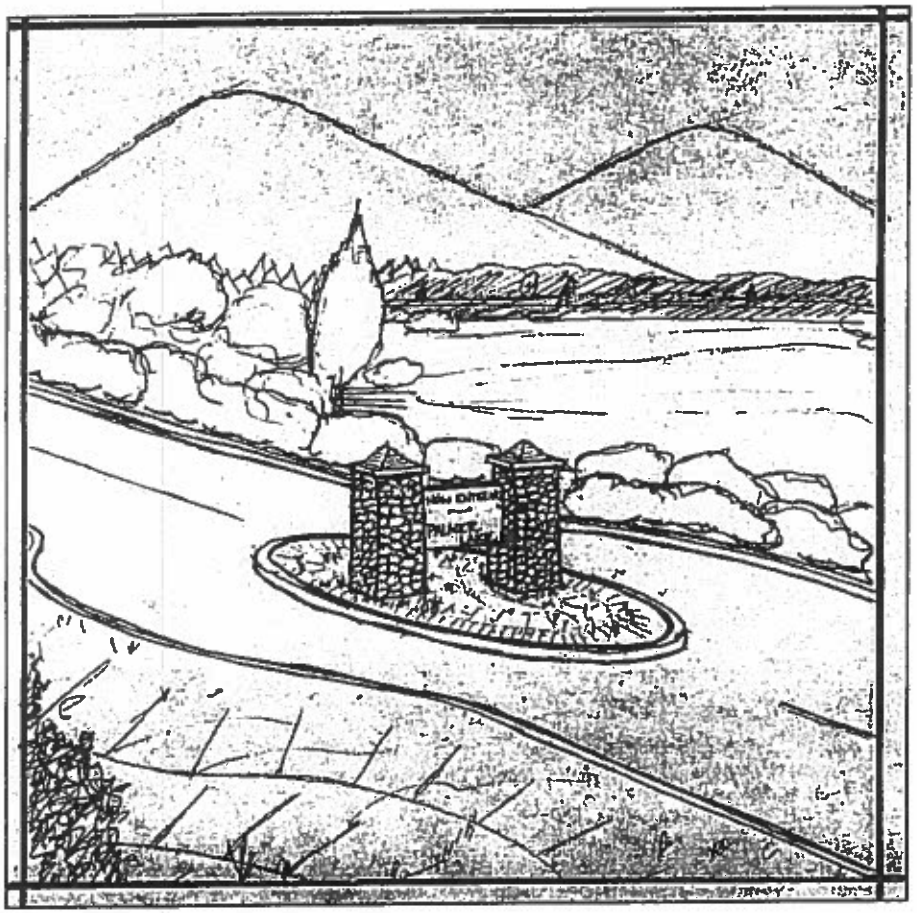
PHASE I

PHASE II

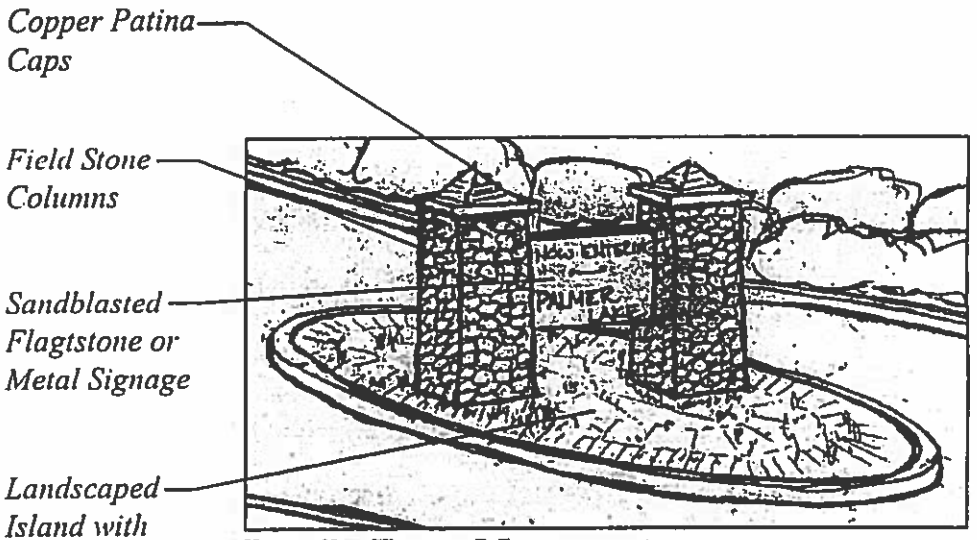
PHASE III

PHASE IV

DETAILS



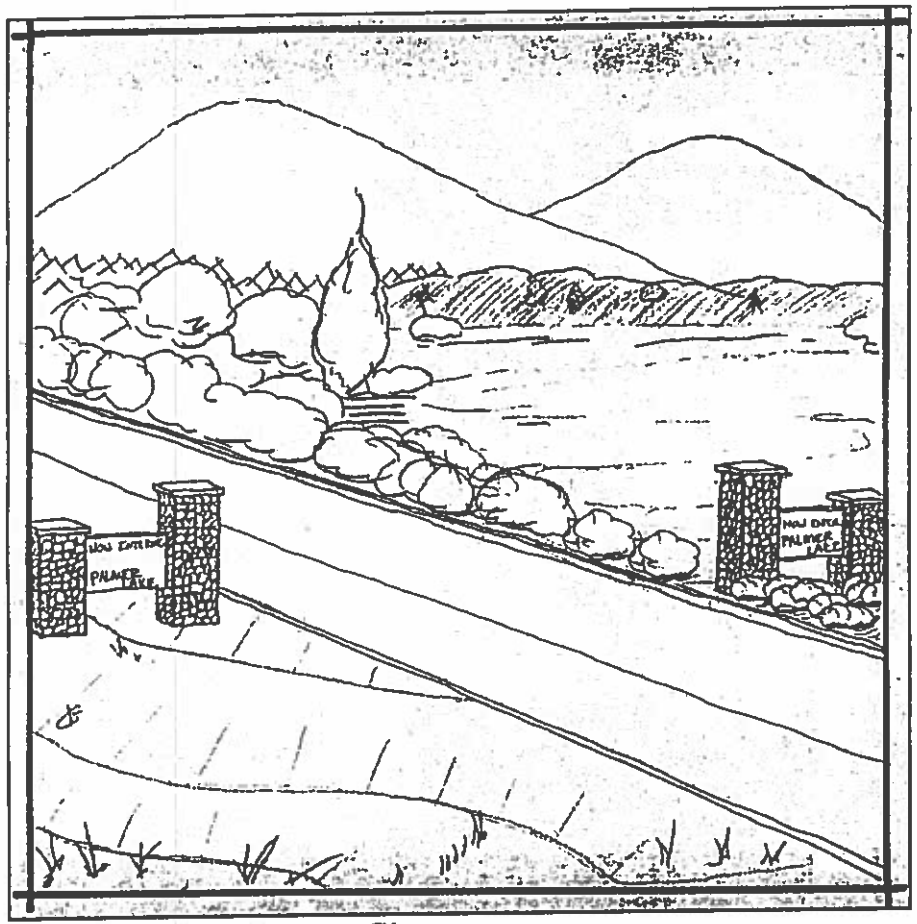
Perpsective - Entry Island



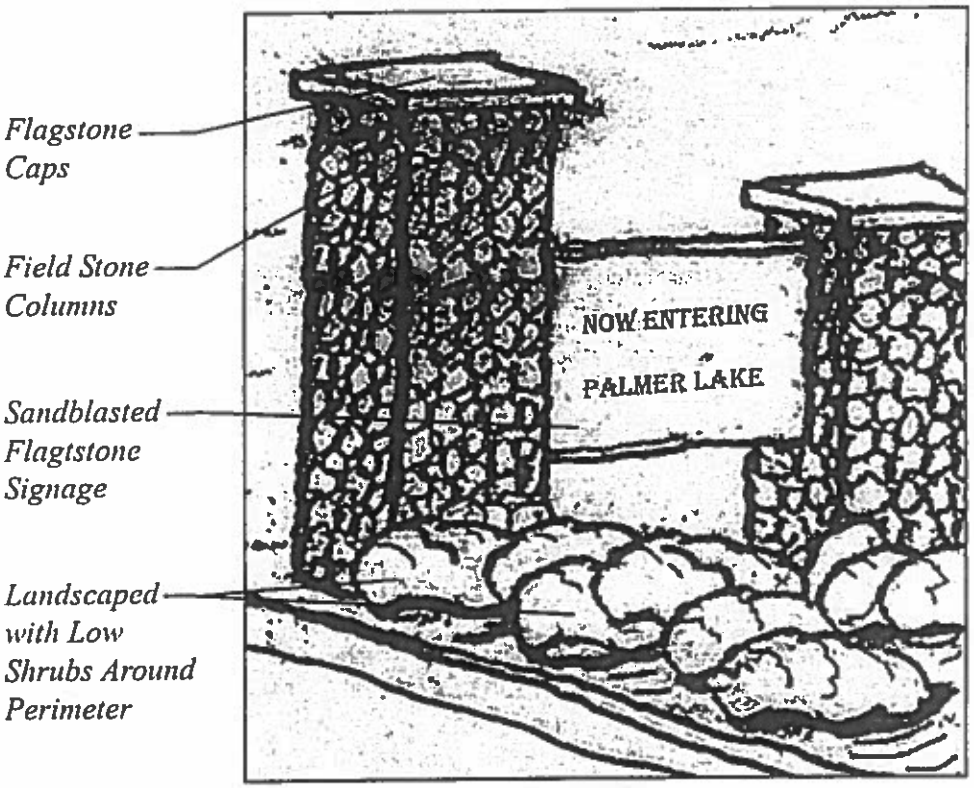
Detail - Entry Monument

