

## Dawn Collins

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**From:** William Fisher <bill@fisharch.com>  
**Sent:** Friday, December 8, 2023 3:53 PM  
**To:** Dawn Collins  
**Subject:** Re: Hwy 105 Streetscape Concept  
**Attachments:** 10 Principles.pdf; Palmer Lake Streetscape Concept.jpg; streetscape plan dimensional studies 7-27-22.pdf

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Sorry Dawn. Thought I had sent this but just found it in my drafts folder.

I do not have anything on the old streetscape plans that you included in the packet. Those graphics were generated by others before my time. I may have done some of the 3d rendering but it's been 20 years. I do have comments, however, that I'd like included in a narrative w/ the adoption of the graphics - a list of intentions - if everyone agrees:

- This plan doesn't show the on-street parking or sidewalks that we want.
- Parking lots should be screened / landscaped
- Storefront awnings and ground level transparency encouraged to attract shoppers.
- YES to street trees that would greatly enhance sense of place and consequent business success.
- "Highway transitional" inaccurate. Mainstreet should encompass Erhardt property.
- The DT Design Plan shows Park improvements not intended for Mainstreet Plan.

### AND I WOULD ADD

- Sidewalk fingers or islands that encompass parking and create shorter safer crosswalks for the young and the old.

GMS needs to contact CDOT about their evolving policies concerning parking types and safety in conjunction w/ their sidewalk work. I just read a study from Nebraska CDOT that said there's no difference in safety between angled and parallel but angled is safer for people getting in and out of their cars and parallel parking can endanger bicycle traffic. It said the negative for any on-street parking was it reduced traffic speed and flow. I'm thinking those aren't negatives. Transportation engineers don't consider pedestrians in their safety calculations.

William L Fisher RA Leed AP  
**FISHER ARCHITECTURE**  
719.660.4356

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**From:** Dawn Collins <dawn@palmer-lake.org>  
**Sent:** Friday, December 8, 2023 11:42 AM

