



March 25, 2026

Land Use Review
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*

Project Description

Blackburn Communities, LLC (the “Developer”) wishes to develop a multifamily project on the existing parcel TSN 6232101002 located at the intersection of Briargate Parkway and Voyager Parkway and south of Springcrest Road. The site is currently vacant and undeveloped and is zoned as BP/CR HR (Business Park with a condition of record for a High-Rise overlay, restricting the height to 68-ft). The request for rezoning entails amending the current zoning of BP/CR HR to MX-M for multifamily residential use.

This site was zoned as BP/CR HR in 1999 and a development plan for a high-rise office building was approved in 1999 (CPC DP 99-125 and CPC P 99-120). The site has since remained vacant and undeveloped for nearly 26 years. The rezoning request is to rezone the parcel to MX-M which would be consistent with the surrounding zoning to the south and would allow for the development of multifamily residential on this parcel. The proposed MX-M zone will accommodate the proposed residential development and will reflect and support the adjacent MX-M commercial, hospitality and office uses along Briargate Pkwy. It is believed that with the proposed zoning request, the MX-M Residential use will reduce the overall impact on the current surrounding development by reducing the allowable building height and introduce a more neighborhood-like character with a managed residential community, active open-space, a public regional trail connection, and common landscape features.



The Property to be rezoned is bound as follows:

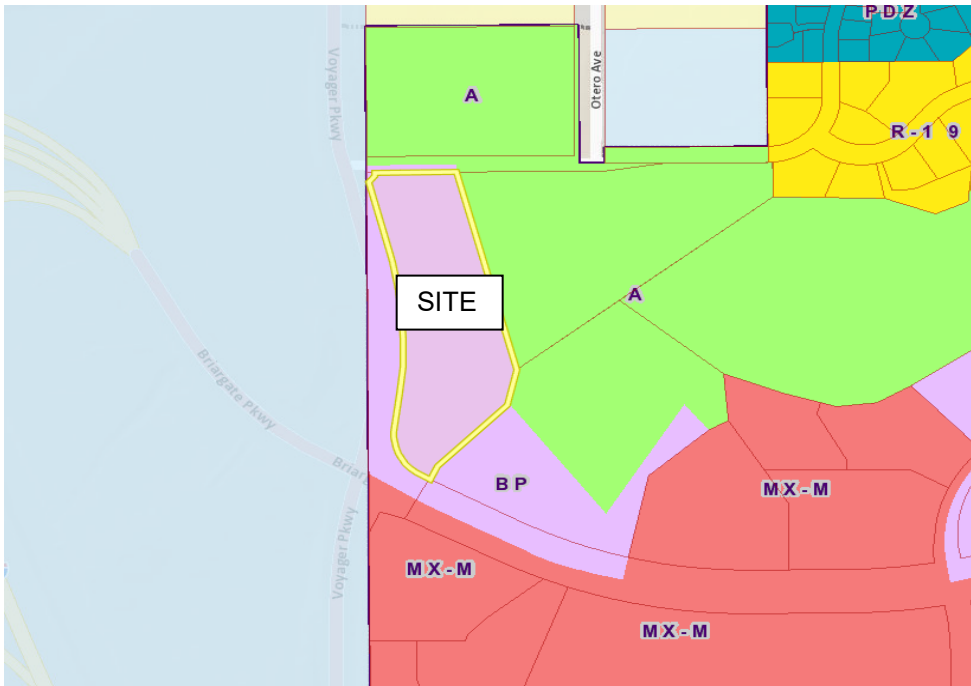
North: - Springcrest Road, Colorado Springs, CO 80920 (60-ft Public ROW); Residential

West: - Voyager Parkway, Colorado Springs, CO 80920; Principal Arterial

South: - Briargate Parkway, Colorado Springs, CO 80920; Principal Arterial

East: - The Classical Academy Central Campus

1655 Springcrest Rd, Colorado Springs, CO 80920



Zoning surrounding the site is Agriculture to the East and North. BP (Business Park) to the southeast and MX-M (Mixed Use Medium) to the South. The City of Colorado Springs boundary line lies west of the property with a small segment of land zoned BP between the County boundary line and the subject parcel.

