Some comments by Paul Rochette of Summit Economics in favor of the rezoning:

- The Baptist Road interface already has three national anchors.
- There is an oversupply of land for office development in the I-25 corridor.
- The best use for this land is high-density residential.
- You need to provide an accessible workforce to attract primary employers.
- Key employees are the younger workers with most up-to-date skills.
- “Moderate housing” is affordable by households making $40,000-60,000 a year.

- The park-and-ride on Highway 105 is within a half-mile walking distance.

Comments by Danette Lilja, president and chairman of the Tri-Lakes Economic Development Commission (TLEDC), against the rezoning included:

- Summit’s study focuses on local retail, not “primary employers” such as Ball Seal and FedEx call centers.
- The Front Range needs to coordinate so that “primary employers” move here and thus bring revenue from outside our region.
- We support rezoning along the east side of Jackson Creek Parkway only, but it should be multi-family and duplexes there to get the “lost generation” of 21 to 45-year-olds back to the area.
- Residential retail rental not to be located along a freeway and will have a high turnover rate because of the noise.
- One thousand homes are already approved to be built in Monument.
- We need businesses, not bedrooms.
- I-25 is wider now than in the 1980s and this will make the difference like it did in Castle Rock.
- We just got enterprise zone tax breaks to attract businesses.
- You are trustees of the community, not the real estate developers.

For details on Lilja’s previous presentations about primary employers to the Palmer Lake Town Council and to the Monument Board of Trustees, see www.ocn.me/v15n8.htm#mbot0316.

Public comments from residents in favor of the rezoning included:

- Phil Schweizer was in favor of providing affordable housing and jobs for his kids who want to move back to Monument.
- Susan Davies of the Trails and Open Space Coalition said this proposal would improve walkability and “bikeability” since the developer would put in bike lanes and a trail.
- No decision was made about whether storage unit custom building, five separate storage buildings, and a covered RV storage canopy in the center of the property.

The project will include the extension of Blevins Buckle Trail behind the businesses along the east side of Jackson Creek Parkway all the way north to Leather Chaps Drive. A condition of approval required the will-serve letter from Triview to be provided to the Planning Department prior to recordation of the Creekside Commercial North Plat application.

Hosie voiced concern that while the item fit in with the town’s comprehensive plan, that plan is outdated and needs to be rewritten. The trustees and town staff have plans to work on the comprehensive plan in the near future, but it will be a long process.

No public comment was made on Nov. 2, and the trustees unanimously approved both the Final Plat and Final PD Site Plan.

Jackson Creek Self Storage

Hester explained that CSI Development LLC submitted an application for the Final Plat and Final PD Site Plan for Lot 1 of Jackson Creek Self Storage Filing 1, located north of the Vistas at Jackson Creek multifamily development and the Mountain View Electric (MVEA) substation. This area was rezoned to planned multi-use (PMD) in March as part of the extensively debated Sixth Amendment to the Regency Park Development and Rezoning Plan. See www.ocn.me/v15n4.htm#mbot0316.

On Oct. 14, the Planning Commission approved the Final Plat and Final PD site plan for Filing 1 unanimously. Jackson Creek Self Storage will include one leasing building, five separate storage buildings, and a covered RV storage canopy in the center of the property.

The development plans to construct a stub of Harness Road connecting with Jackson Creek Parkway at the curve in the road north of the MVEA substation. It will terminate 10 feet beyond the self-storage property, and it will not connect with the section of Harness Road in Remington Hill that already exists until future development warrants it. Meanwhile, a barricade will be placed there. This new stub section of Harness Road within Triview will not connect with the original existing section of Harness Road north of Highby Road in El Paso County until future development warrants construction of the remainder of Harness Road.

Harness Road will be the storage area’s main access to Jackson Creek Parkway. A secondary emergency access through the Vistas was required by the fire district. No decision was made about whether storage unit customers who lived in the Vistas would have access to the site through the emergency access road.

The focus of discussion by the trustees and members of the public was the traffic access at both points. Bornstein and Jeff Smith asked numerous questions about the traffic studies and the need for a turn lane from Jackson Creek to the new Harness Road stub.

Mayor Rafael Dominguez said the applicant would not be compelled to put in additional traffic lanes. Jeff Smith said it was the town’s obligation to monitor the traffic there, but that it was not the applicant’s problem. Police Chief Jake Shirk said his department would keep an eye on the number of accidents.

Public Works Director Tom Tharnish reminded the trustees that the section of Jackson Creek Parkway south...