



September 9, 2025

Allison Stocker
City of Colorado Springs
30 S. Nevada Ave.,
Colorado Springs, CO 80901

RE: *Briargate Pkwy and Voyager Pkwy Development | 1625 Springcrest Road, Colorado Springs, Colorado Project Statement for a Zoning Map Amendment*

Thank you for the compiled neighborhood/public comments for the above-mentioned project. In an effort to address your comments concisely and simplify your review of the development plans, we have summarized your comments and our responses below.

COMMENT RESPONSE LETTER

PUBLIC COMMENTS

Traffic Congestion and Emergency Access

- Springcrest Road is the sole exit for multiple neighborhoods (Pinewoods, Chapel Ridge, Otero) and already bottlenecks during TCA Central's daily drop-off and pick-up times.
- A proposed 236-unit complex would more than double local traffic, creating standstills at the Springcrest–Voyager intersection and risking blocked egress for emergency vehicles.
- Current traffic studies are criticized for ignoring peak school-hour counts (around 3:30 PM) and for relying on off-season data.
- **Response: We acknowledge the current traffic is congested at school peak hours and look to the school and city to come to a resolution for the existing issue. The projected peak hours in the traffic study for the development do not occur during the school peak hours. These are projected to be during peak morning and evening commute times. We understand the concern for traffic during an emergency event and have placed a second exit from the development onto Voyager Pkwy to mitigate bottlenecks onto Springcrest Road.**

School Safety and Student Privacy

- Hundreds of apartments overlooking playgrounds and classrooms are seen as a security threat, enabling unauthorized observation of children.
- Lockdown or emergency events at the complex could spill over to school grounds due to close proximity.
- Residents urge that any residential development be capped at two stories and physically buffered from the school.
- **Response: We take student safety seriously and prioritize this in design aspects. We have included a 15' landscape buffer and 6' opaque screen at the property lines to limit close access to the fencing of the school. Resident checks will take place for potential**

residents for further security measures. The current zoning allows for a 68' maximum building height, and we plan to pursue a revised maximum height of 57'.

Building Height, Scale, and Neighborhood Character

- Six-story buildings (plus rooftop mechanicals) drastically exceed the surrounding 2–4-story scale, obstructing mountain views and altering the visual character.
- The “Mixed-Use Medium” (MX-M) zone allows up to 50 ft, yet the proposal seeks 58–68 ft, prompting calls for strict enforcement of existing height limits.
- Residents fear property value declines and a shift from a residential feel to an apartment-dominated corridor.
- **Response: As stated above, we will pursue a shorter maximum building height than the current zoning, adjusting from 68' to 57'. Architectural and site layout designs will aim to reflect the neighborhood's residential character and, as much as possible, protect mountain views through strategic placement. Our goal is to maintain visual harmony and community identity by following the guidelines of the PlanCOS Vibrant Neighborhoods initiative.**

Zoning Consistency and Precedent

- Many note that the current Business Park/High-Rise overlay was intended for office uses, not apartments; converting to MX-M could open the door to bars, storage, or other incompatible uses.
- Allowing this change sets a precedent for high-density infill in areas not designed for it, encouraging more rezoning requests nearby (e.g., church or Otero proposals).
- Request for clarity on historic wetland designations, drainage easements, and water-table issues before any rezoning.
- **Response: We understand concerns about rezoning and are confident in the city upholding the approved zone uses for future developments. All existing environmental designations and easements are taken into deep consideration during the design phase and proper protection will be in place.**

Infrastructure, Utilities, and Open Space

- Concerns about capacity of sewers, water, schools, parks and police/fire response times in a high-density scenario.
- The neighborhood values its existing open space and tree canopy; “fee-in-lieu” park payments are viewed as insufficient compensation.
- Questions about whether new sidewalks, bike lanes or bus stops—none currently at Springcrest—can realistically be added.
- **Response: All existing utility infrastructure is recorded and taken into account during the design of the project, and the proposed utility additions will have adequate capacity for the development and outlying scenarios. The site will be strategically designed to keep as much open space and publicly accessible areas as possible. Any roadside accommodations, if necessary, will be placed carefully to not disrupt normal traffic operations.**

