

PLANNED DEVELOPMENT PLAN WRITTEN PLAN

ARTICLE 1: DEFINITIONS

ARTICLE 2: INFORMATION AND PROJECT OVERVIEW (17.72)

Exhibits

- 2.1. Evidence of Ownership: Reviewed and accepted by the TOPL, see **Addendum 1**.
- 2.2. Title Commitment: Reviewed and accepted by the TOPL, see **Addendum 2**.
- 2.3. Statement of Planning Objectives using Rezoning Criteria (17.14.010) and PD Conditions and Standards (17.72.050)
- 2.4. Proposed Development Phasing (17.72.040)
- 2.5. General physical and environmental conditions of the site. (17.12.040, 17.72.050, 17.72.130, 17.72.140): The Ecological Assessment has been reviewed and accepted by TOPL, see **Addendum 3**.
- 2.6. A statement of the proposed method for controlling architecture (17.72.130 and 17.76)
- 2.7. Generalized drainage plan
- 2.8. Water and sewer demand for projected uses.
- 2.9. Water Supply
- 2.10. Traffic Impact Analysis. Reviewed by the TOPL and all referral agencies, see **Addendum 4**. Further platting and construction-related issues will be resolved during the submission of the Preliminary plat and Final Plat. Once approved, final construction documents will follow.
- 2.11. Statement regarding how development will be served and fiscal impacts. Fiscal Impact Analysis was completed by TOPL consultant, see **Addendum 5**.
- 2.12. Maintenance Provisions and Plan (17.72.080)

ARTICLE 3: PLANNED DEVELOPMENT DISTRICT ENTITLEMENTS BY PLANNING AREA

- 3.1 Minor Modification to Planning Area Boundaries.
- 3.2 Transfer of Density among Planning Areas

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- 4.1 Uses Within Zone District (17.72.060)
 - 4.1.1 Principal Uses
 - 4.1.2 Accessory Uses
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- Development in Phases
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- Wildlife Enhancement, Mitigation, and Management Commitments: Reviewed and accepted by TOPL, see **Addendum 3**.
- Fire Protection

ARTICLE 7: WATER AND WASTEWATER

Water Resource Report was completed by TOPL consultant, see **Addendum 6**.

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- Ownership and Maintenance of Roads

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ARTICLE 1: DEFINITIONS

Words used in this Planned Development may be defined in the Palmer Lake Code unless they are specifically defined in this Planned Development. Words defined within this Planned Development shall have the specific meaning assigned, unless the context clearly indicates another meaning.

- **Allowed Sign** - a sign that is neither prohibited nor exempt
- **Banner** - A temporary sign composed of logo, design, or text on a flexible lightweight fabric, plastic, or similar material
- **Building Directory Sign** - a sign that serves as a common or collective identification of multiple businesses on the same property and is attached to a building
- **Canopy** - an overhead roof cover or structure that may or may not be attached to the building and contains posts or other ground support
- **Canopy Sign** - a sign attached to a canopy
- **Travel Center** - a commercial facility that provides fuel, food, and other services for motorists. Trucks are only permitted in association with deliveries for the property owner (e.g. fueling, food deliveries). This term shall not include truck stop.
- **Fueling Station**- a place that sells and dispenses fuels for vehicles, such as gasoline, diesel, and other liquids and gases. This term also includes alternative fueling, such as an electric vehicle charging station.
- **Directional Sign** - signs for traffic or pedestrian movement on or adjacent to the property. Logos or text are allowed only as required for the directional message
- **Electronic Sign** - any sign that uses solid, electronic technology such as incandescent lamps, LEDs, LCDs, or some other electronic means of changing copy to produce bright displays that typically involve moving copy, animation, or other graphics
- **Exempt Sign** - a sign that does not require a sign permit
- **Freestanding Sign** - a self-supporting sign, not attached to the building and permanently anchored to the ground
- **Height, Maximum**- The vertical distance measured from the average elevation of the finished grade adjoining the structure to the average elevation of the roofline and eaves.
- **Holiday Decorations** - temporary displays of non-commercial materials that celebrate holidays. They can include lights, wreaths, garlands, and other items.
- **Lot Coverage** - The percentage of the lot, parcel, or tract area that may be covered by structures. The calculation shall not include any areas covered by parking areas, platforms, landings, or ramps if such improvements do not exceed 18 inches in height as measured from the top-most finished surface of the

improvements to any adjacent point of the finished grade. Landscaping soft-scape, hard-scape, and artwork areas are excluded from the calculated coverage area. The calculation shall also not include open and unenclosed patios if such patios do not exceed 18 inches in height as measured from the top-most finished surface of the patio to any adjacent point of the finished grade. Patios, including patios that are less than 18 inches in height, which have a roof or other overhead cover and/or patios which incorporate a wall or walls as a method of partially or fully enclosing the patio shall be included in the calculation of maximum lot coverage.

- **Outdoor Sales** - The sale and display of goods and services in a public space (e.g. barbeque, ice vending, clothes, patio furniture, art, etc.). Outdoor sales shall not be considered the same as outside storage. Outside storage does not need to be screened from view.
- **Outside Storage** - the act of storing goods, equipment, or vehicles that are not available for sale outside of a building.
- **Public Art** - art that is created for the general public and displayed for viewing free of charge. It can be a sculpture, mural, performance, or other artwork that is accessible to everyone.
- **Plaque** - a permanent building component cut into or attached to the building designating names of buildings, occupants, dates, or other entities involved in the building creation
- **Prohibited Sign** - a sign not permitted within the corporate limits of Palmer Lake
- **Sign** - Any object, device, vehicle, trailer, display or structure, or part thereof, situated outdoors or indoors, which is used to identify, display, direct or attract attention to an object, person, institution, organization, business, product, service, event or location by any means, including words, letters, figures, design, symbols, fixtures, colors, illumination or projected images having the capacity of being visible from any public area, except any display on a vehicle using the roadway. Structures or other physical improvements resembling the construction of a sign that are not used to advertise the name of a product, service, or business shall not be considered a sign (e.g. holiday decorations, landscape features, public art, sculptures, etc.).
- **Sign Area** - The total area of the face, plate, and frame, as well as the display surfaces but not including the structure or bracing of the sign. When the sign consists only of letters, logos, designs, or figures engraved, painted, or projected or fixed on a wall or freestanding, or when a sign is of an irregular shape, the total area of the sign shall be the smallest area enclosed by a single right angle figure surrounding all of the fixed lettering, designs and irregular shape. On double-faced signs where the sign faces are placed back to back, only 1 face is

counted in computing the sign area; for signs with more than 2 faces, the area of all faces shall be counted.

- **Temporary Sign** - a sign that is only allowed for a defined temporary period of time and is exempt from permitting but must meet registry and sign type standards. Designed to be used for a temporary period of time, not permanent in nature
- **TOPL**- Town of Palmer Lake
- **Types of Façade**
 - All cementitious materials to include but not limited to concrete, stucco, natural stone and manmade stone
 - Exterior Insulation and Finish System (EIFS)
 - All metallic materials to include but not limited to steel, aluminum, tin, copper, and galvanized materials
- **Wall Sign** - a sign attached to, painted on, or erected against the exterior of a building or structure
- **Window/Door Sign** - a sign applied to or attached to glazing or located in close proximity to the glazing on the interior, which can be seen through the window from the building exterior

ARTICLE 2: INFORMATION AND PROJECT OVERVIEW (17.72)

Exhibits

2.1 *Evidence of Ownership*

The Evidence of Ownership has been reviewed and accepted by the TOPL. See Addendum 1.

2.2 *Title Commitment*

The Title Commitment has been reviewed and accepted by the TOPL. See Addendum 2.

2.3 *Statement of Planning Objectives using Rezoning Criteria (17.14.010) and PD Conditions and Standards (17.72.050)*

Buc-ee's Family Travel Center

Planned Development Plan

Town of Palmer Lake, Colorado

Letter of Intent

August 11, 2025

CSMS Management, LLC
11200 W. Broadway Street, Suite 2332
Pearland, TX 77584

OWNER: Monument Ridge West, LLC
5055 List Drive
Colorado Springs, CO 80919

APPLICANT: CSMS Management, LLC
11200 W. Broadway Street, Suite 2332
Pearland, TX 77584

PLANNER: Vertex Consulting Services, LLC
5825 Delmonico Drive, Suite 320
Colorado Springs, CO 80919
303-906-8800

PROPERTY LOCATION: At the southwest corner of the Interstate 25 and County Line Road interchange.

TAX SCHEDULE NOS: 7102200014 and 7102200015

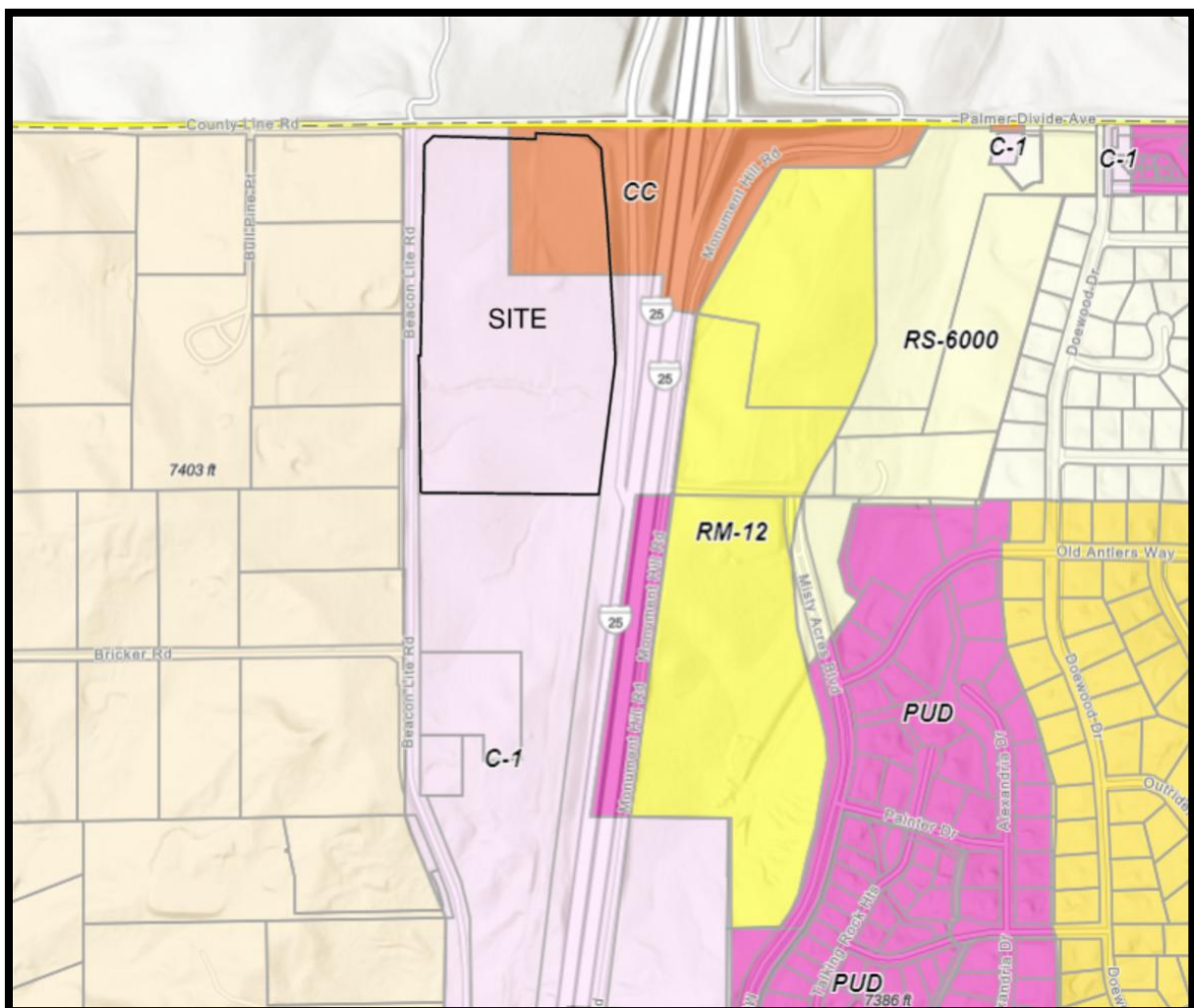
Project Description

CSMS Management, LLC, is requesting approval of a Planned Development Plan (PDP) and PD (Planned Development District) zoning for the approximately 24.77-acre vacant property located at the southwest corner of the Interstate 25 and County Line Road interchange. The property is currently split-zoned CC (Commercial Community) and C-1 (Commercial -Obsolete) within unincorporated El Paso County but is proposed to be annexed into the incorporated boundaries of the Town of Palmer Lake pursuant to Colorado Revised Statutes (CRS). The proposed annexation includes a "flagpole" series of annexations from the current Town of Palmer Lake boundary east along the County Line Road right-of-way to the subject property. An annexation agreement between the Town of Palmer Lake and the applicant has been required by the Town in association with annexation of the property.