The land uses around the site include the Briargate Assembly of God Church to the North, The Classical Academy Central Campus and Pine Creek Golf Course to the East, City of Colorado Springs land to the southeast, Briargate Business Campus to the South and the U.S. Air Force Academy to the west. The entire parcel is within the USAFA overlay. An avigation easement for the USAFA has been recorded on the plat.

Zone Map Amendment Criteria UDC 7.5.705.D

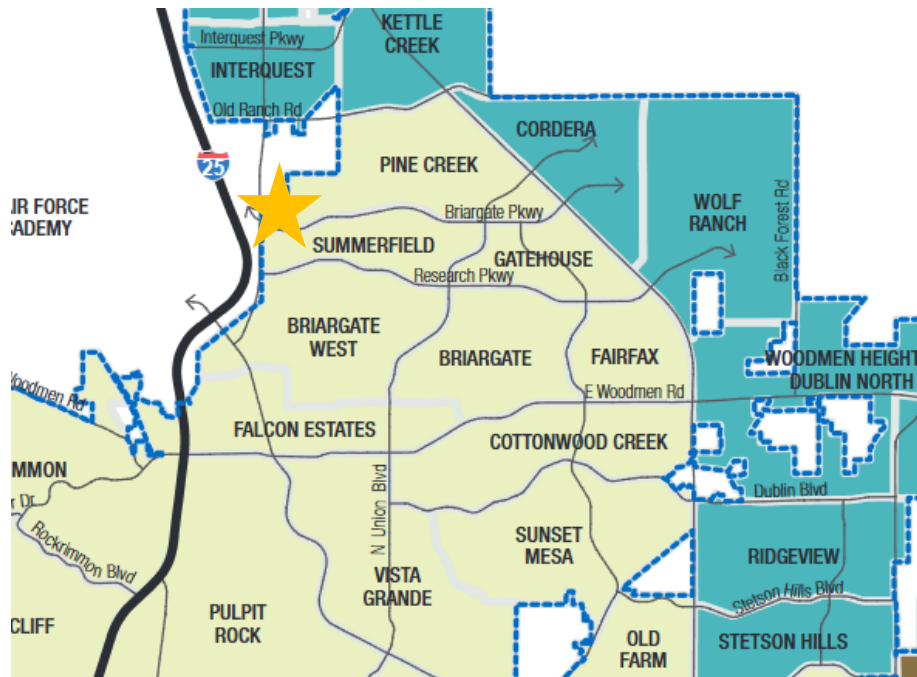
- A. The proposed rezoning is consistent with the goals and policies of the Colorado Springs Comprehensive Plan, with other plans and policies adopted by the City Council, and with the purpose statement of the proposed zoning district.**

Response: The proposed rezoning to MX-M residential is consistent with the goals and policies of the Colorado Springs Comprehensive Plan, including the PlanCOS Vibrant Mixed Use Neighborhoods framework. The plan encourages diverse housing options and higher

density residential developments in appropriate areas, which aligns with the vision to “build a great city that matches our scenery.”

The proposed rezoning is located within the Established Pine Creek Suburban Neighborhood. MX-M residential zoning will fulfil this typology’s goal to recognize, support, and enhance the existing character of these neighborhoods while supporting ongoing mixed-use investment and improved adaptation and sustainability.

As an established neighborhood, this area is largely built out and has been for at least a few decades. Most of these neighborhoods throughout the city can expect some degree of infill and redevelopment. 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 and Voyager Road (a Principal Arterial). 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 land uses and transition the high intensity uses of Voyager Pkwy to the lower intensity uses of the detached single family residential. This area is shown as an area of change on PlanCOS’s Areas of Capacity and Change Map.



Predominant Typology

| | | |
|---|--|---|
|  Downtown |  Established Traditional Neighborhood |  City Boundary |
|  Newer Developing Neighborhood |  Established Suburban Neighborhood |  Interstate 25 |
|  Changing Neighborhood |  Airport |  Major Roads |
|  Established Historic Neighborhood |  Future Neighborhood | |

The zone change and planned multifamily use is consistent with the following PlanCOS Vibrant Neighborhoods: Goals and Policies:

Goal VN-2: Strive for a diversity of housing types, styles, and price points distributed throughout our city through a combination of supportive development standards, community partnerships, and appropriate zoning and density that is adaptable to market demands and housing needs.