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.



Perpsective - Gateway Signage



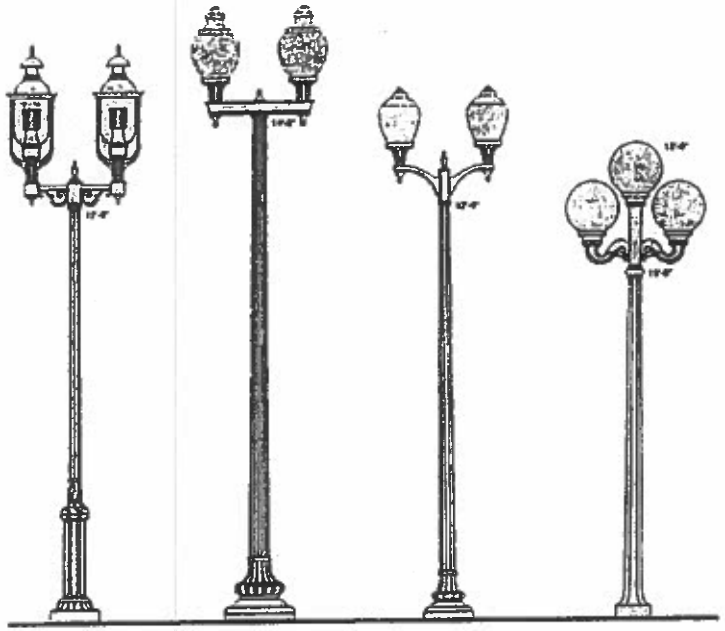
Detail - Entry Monument

Gateway Signage Option

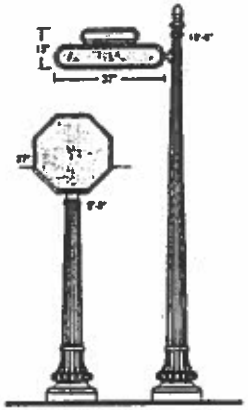
The design shows a double entry sign along the highway. This will signify