

MARKSHEFFEL CROSSING SKETCH PLAN

LETTER OF INTENT

JUNE 2026

OWNER/ APPLICANT:

ROWLEY VENTURES LLC
4560 W 33RD STREET
DENVER, CO 80212

RK FAMILY INVESTMENTS LLC
4560 W 33RD STREET
DENVER, CO 80212

CONSULTANT:

N.E.S. INC.
619 N. CASCADE AVE. SUITE 200
COLORADO SPRINGS, CO 80903
719.471.0073

CAD-O Zoning District is comprised of 4 Sub-Zones: Aircraft Navigation Sub-Zone (ANAV), Airport Noise Sub-Zone (ADNL) [65 DNL line], Accident Potential Zone I (APZ-1) [Class A Runway Accident], and Accident Potential Zone II (APZ-2) [Class A Runway].

SITE DETAILS:

TSN: 5405001004, 5405000055, 5405000033, 5405000050

ADDRESS: N MARKSHEFFEL RD, 1816 N MARKSHEFFEL RD, 7765 VENTURE ST

ACREAGE: 57.28 ACRES

CURRENT ZONING: I-3 CAD-O **Subzones please**

CURRENT USE: LIGHT INDUSTRIAL, TRAILER AND CONEX STORAGE, VACANT

FILE #: SKP-26-XX **SKP-26-001**

REQUEST

N.E.S. Inc. on behalf of Rowley Ventures LLC and RK Family Investments LLC requests approval of the Marksheffel Crossing Sketch Plan.

LOCATION AND SURROUNDING LAND USES

The 57.28-acre project site is comprised of 5 parcels and is situated along Marksheffel Rd, north of Hwy 24. The site is split by Colorado Tech Drive and two vacant parcels owned by Marksheffel Business Center LLC. The site is within the Cimarron Hills enclave of El Paso County. A portion of the East Fork of Sand Creek Tributary and an unnamed tributary run through the site in a southwesterly direction.

To the east, across Marksheffel Road, is detached single-family residential development. To the west, the site is adjacent to vacant properties with PUD, I-3, and unknown zoning. The site also abuts approximately 14 detached single-family lots within the subdivision immediately to the west. To the north and northwest are three parcels currently operating with warehouse and storage uses. To the south and southeast is an industrial and business park containing a mix of industrial and commercial uses.



PROJECT DESCRIPTION

The Marksheffel Crossing Sketch Plan is a mixed-use development including residential, commercial, and industrial uses across a 57.28-acre site. The project proposes 11.23 acres of residential development directly adjacent to existing residential development to the west; 9.37 acres of commercial/retail; and 30.18 acres of industrial/warehouse development along Marksheffel Rd. Approximately 6.5 acres are set aside for drainage and open space. The residential development is intended to allow up to 8-10 du/ac which will provide a transition from the existing single-family residential development to the west.

ACCESS AND CIRCULATION: The Sketch Plan anticipates a variety of access points due to the shape of the parcels. An existing right-in/right-out access on Marksheffel Rd from the existing industrial area will remain though improved to current standards. A secondary point of access into this industrial use area will be provided via Colorado Tech Drive and the parcels directly to the north. Public right of way, or access easement, will need to be provided by this land owner.

The residential area to the west will be accessed via an extension of Reed Grass Way from the Willshire Subdivision to the northwest.

Access to the commercial/retail area from Venture Street to the north and Colorado Tech Dr from the south will remain.