The PDP submitted with this application proposes to zone the property for a Buc-ee's Family Travel Center. The PDP generally includes a 74,000 square-foot structure at a maximum building height of 40 feet, 120 vehicle fueling stations (60 total fuel pumps) and associated canopies, a minimum of 25-foot building setbacks from all property lines, and 820 onsite parking spaces. Full ingress and egress to the travel center will be via two new locations along Beacon Lite Road within portions of the roadway that are also proposed for annexation into the Town of Palmer Lake. An additional right-out only egress is proposed at the north end of the property allowing traffic to exit the site directly onto County Line Road. Stormwater generated from the site is proposed to be collected and

managed through construction and ongoing maintenance of two onsite detention ponds, one located at the far north end of the property adjacent to County Line road and the other located along the eastern portion of the property adjacent to the Interstate 25 right-of-way. The stormwater infrastructure also includes oil-water separator for any runoff from the fueling stations. The oil-water separator is above and beyond the Town stormwater requirements, but is being proposed by the applicant in an effort to mitigate all potential impacts.

Current El Paso County Zoning

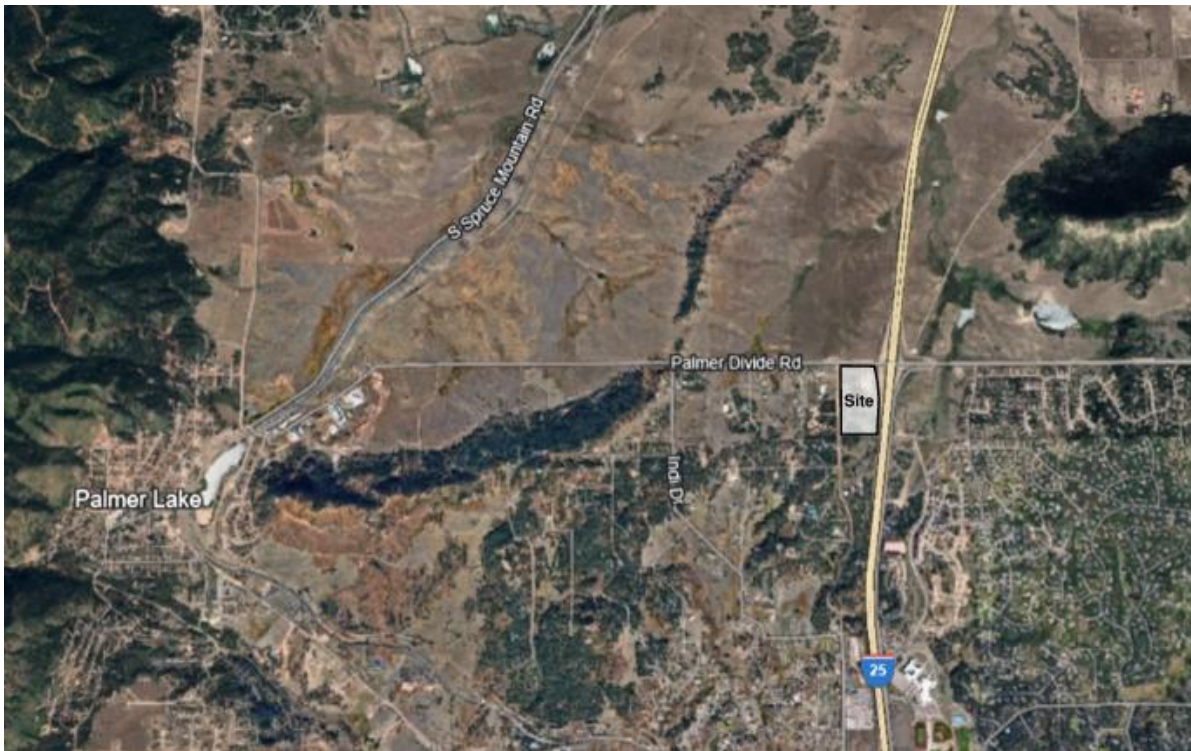


Concurrent Applications

The applicant is also submitting a Sketch Plan and a Sketch Development Plan applications concurrent with this PDP application. All three applications are required under the Town's current regulations for approval and development of the proposed travel center.

Vicinity Map

Please see below for the project vicinity map.



Review Criteria

Title 17 of the Town of Palmer Lake's Code of Ordinances outlines the criteria for approval of a PD rezoning. The following is an analysis of the project's compliance with those criteria:

17.72.50 Conditions and Standards

PD shall be subject to the following performance criteria:

- 1) One or more of the following shall be achieved to approve a Planned Development:***
 - a. The encouragement of innovations in residential, commercial, and limited industrial development through greater variety in the type, design, and***

layout of buildings that the Town's existing zone districts cannot accommodate and by the conservation and more efficient provision of open space ancillary to the associated development.

- b. A better distribution of induced traffic on streets and highways.***
- c. Conservation of the value of the land.***
- d. Preservation of the site's natural features.***

The proposed commercial use will be unique to the Town of Palmer Lake and to the region as a whole since it will be the first family-oriented travel center of its kind in the area. The use will generate additional traffic in the area; however, the traffic impacts will be largely mitigated due to the property being located directly adjacent to Interstate 25, which is capable of handling the additional traffic coming into and leaving the site (See addendum 4 for the Traffic Studies). One of the innovative ways that traffic is managed so effectively at other Buc-ee's Family Travel Centers is via the layout of the site and multiple access points. The siting of the building and the other onsite improvements are laid out in a manner that allows for increased driver visibility and improved internal circulation, both of which work in tandem to allow vehicles to safely and efficiently move through the property, which ultimately helps ensure that traffic does not back up into the public roadways or otherwise overburden the surrounding transportation network.

Development of the site as a Buc-ee's Family Travel Center will result in the extension of municipal-level services to the property. The introduction of such services will likely result in an increase in land values for the subject property as well as any neighboring properties capable of being served by the newly extended infrastructure. In addition, the physical improvements to the site and to the transportation network in the area will not only enhance the value of the subject property but may also allow for additional investment to occur in the general area without the burden of financing subsequent capacity improvements.

The entire perimeter of the property, except for the three access locations, features non-irrigated native grass open space, including those areas identified for stormwater detention ponds. The sketch plan strategically locates the detention ponds on the east side of the property adjacent to the Interstate 25 right-of-way in order to adequately handle anticipated stormwater flows and to provide an additional nature buffer between the proposed travel center building and the highway. Along the west side of the property, adjacent to Beacon Lite Road, are additional areas of non-irrigated native grass open space.

It is also important to note that the footprint of the proposed travel center

building is depicted as being offset further to the eastern portion of the property away from Beacon Lite Road, which effectively provides an increased buffer between the building and the properties located along the west side of Beacon Lite Road. More specifically, the building is proposed to be setback from the western property line by approximately 400 feet, which is far in excess of the 25-foot setback. Even the fueling canopies, which are proposed to be located between the travel center building and the western property line, are proposed to be set back from the western property line approximately 150 feet, which is 125 feet more than the standard 25-foot setback. The increased setbacks of all structures from the western property line allows the use to be more visible and more consistent with similar land uses commonly found along the highly traveled Interstate 25 and it ensure that use is more visually compatible with the variety of existing land uses to the west (e.g., church , large lot residential, contractor's yard).

- 2) The design and construction of the PD shall include adequate, safe, and convenient arrangements for pedestrian and vehicular circulation, off-street parking, and loading spaces. Loading spaces are required for both non-residential development and residential development in compliance with the PPRBD-adopted building codes and the town's adopted parking and loading requirements, as amended.***

The proposed travel center lot will have full ingress and egress via two new locations along Beacon Lite Road within portions of the roadway that are also proposed for annexation into the Town of Palmer Lake. An additional right-out only egress is proposed at the north end of the property allowing traffic to exit the site directly onto County Line Road.

Chapter 17 of the Town of Palmer Lake Municipal Code requires retail and service stores to provide one parking space per 150 square feet of gross floor area. Based upon this standard, the proposed 74,000 square foot retail travel center would be required to provide 515 parking spaces. Instead, the proposed PDP plan provides for 820 onsite parking spaces arranged along three sides of the travel center building. The layout of the parking throughout the site will allow for dispersed vehicular and pedestrian traffic in and around the site.

Section 17.84.030 of the Town's Municipal Code states the following:

"In all nonresidential districts, adequate loading, maneuvering or unloading areas shall be provided completely off the public ways and so that all vehicles need not back onto any public way."

The proposed PDP design guidelines go beyond the Town's Code language so as to require two loading areas per 74,000 square feet of building, with each loading area being a minimum of 600 square feet. The approximately 3,000 square foot loading area has been depicted on the PDP along the east side of the building, which allows for all loading and maneuvering to occur onsite without any potential conflicts with public ways.

Pedestrian paths have been depicted on the PDP in order to help ensure safe and efficient pedestrian movement into and out of the travel center and throughout the overall site. Sidewalks are not being proposed along Beacon Lite Road and County Line Road because the El Paso County construction drawings for the planned improvement of Beacon Lite Road does not include construction of a sidewalk; therefore, onsite construction of a sidewalk would result in a disconnected sidewalk that essentially would lead to nowhere. Similarly, there is no existing sidewalk along County Line road that sidewalk from the travel center site could be extended towards; therefore, it is not practical to construct such sidewalk.

- 3) The density and/or intensity of development shall be based on the capacity of the land proposed for development to support the PD as well as the impact of the proposed development on town services and facilities and on neighboring properties that reasonably could be impacted by the proposed development. The capacity of the land shall be determined based on the size, topography, and geological and environmental limitations of the land proposed for development.***

The PDP site is bordered on three sides by existing roadways, including I-25 to the east, County Line Road to the north, and Beacon Lite Road to the west. To the south is vacant land currently zoned for commercial development within unincorporated El Paso County. This means that the only neighbor which shares a property line with the site is to the south and that property is already zoned for commercial development. The design of the site allows for minimal impacts, if any, to adjacent properties. First, the PDP provides for two full movement accesses into the site and an additional egress onto County Line Road at the north end of the property thereby enhancing the flow of vehicular traffic into and out of the site.

Second, siting of the travel center building in a location that is offset from the center of the site and more towards the eastern part of the site will help mitigate any potential visual impacts to the adjacent properties to the west while also providing an open space and parking lot buffer between the building and those

neighboring properties. The estimated distance between the travel center building and the nearest building on any property west of Beacon Lite Road is in excess of 700 feet, which equates to a distance similar to the length of two football fields.

Third, there are no identified geological or environmental limitations present on the property that may otherwise require preservation, which can affect the buildability of sites having such limitations (e.g., wetlands, floodplains, etc.). In addition, the current topography is not a factor that will limit buildability of the site. Grading plans and a preliminary drainage report have been submitted in support of this application. These documents demonstrate that construction can be readily accomplished. To do so, a continuous retaining wall will be required along a portion of the southern and northern sides of the property and along the majority of the eastern side of the property. The wall is necessary due to the extensive variation of existing slopes on the property and in order to bring the buildable area of the site to an elevation that is compatible with the existing elevation of Beacon Lite Road. This will allow for safe and efficient access into the site, extension of utilities into and throughout the site, and for responsible management of developed drainage flows via appropriately designed and constructed stormwater improvements.

Finally, as discussed below, the proposed 74,000 square-foot travel center footprint will only cover approximately 7% of the overall 24.77-acre site, which will limit the visual impacts of the development and allow for broader visibility across the property.