the entrance to the downtown area of Palmer Lake.

POSSIBLE LIGHTING SYLES

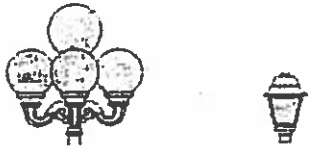
- LIGHTING POSSIBILITIES INCLUDE:
INCANDESCENT, MERCURY VAPOR, METAL HALIDE



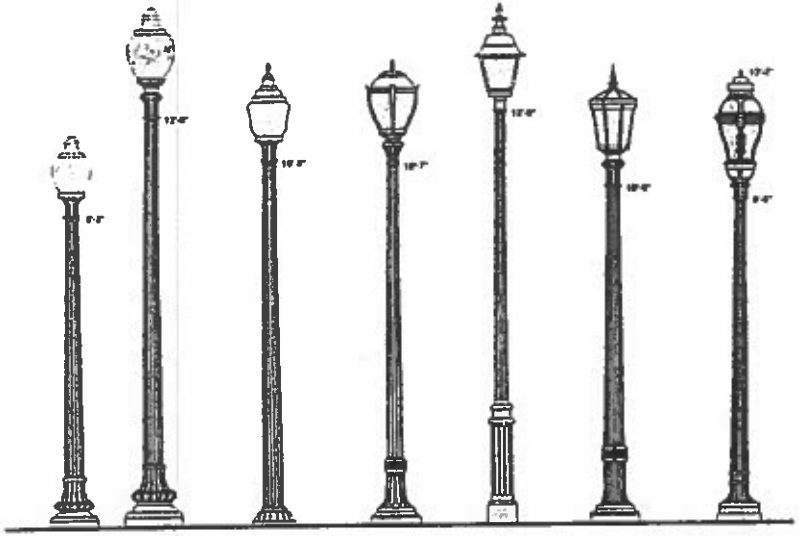
PEDESTRIAN LIGHTING
- double lamp 12 - 15'