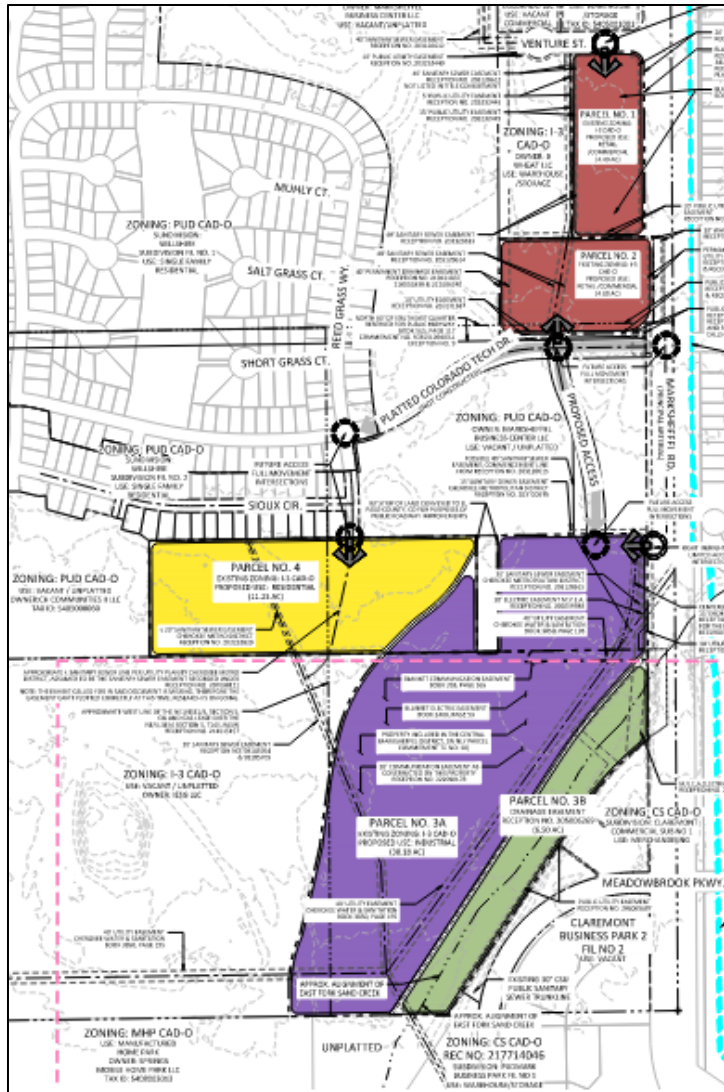
All proposed access points, including access to Marksheffel Rd will be reviewed with subsequent preliminary and site development plans.

COMPATIBILITY/TRANSITIONS: The proposed Sketch Plan is compatible with adjacent zoning and provides effective land use transitions that minimize potential impacts on surrounding development. Of the 57.28-acre site, approximately 39.55 acres currently operate with industrial uses. Of this area, 9.37 acres are proposed to transition to retail and commercial uses, which are less intense than the existing industrial operations and will provide future commercial services for surrounding residential and employment areas.

Approximately 30.18 acres are intended to remain industrial and will be redeveloped in accordance with current development standards, improving buffering, screening, and mitigation of off-site impacts. The proposed industrial and commercial development is located along Marksheffel Road, a principal arterial, and is consistent with the existing Industrial and Business Park to the south. In addition, approximately 11.23 acres adjacent to the Willshire Subdivision to the northwest are proposed for residential development. An existing drainage corridor will provide a natural internal buffer between the proposed residential and commercial areas.

COLORADO SPRINGS AIRPORT OVERLAY:

Per the recently completed Colorado Springs Airport Master Plan Update, Chapter 6, portions of the proposed site lie within the existing Airport Overlay Zone; however, impacts to future development are unknown at this time due to the conceptual nature of the Sketch Plan submittal. Residential development proposed within or near the 65 dB DNL noise contour associated with the Colorado Springs Airport (COS) is subject to additional review to evaluate compatibility with ongoing aviation



operations. Proposed residential, industrial and commercial uses within the Colorado Springs Airport (COS) Airport Overlay (AP-O) zone, and within the 65 dB DNL noise contour line, may be required to account for aviation-related noise exposure and potential associated land-use constraints. The existing Airport Overlay and FAA regulations identify the noise thresholds for various uses. Future development inside or near the 65 dB contour could require coordination with the airport and compliance with noise mitigation expectations. This may include a 30 dBA interior noise reduction for residential or office uses. However, this would not apply to warehouse/ industrial floor areas. As development proceeds beyond the sketch plan stage, compliance with the Airport Overlay Zone standards, FAA regulations, and applicable local land use procedures will further reviewed to ensure safe and compatible development.

Drainage: Development within the Marksheffel Crossing Sketch Plan Property is proposed to be urban residential, commercial, and industrial with associated curb, gutter, sidewalk and paved streets on all public and private streets and drive aisles. Overlot grading is anticipated for the majority of the development along with installation of urban utility mains and services. At all design points, where developed flows are greater than in the existing condition, detention facilities will be proposed providing an Excess Urban Runoff Volume (EURV) in the lower portion of the facility storage volume with an outlet control device.

FLOODPLAINS: Federal Emergency Management Agency, Flood Insurance Rate Map number 08041C0756G, effective date December 7, 2018, indicates the area in the vicinity of this project to be a Zone AE considered a Regulatory Floodway and an area of Special Flood Hazards.