- 4) *While there may be no fixed dimensional requirements, the planning commission may recommend to the board of trustees and the board of trustees may require and approve setbacks, lot widths, and space between buildings as necessary to provide adequate access and to aid in fire protection, ensure proper ventilation, light, air, and snow melt between buildings, and to ensure that the PD is compatible with other developments in the area.***

No additional dimensional standards have been requested by Town staff in addition to those proposed in the PD guidelines and the PD plan and as summarized below. Design and construction of a 74,000 square-foot travel center structure, which equates to 1.77 acres, will be a relatively small physical presence on the site at approximately 7% of the overall 24.77-acre property. Even with addition of the proposed fueling island canopies adequate light and air will be preserved. The site will be maintained by the Buc-ee's travel center staff, which

will ensure that snow removal is performed in appropriate manner in order to help prevent any safety hazards associated with the potential for ice buildup.

Fire protection access into the site will be provided via the two full movement access points along Beacon Lite Road and throughout the site via the internal drive aisles.

- 5) *Open space for the PD developments shall be planned to produce maximum usefulness to the users of the development and general public for purposes of recreation, preservation of scenic views, and to maintain the character of the areas as outlined in the adopted Community Master Plan. All areas designated as common or public open space pursuant to the requirements of this Chapter and the Subdivision regulations shall be accessible by proper physical and legal access ways.***

The entire perimeter of the property, except for the three access locations, feature non-irrigated native planting open space areas, including those areas identified for stormwater detention ponds. The sketch plan strategically locates the detention ponds on the east side of the property adjacent to the Interstate 25 right-of-way in order to adequately handle anticipated stormwater flows and to provide an additional nature buffer between the proposed travel center building and the highway. Along the west side of the property, adjacent to Beacon Lite Road, are additional areas of non-irrigated native planted open space. Each of these areas offer a unique space on the property where customers can enjoy the beautiful scenery and environment surrounding the property while taking a break from their travels.

The applicant is proposing to provide open space throughout the travel center site in an amount that is sufficient to meet the Town's open space requirement. In addition, the associated annexation agreement identifies that the applicant agrees to pay \$150,000 to the Town to support public uses or capital improvements within the Town. The provision of open space and payment of \$150,000 will satisfy both the Planned Development and Subdivision open space requirements.

- 6) *All dimensional standards shall be established and documented on an approved written and graphic PD plan.***

Dimension standards have been proposed with the written PD and the associated graphical PD plan. The proposed dimensional standards are as follows:

- Minimum lot size: 23 acres
- Maximum height
 - Principal structure: 40 feet
- Setbacks requirements *
 - Front: 25 feet
 - Side: 25 feet
 - Rear: 25 feet
- Lot Coverage: 80 percent

**NOTE: the written PD identifies permitted encroachments.*

7) *The developer shall provide within the PD central water and sewer facilities as required by the Planning Commission, Board of Trustees, the Palmer Lake codified water requirements, Palmer Lake Sanitation District, Colorado Department of Public Health and Environment, and El Paso County Public Health.*

Extension of central water and sewer facilities will be constructed to service the proposed travel center. The development acknowledges that all water and sewer improvements will need to comply with the requirements of the Town of Palmer Lake, Monument Sanitation District, El Paso County Public Health, and Colorado Department of Public Health and Environment.

The associated annexation agreement places the financial burden of developing two new groundwater wells on the developer of the travel center even though the second well (known as Well A-3) is not needed by the Town to provide water supply service to existing customers and the proposed development. The Town has adequate water supplies to serve the travel center without developing and producing water supplies from the second well. Nevertheless, the developer has committed to funding development of both wells in addition to funding a 12-inch water line along Palmer Divide Road (County Line Road) to serve the travel center site.

The site is already located within the service area of the Monument Sanitation District. The developer is coordinating with the District to plan for, design, and construct a wastewater main along Beacon Lite Road to the site to provide wastewater treatment service to the site. The developer will be financially responsible for extending the main needed to serve the site.

8) *Clustered development is allowed and encouraged to promote maximum open space, economy of development, and variety in the type, design, and layout of buildings. In a multi-lot PD, the averaging of lot areas shall be permitted to*

provide flexibility in design and to relate lot size to topography, but each lot shall contain an acceptable building site. The clustering of development with usable common open areas shall be permitted to encourage provision for and access to common open areas and to save street and utility construction and maintenance costs.

The proposed PDP does not include multiple lots and therefore clustering of development is not practical. A single principal use is being requested for the proposed lot. Integration of perimeter open space areas and building setbacks allow for the use to be constructed more towards the center of the property, thereby clustering the vertical presence of the use within the overall site.

9) The PD shall provide pedestrian ways adequate in terms of safety, separation, convenience, and access to points of destination.

As discussed above, pedestrian paths have been depicted on the PDP in order to help ensure safe and efficient pedestrian movement into and throughout the overall site. Sidewalks are not being proposed along Beacon Lite Road and County Line Road for the reasons stated above.

10) The PD shall provide parking areas in conformance with the minimum site development standards of this Title in terms of the number of spaces for each use, location, dimensions, circulation, landscaping, safety, convenience, separation, and screening.

The layout and design of the proposed travel center will conform to, and in some cases exceed, the minimum site development standards for the Town of Palmer Lake, as depicted in the PDP.

The Board of Trustees anticipates the adoption of a revised Chapter 17 Articles 1-6 on August 14, 2025. Below is a summary of the landscaping that would be required pursuant to the proposed to be adopted regulations:

- Buffer along the western property line 15 feet wide with 1 tree per 15 feet (83 trees)
- Buffer along the perimeter of the parking lot of 1 tree per 10 feet (250 trees)

Total: 333 Plantings

The preliminary landscape plan depicts a total of 208 trees and 578 shrubs. The

totals greatly exceed what would be required by the to be adopted Town Code.

11) The PD shall strive for preservation of the natural features on the site in accordance with the adopted Community Master Plan, as may be amended.

The Ecological Assessment prepared by ECOS Ecosystem Services, LLC, identified that there are no significant natural features that should be preserved with development of the site. In addition, the report has been reviewed and discussed with Colorado Parks and Wildlife as well as the Environmental Manager of the Colorado Department of Transportation Region 2 Office, and both entities have concurred with the conclusions of Ecological Assessment.

The applicant acknowledges that the nativity of the site and existing vegetation has inherent value as does every site before it is developed into a home, park, or commercial area. While the ponderosa pine forest and grassland on this site does provide habitat for common wildlife, this plant community is not endangered. It does not support threatened, endangered, or species of special concern and therefore it is not considered significant relative to other habitat types such as streams, wetlands, or riparian areas. Town's Community Master Plan does not include any specific recommendations for the site.

12) The maximum height of buildings may be increased above the maximum permitted for like buildings in other zoning districts in relation to the following characteristics of the proposed building:

- a. Its geographic location.***
- b. The probable effect on surrounding slopes and terrain.***
- c. Unreasonable adverse visual effects on adjacent sites or other areas in the vicinity.***
- d. Potential problems for adjacent sites caused by shadows, loss of air circulation, or loss of view often achieved through the addition of overlay view corridors and other legally viable means.***
- e. Influence on the general vicinity, with regard to vistas and open space.***
- f. Uses within the proposed building.***
- g. Fire protection needs.***

The conventional commercial zoning districts in the Town of Palmer Lake allow for a maximum building height of 30 feet. The proposed PDP includes a request for a maximum building height of 40 feet to allow for the Buc-ee's Family Travel Center building to be constructed consistent with other similarly-

sized Buc-ee's Travel Centers recently built in other locations. The 10 feet of requested additional building height will not have a negative effect on or as a result of the surrounding slopes and terrain since the typical passerby on Interstate 25 is traveling at a speed around 75 MPH and at an elevation that is approximately 40 feet below the planned grade of property, both of which will have the effect of limiting visibility of the proposed use. Once the site is brought up to grade to allow for development, the visibility of the site from I-25 will be further limited.

With that being said, any structure erected on the property will most likely be visible to some degree from the interstate. Similarly, views by passersby along County Line Road will not be negatively inhibited by the additional 10 feet of building height since most travelers along the east-west oriented roadway are not generally looking to the south but rather are focused on their approach to I-25 as they travel east and on potential oncoming traffic as they travel west away from the interstate.

Any potential visibility of the proposed travel center should not be considered unreasonable by any objective standard given the fact that the site has been zoned for commercial uses in El Paso County for decades. Under the current County commercial zoning, structures could be constructed up to 40 feet in the CC (Commercial Community) zoned area and up to 30 feet in the C-1 (Commercial) zoned area. If the site were developed under the current County zoning, then potential visual impacts could actually be increased given the likelihood for construction of numerous commercial structures ranging from 30 to 40 feet in height as opposed to the construction of a single centrally sited travel center building and fueling station canopies. The maximum building height of 40 feet will not adversely impact the provision of adequate natural light within the site and to adjacent properties. The layout and design of the site, including the siting and elevation of proposed structures, will allow for sufficient air flow to and from adjacent properties as well as throughout the property. In addition, there are no above ground walls or solid, opaque fences being proposed, other than the required retaining walls near the Interstate 25 corridor, that would impact the natural flow of air in and around the site.

Combination of the increased building setbacks along the western, southern, and northern property lines, along with the proposed perimeter landscaping around the proposed travel center will help establish an appropriate spatial and aesthetic transition from the highly traveled Interstate 25 corridor and from adjacent properties. In addition to an increased setback, the proposed

travel center will also include a landscaping buffer along the southern property line. Increased setbacks and landscape buffers are not typically provided between a proposed commercial development and an adjacent commercially zoned property, which is the case with respect to the property located to the south of the travel center property which is currently zoned as C-1 (Commercial) by El Paso County. In fact, the El Paso County Land Development Code only requires internal landscaping for new commercial developments, it does not include a requirement for a landscape buffer between commercial land uses on adjacent properties.

2.4 *Proposed Development Phasing (17.72.040)*

The targeted start date for on and off site improvements is Dec. of 2025 with construction being complete by December of 2026.

2.5 *Any general physical and environmental conditions of the site, including exhibits (17.12.040, 17.72.050, 17.72.130, 17.72.140)*

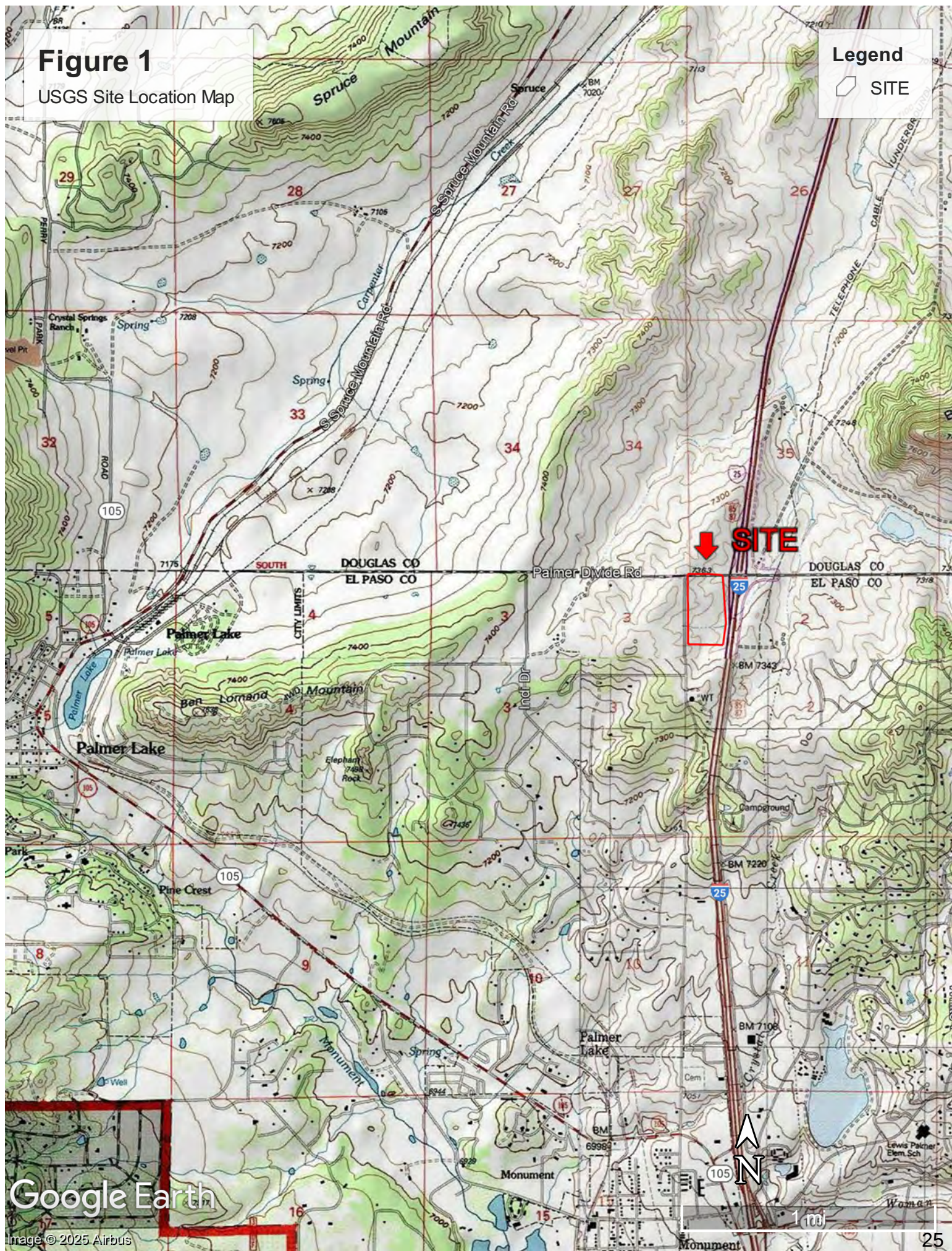
The Ecological Assessment has been reviewed and approved by the TOPL. See Addendum 3. The pages that follow are exhibits that demonstrate general site conditions.