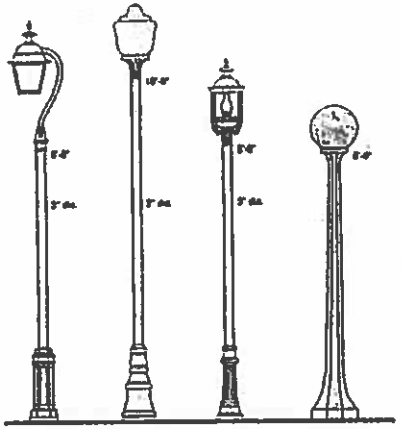
STREET SIGNAGE



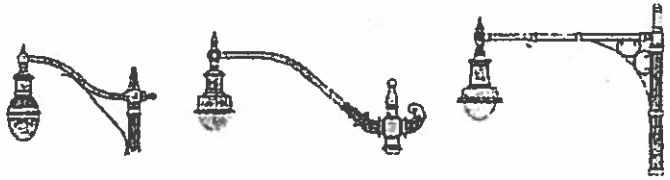
EXISTING CITY LIGHTS IN PALMER LAKE
- located at Village Green
- gas powered



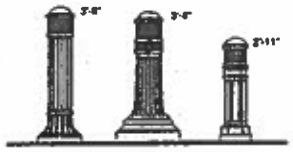
- single lamp 10 - 12'



- single lamp 8 - 10'



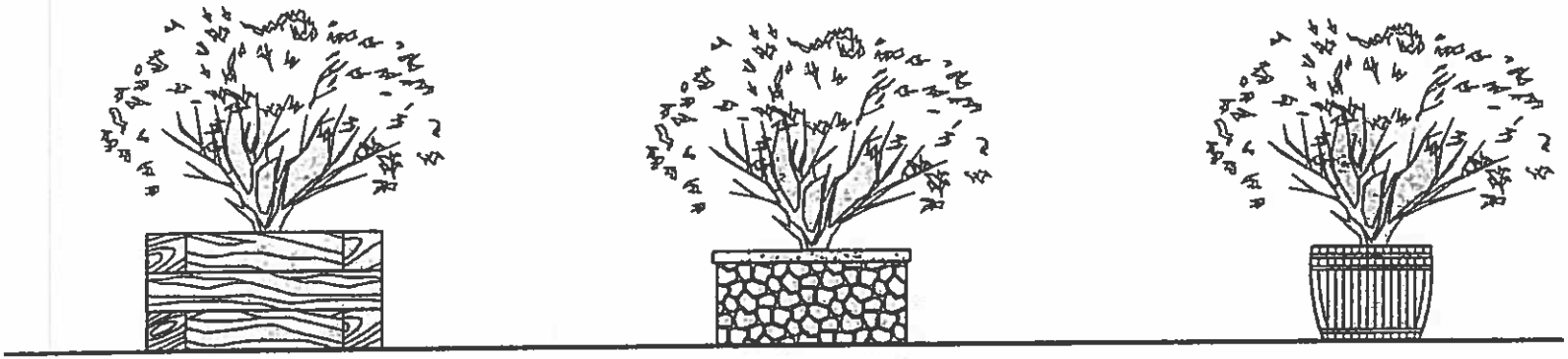
ROADWAY ARMS AND LUMINAIRES
- for parking areas



LIGHTED BOLLARDS
- for path lighting

Manufacturer of given examples: Antique Street Lamps, Inc.