- **Policy VN-2.A: Promote neighborhoods that incorporate common desired neighborhood elements**
 - Strategy VN-3.A-3: **Support land use decisions and projects that provide a variety of housing types and sizes, serving a range of demographic sectors**, and meeting the needs of residents and families through various life stages and income levels.
 1. The proposed rezone and Land Use Plan will provide a diversity of housing choices along the Voyager corridor. This area is predominantly built out with a mix of commercial, institutional and older single family homes to the east. The proposed development will support a the prevailing goal of PlanCOS to encourage and provide a diversity of housing choices throughout the city. The proposed multifamily is market rate housing that will provide additional housing choices for families, working professionals and seniors in the Pine Creek Neighborhood.
 - Strategy VN-2.A-5: **Amend the City’s zoning code to allow attainable housing in multifamily** and mixed commercial zoning districts in order to **maximize the availability and distribution of this housing option in the city.**
 1. 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 back 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.

- **Policy VN-3.A: Preserve and Enhance the physical elements that define a neighborhood's character**
 - Strategy VN-3.A-5: Update plans and City Code to **encourage a blend of uses that positively affect neighborhood and neighborhood service.**
 1. The proposed rezone for multifamily housing will support a transition of land uses from Voyager a 4-lane Principal Arterial immediately west of the site to surrounding institutional and commercial uses to the north, east and south. Detached single family homes are located northeast of the site. The development pattern of these homes is reflective of the Pine Creek suburban established neighborhood pattern. The proposed MX-M zone for multifamily will blend higher intensity uses in the immediately surrounding area to lower intensity uses while mitigating impacts to the existing neighborhood. No traffic is projected to travel into the existing neighborhood or on Otero St. The project will only add 6 trips and 9 trips eastbound on Springcrest Road during the morning and midday analysis periods. As an infill development, this site will utilize existing utilities, provide a public trail extension for all residents in the area, and transition land use intensity from Voyager to the established residential character northeast of the site.
 - Strategy VN-3.A-7: Encourage neighborhood plans and initiatives that reflect neighborhood identity and a **built environment supporting residents of all age ranges and abilities.**
 1. The proposed rezone will support a variety of housing types in the Pine Creek Neighborhood. The proposed development is market rate housing that will provide housing opportunities for individuals that would prefer to rent and/or live in a community managed facility. Typical individuals of these types of communities include, family, working parents, working professionals, and seniors.
- B. The rezoning will not be detrimental to the public interest, health, safety, convenience, or general welfare.**

MX-M zoning of this property is 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 and Voyager Road (a 4-lane Principal Arterial). 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 land uses and transition the high intensity uses of Voyager Pkwy to the lower intensity uses of the detached single family residential. Enhanced buffers will be provided between the abutting school and proposed development. This area is shown as an area of change on PlanCOS's Areas of Capacity and Change Map.

The proposed Land Use Plan for a multifamily development will allow for much-needed housing options in area, enhance the community services, and support local businesses, such as The Promenade Shops at Briargate and Pine Creek Golf Course use, by increasing the local resident population. The development will include an extension of the Skyline Regional Trail for the general public. Extension of this trail will support the Established Neighborhood typology to connect to an off-street trail system and improve sidewalks and bike lanes. Multifamily residential developments are designed with predictable traffic patterns and typically do not attract the high volume of transient visitors as seen in typical commercial or business uses. All applicants within the community are subject to background checks, credit checks and income requirements. This helps maintain a safer environment for surrounding areas. The property includes an enhanced buffer between the development and school, which will allow for a large open area and parking field between proposed buildings and the adjacent school yard to encourage safe integration of the new development. Details on exact building height, exact distance between the school and complex and proposed screening will be included in a future development plan. The traffic study completed by Kimley-Horn and updated in March of 2026 concluded that the project function with minimal traffic improvements. School pick-up and drop-off times were included in the traffic analysis and recommendations were made for the school to work with the City to address the grid-lock traffic issues created during these times. The implementations are independent of the application but provide awareness to both the City of Colorado Springs and the school on how to mitigate the existing vehicle queue caused by the school.

C. The location of the lands in the zoning map area being amended are appropriate for the purposes of the proposed zone district(s).

Response: MX-M zoning of this property is 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 and Voyager Road (a 4-lane Principal Arterial). 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 land uses and transition the high intensity uses of Voyager Pkwy to the lower intensity uses of the detached single family residential. Enhanced buffers will be provided between the abutting school and proposed development. This area is shown as an area of change on PlanCOS's Areas of Capacity and Change Map.