Figure 1

USGS Site Location Map

Legend

□ SITE



Google Earth

Image © 2025 Airbus

25

Figure 2

Existing Conditions Aerial Photo

Legend

 SITE



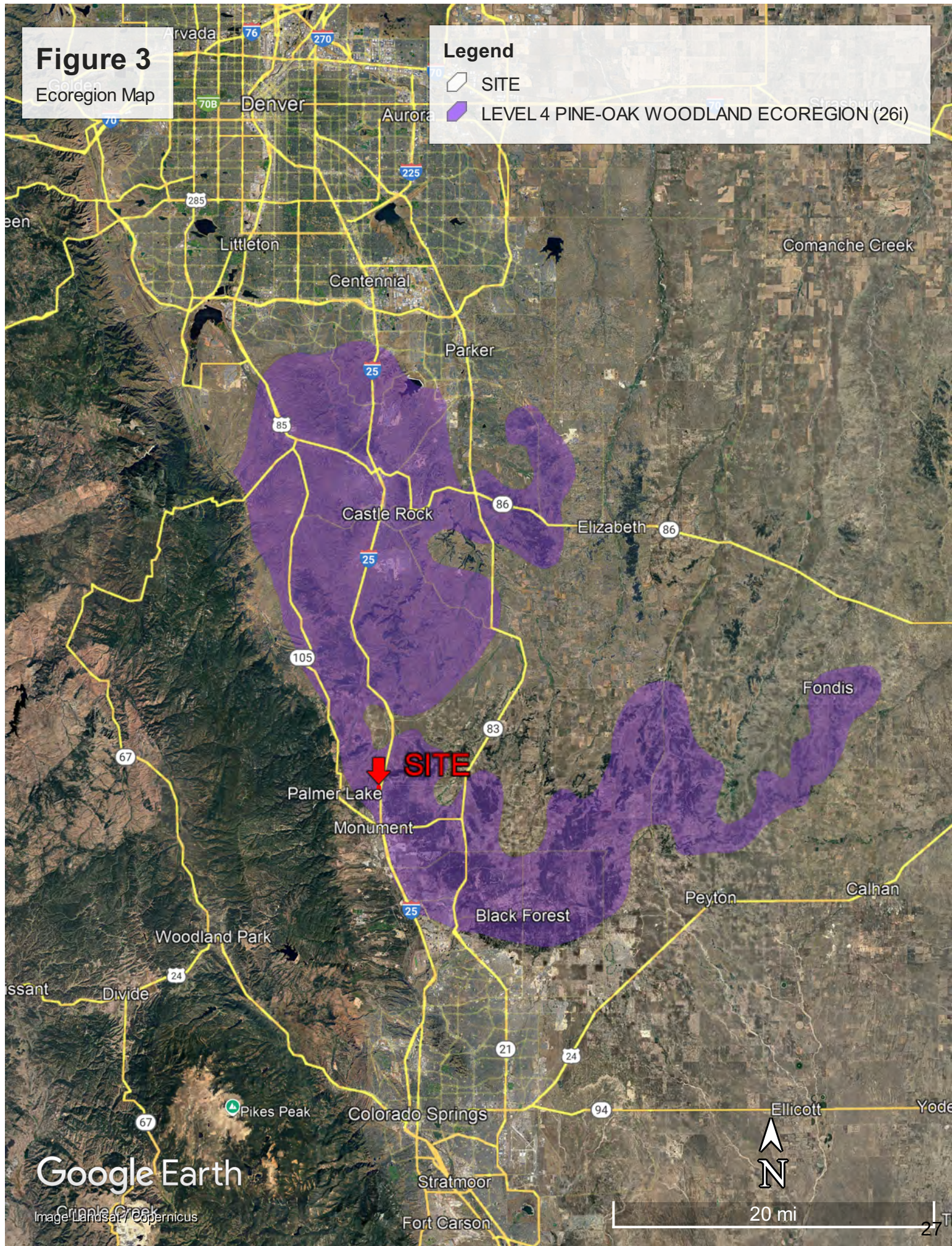
Figure 3

Ecoregion Map

Legend

 SITE

 LEVEL 4 PINE-OAK WOODLAND ECOREGION (26i)



Google Earth

Image Landsat / Copernicus



20 mi

27

Figure 4

Vegetation Community Map

Legend

- MIDGRASS PRAIRIE (16.0 AC)
- PONDEROSA PINE FOREST (8.9 AC)
- SITE (24.9 AC)

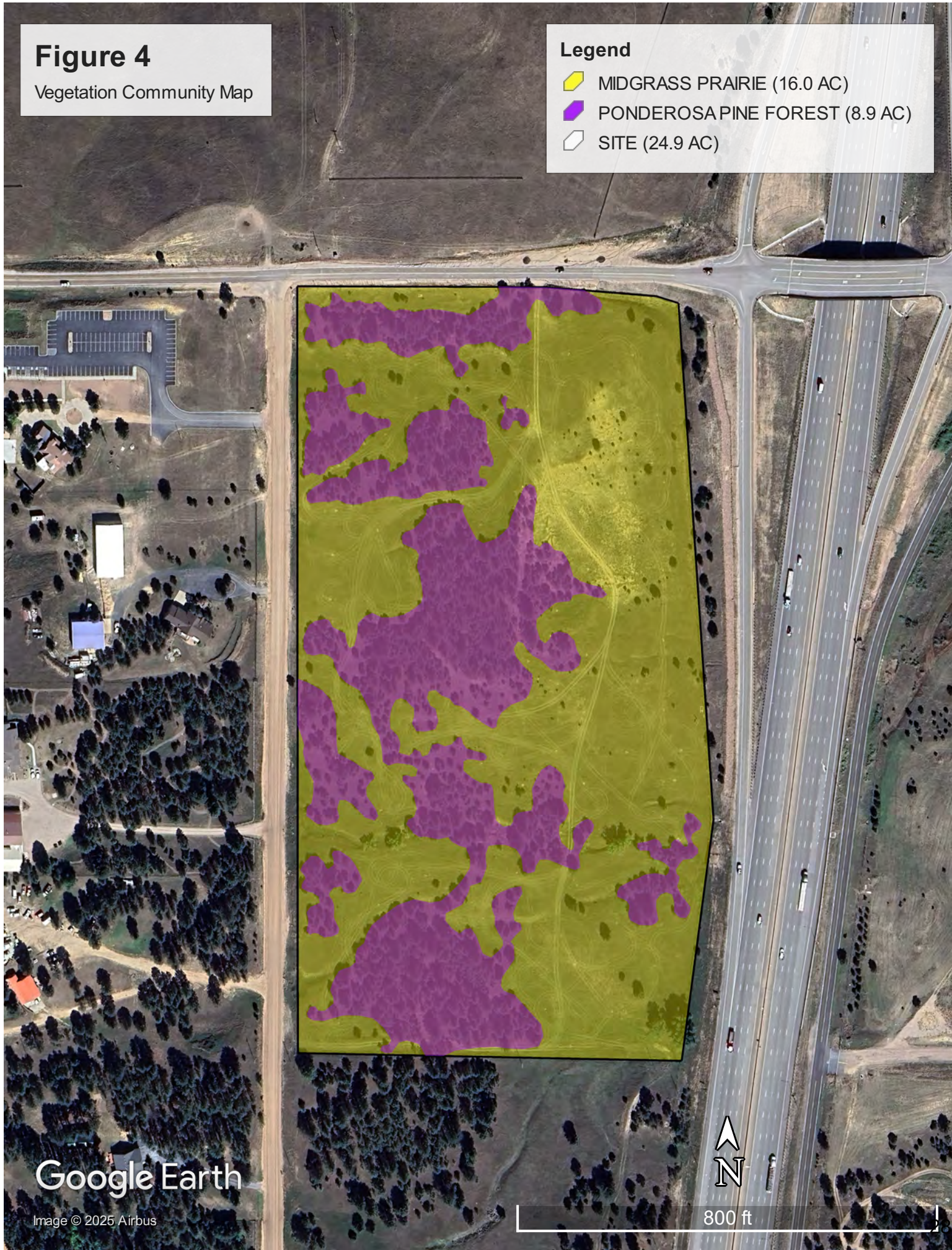
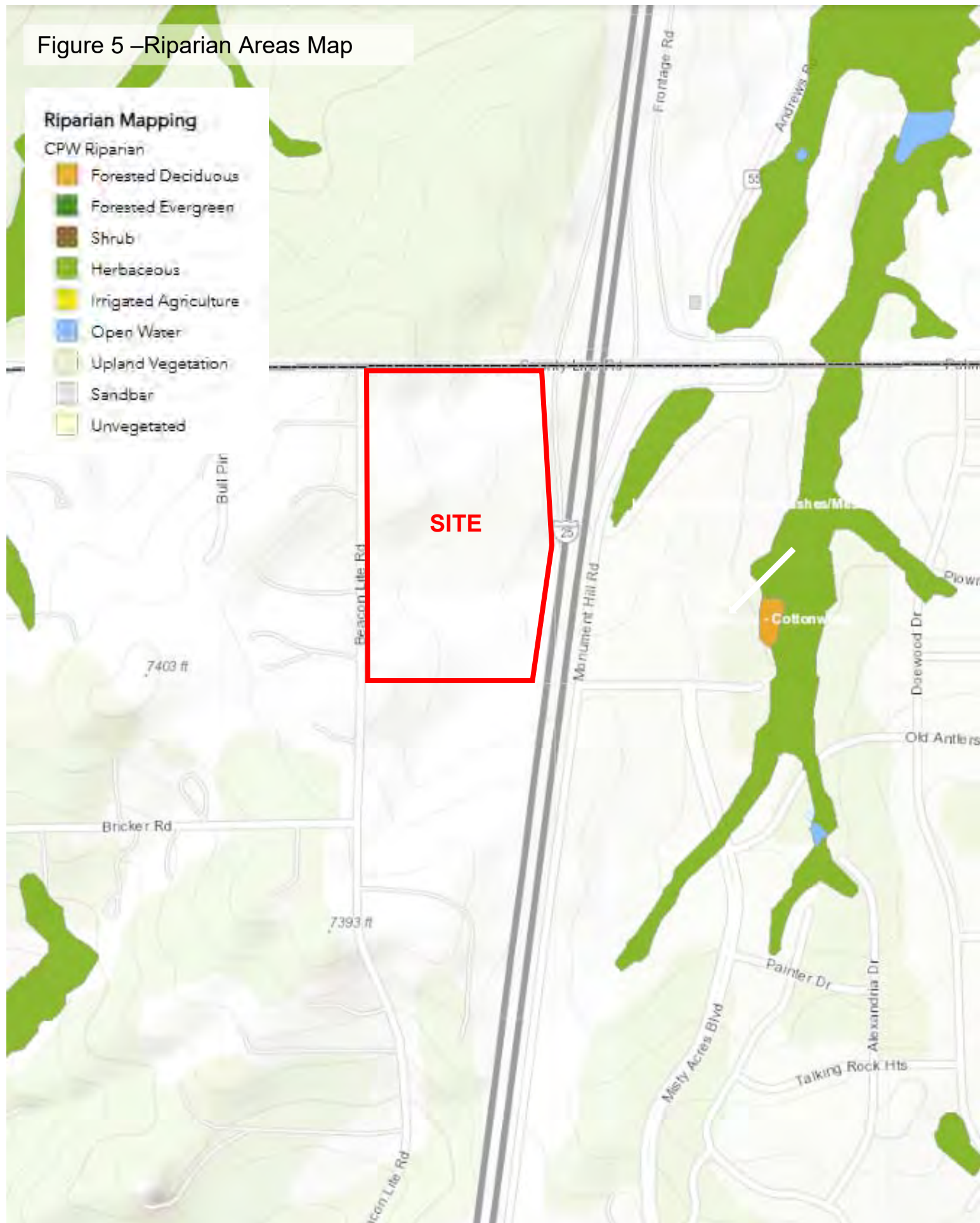