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Joseph Menke, P.E.
Project Manager



May 4, 2026

Allison Stocker
Planning & Community Development
30 South Nevada Avenue
Colorado Springs, CO 80903

***RE: Briargate Pkwy and Voyager Pkwy Development | 1625 Springcrest Road,
Colorado Springs, Colorado Project Statement for a Zoning Map Amendment***

Thank you for the compiled neighborhood/public comments for the above-mentioned project. In an effort to address your comments concisely and simplify your review of the development plans, we have summarized your comments and our responses below.

**COMMENT RESPONSE LETTER
PUBLIC COMMENTS**

1. Traffic Congestion, Gridlock, and Emergency Services

Concern:

Residents expressed strong concerns about the current road network's ability to handle additional traffic and potential evacuations. Many believe that the roadways adjacent to the parcel are already at maximum capacity and that the proposed use will not be able to be successfully integrated.

KH Response:

The updated traffic study includes traffic counts during school pick up and drop off times. This study provides a thorough evaluation of how to prevent gridlock resulting from the adjacent school pick up and drop off times. These implementations are independent of the application but provides awareness and potential solutions to both the City of Colorado Springs and the school on how to mitigate the existing vehicle queue issues caused by the school. Of note, the proposed project only adds 6 trips and 9 trips eastbound on Springcrest Road during the morning and midday analysis periods.

The access along the high volume Voyager Parkway is restricted to right-in/right-out movements to provide additional safety by preventing the more challenging left turn movements from stop control along a higher volume roadway. A second point of access is provided along Springcrest Road allowing more effective access/relief for emergency and any evacuation events. This access along Springcrest is expected to operate acceptably from a vehicle delay perspective, and if vehicle queues from the school extend beyond this access, the access along Voyager Parkway is accessible. The updated traffic study provided a thorough evaluation of how to prevent gridlock resulting from the adjacent school. Recommendations include staggered bell times, grade dependent release, or other technology based solutions to reduce the time it takes each student to load into their respective vehicle. The most efficient method for improving vehicle issues at schools is to implement a staggered bell time to reduce the vehicle demand for each release period. This would likely mitigate all vehicle queue issues to the external public street system. In addition, there are school application programs for more efficient process of releasing students and effectively having students enter vehicles in the designated pick-up areas. This consists of flaggers at the school scanning codes on vehicles approaching the designated pick-up area which transmits a message and displays on a screen which students can be

released from the classroom. With this process, there are only limited students outside, and they know their parent/guardian is close to approaching the pick-up area. The flaggers also assist with supporting students into vehicles to reduce the time vehicles are in the designated pick-up area. Once the gridlock on the streets is removed from the school queues, the volumes are reported to operate acceptably at the study area intersections. The best ultimate solution for the school, traffic operations, student safety and the City is dependent on solutions that the school and City can work out together.

Vehicle evacuations have become a more common topic within communities; there are not a lot of industry standard methodologies for typical use developments in urban communities. These are more public transportation studies for community wide or specific corridors and not documented in development studies for the entire external street system. The high-level evaluation for development studies would include efficient access to the external street system (two egresses), and the surrounding connectivity routes. With this project being in an urban area, it is typically not evaluated and only evaluated in the foothills and in the mountains. The current code guidance is to build fire resistant buildings and shelter in place. If an evacuation happens to occur in the urban area, then it would be 125 residents per access with 3 second headway for egress which would equate to six minutes for exiting the site.

2. Alignment with PlanCOS and integration with adjacent land uses

Concern:

The density and scale of the proposed application was brought up as a concern relative to the other uses in the area. There is concern that the overall quality of life present in this neighborhood will not be preserved.