Proposed Planter Styles

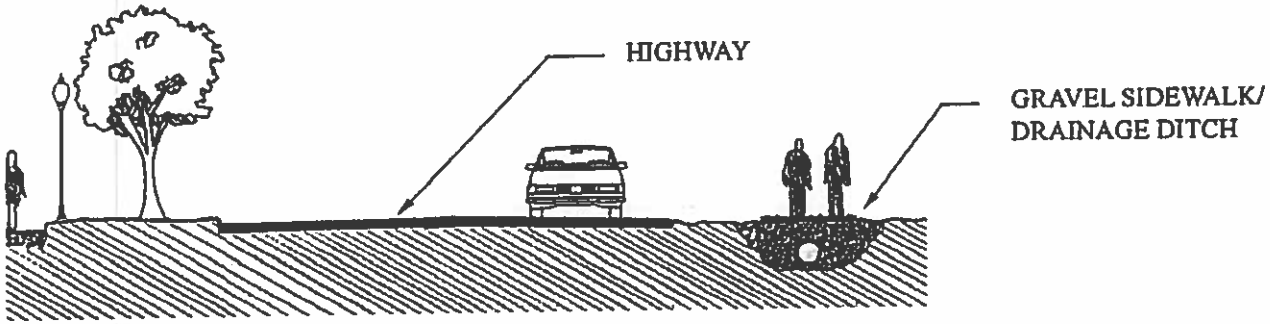


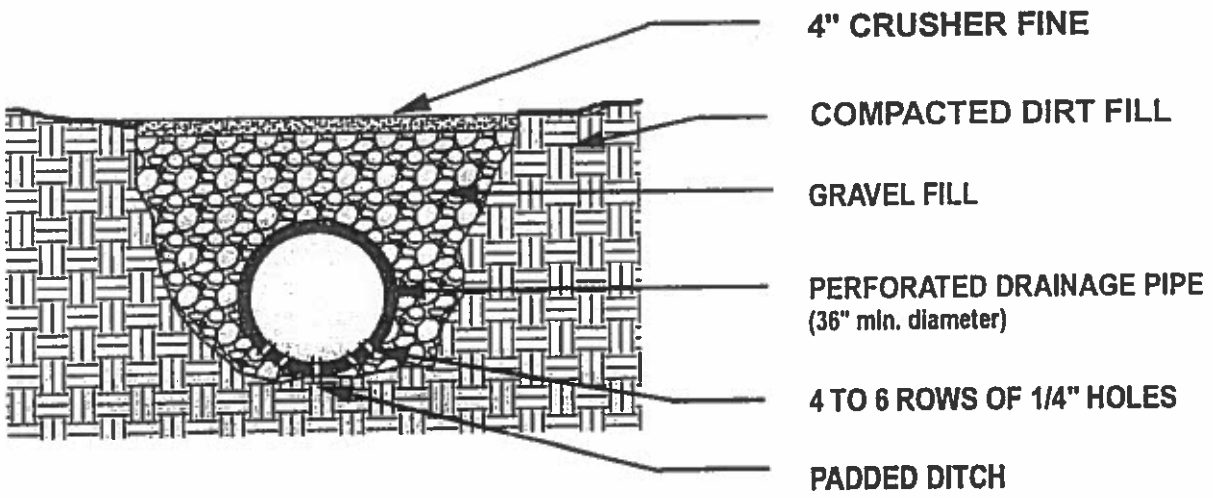
Railroad Tie Planter:
10" x 10" Railroad Ties Interlocked to a Height of 2'-6". Base Dimensions of 5'-0" x 5'-0".

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 the100-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 side required.

Drainage Assessment Summary

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

- Capacity of the west side ditches in 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 address 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.