Figure 5 –Riparian Areas Map



Source: Colorado Natural Heritage Program (CNHP) Wetland Mapper

Figure 6 – National Wetland Inventory

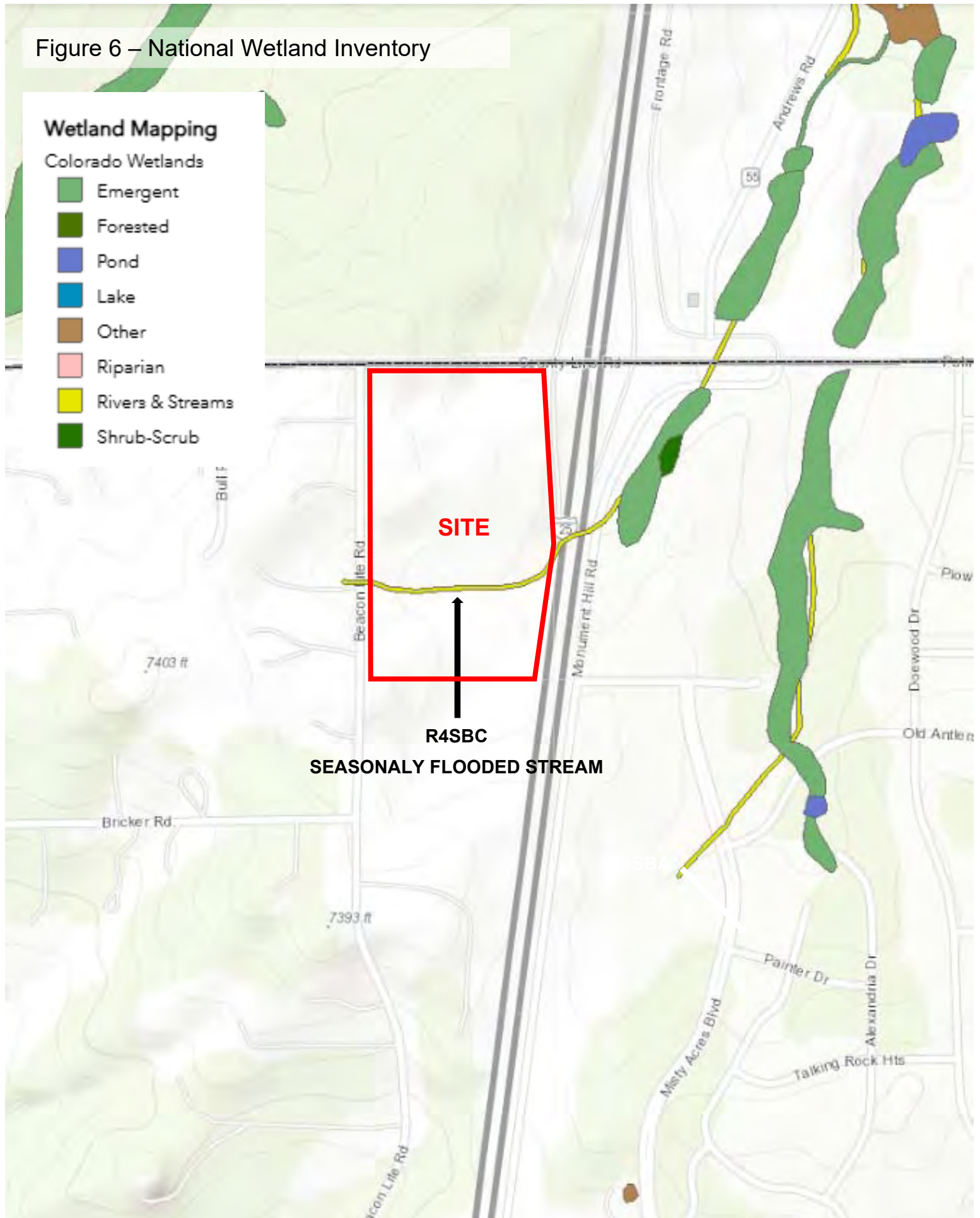
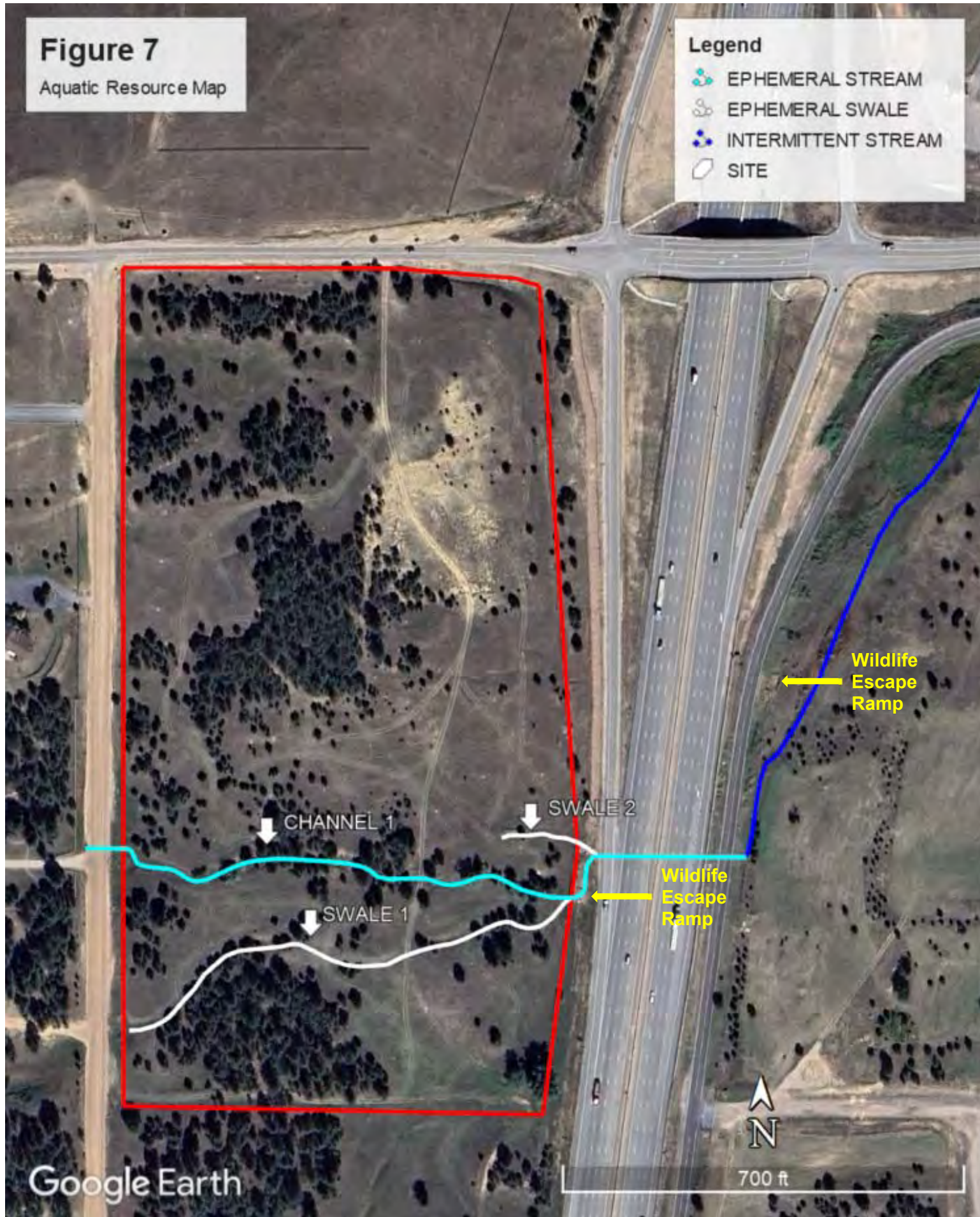


Figure 7

Aquatic Resource Map

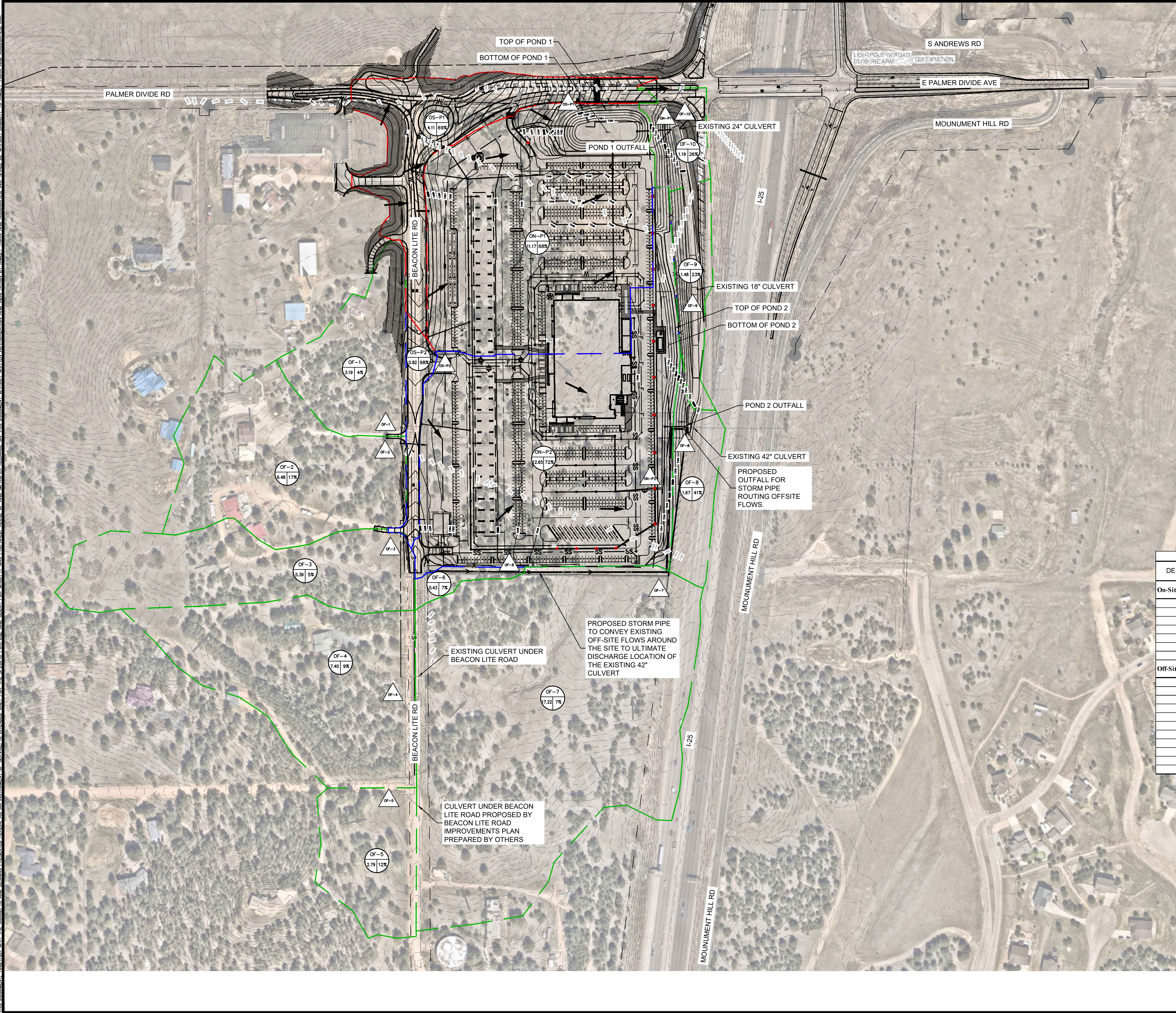


2.6 *A statement of the proposed method for controlling architecture (17.72.130 and 17.76)*

Architecture will be controlled by the property owner and will comply with the finally approved Development Plan, applicable Palmer Lake Regulations, and applicable building code regulations.