Multifamily housing in this location will provide housing choices, supported by the City Bus route along Voyager Parkway, Bike Route along Springcrest Road and Skyline Regional Trail located south of Briargate Parkway.

- D. If the application proposes to rezone a small area of land, the application demonstrates that: the size, scale, height density, and multimodal traffic impacts of development allowed upon approval will be compatible with surrounding development or can be made compatible through use restrictions approved through land use conditions.**

Response: The proposed zoning request for the MX-M Residential use will reduce the overall impact on the current surrounding development in comparison to the existing zoning by reducing the allowable building height, reducing projected traffic and introducing a more neighborhood-like character, actively managed residential community and an extension of the Skyline Regional Trail and sidewalk connections.

Currently the parcel lays within the noted high-rise overlay zone, allowing up to 68 FT buildings. The proposed zoning will restrict the building height to 50 FT, the max allowable height within the MX-M zone. Exact building height and positioning will be determined in a future development plan.

Business Park zoning with a High-Rise Overlay was approved for this parcel in 1999. The High-Rise overlay allowed for a 68 FT tall building(s). Since this time, market conditions and development potential of parcels have changed throughout the City. The pursued zone of MX-M will allow for needed market rate multifamily development on an infill site within this area of the City.

Uses immediately adjacent to the property include Voyager Pkwy., a 4-lane Principal Arterial, to the immediate west, church to the north, school to the east and commercial to the south. Detached single family residential is northeast of the property and developed in a pattern reflective of established suburban neighborhoods. MX-M zoning for multifamily at this location will transition the high intensity land use of Voyager Pkwy. and surrounding institutional uses to detached single family residential to the northeast. Multifamily at this location will support

the commercial uses to the south and provide needed housing choices in this area of the City.

An enhanced buffer is proposed between the school and the development. Exact building height, position, landscape, fence and/or wall will be provided with a future development plan.

The existing bounds of Springcrest Road encroach into the subject parcel by approximately 13-ft. As part of this multifamily development, this area is planned to be dedicated as right-of-way to create a uniform 71-ft wide right-of-way street section with adequate pedestrian access to the extension of the Skyline Regional Trail along the western boundary of the site.

A traffic study completed by Kimley-Horn in April of 2025 in March of 2026 found that the multifamily development can be successfully incorporated into the existing and future roadway network with improvements such as stop signs, a northbound right turn movement and timing splits. Data was collected during morning and afternoon peak hours (7:00–9:00AM and 4:00-6:00PM) and during school pick up and drop off times (8:15AM and 3:30PM) to assess the potential impact of the proposed development compared to the existing conditions.

Both school start time, 8:15 AM, and the school end time, 3:30 PM, are captured in the morning and midday analysis periods, respectively. While both these analysis periods show acceptable levels of service based on volumes and predicted queues, the Synchro model does not account for the gridlock independently caused by the school traffic backing up into public streets. The traffic volumes suggest the intersection should be operating acceptably but not if vehicles are being blocked along both Springcrest Road and Voyager Parkway preventing the ability to reach saturation flow rates along these roadways. This is a trend in the traffic engineering industry with public charter and private schools in urban areas because these schools typically do not have bus operations or students walking to school and the majority of student pick-ups occurs from passenger vehicles.

It is recommended that Classical Academy elementary school and the City of Colorado Springs work together to create a solution to keep all potential drop-off/pick-up queues within the school's property.

Regional access to the site will be provided by Interstate 25 (I-25) and Powers Boulevard (SH-21). Primary access will be provided by Voyager Parkway and Briargate Parkway. Direct access will be provided by right-in/right-out access along Voyager Parkway approximately 675 feet south of the Springcrest Road intersection and full movement access along Springcrest Road at the existing driveway cutout 300 ft east of the Voyager Parkway intersection. Multifamily housing primarily generates predictable, lower-volume traffic patterns concentrated around morning and evening commutes. This makes it a more manageable and less disruptive option for local infrastructure and neighborhood flow.

The parcel is within the USAFA overlay and easement will be recorded with the replat. This parcel is also located outside of the 100-year floodplain.