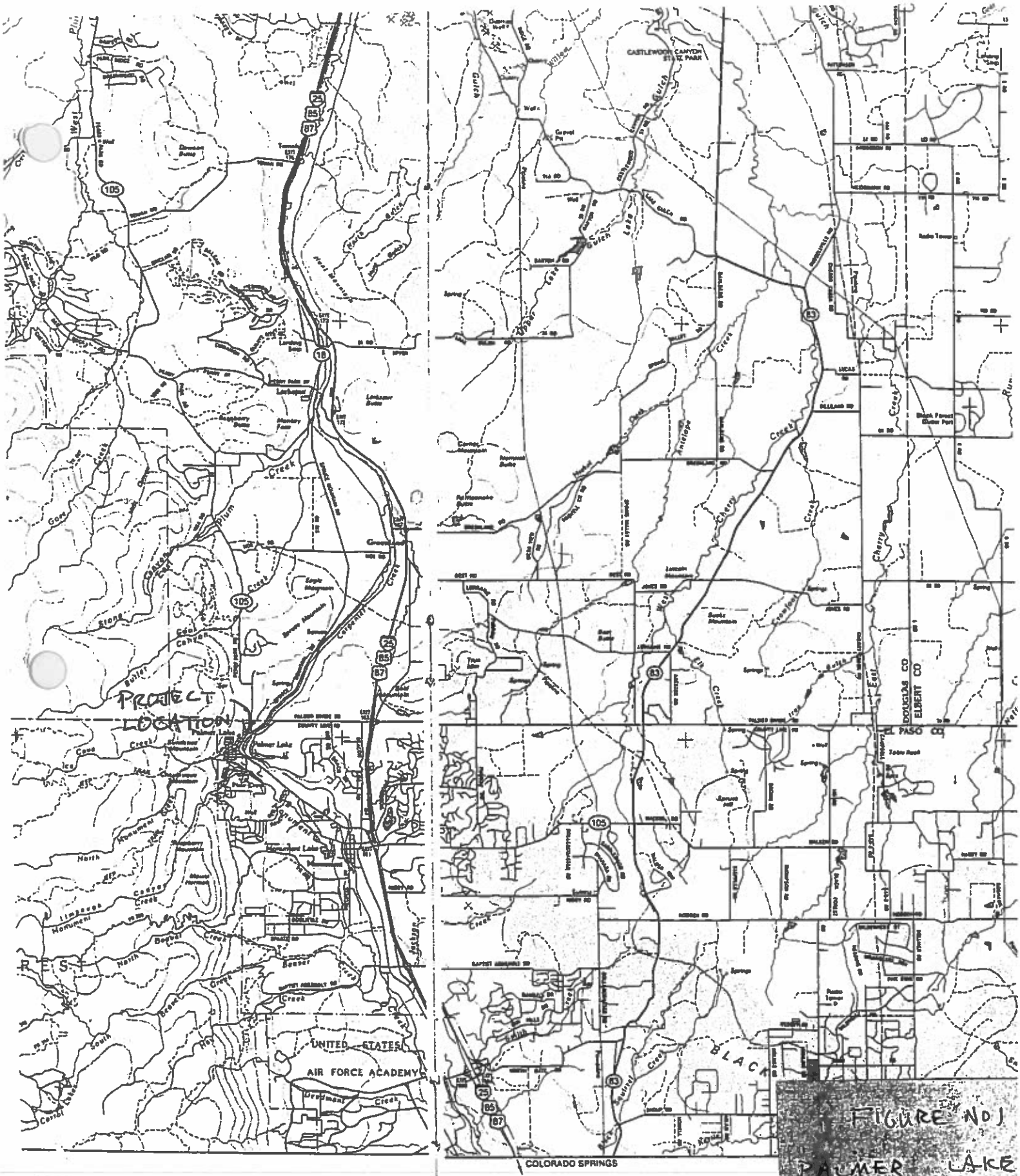

PROJECT LOCATION
UNITED STATES AIR FORCE ACADEMY
COLORADO SPRINGS
DOUGLAS CO
ELBERT CO
EL PASO CO
Scale 1:160,000
1 inch represents 2.5 miles
FIGURE NO 1
PALMER LAKE
DRAINAGE ASSESSMENT
PROJECT SITE