2.7 Generalized drainage plan

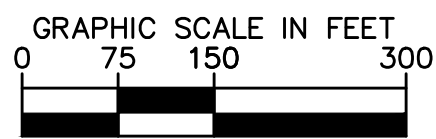
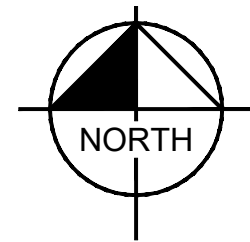
Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc. for any and all claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by any third party as a result of the use of the information contained herein, whether or not such claims, damages, losses, or expenses are caused in whole or in part by the negligence of Kimley-Horn and Associates, Inc. or any of its employees, agents, or subcontractors. This disclaimer shall survive the termination or expiration of this agreement.



LEGEND

- PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- DRAINAGE BASIN BOUNDARY - POND 1
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- DRAINAGE BASIN BOUNDARY - OFFSITE
- EXISTING FENCE
- EXISTING GAS LINE
- EXISTING FIBER LINE
- EXISTING OVERHEAD ELECTRIC
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- C = IMPERVIOUSNESS
- DESIGN POINT DESIGNATION
- EXISTING FLOW ARROW
- PROPOSED FLOW ARROW
- TYPE C INLET
- FLARED END SECTION

RATIONAL CALCULATIONS SUMMARY					
DESIGN POINT	TRIBUTARY BASINS	TRIBUTARY AREA (AC)	IMPERVIOUSNESS %	PEAK FLOWS (CFS)	
				Q5	Q100
On-Site Basins					
P1	ON-P1	11.17	68%	21.07	55.90
P2	ON-P2	12.65	72%	25.99	67.17
P1	OS-P1	4.11	69%	8.11	21.29
P2	OS-P2	0.82	98%	2.60	5.95
POND 1		15.28	68%	29.19	77.20
POND 2		13.47	74%	28.59	73.12
TOTAL		28.75	71%	57.77	150.32
Off-Site Basins					
OFF-1	OFF-1	3.19	7%	0.51	5.49
OFF-2	OFF-2	6.48	17%	2.07	12.96
OFF-3	OFF-3	5.39	5%	0.60	8.02
OFF-4	OFF-4	7.40	9%	1.47	14.52
OFF-5	OFF-5	2.79	12%	0.73	6.10
OFF-6	OFF-6	0.48	6%	0.07	0.93
OFF-7	OFF-7	17.22	7%	2.82	29.67
OFF-8	OFF-8	1.67	41%	1.91	6.43
OFF-9	OFF-9	1.48	23%	0.88	4.13
OFF-10	OFF-10	1.19	26%	0.78	3.38
TOTAL		47.28	11%	11.84	91.63



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BUC-EE'S PALMER LAKE
PALMER LAKE, COLORADO
POST OVERALL DRAINAGE MAP

SHEET
2

NO.	BY	DATE
REVISION 1	KEW	07/08/2025
1ST SUBMITTAL	KEW	04/24/2025

2.8 Water and sewer demand for projected uses

Water will be provided by the Town of Palmer Lake. The anticipated water demand for the proposed development has been analyzed in the "Preliminary Engineering Report, Town of Palmer Lake, Water Systems Improvements for Proposed Buc'ees Travel Center" prepared by GMS, Inc. Consulting Engineers (Addendum 6).

Wastewater will be provided by the Monument Sanitation District. The property is located within the boundaries of the Monument Sanitation District, therefore, the District is obligated to provide sanitary sewer service pursuant to Statute. The specific terms for extending sanitary sewer lines to the property will be negotiated with the Monument Sanitation District.

The anticipated water and sewer demands are:

WATER DEMAND	37,300 GPD
SEWER DEMAND	51-93 GPM

NOTE: Anticipated water and sewer demand has been calculated utilizing the Monument Sanitation District standards.

2.9 Water Supply

Water will be provided by the Town of Palmer Lake. The Town retained a third party, GMS Inc. Consulting Engineers, to prepare a water resources report which will analyze the existing Town water supply and infrastructure and if any necessary improvement are required in order for the Town to supply water to the proposed development (Addendum 6). The specific terms and obligations for connecting to Town water are included in the negotiated Annexation Agreement.

2.10 Traffic Impact Analysis

The Town has retained Stolfus Engineering to prepare a Traffic Impact Analysis. A separate Traffic Impact Analysis has been prepared by Kimley Horn. Both reports have been reviewed and adopted by the TOPL and referral agencies. See addendum 4.

Further platting and construction-related issues will be resolved during the submission of the Preliminary Plat and Final Plat. Once approved, construction documents will follow.

2.11 Statement regarding how development will be served and fiscal impacts

Mountain View Electric Association will provide electricity to the site. Black Hills Energy will provide natural gas service. Monument Sanitation District will provide sanitary sewer service. Water will be provided by the Town of Palmer Lake.

Emergency response will be provided by Tri-Lakes Monument Fire District, Palmer Lake Fire, and Palmer Lake Police.

The Town of Palmer Lake retained Economic & Planning Systems, Inc. for preparation of a fiscal impact analysis. The fiscal impact analysis is included as Addendum 5.

2.12 Maintenance Provisions and Plan (17.72.080)

All maintenance shall be the responsibility of the sole private property owner.

ARTICLE 3: PLANNED DEVELOPMENT DISTRICT ENTITLEMENTS BY PLANNING AREA

The Planned Development District proposes one planning area and will not include multiple planning areas. The zone designation is intended to create dimensional standards, site design standards (landscaping, parking, signs etc.) different than adopted in the Town's Land Use regulations, as outlined below.

3.1 *Minor Modification to Planning Area Boundaries.*

The precise building, parking, access, and landscaping locations and design shall be established by Final Development Plans. Minor modifications by the Developer/Owner or his/her designee from the boundaries shown on the map may occur in connection with an application for a Final Development Plan, without requiring any amendment to this Planned Development Plan, provided that the total impervious acreage is not increased or decreased by more than 10%. If such change is made, the Property Owner or his/her designee shall submit to the Town Administrator or his/her designee a revised Entitlement Map indicating which area(s) have increased in size and which area(s) have decreased in size. The Town Administrator or his/her designee shall cause such revised Entitlements Map to be recorded promptly in the real property records of El Paso County, Colorado.

3.2 *Transfer of Density among Planning Areas*

This section is not applicable, as only one planning area is proposed.

ARTICLE 4: PLANNED DEVELOPMENT PLAN ZONE DISTRICTS (17.72.020)

4.1 *Uses Within Zone District (17.72.060)*

4.1.1 Principal Uses (permitted by right)

- Travel center

4.1.2 Accessory Uses (permitted by right)

- Fueling stations
- Air water services
- EV charger
- Outdoor sales
 - Need not be screened from view

4.1.3 Conditional Uses (requiring approval)

No conditional uses are permitted.

4.1.4 Temporary Uses

Temporary uses allowed under Town Code are permitted.

4.2 *Zone District Created*

Only one zone district area is being created.

4.3 *Development Standards*

In accordance with Town of Palmer Lake Zoning Ordinance Chapter 17.72 and C.R.S Section 24-67-101 et seq., as amended, this Planned Development District accommodates an innovative pattern of development permitting development standards, dimensional requirements and/or uses that may be different from or modifications of requirements otherwise applicable by reason of any zoning or subdivision regulation. In the event of any conflict between the Town Zoning Ordinance or Subdivision Regulations and the final, approved Planned Development Plan (PDP) and Final Development Plan (FDP), the development standards, dimensional requirements, uses and/or other standards and requirements shall be allowed as set forth in the PDP and FDP.

Application of Density and Dimensional Standards

- Measuring Setbacks
 - Setbacks are measured from the property line, unless noted otherwise.
- Accessory Structure Not Located in Easement
 - An accessory structure shall not be located within an easement, unless express permission from the beneficiary of the easement is provided.
- Minimum Lot Size: 23 acres
- Maximum Lot Coverage: 80 percent
- Encroachments
 - The following may encroach into the setback requirement:
 - Utility buildings or facilities owned by a governmental, quasi-governmental or public entity
 - Lift station
 - Open and unenclosed patios, decks, platforms, landings or ramps
 - Structures under 120 SF
 - Utility distribution lines and related equipment commonly located along property lines.
 - Mailboxes
 - Signs or entryway features
 - Public art
 - Landscaping features

- Stormwater and water quality features
- Retaining walls
- Bike parking and plaza
- Fencing
- Lights

4.4 *Compliance with the Stormwater Quality Control Ordinance (AKA 17.68. Hillside Overlay District)*

The Development shall be in full compliance with Town Municipal Code Section 17.68. Hillside Overlay District.

ARTICLE 5: DIMENSIONAL STANDARDS (17.72.050)

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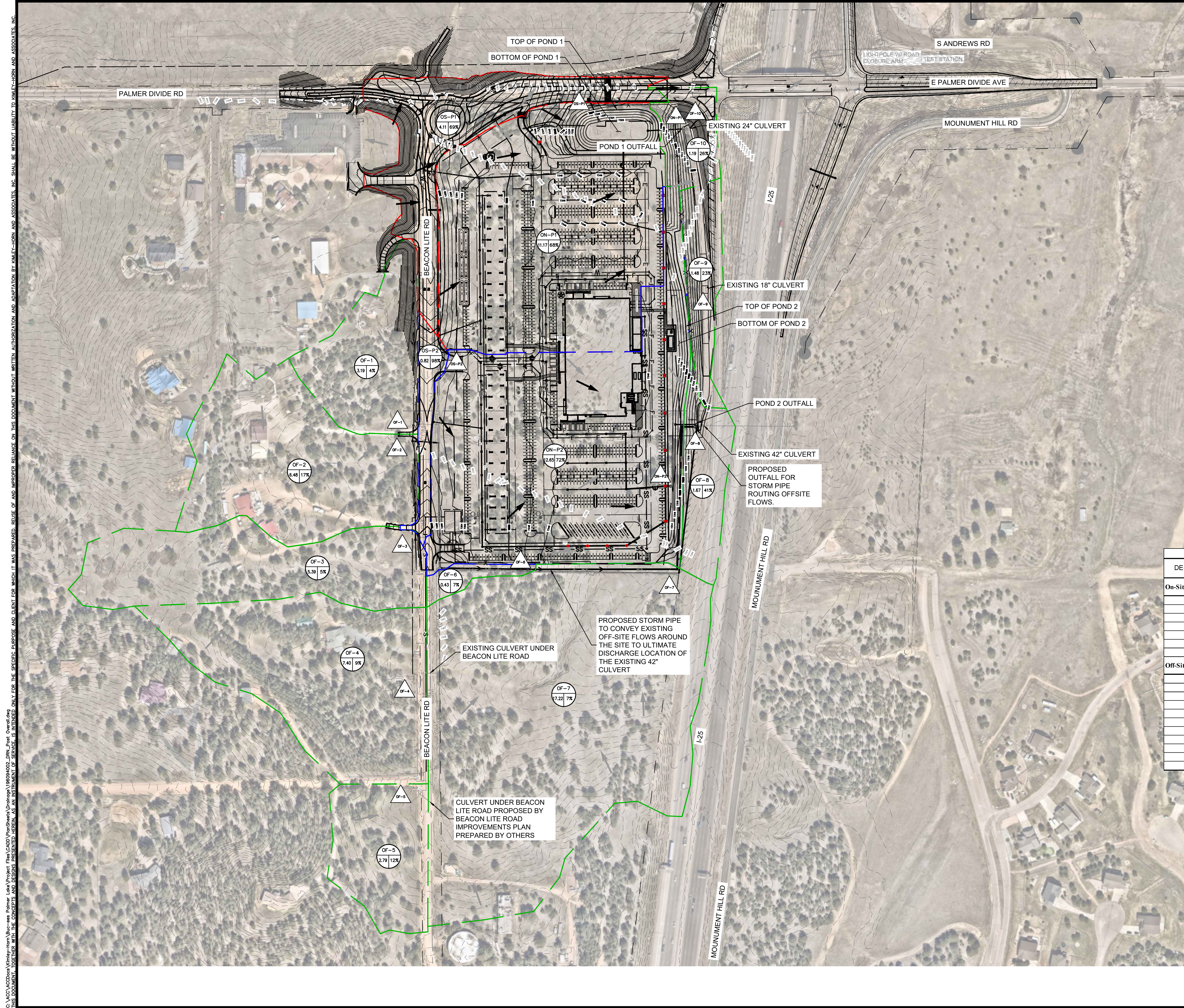
- Maximum Height: 40 feet
- Setbacks (17.72.070)
 - Structure Setback Requirements
 - Front: 25 feet
 - Side: 25 feet
 - Rear: 25 feet
 - Any permitted encroachments (e.g. structures under 120 SF)
 - Note: Items included under 4.3 “Encroachments” above are not subject to structure setback requirements.
- Buffering, screening per PD Code (see 17.72.070)
 - A landscape setback
 - North: 50 feet
 - South: 25 feet
 - East: 50 feet
 - West: 50 feet
 - Encroachments

The following may encroach into the landscape setback requirement:

- Utility buildings or facilities owned by a governmental, quasi-governmental or public entity
- Lift station
- Open and unenclosed patios, decks, platforms, landings or ramps
- Structures under 120 SF
- Utility distribution lines and related equipment commonly located along property lines.
- Mailboxes
- Signs or entryway features
- Public art
- Landscaping features
- Stormwater and water quality features
- Retaining walls
- Bike parking and plaza
- Fencing
- Lights
- Loading
 - Two (2) off-street loading/unloading areas are required per 74,000-square feet of retail building. Each loading/unloading area is to be a minimum of 600-square feet (12 feet by 50 feet) in size.