- E. If an application proposes to rezone a relatively small area of land, it demonstrates that changes in zoning will not create significant obstacles for tenants or occupants of property in adjacent areas which may be adversely impacted by other public entities or property owners under Colorado Springs Comprehensive Plan goals that would be achieved by approval of this application.**

Response: This property is within the USAFA overlay. A note to this effect has been recorded on the Final Plat and no impacts are anticipated with the use and the proposed zoning. MX-M zoning for multifamily development will support the adjacent MX-M zoning south along Briargate Pkwy and transition land uses from the principal arterial uses of Voyager Pkwy and Briargate Pkwy to the institutional uses of Church, School and Recreational uses north and east of the intersection.

A traffic study completed by Kimley-Horn in April of 2025 and updated in March of 2026 found that the multifamily development can be successfully incorporated into the existing and future roadway network with the following conclusions and recommendations:

- Stop sign be installed on the approach exiting the development at both accesses*
- NO LEFT TURN sign to be placed under the R1-1 stop signs while an R6-1R ONE WAY sign could be placed in the center of median to further identify the restricted left turn movement*
- A northbound right turn movement should be provided within the existing acceleration/deceleration lane along Voyager Parkway at the right-in/right-out access.*
- An eastbound right turn lane with 115 feet of length plus an approximate 50-foot taper should be implemented at the proposed access along Springcrest Road*
- It is recommended that a striped chevron area be provided north of the existing southeast quadrant curb return of the Springcrest Road and Voyager Parkway intersection to allow for a taper to be introduced prior to the new right turn lane. The introduced taper will prevent a vehicle weave that could be caused by a continuous right turn lane extending from the intersection.*
- Without project traffic volumes, the timing splits for the eastbound and westbound approaches for the morning peak hour at the Briargate Parkway and Voyager Parkway are recommended to be optimized in order for the overall intersection to operate at LOS D in 2029.*
- If 2045 traffic volume projections are realized, dual southbound turn lanes may be needed at the Briargate Parkway and Voyager Parkway intersection to provide acceptable operations during the peak hours in 2045. If and when the dual right turn lanes are implemented, signal modifications including new signal heads, mast arm adjustments, and detection updates may be necessary to maintain proper visibility, phasing, and compliance with applicable design standards.*

- *It is recommended that Classical Academy elementary school and the City of Colorado Springs work together to create a solution to keep all potential drop-off/pick-up queues within the school's property.*

F. If a Land Use Plan or amendment to a Land Use Plan accompanies this application, then Land Use Plan or amendment complies with criteria in Subsection 7.5.514C.3 (Land Use Plan Criteria).

Response: The rezoning application is accompanied by a Land Use Plan that complies with the criteria in Subsection 7.5.514.C3. The plan outlines the development's alignment with the city's long-term vision and goals for land use and community development. The Land Use Plan Criteria are addressed below.

G. The application is consistent with any approved Concept Plans in this area for which the map is being amended or includes or is accompanied by a provision that approved Concept Plans that have been classified as implemented do not have to be amended to be considered consistent with an amended zoning map.

Response: The proposed MX-M zoning is compliant with the built out Briargate Business Campus Master Plan and as a result not anticipated to require an amendment to the existing masterplan. Please refer to the "Briargate Business Campus Filing No. 20" for compliancy towards the master development plan.

H. If an application is for the creation of an ADS-O district, then approval criteria applicable to creation of ADS-O districts in Section 7.2.607D.47.5.702 (Decision) shall also apply to consideration on zoning map amendments required to create or amend boundaries on ADS-O districts.

Response: This application is not requested to be within an ADS-O District.

I. If rezoning to PDZ district; then proposed PDZ district is consistent with all applicable community amenities or other benefits as determined by Manager Planning Director; whether maintenance Colorado Springs Comprehensive Plan goals would not otherwise occur without such amenities/benefits provided either City Other governmental regulations.

Response: This application is not for rezoning to a PDZ district.

J. Complies with the additional standards of the base zone district where the property is located (See Article 7.2 (Zone Districts)) or in an overlay district that applies to the property (See Part 7.2.6 Overlay Districts).

Response: Medium-to-high-density housing is permitted within the MX-M zoning. These uses are supportive of the MX-M zones with the intent to promote the adaptive reuse of vacant or underused sites. The proposed zone change and the requested building height adjustments will reduce the current allowable max building height from 68 FT to 50 FT. All

setbacks and required buffers per the zone will be met. Exact details on building height, location, buffer depth and enhancement will be provided with a future Development Plan.

