



Drexel, Barrell & Co.

September 27, 2023

City of Colorado Springs, Planning & Development

Attn: Logan Hubble, Planner II

30 S. Nevada Ave., Suite 701

Colorado Springs, CO 80903

Engineers/Surveyors

Colorado Springs
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101 S Sahwatch Street #100
Colorado Springs, CO 80903

719 260-0887
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**RE: Royal Pine Concept Plan – Neighbor Comment Responses
COPN-23-0015**

Mr. Hubble

Please accept this letter as Drexel, Barrell & Co.'s response to the major themes of the neighbor comments received.

Traffic/Egress

A draft Traffic Impact Study was submitted with the Development Plan. This study identified that the proposed multi-family use is a lower trip generator than the previously proposed commercial uses. The study has been updated recently to address recent neighborhood concerns and City comments as well as utilizing new traffic counts and turning movement data collected with school back in session.

In addition to providing the updated study, the data shows that the development complies with the original intent of the Concept Plan, which restricts the total daily trip count for the development area to 8,441 (total trip generation is only at 2,257). The team also explored expanding access to Union Blvd., but it is not feasible due to Colorado Department of Transportation (CDOT) regulations and access restrictions.

According to Home COS within the Executive Summary, working families are frustrated by a lack of larger apartments located near employment, schools, shopping centers, transit, and low-cost child-care. While affordable and attainable housing is under-supplied citywide, the issue is particularly acute in the northern region. North of Woodmen Road, property values tend to be higher, and there are fewer than 1,000 constructed, under construction and planned, including Royal Pine Apartments. These apartments will shorten commuting times for its residents, lowering traffic burdens for the City.

Parking

While the originally proposed number of 309 parking spaces was compliant with the City's land use requirements for this development, the development team increased the parking by 30 spaces, or roughly 10% percent above the City's Code requirements in order to be responsive to the neighbors' concerns. With 339 total parking spaces now, the community will have a ratio of roughly 0.9 parking spaces per bedroom, as opposed to roughly 0.8 parking spaces per bedroom previously. It is important to note that the parking was increased without sacrificing any usable open space. In DBG's experience, which includes the management of more than 7,500 affordable units across 40 communities in six Western States including Colorado Springs, adequate parking ratios vary between 0.8 and 1.0 parking spaces per bedroom for affordable family communities. Certain sites in more urban or transit-oriented locations as well as senior communities usually justify lower ratios.

Lack of input from neighborhood / Public engagement

The development team has significantly exceeded the City requirements in terms of neighborhood outreach. The developer has hosted two voluntary informational sessions (in addition to the required city-sponsored neighborhood meeting), responded to countless emails, conducted several individual phone calls, met in-person with multiple residents in their homes and has provided his contact information to anyone interested.

Lack of, or overcrowding of supporting services, e.g. medical, schools, transportation

Multifamily is a by-right use of the site, and the development will pay all required impact fees to the City. These fees are designed to fund critical infrastructure, parks, open space, schools and transportation. Increasing population density can also lead to additional funding for bus lines, classroom expansion, etc.

Crime

This development will be professionally managed. Background and credit checks for every resident will be conducted. At a minimum, the site manager and lead technician will live onsite as well.

Property values

There is no empirical evidence to suggest that this type of housing will negatively impact home values in Colorado Springs, as corroborated by analysis conducted by Community Development. DBG Properties has also studied home values in neighborhoods where it has developed, and there is no correlation to impact on home values. This data was split further to specific neighborhoods in higher income areas, and no correlation was found.

Noise

The development will shut down all amenities, with the exception of the indoor fitness center, after 10pm and will be enforced by onsite management at a minimum. This does conform with the current Concept Plan and is true of all DBG developments. The development team also designed the site with the highest intensity of the development farthest away from the neighboring residential community, and the team believes the buildings will actually mitigate noise from Powers Blvd. As a long term owner, builder and manager, DBG has also committed to keeping the lines of communication open with the neighborhood during construction and into the future.

Light pollution

Light pollution for residences, particularly along Royal Pine Drive, is of concern for the development team after hearing from neighbors. The development team has focused on creating appropriate landscape buffers along Royal Pine Drive, designed the parking in a way that minimizes the cars facing those residences directly, and will implement shorter light poles near the clubhouse and surrounding parking that are closer to existing residential development.

Overall density

The density complies with all zoning regulations. The development team did weigh the option of 3-story buildings with the same unit count, but that scenario would have eliminated almost all open space, lowered the value of the buildings (e.g. no elevator) and pushed buildings closer to the neighborhood. The 4-story buildings also allow chutes to contain trash inside the building.

Line of sight to directly adjacent neighbors

As discussed above, the development will invest in a robust landscape buffer along Royal Pine Drive. The orientation of the buildings was designed in such a way to pull the buildings away from existing residential properties as much as possible, while also minimizing the number of units directly facing the residences within the confines of the site. The clubhouse building will also help obstruct views directly into the residences. As an aside, the development team did consider adding a 3-story building near the clubhouse, but elected against it with this concern in mind.