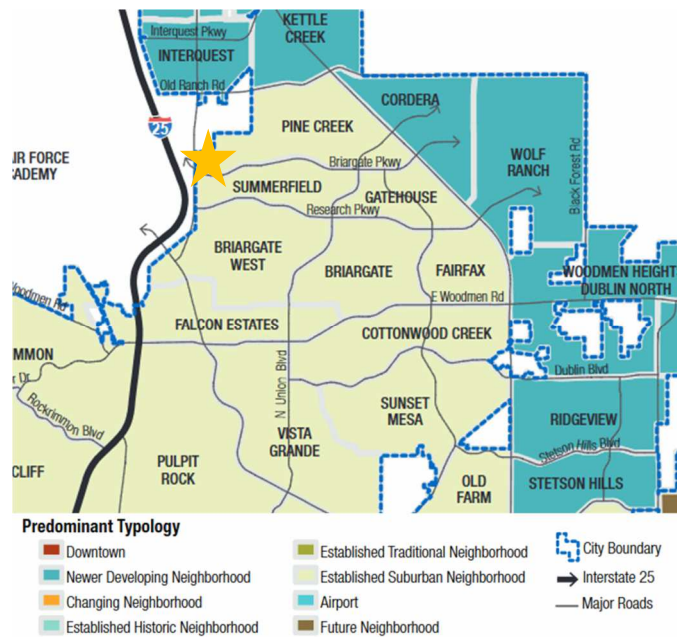
KH Response:

In alignment with PlanCOS, the proposed rezone for multifamily development recognizes that this area has a high value in maintaining privacy of existing homes to the northeast and maintaining safe streets for families. The proposed rezone will enable a multifamily development that is positioned away from the detached single family residential to the northeast with traffic volumes and flows targeted towards Voyager Pkwy as opposed to local residential roads. Immediately abutting properties include the Church at Briargate, The Classical Academy, Pine Creek Golf Course with hotel uses south of the course, Briargate Pkwy and Voyager Road (a 4-lane Principal Arterial). West of the site are military uses, including the North Colorado Springs Readiness Center/Colorado Army Nation Guard Armory and USAFA. South of Briargate Pkwy. are The Promenade Shops at Briargate an outdoor mall style shopping center. Based on common land use planning practices and PlanCOS the proposed MX-M zone will complement the immediately surrounding institutional and commercial land uses and transition the high intensity uses of Voyager Pkwy. and land uses to the west and south to the lower intensity uses of the detached single family residential to the northeast. Development of this parcel is supportive of PlanCOS and is shown as an area of change on PlanCOS's Areas of Capacity and Change Map.

The MX-M zone is intended to accommodate the development of new activity center in emerging growth areas as well as promote the adaptive reuse or redevelopment of single use commercial centers that are vacant or underused, or of other obsolete buildings or properties. Rezoning this property from BP with a High Rise overlay to MX-M with no High-Rise overlay will allow for infill development and

utilization of this parcel. The development plan for office use on this property was approved 25 years in 1999. The property has since remained vacant and undeveloped. The proposed rezone will allow for development of this parcel that will provide needed housing diversity in this area of the City and promote the development of vacant and infill lots as stated in PlanCOS.

At this stage of development, the application is for a rezone to zone the property to MX-M and a Land Use Plan. The purpose of the Land Use Plan is to provide the City with a general idea of the development proposal and enough information to assess the impact of the development. Land Use Plans do not include exact levels of detail such as screening wall heights, exact depth of buffers, building height or building positions. The proposed Land Use Plan shows proposed traffic points which have been incorporated into the updated Traffic Impact Study, areas of open space within the development, potential areas of building location(s) and parking, max building height and max density. Exact details of unit counts, building height and building location will be evaluated at the Development Plan stage. Densities and Building heights shown on the Land Use Plan are max densities. If the Development Plan proposes a density or building height that exceeds what is shown on the Land Use Plan a modification to the plan and public hearing will be required.