ARTICLE 6: SUBSTANTIVE LAND USE PROVISIONS AND STANDARDS

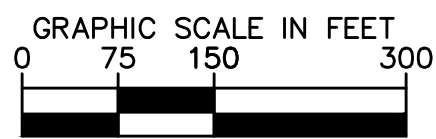
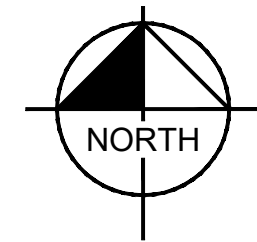
Drainage Map



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BUC-EE'S PALMER LAKE
PALMER LAKE, COLORADO
POST OVERALL DRAINAGE MAP

SHEET
2

NO.	BY	DATE
REVISION 1	KEW	07/08/2025
1ST SUBMITTAL	KEW	04/24/2025

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6.1 *Lighting Standards*

Unless exempt, the lighting provisions shall apply to all exterior light fixtures.

- Prohibited Lighting

Unless exempted, the following are prohibited:

- The lighting of any light fixtures that do not meet the lighting standards set forth.
- Searchlights.
- Laser Lights.
- Lights not approved in any town-approved lighting plan.

- Exemptions

The lighting standards shall not apply to the following:

- Emergency lighting.
- Holiday lighting.
- Lighting of national, state, or local flags .
- Lighting of signs in accordance with the requirements of Palmer Lake.

Lighting Standards

- Light fixtures must be full cut off, shielded, and downcast fixtures.
- Light from any property shall not cause light trespass into residential properties. Light illuminance levels at the property line shall be 0.0 foot-candles except for entry and exit locations where lighting levels shall not exceed 7 foot candles.
- No prohibited bulbs as defined in this chapter may be lit.
- Yellow light sources such as high-pressure sodium, phosphor-converted amber light emitting diode, low-pressure sodium, narrow-band amber bulbs are required.
- Site Light Illuminance Levels

- Fuel Canopy light levels under the canopy shall have a maximum level of illuminance of forty (40).
 - Drive Aisle light levels shall range from two (2) minimum to eighteen (18) maximum illuminance.
- Security Lighting

Security lighting must be directed downward toward designated areas and use the lowest possible illumination to effectively allow surveillance. The use of motion sensors, timers, photocells or other means to activate lighting during times when it is needed is encouraged to conserve energy and provide safety and promote compatibility between different land uses.

6.2 *Parking Requirements*

- Parking Ratio: 1 parking stall per every 100-square feet of travel center building (minimum)
- Parking Space Dimensions: minimum parking stall size is nine-feet (9') wide by nineteen-feet (19') long
- ADA Requirements: Must meet minimum state and federal requirements
- Loading Requirements: Two (2) off-street loading/unloading areas are required per 74,000-square feet of retail building. Each loading/unloading area is to be a minimum of 600-square feet (12 feet by 50 feet) in size.
- Drive Aisle Width: minimum of 26 feet
- Bicycle Parking: minimum of 10 bike stalls

6.3 *Development in Phases*

The proposed development is not phased and will be constructed in one single phase.

6.4 *Signage*

General Provisions and Restrictions

- Compliance required
It is unlawful to display, construct, erect, alter, use, or maintain any sign, except in conformance with the provisions of this title. It is unlawful to alter, maintain, enlarge, use, or display any such sign erected or constructed before the enactment of this chapter, except in conformance with the provisions herein set forth.
- Sign permit required
All non-exempt signs must receive a sign permit.
- Owner consent
No sign shall be placed on private property without the written consent of the property owner or the owner's authorized agent. This applies to permitted signs as well as temporary and exempt signs.
- Sign installation
All signs shall be structurally sound and designed to resist any and all code-specified gravity and lateral loads. Sign structures and sign faces shall be installed in compliance with all building and electrical codes.
- Signs along Interstate 25
It is the responsibility of the property owner and applicant to determine the CDOT regulations as they apply to the property and ensure compliance with those regulations.
- Sign maintenance

The owner of the sign and the owner of the premises on which the sign is located shall be jointly liable to maintain the sign, including any illumination. Signs shall be kept painted, in good repair, and in compliance with all building and electrical codes including supporting structures. Banners shall not be torn. Repairs to signs shall be of an equal or better quality of materials and design as the original sign. The town may inspect any sign and order the painting, repair, alteration, or removal of a hazardous sign. Except in cases of health or safety hazards, which shall be addressed immediately, the sign owner and/or owner of the premises shall have 30 days to comply with the maintenance orders or the sign shall be removed at the owner's expense. Should the owner fail to remedy a health or safety hazard, the town may, in its sole discretion, abate the health or safety hazard and bill the owner of the sign and/or the owner of the premises for such abatement.

Prohibited Signs

The following signs are prohibited:

- Animated signs.
- Flashing signs.
- Searchlights and revolving beacons.
- Any sign that is erected in such a location as to cause visual obstruction or interference with motor vehicle traffic, pedestrian traffic, or traffic-control devices, including any sign that obstructs clear vision in any direction from any street intersection or driveway.
- Any sign located in such a way as to substantially deny an adjoining property owner's visual access to an existing sign.
- Any sign with light sources that are not shielded such that the bulbs, floodlights, or tubes are visible off the property on which the sign is located.
- Any projected image sign emitting a sound or virtually projected image onto a surface.
- Any sign which interferes with the free passage from or obstructs any fire escape, downspout, window, door, stairway, ladder, or opening intended as a means of ingress or egress or window or opening providing light or air.
- Unsafe signs as defined as any sign or sign structure which:
 - Is structurally unsafe.
 - Constitutes a hazard to safety or health because of inadequate maintenance or dilapidation.
 - Is not kept in good repair.
 - Is not designed or constructed in a professional manner.
 - Is capable of causing electrical shocks to persons likely to come in contact with it.

- Presents a danger to the health, safety, or welfare of the town or its citizens.
- Obstructs a driver's view or line of sight; or on public right-of-way without proper authorization from the Town of Palmer Lake or CDOT.
- Exterior neon signs.
- Signs using reflective surfaces are prohibited except for official government or traffic signs.

Exempt Signs

- Flags of any state, nation, or government including service flags, if the latter is flown in conjunction with any of the preceding flags.
- Official Town of Palmer Lake, El Paso County, State of Colorado, or federal government/traffic signs.
- Signs not legible or visible from a public right-of-way or adjacent property.
- Commemorative plaques.
- Displayed merchandise shall not be considered a sign.
- Street numbers.
- Informational signs indicating as a courtesy (e.g. "credit cards accepted," hours, open/closed, retail vehicle fuel price, or similar.)
- Building directory signs.
- Public notices or signs related to an emergency or hazard.
- Temporary signs.

Sign Permit Required

No sign, except for those exempt signs which do not require a sign permit, shall be erected, re-erected, relocated, replaced, expanded or altered, without first securing a sign permit from Palmer Lake.

Sign Illumination

Unless otherwise specified by these regulations, all permanent signs may be illuminated consistent with the exterior lighting standards of the Planned Development and the approved lighting plan.

General Design Standards

Signs shall be designed and constructed in keeping with industry standards by a licensed sign company. Signs shall be located and sized to be viewed by motorists and not impair visibility for traffic movement and shall not impede drainage or snow storage.

Sign Measurement and Sign Orientation

Sign measure shall be based on the designed shape and provided with the sign application. The orientation of the signage shall be based on sign type and is specified for each below.

Freestanding / Pylon Sign

- Setback: Signage shall be placed as graphically depicted in the Planned Development Plan.
- Height: Overall height shall not exceed one-hundred feet (100-ft)
- Sign area: Maximum sign area is 575-sf. Sign shall consist of one (1) twenty-four foot (24') diameter circular logo and one (1) five-foot (5') by twenty-four foot (24') rectangular city name cabinet.
- Number allowed: one (1)

Directional Signage

All direction signage shall confirm with Manual on Uniform Traffic Control Devices (MUTCD) and Colorado Department of Transportation standards.

Wall Signage

Wall Signage shall be surface mounted and not protrude more than twelve inches (12") off the finished wall façade.

- Maximum wall sign square footage for each building is one and a half square feet (1.5-sqft) per linear foot of exterior wall elevation.
- All signage shall be placed so that it does not interfere with pedestrian and vehicular sightlines.

Canopy Signs

- Canopy Logo/Trademark Signage shall consist of one (1) fifty-two square feet (52-sqft) logo sign for each side of each fuel canopy.
- Canopy Specialty Fuel Signage may be used to identify fuel bays that offer specialty fuels and dispensed products such as ethanol free, diesel emission fluid (DEF), etc. This type of signage must be surface mounted to the canopy and be no larger than twelve square feet (12 sqft).

Window/Door Signage

Window/door signage shall be prohibited, save and except any notices required by law.

6.5 *Landscaping, Buffering, Screening Per PD Code (see 17.72.070)*

Landscaping / Irrigation Parking Lot Interior Landscaping

- One parking lot island is required per 15 parking spaces not located immediately adjacent to the building. One parking lot island is required per 18 parking spaces for parking provided immediately adjacent to the building. Parking lot islands include peninsulas on the edge of the parking lot.
- Parking lot islands will have a minimum width of 6 feet.
- A minimum of one tree shall be located at each parking lot island (excluding parking spaces directly adjacent to the building, see below).
- Trees and parking lot light poles may share the same island. The electrical engineer and landscape architect will coordinate the layout of trees and light poles to meet safety standards and maximize light coverage with tree canopies.
- Parking lot islands adjacent to the building are not required to be softscape.
- Parking lot islands adjacent to the building may prioritize hardscapes over plant materials to better facilitate pedestrian circulation and to minimize interference with utilities and building / fueling operations.
- Parking lot islands will utilize aggregate as ground cover when possible. This is to reduce the dependence on irrigation. Parking lot islands may be enhanced with plant material when it is determined by the developer that sight lines are not blocked and that maintenance and water use is not unnecessarily increased.
- Flagstone may be used as informal walkways within parking lot islands to reduce damage to plant material and irrigation.

Parking Lot Perimeter Landscaping

Interstate 25 Frontage

- Trees will be located along the perimeter of parking lot at a rate of 4 trees per 20 spaces.
- Shrubs will be located along the perimeter of the parking lots to help reduce the glare from headlights toward adjacent streets and abutting properties.
 - 10 shrubs will be provided for every 10 parking spaces on the perimeter of the parking lot.
 - Mounding may be used in place of shrubs. Mounding will be positioned and sized appropriately by the civil engineer and landscape architect based upon screening needs as well as drainage.
- The landscape architect will use best practices to locate, group and space parking lot perimeter trees and shrubs.

County Line / Palmer Divide Road / Beacon Lite Road

The following requirements apply to frontages and abutting properties for County Line, Palmer Divide, and Beacon Lite roadways:

- Trees will be located along the perimeter of parking lots at a rate of 4 trees per 20 spaces.
- Shrubs will be located along the perimeter of the parking lots to help reduce the glare from headlights toward adjacent streets and abutting properties.
 - 10 shrubs will be provided for every 10 parking spaces on the perimeter of the parking lot.
 - Mounding may be used in place of shrubs. Mounding will be positioned and sized appropriately by the civil engineer and landscape architect based upon screening needs as well as drainage.
 - 6' tall decorative fences or walls may be used in place of shrubs.
- The landscape architect will use best practices to locate, group and space parking lot perimeter trees and shrubs.