USE OF, OR CHANGES IN PREEXISTING WATERFORMS, WATERCOURSES OR BODIES OF WATER:

The site contains existing drainage features to include a sandy wash as shown within the drainage study, a constructed stormwater channel, a remnant pond, and the East Fork of Sand Creek along or near the southern portion of the property. No natural lakes or jurisdictional wetlands are present on the site. The proposed development does not propose wholesale realignment or elimination of existing drainageways. Intermittent and relatively permanent stream features will be preserved and incorporated into the site design through avoidance where practicable, appropriate setbacks, and stabilization measures. Any necessary crossings or localized impacts will be evaluated during design-level engineering and permitted in accordance with State of Colorado requirements and El Paso County Drainage Criteria Manual. Stormwater runoff will be managed through engineered drainage improvements designed to maintain existing flow patterns, protect downstream facilities, and reduce erosion.

DISTRICTS/ENTITIES SERVING THE PROPERTY:

- Cherokee Metro District will provide water and wastewater services
- Colorado Springs Utilities (CSU) will provide natural gas service
- Mountain View Electrical Association (MVEA) will provide electric service
- Cimarron Hills Fire Protection District will provide fire protection and emergency services

- El Paso County School District 49

GEOLOGIC & SOIL HAZARDS:

The geologic hazard evaluation completed by CTL Thompson concludes that subsurface conditions at the Marksheffel Crossing Property generally consist of shallow areas of existing sandy fill underlain by natural silty to clayey sands and competent sandstone bedrock. Groundwater was encountered in several borings at depths ranging from approximately 9 to 22 feet and is expected to fluctuate seasonally; however, these conditions are considered manageable through standard drainage and foundation design practices. No geologic hazards were identified that would preclude development of the site. The report anticipates that conventional spread footing foundations bearing on natural soils or properly prepared structural fill will be feasible. Existing fill and loose soils, where encountered, can be mitigated through over-excavation and replacement with moisture-conditioned, compacted fill. Pavement support conditions are expected to be favorable with appropriate design, and effective control of surface drainage is identified as a critical element for long-term performance. Overall, the study finds the site suitable for the proposed development, subject to design-level geotechnical investigations and implementation of standard engineering and construction measures.

RELATIONSHIP TO THE ADOPTED COUNTY MASTER PLANS:

Applicable plans for the County comprise the Your Master Plan, the Water Master Plan, the 2045 Major Transportation Corridor Plan, and the El Paso County Parks Master Plan.

YOUR EL PASO MASTER PLAN

The Marksheffel Crossing Sketch Plan is partially included within the “Urban Residential” and “Employment Center” on the Placetypes Map as illustrated in the Master Plan. The primary land uses in the Urban Residential placetype include single-family detached, attached and multi-family residential. Supporting uses within the Urban Residential Placetype include mixed-use, restaurant, commercial retail, commercial service, office, parks and open space, and institutional uses.

The primary land uses in the Employment Center placetype include office, light industrial/business park, and heavy industrial. Supporting land uses include restaurant, commercial retail, and commercial service.

The proposed Sketch Plan meets the spirit and intent of the El Paso County Master Plan placetypes. The residential and commercial/retail uses are located within the Urban Residential placetype, where these uses are supported. The proposed industrial use is located within the Employment Center placetype, where industrial uses are supported.

Commercial/retail is also a supporting use in the Urban Residential placetype. As described in the Master Plan, “Neighborhood-serving retail areas in this placetype should be conveniently connected and accessible to residents of the nearby neighborhood. Commercial uses should be located along main or perimeter streets rather than imbedded within primarily residential areas.” The 9.04 acres planned for

commercial/retail is proposed along Marksheffel Rd, a principal arterial, on the perimeter of existing residential neighborhoods.

The project site is also identified as an Urban Residential ‘Priority Development Area.’ The Priority Development Areas chapter states, “development should be prioritized to efficiently utilize and extend existing infrastructure, conserve water resources, and strengthen established neighborhoods.”

In the Areas of Change chapter of the County Master Plan, the Sketch Plan area is identified as a “Transition Areas.” The Plan states that, “Transition Areas are fully developed parts of the County that may completely or significantly change in character. In these areas, redevelopment is expected to be intense enough to transition the existing development setting to an entirely new type of development.” The Marksheffel Crossing Sketch Plan will transform over 64 acres of long vacant and underutilized parcels along Marksheffel Rd in a way that is complimentary to the built-out areas surrounding the site.

The proposed mix of residential, commercial, and industrial land uses in this Sketch Plan is consistent with Core Principle 1, Land Use and Development, which seeks to “manage growth to ensure a variety of compatible land uses that preserve all character areas of the county.” This Sketch Plan is supportive of Goal 1.1 to “ensure compatibility with established character and infrastructure capacity,” and Goal 1.3 which seeks to “encourage a range of development types to support a variety of land uses.” The proposed Sketch Plan integrates into the surrounding area by situating compatible land uses near each other and providing land use transitions between differing uses while accommodating a variety use types. Existing infrastructure and future improvements will provide the required capacity to support the planned level of development much like adjacent developments have done so in the past.