FIGURE No 2

PALMER LAKE DRAINAGE ASSESSMENT

DRAINAGE PATTERNS

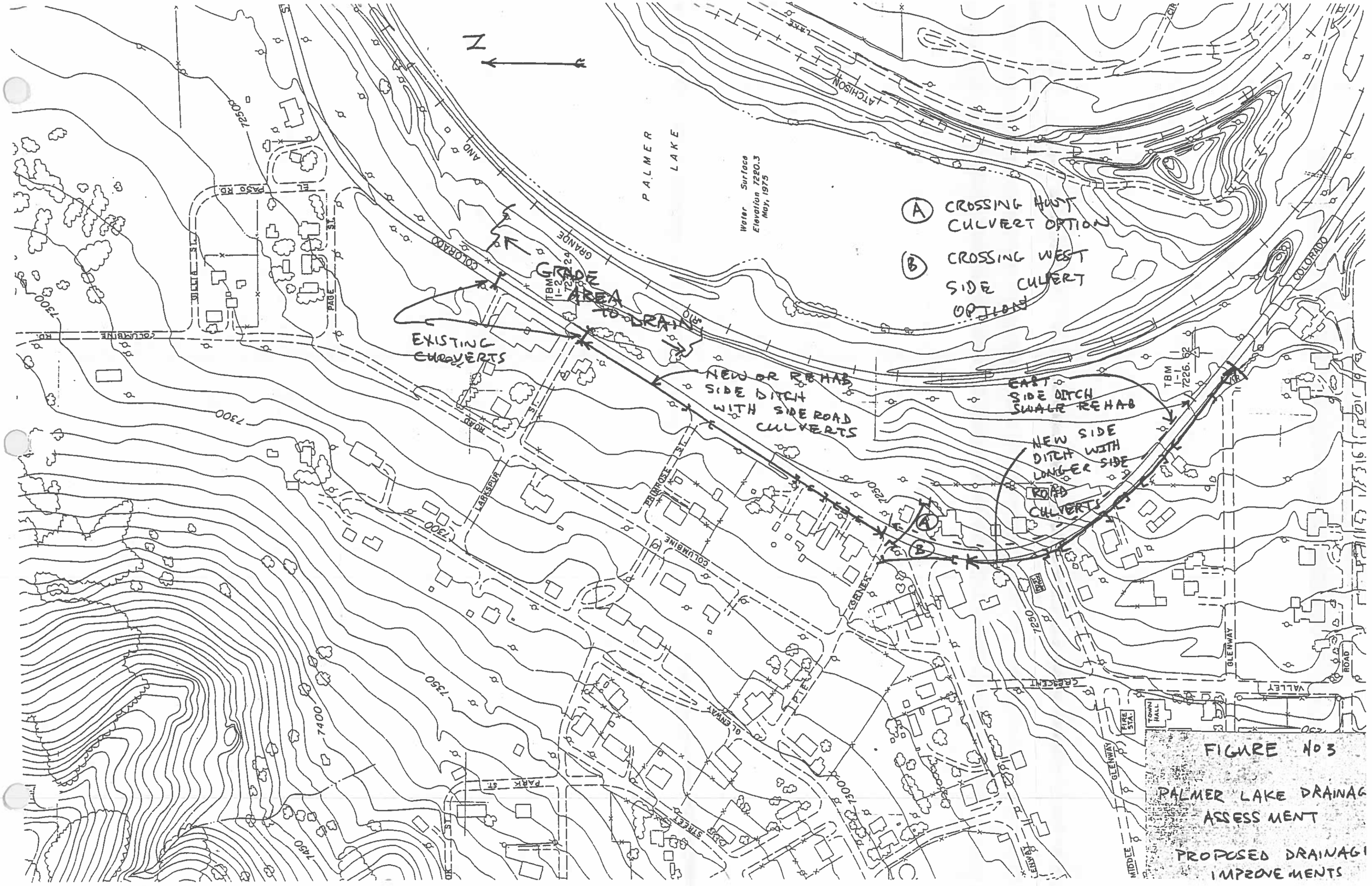


FIGURE NO 3

PALMER LAKE DRAINAGE ASSESSMENT

PROPOSED DRAINAGE IMPROVEMENTS

Recommended Plants List

Perennials for Sun

Achillea millefolium	Yarrow
Agastache cana	Double Bubblemint
Alcea rosea	Hollyhock
Alyssum montanum	Mountain Basket of Gold
Antennaria sp.	Pussytoes
Artemisia frigida	Fringed Sage
Artemesia 'Powis Castle'	Powis Castle Sage
Asclepias tuberosa	Butterfly Weed
Aster sp. (avoid aggressive)	Aster
Aurinia saxatilis	Basket-of-Gold
Campanula cochleariifolia	Little Bluebells
C. rotundifolia 'Olympica	'Blue Harebell
Cerastium tomentosum	Snow-in-Summer
Clematis paniculata (vine)	Sweet Autumn Clematis
Coreopsis lanceolata	Lance-leaf Coreopsis
C. verticillata varieties	Coreopsis
Delosperma nubigenum	Hardy Yellow Iceplant
Erigeron compositus	Cut-leaf Daisey
Eriogonum umbelatum	Sulfur Flower
Erysimum kotschyanum	Alpine Wallflower
Eschscholzia californica	California Poppy
Gaillardia aristata	Blanket Flower
Grass, Bouteloua gracilis	Blue Gramma Grass
Grass, Festuca glauca	Blue Fescue
Grass, Helictotrichon semp.	Blue Avena Grass
Grass, Schizachyrium scop.	Little Bluestem
Helianthumum varieties	Sunrose
Hemerocallis varieties	Daylily
Ipomopsis agregata	Scarlet Gilia
Iris X Germanica varieties	Bearded Iris
Iris pallida 'Variegata'	Variegated Iris
Liatris spicata 'Kobold'	Gayfeather
Linum perenne	Blue Flax
Machaeranthera bigelovii	Santa Fe Atser
Mirabilis multiflora	Wild Four-O'-Clock
Nolina microcarpa	Bear Grass
Oxytropis lambertii	Lambert's Locoweed
Penstemon sp. (many)	Penstemon
Ratibida columnifera	Prairie Coneflower
Rudbeckia	Black-eyed Susan
Sedum 'Autumn Joy'	Autumn Joy Stonecrop
Thymus praecox 'Pseudolanuginosus'	Woolly Thyme
Zauschneria californica latifolia	Hummingbirdflower
Zinnia grandiflora	Golden Paperflower