Wildlife preservation

The development team is concerned with the impact on the surrounding environment. As discussed above, trash chutes will eliminate most of the trash from sitting outside the building. Larger trash pickup areas will be designed to be wildlife friendly in order to prevent animal entry. All storm runoff will comply with approved City criteria. This

project does not abut the existing preservation area along Pine Creek, rather a 4-acre lot, zoned for commercial use exists between this project and the preservation area.

This development will also improve the existing infrastructure and clean up the current state of the Market at Pine Creek.

Infrastructure Shortages – Water, Sewer, Transportation

Water, sewer and electric infrastructure as well as improved offsite work was previously completed as part of the Market at Pine Creek site work. All of the existing infrastructure in place is adequate to serve the proposed development, so this is a very low impact development in terms of infrastructure. All stormwater drainage systems will be evaluated and approved by the City. Existing road infrastructure was accounted for in the current Concept Plan, and this development complies with all such intents related to traffic and access. This is further supported by independent study through a full traffic impact analysis in coordination with the City and the fire department.

Additionally, the development team believes that this community will serve to enhance the current infrastructure in place. The Market at Pine Creek, as it currently stands, includes an unfinished road through the property, exposed utilities and has been used as a trash dumping site (e.g. abandoned treadmills have sat for months). Not only would this be cleaned up with this development, but DBG would also step in as the Common Area Manager for the Market at Pine Creek. Currently it is managed by the owner of DBG's contracted site, who has not invested in the area and are not local to the site.

The project will comply with all applicable energy codes and include a large solar component in excess of typical multifamily projects. The energy efficiency will be a selling point for sustainable development. (See below)

Out of state developer

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Fire Evacuation

Consistent with the comments on traffic, city engineers and the fire department must sign off on all evacuation plans concerning this development in order to be approved. Per the

Office of Emergency Management, incident commands will be set and directed by either CSFD or CSPD depending upon the situation and zone within the City. The Royal Pine Apartment project is within zone 1236. The November 2021 PPROEM Evacuation Plan provides guidance for evacuations in the event of an emergency. There are numerous egress points from the Pine Creek neighborhood that would be directed by CSPD or CSFD in the event of an emergency event.

Development will strain external community resources, e.g. private parks, street parking

The development as currently designed will feature ~123,000 SF of total open space, ~47,000 SF of outdoor amenity space and a stand-alone clubhouse. The requirement for total open space provided is 76,800 SF (200 SF * 384 rooms), which this development far exceeds. Outdoor onsite amenities will include a play structure, dog run, community gardens, bike racks, pet relief stations, picnic benches, open grass and other gathering areas. Indoor amenities include a stand-alone clubhouse with a fitness center, community room and kitchen, leasing office, mail and parcel, and a courtyard. As discussed above related to parking, the development team is exploring options to increase the parking count above code without sacrificing open space.

Design fit with character of neighborhood

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Development is not in the public's interest

Affordable housing has been an enormous challenge for the City of Colorado Springs. According to Home COS, the City's population is growing at nearly 2% annually, making it one of the fastest growing areas in the Mountain West. In response, the primary objective of Home COS has been to add 1,000 affordable units per year. Housing cost inflation has pushed essential workers into older and less secure

housing options, often great distances from employment opportunities and essential services. Royal Pine Apartments contributes significantly to the stated objectives of the City's housing policy.

Solar Component

The current development plan calls for solar to power all common areas of the site, and that the panels are currently proposed on the roof.

Tenant Vetting

Please reference the Crime section of this memorandum. As a long-term owner and a federally regulated program, the owner has a strong incentive to create a safe community for all of its residents.

Property Upkeep

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October 30, 2023

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The community will incorporate 34 electric vehicle (EV) ready parking spaces, or 10% of the total parking spaces. The definition of EV Ready is below.

An EV-ready parking space is a parking space accessible to raceway and electrical panel capacity which can support EV electricity load, and an outlet or other termination point to enable simple installation and use of standard Level 2 EV chargers. Specifically, the space is provided with one 40-ampere, 208/240- volt dedicated branch circuit for servicing electric vehicles and terminates in a suitable point (such as an electrical outlet, junction box, or a Level 2 EV charging station) that is located in close proximity to the proposed EV-ready parking space(s). Generally, one termination point can support 2 EV-ready parking spaces.

Only a junction box or electrical outlet capable of supporting EV charging is required as the termination point; installation of Level 2 chargers is not required, though is encouraged.

Lack of input from neighborhood / Public engagement

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July 19, 2023

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In addition to providing the updated study, the data shows that the development complies with the original intent of the Concept Plan, which restricts the total daily trip count to 8,441. The team also explored expanding access to Union Blvd., but it is not feasible due to Colorado Department of Transportation (CDOT) regulations.

Parking

The team is expanding the parking spaces provided in response to neighborhood concerns, all without sacrificing usable open space on site. While the current parking scheme complies with the zoning code, we agree with the neighborhood that additional parking spaces would benefit the development and community.

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