WATER MASTER PLAN

The proposed residential development satisfies the following policies of the Water Master Plan.

Goal 1.1 – Ensure an adequate water supply in terms of quantity, dependability, and quality for existing and future development.

Goal 4.2 – Support the efficient use of water supplies.

Goal 6.0 – Require adequate water availability for proposed development.

The project is located within Region 5, the Cherokee Metropolitan District Service Areas. This growth area is not projected to experience significant growth by 2040 or 2060. Region 5 has sufficient supply and existing infrastructure in the area to serve this development.

The Cherokee Metropolitan District (CMD) maintains a diversified and reliable groundwater-based water supply portfolio capable of meeting existing demands and supporting future development through full district buildout. CMD’s supplies include renewable groundwater from the Upper Black Squirrel Creek Basin, supplemental Denver Basin groundwater used strategically as a bridge and drought protection source, and dedicated non-potable irrigation systems. Total decreed water rights exceed current and projected commitments, and water use efficiency has improved significantly since 2011 due to

conservation measures and tiered rate structures. Actual water deliveries remain well below legal commitments across all customer categories, resulting in a documented operational surplus.

CMD is well positioned to serve new development within its service area, including remaining undeveloped acreage, while maintaining a long-term water supply surplus. Planned and recently completed well development projects, combined with ongoing acquisition of additional renewable water rights and implementation of a replacement plan, further strengthen system reliability and flexibility. CMD's projected surplus exceeds estimated future demands at full buildout, providing sufficient capacity for growth, redundancy during drought conditions, and potential higher-density development. Overall, the CMD water resource report affirms that adequate, sustainable water resources are available to support proposed development within CMD's service area consistent with El Paso County requirements.

TRAFFIC AND THE MAJOR TRANSPORTATION CORRIDOR PLAN (MTCP)

The Marksheffel Crossing Sketch Plan does not include any roadway segments identified in the 2045 MTCP. Marksheffel Road, State Highway 24, and the adjacent section of Reed Grass Way are all identified as non-county-maintained roadways.

The *Rowley Property Sketch Plan – Traffic Impact Study (March 2026)* completed by SM Rocha concludes the Traffic Impact Study concludes that the proposed Marksheffel Crossing Property Sketch Plan is anticipated to generate minimal incremental traffic impacts to the surrounding roadway network. With conservative assumptions applied, future traffic operations at study intersections are projected to be comparable to Year 2045 background conditions, indicating that site-generated traffic does not materially worsen regional congestion. The study identifies that existing and future deficiencies at key intersections, particularly along Marksheffel Road at Constitution Avenue, Colorado Tech Drive, and U.S. Highway 24, are largely attributable to regional growth. Given the sketch plan level of detail, improvements are limited to conceptual, major infrastructure needs, with refinement to occur as land uses and densities become more defined during subsequent development stages. Overall, the study finds the proposed development acceptable from a traffic operations standpoint, subject to future coordination and implementation of identified improvements.

Delete

Include a section
that discusses
general drainage

EL PASO COUNTY PARKS MASTER PLAN

The Master Plan does not identify any proposed parks or candidate open space on this site or in the vicinity. Additional Park land is not proposed with this Sketch Plan and the future residential development will pay fees in lieu of land dedication. There are no park fees required for the industrial and commercial uses.

PROJECT JUSTIFICATION

The Marksheffel Crossing Sketch Plan addresses the Sketch Plan Review Criteria in Chapter 7.2.1.D.1.C of the LDC as follows:

address CAD_O
overlay and subzones
here also

1. THE PROPOSED SUBDIVISION IS IN GENERAL CONFORMANCE WITH THE GOALS, OBJECTIVES, AND POLICIES OF THE MASTER PLAN;

The development is consistent with the intent of the El Paso County Master Plan as outlined above and is consistent with surrounding uses, both existing and proposed.

2. THE PROPOSED SUBDIVISION IS IN CONFORMANCE WITH THE REQUIREMENTS OF THIS CODE;

The Sketch Plan meets all technical submittal requirements of the Land Development Code. The stated purpose of the Code is to preserve and improve the public health, safety and general welfare of the present and future residents of El Paso County. The Marksheffel Crossing Sketch Plan achieves this by proposing new development that is consistent with the policies of the El Paso County Master Plan in a manner that is compatible with surrounding development.