Land Use Plan Criteria – UDC 7.5.514

A. Consistency with the Colorado Springs Comprehensive Plan and other plans and policies adopted by City Council;

Response: Please see above. The proposed rezoning application is supportive of PlanCOS's Vibrant Neighborhood's typology and goals to provide a diverse and inviting community.

B. Consistency with development standards the zone district in which the property is located, or would be located after a requested zone district change;

Response: The proposed use is consistent with the surrounding commercial to the south and institutional uses of school and church/assembly to the north and east. The proposed zone change and the requested building height adjustments will also be consistent with the current approved zone conditions. The conditions of the current allowed building heights under the high-rise overlay zone is 68 FT. Under the proposed new zone the building height is proposed to be 50' maximum excluding minor mechanical and architectural parapet features. This will decrease the allowed building height by 18 FT. The proposed use will transition the high land use intensity of Voyager Pkwy. to the lower land use intensities to the east. No high rise overlay is requested with this application.

C. Compatibility with the land uses and development intensities surrounding the property;

Response: Within the mixed-use zoning and development environment, the proposed MX-M zone for residential will provide a suitable transition from the major transportation corridors to the surrounding commercial, school and church/assembly uses. An extension of the Skyline Regional Trail will ensure access to existing development to the south and east of the parcel. Sidewalk extension will provide needed neighborhood connections within this area.

D. Impacts of the permitted or requested uses, appropriate to the type of development, the neighborhood, and the community;

Response: The proposed MX-M residential zone will allow for high-density residential development, which will support the nearby commercial and transition land uses to the adjacent Church, School, City owned land and Pine Creek Golf Course. Multifamily in this location will support housing needs across the city, meet PlanCOS Vibrant Neighborhood goals and support nearby commercial developments.

Landscape buffers will be provided with the Development Plan. Enhanced buffers are proposed along the eastern boundary to mitigate potential impacts between the existing school and proposed multifamily use. Exact dimensions and features of the buffers will be

provided in a future development plan. The parcel is within the USAFA overlay, an easement will be recorded with the replat. This parcel is located outside of the 100-year floodplain.

E. Adequacy of proposed ingress/egress points and traffic circulation, both on and off the site;

Response: See above. The proposal provides adequate access. The ingress/egress point located along Voyager connects to an existing dedicated right turn lane to allow for smooth transitions. The ingress/egress point at Springcrest Rd. includes open landscaping for adequate sight distance standards for safe transitions. A traffic study completed by Kimley-Horn in April of 2025 and updated in April of 2026 found that the multifamily development additional trip generations can be successfully incorporated into the existing and future roadway network with improvements outlined in the study. All traffic is directed toward Voyager with no traffic projections onto Otero or the existing single family neighborhood. The development only adds 6 trips and 9 trips eastbound on Springcrest Road during the morning and midday analysis periods. The study included analysis of the adjacent school traffic and recommends that the school and City work together to create a solution that keeps all pick-up/drop-off lines within the school's property.

F. Capacity of existing streets, utilities, parks, schools, and other public facilities to serve proposed development;

Response: The site is served by Colorado Springs Utilities. As an infill site, minimal utility line extensions are needed or required for this development. Traffic impacts were analyzed within the traffic study. The study concluded that the development can be successfully incorporated into the existing and future roadway network with the improvements noted above. Park and School impacts will be addressed with fees in lieu. All Park and School fees will be paid at the time of Building Permit. Currently there have been comments concerning schools, park or infrastructure in the area. All proposed on-site amenities will be maintained by on-site property management.

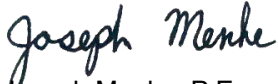
G. Promotion of transitions in height, intensity, or character between proposed non-residential or mixed-use development and nearby low-density residential zone districts.

Response: The proposed zoning request and conditions, the MX-M Residential use will reduce the overall impacts on the current surrounding development in comparison to the existing zoning by reducing the allowable building height, reducing projected traffic and introducing a more neighborhood-like character with active open space landscape feature. Regarding the proposed use, multifamily housing primarily generates predictable, lower-volume traffic patterns concentrated around morning and evening commutes. This makes it a more manageable and less disruptive option for local infrastructure and neighborhood flow.

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