3. School safety and Developer's Resident Screening Process

Concern:

Residents have expressed concerns with the proposed use with respect to its proximity to the school, as well as an incident that occurred at a separate property in Colorado Springs managed by this developer.

Blackburn Communities Response:

We appreciate you sharing your concerns as well as the opportunity to respond. Blackburn Communities has read the letters and completely understands why someone would have questions about their resident screening process given the unsettling event that occurred at Polaris Junction. Blackburn Communities wants to share a little bit about our process for screening prospective renters:

We make every effort to ensure that we renting to the most qualified renters at our multifamily community. Each applicant over 18 years of age is given a credit and criminal background review to ensure the qualifications of our application process are met. The safety and security of our residents and the surrounding community are of the utmost importance to us. Not only do we, as owners of this property, want to provide our residents with a safe place to live, but we also strive to be good stewards in the larger community of which our residents are also a part. Providing our residents with an outstanding resident experience is how we succeed in our business and providing safety and security to residents are two of the most important elements involved with their experience. Unfortunately, there are occasions when a background check doesn't prevent an incident like the one that occurred at Polaris Junction. In fact, it's worth noting that when a neighboring single-family home is purchased, they are only given a credit check by a lender and do not undergo a criminal background review. We believe this allows multifamily residents to be screened a step further than your typical neighbor. We hope this background helps you better understand how we screen prospective residents and why we are motivated to provide a safe and secure resident experience at all of our properties.

4. Surrounding stakeholders Notification

Concern:

Residents have noted that it appears as though surrounding stakeholders, including D20, the National Guard, and CDOT we not sufficiently notified of the proposed application and development.

KH Response:

All surrounding stakeholders were notified and given the opportunity to provide input throughout the process. For example, D20: "The District is requesting fees in lieu of land dedication per the existing City Code for all residential units within this development. The District is experiencing ongoing residential development. The District gained approximately 12,000 new residential units between 2018 and 2024 which included 5,278 Single Family, 1,156 Single Family Attached, and 5,576 Apartments as reported to the District by local developers. During that same timeframe, the District only experienced a total membership increase of 138 students. This information is updated annually in October. A drop in the birth rate plus the significant increase in the cost of housing has contributed to the slowed student growth in the District. The District is able to serve each student who is a resident of District 20."

CDOT has also confirmed that a full drainage analysis shall be provided as part of the Development

Plan for this project and is not required as part of the Land Use Plan or Rezoning applications due to the potential variability of the proposed infrastructure. All requirements of CDOT and the City of Colorado Springs will be met in this report. The revised Traffic Study was sent to and approved by CDOT on March 17, 2026.

Additional comments from the USAFA were received. Based on these comments a noise notice will be recorded for this property with a future replat. The National Guard was notified, no comments were received.

Colorado Springs Fire and Police Departments were both notified of the development. All City agencies were invited to the neighborhood meeting. No comments have been received.

El Paso County was notified of the project. Their comments concurred with the USAFA comments and had no further comments.

Concern:

Residents had a general concern for multifamily justification and the need for multifamily in this area as opposed to the approved office uses.

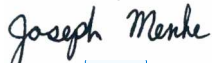
KH Response:

In recent years the demand for office space has dramatically decreased. This is an on-going trend that started in has been seen across U.S. cities including Denver, Houston, and Colorado Springs. Much of this trend can be attributed to an increase of hybrid work and work from home since the pandemic. These impacts are widespread across the City of Colorado and include recent office space cut backs such as T.Rowe Price's preparation to put its 221,000 SF Briargate area campus for sale with plans to lease the property. The proposed rezone will respond to the on-going lessened demand for office space and enable development to happen within the City limits. This will support PlanCOS's overarching goals to increase residential dwelling units within City limits, decrease the average lane miles added when building by utilizing existing infrastructure, and to development within the City infill boundary.

Please contact Kimley-Horn and Associates if you have any questions or need additional information in regard to this application.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Joseph Menke, P.E.
Project Manager

Commented [JS1]: Check with Joseph on this. I don't know if he wants to sign or not?