Perennials for Part Shade - Shade

Ajuga reptans Green	Carpet Bugle
Anemone sp.	Windflower
Aquilegia sp.	Columbine
Arctostaphylos uva-ursi	Bearberry
Campanula cochleariifolia	Little Bluebells
C. rotundifolia 'Olympica'	Blue Harebell
Fragaria Americana	Wild Strawberry
Grass, Festuca glauca	Blue Fescue
Grass, Helictotrichon semp.	Blue Avena Grass
Iris pallida 'Variegata'	Variegated Iris
Mahonia repens	Oregon Holly Grape
Penstemon strictus	Rcky. Mntn. Penstemon
Viola cornuta varieties	Tufted Pansy

Shrubs

Amelanchier alnifolia	Saskatoon Serviceberry
A. utahensis	Utah Serviceberry
Amorpha canescens	Leadplant
A. fruticosa	False Indigo
Artemesia filifolia	Sand Sagebrush
Caragana pygmaea	Pygmy Peashrub
Caryopteris X Clandonensis	Blue Mist Spirea
Cercocarpus montanus	Mountain Mahogany
Ephedra viridis	Mormon Tea
Juniperus communis	Common Juniper
J. sabina 'Scandia'	Scandia Juniper
Perovskia atriplicifolia	Russian Sage
Prunus besseyi	Western Sand Cherry
Ribes alpinum	Alpine Currant
Ribes aureum	Golden Currant
Rosa varieties	Shrub Rose
Rubus sp.	Raspberry
Syringa vulgaris selection	Lilac
Viburnum lantana 'Mohican'	Wayfaring Tree

Trees

Acer tartaricum	Tartarian Maple
Celtis occidentalis	Western Hackberry
Crataegus ambigua	Russian Hawthorn PS
C. succulenta	Colorado Hawthorn
Fraxinus pennsylvanica	White Ash
Quercus gambelii	Gambel Oak
Syringa pekinensis	Peking Lilac

Evergreens

Juniperus scopulorom	Rocky Mountain Juniper
Picea pungens 'Fat Albert'	Fat Albert Colorado Spruce
Pinus aristata	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 Kapuster	579 County Line	481-1350	
2	Darlah Kapuster	"	"	
3	Kurt Ehrlich	589 Forest View Way	481-9120	
4	Ron Heard	151 Misty Creek 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 460 Palmer Lake	719/488-8670	
10	BOB RADOSEVICH	TOWN OF PALMER LAKE		
11	JOAQUIN MENDOZA	166 Pine Crest Way P.O Box 1586	(719) 488-8746	
12	AL FRITTS	1050 CAROLINE WEST MONUMENT, CO 80132	(719) 488-2242	MTI & THE INN
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14				
15				
16				
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CONTACT SHEET

Name	Address	Phone #
1 GOV VAUGHN	18680 KNOLLWOOD, MONUMENT 80132	487-0064
2 JEFF Hulsmann	104 Hwy 105 Bx 397 Palmer Lk	481-2222
3 David James Wilson	84 Hwy 105 P.L.	481-2671
4 RUSS BROSHOUS	820 OLD ANDREWS WAY	488-0070
5 Chris Sandoval	Bus - 104 B Home 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
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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 to 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	481-3188
5. [illegible]	595 Hwy 105 80133	488-9866
6. Sue Buell	584 Academy Rd.	481-2474
7. [illegible]	[redacted] TRI-LAKES CENTER FOR ARTS	339-1280
8.		
9.		
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PROJECT Sign Up

DATE 4/30/02

NOTES

1 Susan Miller
2 Bob Raymond
3 Della Sims
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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 EACHOTHER
- 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 LOWERED 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 ENFORECEMNT 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. *