

actions taken by their individual schools with regard to social-emotional learning and other issues. Prairie Winds reported that they have created a health and wellness committee and are stressing emergency preparedness.

Lewis-Palmer High School is using the Capturing Kids Hearts program to increase connections between staff and students and between students.

Bear Creek Elementary is adjusting to the new security

vestibule and examining the school's reaction to the COVID pandemic.

Monument Academy encourages students to know others through sports, drama, and other such non-academic activities. At the east campus,

the final period of the day Monday through Thursday will be devoted to study hall, homework, or clubs.

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The District Accountability Advisory Committee meets five times per year on the sec-

ond Tuesday of the month at 7 p.m. Locations vary. The next meeting will be on Nov. 9 at Lewis-Palmer High School.

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### Monument Board of Trustees, Oct. 4

## Higby Road and Jackson Creek Parkway updates; land resolutions approved

By Allison Robenstein

The Monument Board of Trustees (BOT) decided to take steps toward annexing Higby Road into the town during its Oct. 4 meeting. A design contract was approved for the expansion of Jackson Creek Parkway. Two land resolutions were approved, and the model traffic code was adopted.

Trustees Laurie Clark and Jim Romanello were noted absent by Town Clerk Laura Hogan. Mayor Pro Tem Kelly Elliott attended virtually.

### Higby Road annexation a possibility

The town is taking steps to annex Higby Road after the county refused to allow Home Place Ranch to connect to it other than for an emergency egress. On July 26, the Board of County Commissioners submitted a petition for annexation that includes 21,442 acres. This includes Higby Road from where

the older portion intersects with I-25 to the eastern edge of the Home Place Ranch property line. The next step for the town is to hold a public hearing to determine whether the site is eligible for annexation. This has been set for Nov. 15.

The cost of improvements to the roadway that would be required to hold Home Place Ranch traffic was not discussed. However, Triview Metropolitan District has discussed improving Higby Road along with HR Green and CSI Construction. See [www.ocn.me/v21n2.htm](http://www.ocn.me/v21n2.htm).

The request was unanimously approved.

### Jackson Creek Parkway improvement designs approved

A contract with Felsburg Holt & Ullevig for \$966,364 was approved for the design of the Jackson Creek Parkway expansion between Higby Road and

Highway 105. The contract will be paid for through federal funding that was awarded in the amount of \$800,053 with a required local town match of \$166,311.

The town estimates the cost to expand the roadway will be \$8-10 million, of which \$3.4 million has been secured.

This request was approved unanimously.

### Land use resolutions approved, even virtually

The board heard and approved two land resolutions. Since Elliott was an online participant, the board decided she could vote on these items. Previously, the board had decided quasi-judicial items could not be voted upon by virtual attendees. Acting Town Attorney Joseph Rivera said online requirements have changed since the COVID-19 pandemic. Now, when the board is acting as judge and jury, the pendulum has swung, affording more rights to remote participants. Rivera said it is the board's discretion to allow virtual attendees to vote. Mayor Don Wilson said the board would ponder this and decide in the future.

Planner Debbie Flynn presented the Sanctuary Pointe Filing No. 10, Final Plat resolution. This parcel consists of 5.35 acres, in Phase 1 of Sanctuary Pointe. It will eventually become 12 single-family detached lots that range from 8,400 to 14,416 square feet. In the original plans that some homeowners say was presented to them, the parcel was to be a church site.

This request was originally heard by the BOT on May 3, when several Sanctuary Pointe homeowners whose properties are adjacent to this new

development expressed concerns, even calling the change in zoning a bait and switch tactic by Classic Homes. See [www.ocn.me/v21n6.htm#mbot0303](http://www.ocn.me/v21n6.htm#mbot0303)

Resident Joel Lusby read an email that had been sent to him from former Planning Commissioner Steve King. In the email, King accuses Classic Homes of clear cutting in the development with the expectation that these five acres would get the same treatment. Lusby said although the developer boasts about Sanctuary Pointe being a fire safe community, this is the result of cutting down so many trees. Classic Homes Vice President/Project Manager Loren Moreland rebutted the statement by noting a church would have required the property to be fully graded whereas these homes will allow for some trees to remain while following the Fire-wise standards.

The request was heard on Sept. 8 by the Planning Commission and recommended for approval. See [www.ocn.me/v21n6.htm#mbot0303](http://www.ocn.me/v21n6.htm#mbot0303).

The board approved the request 4-0.

Flynn asked the board to approve the Homeplace Ranch Filings Nos. 1 and 2, Final Plat. This portion of the Home Place Ranch sits to the north of Promontory Pointe and west of Sanctuary Pointe. Filing No. 1 is 22.3 acres and will eventually include 75 single-family detached lots ranging from 4,467 to 10,555 square feet. Filing No. 2 totals 16.6 acres, with plans to build 67 single-family detached lots with lot sizes between 5,292 and 10,437.

The development's emergency egress plans have concerned residents of nearby developments. So much so that in September 2019, the BOT refused to approve the preliminary/final PD site plan. See [www.ocn.me/v19n10.htm#mbot](http://www.ocn.me/v19n10.htm#mbot).

During the continuation of the hearing on Nov. 18, 2019, an emergency access route from the proposed roundabout where Gleneagle Drive and Sanctuary Rim Drive meet, out to Higby Road, was to be completed with Filing 1. The access road will be gravel and follow the existing ranch road. See Vol. 19 No. 12 - Dec. 7, 2019 (ocn.me). During that meeting an additional emergency access route had been discussed that would extend from the western cul-de-sac on Sanctuary Rim Drive and connect to Saber Creek

Drive. It was to be completed with filing No. 1, but there was no mention of it tonight.

Resident Ken Kimple said Promontory Pointe residents have been raising concerns about this emergency access, but they don't feel their voices are being heard.

Resident George Worth commented online, saying as a Promontory Pointe resident and cyclist, an approval of this request is "asking for a disaster to happen." Resident Al Sands told the board that vehicles are traveling at such high speeds along Gleneagle Drive that just getting out of side streets can be difficult. Resident Howard Hayworth said he is not looking to stop development, suggesting a secondary connection to Leather Chaps. Online contributor Robin Parrish watches while construction trucks pull into St. Lawrence Road to turn around while small children are playing near the roadway.

HR Green Planner Phil Stuepfert rebutted these claims by saying the original sketch plans were approved without mention of the Higby Road connection. "We can't help what happens outside our property," said Stuepfert of the traffic in the nearby developments.

Trustee Ron Stephens said in 2019 there was no chance the county-owned Higby Road was ready to service more traffic. Now that the town may eventually own the roadway, he suggested suspending or modifying the resolution. Planning Director Meggan Herrington reminded the board the hearing for consideration is just that: Higby will not be annexed when the hearing occurs.

The Planning Commission recommended approval during its Sept. 8 meeting.

Both filings were approved 3-1, with Stephens voting against both.

### Model traffic code adopted

Commander Jonathon Hudson asked the board to approve the recently published Model Traffic Code. The Department of Transportation released the new 2020 revision over the summer. According to the ordinance, "the Model Traffic Code for Colorado, published by the Colorado Department of Transportation and revised in 2020, embodies the rules of the road and vehicle requirements as set forth in Article 4 of Title 42 of the Colorado Revised Statutes."

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