Landscape Buffers

- Landscape Setback
 - A landscape setback
 - North: 50 feet
 - South: 25 feet
 - East: 50 feet
 - West: 50 feet
 - Encroachments

The following may encroach into the landscape setback requirement:

 - Utility buildings or facilities owned by a governmental, quasi-governmental or public entity
 - Lift station
 - Open and unenclosed patios, decks, platforms, landings or ramps
 - Structures under 120 SF
 - Utility distribution lines and related equipment commonly located along property lines.
 - Mailboxes
 - Signs or entryway features
 - Public art
 - Landscaping features

- Stormwater and water quality features
- Retaining walls
- Bike parking and plaza
- Fencing
- Lights

Foundation Plantings

- No foundation plantings will be required.
- Areas adjacent to the building will be reserved for hardscapes to better facilitate pedestrian circulation and to minimize interference with utilities and building / fueling operations.

Turf Grass

- A manicured sod (native or adaptive) may be used in the areas near where pedestrians are typically found and interact with the site. Sod will also be used on slopes that exceed 1:5, such as the sides of storm water ponds.
- Native grasses or wildflowers (prairie aesthetic) may be used in areas further away from where pedestrians are typically found and interact with the site.
 - Native grasses and wildflowers may be installed by spreading seed (hydro mulch or broadcast seeding) or installing sod.
 - Because grass and wildflowers that are intended to create a prairie aesthetic typically need little to no irrigation after establishment, above ground temporary irrigation may be used in these areas.

Existing Plant Materials

Any existing plant materials that are preserved may be used and count toward any of the required plant materials.

Plant Sizes (minimum allowable)

- Shade trees (deciduous): 3.5" minimum caliper
- Evergreen (coniferous): 6' height
- Shrubs: 3 gallon container stock or B&B equivalent
- Ground covers: 1 gallon container stock or B&B equivalent

Miscellaneous Items

- If during the planning/design process a conflict occurs between proposed landscaping and proposed utilities, the utilities will prevail.
- Mulches for plants may be inorganic or organic natural materials.

Allowable Plant Materials

The landscape architect will use best practices and professional judgment to decide the most appropriate plant materials for the project. Factors that will be used to determine the most appropriate plants are:

- Native or adaptive plants to Palmer Lake Colorado and the surrounding area and ecosystems.
- Xeriscaping principles
- Sun exposure
- Drought tolerance
- Design characteristics
- Maintenance requirements
- Height and spread
- Diversity
- Soil conditions
- Drainage patterns

Irrigation

Irrigation will be designed to be a below grade, automatic, highly efficient system. Techniques and equipment to be used are:

- Smart controllers
- Drip irrigation
- Flow sensors
- Pressure regulation
- Hydro zoning

Temporary above ground irrigation may be used in areas that are planted with native grasses and/or wildflowers and intended to have a prairie aesthetic.

- Temporary irrigation will be supplied from a temporary meter on a fire hydrant and will be removed after establishment is completed.

6.6 *Fencing, Walls, Hedges*

No Obstruction of View of Vehicle Operators

No fence, wall, or hedge may obstruct the view of vehicle operators entering or leaving any parking area, service drive, driveway, road, alley, or other thoroughfare. Fences, walls and hedges are subject to the sight distance.

Measuring the Height of a Fence

The height of fences, walls, and hedges shall be measured from the final grade of the lot, parcel, or tract at the location of the fence, wall, or hedge to the top of the fence, wall, or hedge. The top of a fence, wall, or hedge is the highest component of the fence, wall, or hedge, not including columns or posts. The depth of drainage channels under a fence, wall, or hedge shall not be included in the height measurement. The height of a fence, wall, or hedge built on berms or retaining walls shall include the height of the berm or wall.

Fencing Maintenance

Fences, walls or hedges shall be maintained in good structural or living condition. The owner is responsible for the repair or removal of a fence, wall or hedge, which constitutes a safety hazard, by reason of inadequate maintenance, dilapidation, obsolescence or abandonment, or which constitutes a zoning violation.

Height and Location Standards

The following requirements are applicable to all fences and walls except agricultural fences:

- Building Permit Required for Fences and Walls Over 7 feet in Height. A fence or wall over 7 feet in height requires a building permit from the Building Department.
- Building Permit Required for Retaining Walls. A building permit is required for a retaining wall that retains a surcharge or exceeding 4 Feet High.
- Fences and Walls Not to Disrupt Drainage. The fence and wall shall not be established where it would impede the drainage established by an approved drainage plan.
- Fences and Walls Not to Disrupt Use of Easement. The fence or wall shall not be established within an easement in a manner where the use of the easement is unnecessarily impeded
- Opaque Fence Height Limited in Sight Triangle. An opaque fence, wall or hedge shall not exceed 30 inches in height when located within a sight distance triangle

6.7 *Stormwater management (MS 4 and Hillside Overlay see 17.68)*

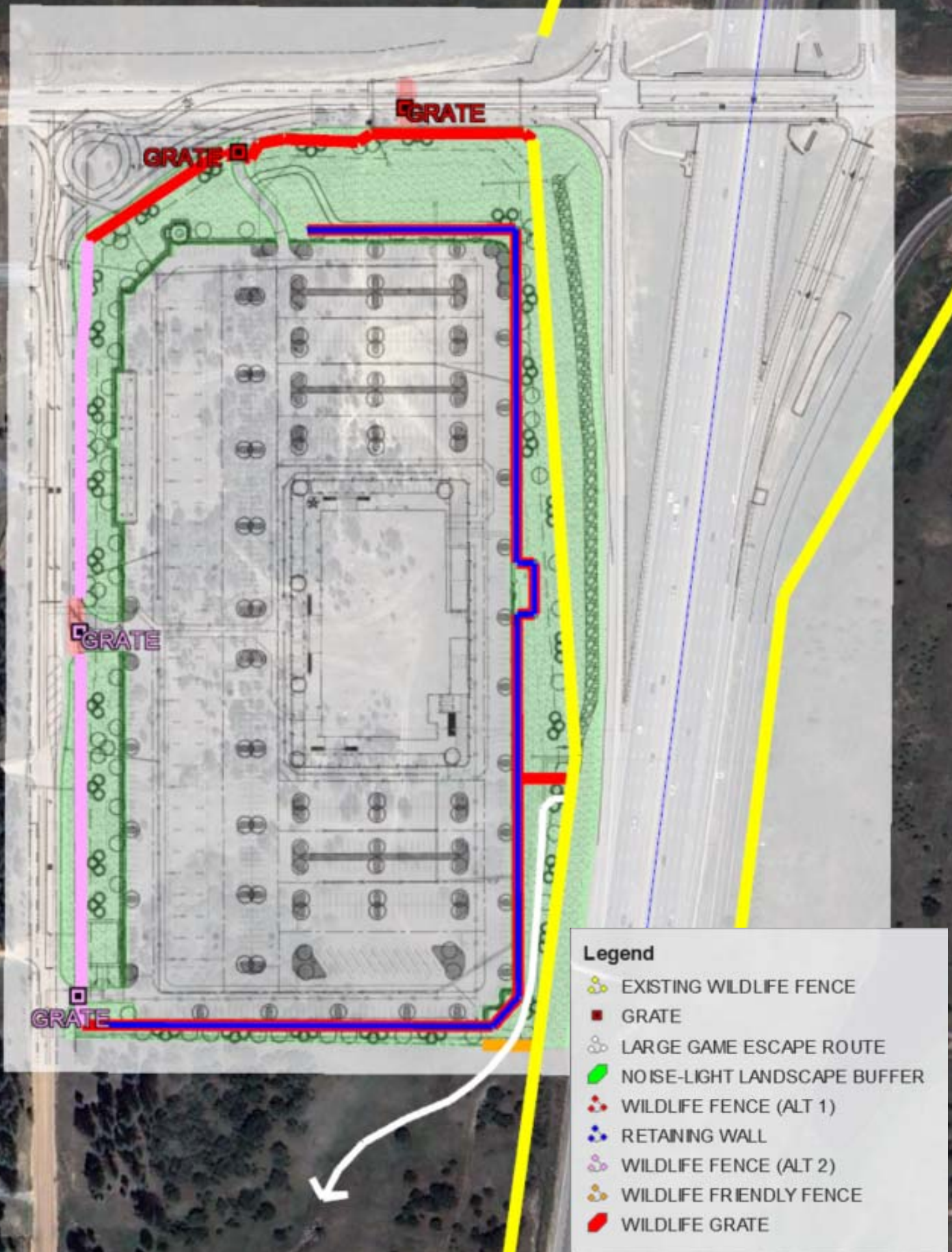
The development shall comply with the Hillside Overlay and the Town's MS4 Permit.

6.8 *Wildlife Enhancement, Mitigation, and Management Commitments*

The Ecological Assessment prepared by ECOS Ecosystem Services, LLC, identified that there are no significant natural features or sensitive habitat the needs to be preserved pursuant to US Fish and Wildlife or the Colorado Division of Wildlife standards. In addition, the report has been reviewed and discussed with Colorado Parks and Wildlife as well as the Environmental Manager of the Colorado Department of Transportation Region 2 Office, and both entities have concurred with the conclusions of Ecological Assessment. The Ecological Assessment has been included as Addendum 3. The Wildlife Mitigation Plan has been included an exhibit below.

Wildlife Mitigation Plan

Figure 12 – Wildlife Mitigation Plan



6.9 *Fire Protection*

Fire Protection will be provided by Monument Fire and Palmer Lake Fire. The property will not be disconnected from Monument Fire and will receive dual service from both Monument Fire and Palmer Lake Fire. Mills will be paid to both Fire Protection agencies.

ARTICLE 7.0: WATER AND WASTEWATER

Water will be provided by the Town of Palmer Lake. The Town retained a third party, GMS Inc. Consulting Engineers, to prepare a water resources report which will analyze the existing Town water supply and infrastructure and if any necessary improvement are required in order for the Town to supply water to the proposed development. The specific terms and obligations for connecting to Town water are included in the negotiated Annexation Agreement. The GMS Inc. Report has been included as addendum 6.

Wastewater will be provided by the Monument Sanitation District. The property is located within the boundaries of the Monument Sanitation District, therefore, the District is obligated to provide sanitary sewer service pursuant to Statute. The specific terms for extending sanitary sewer lines to the property will be negotiated with the Monument Sanitation District.

ARTICLE 8: PARKS, OPEN SPACE, TRAILS (17.72.170)

In accordance with Town of Palmer Lake Zoning Ordinance Chapter 17.72 and C.R.S Section 24-67-101 et seq., as amended, this Planned Development District accommodates an innovative pattern of development permitting development standards, dimensional requirements and/or uses that may be different from or modifications of requirements otherwise applicable by reason of any zoning or subdivision regulation. In the event of any conflict between the Town Zoning Ordinance or Subdivision Regulations and the final, approved Planned Development Plan (PDP) and Final Development Plan (FDP), the development standards, dimensional requirements, uses and/or other standards and requirements shall be allowed as set forth in the PDP and FDP.

The Planned Development Plan depicts open space throughout the travel center site in an amount that is sufficient to meet the Town's open space requirement. In addition,

the associated annexation agreement identifies that the applicant agrees to also pay fees to the Town to support public uses or capital improvements within the Town. The land provided and the fees paid will satisfy both the Planned Development and Subdivision open space requirements.

ARTICLE 9: ENGINEERING ROADWAY DESIGN STANDARDS

There are no roadways included internal to the Development. The internal driveways and parking lots will be owned and maintained by the property owner. Improvements to Beacon Lite Road and County Line Road are necessary to mitigate traffic impacts. These improvements will be constructed with the development pursuant to the Town Code, El Paso County Engineering Criteria Manual, and Colorado Department of Transportation standards, as applicable.

ARTICLE 10: GENERAL PROVISIONS

Recording

The Planned Development Written Plan and Map shall be recorded with the El Paso County Clerk and Recorder following the approval of the Board of Trustees at a public hearing.

Vested Property Rights (Sections 24-68-101, et seq., C.R.S., “the Vested Rights Statute,” and Town Code)

The Planned Development establishes a vested property right pursuant to Section 24-68-101, et seq., C.R.S.