3. THE PROPOSED SUBDIVISION IS COMPATIBLE WITH EXISTING AND PROPOSED LAND USES WITHIN AND ADJACENT TO THE SKETCH PLAN AREA;

The proposed Sketch Plan is compatible with adjacent zoning and provides effective land use transitions that minimize potential impacts on surrounding development. Of the 57.28-acre site, approximately 39.55 acres currently operate with industrial uses and will be buffered from adjacent uses by drainage or road ways. Of this area, 9.37 acres are proposed to transition to retail and commercial uses, which are less intense than the existing industrial operations and will provide future commercial services for surrounding residential and employment areas. Approximately 30.18 acres are intended to remain industrial and will be redeveloped in accordance with current development standards, improving buffering, screening, and mitigation of off-site impacts. The proposed industrial and commercial development is located along Marksheffel Road, a principal arterial, and is consistent with the existing Industrial and Business Park to the south.

In addition, approximately 11.23 acres adjacent to the Willshire Subdivision to the northwest are proposed for residential development. An existing drainage corridor will provide a natural internal buffer between the proposed residential and commercial areas.

4. THE WATER SUPPLY REPORT PROVIDES SUFFICIENT INFORMATION TO IDENTIFY PROBABLE COMPLIANCE WITH THE WATER SUPPLY STANDARDS AND IDENTIFIES ANY NEED FOR ADDITIONAL WATER SUPPLIES;

Region 5 (Cherokee Metro District Service Area) of the El Paso County Water Master Plan has sufficient supply and existing infrastructure in the area to serve this development. Discussions of water quantity sufficiency and dependability of supply for this project are included in the submitted Water Feasibility Report, prepared by Cherokee Metro District.

Cherokee Metro District will be the water service provider to the property. Please see the District Boundary Descriptions and the Water Feasibility Report submitted with this application. Finding of water sufficiency is not required at the Sketch Plan level but will be requested with subsequent entitlement submittals.

add language about the APZ2 chapter 4.3, table 4-7 allowed uses (which does include residential uses allowed) on SKP, and the ADNL allowed verses not allowed uses unless a BOCC finding is made regarding mitigation.

what are the proposed uses?
address setbacks/buffers

residential urban Wilshire Development zoning? density comparison. I think you are proposing approx 8 DU / acre

5. SERVICES ARE OR WILL BE AVAILABLE TO MEET THE NEEDS OF THE SUBDIVISION INCLUDING, ROADS, POLICE AND FIRE PROTECTION, SCHOOLS, RECREATION FACILITIES, AND UTILITY SERVICE FACILITIES;

The proposed Sketch Plan lies within the service area boundaries for the Cimarron Hills Fire Protection District, School District 49, CSU for natural gas, and MVEA for electric service. Letters of commitment from these service providers are included in the application. The proposed residential development will pay fees in lieu of land dedication to School District 49 and El Paso County Parks. Parks in the surrounding area are sufficient to accommodate the small number of additional units proposed with this development.

6. THE SOIL IS SUITABLE FOR THE SUBDIVISION;

The geologic hazard evaluation completed by CTL Thompson concludes that subsurface conditions generally consist of shallow areas of existing sandy fill underlain by natural silty to clayey sands and competent sandstone bedrock. Groundwater was encountered in several borings at depths ranging from approximately 9 to 22 feet and is expected to fluctuate seasonally; however, these conditions are considered manageable through standard drainage and foundation design practices. No geologic hazards were identified that would preclude development of the site.

7. THE GEOLOGIC HAZARDS DO NOT PROHIBIT THE SUBDIVISION, OR CAN BE MITIGATED;

The geologic hazard evaluation completed by CTL Thompson concludes that subsurface conditions at the Marksheffel Crossing Property generally consist of shallow areas of existing sandy fill underlain by natural silty to clayey sands and competent sandstone bedrock. Groundwater was encountered in several borings at depths ranging from approximately 9 to 22 feet and is expected to fluctuate seasonally; however, these conditions are considered manageable through standard drainage and foundation design practices. No geologic hazards were identified that would preclude development of the site. The report anticipates that conventional spread footing foundations bearing on natural soils or properly prepared structural fill will be feasible.

Existing fill and loose soils, where encountered, can be mitigated through over-excavation and replacement with moisture-conditioned, compacted fill. Pavement support conditions are expected to be favorable with appropriate design, and effective control of surface drainage is identified as a critical element for long-term performance. Overall, the study finds the site suitable for the proposed development, subject to design-level geotechnical investigations and implementation of standard engineering and construction measures.

8. THE SUBDIVISION WILL NOT INTERFERE WITH THE EXTRACTION OF ANY KNOWN COMMERCIAL MINING DEPOSIT [C.R.S. §§ 34-1-302(1), ET SEQ.];

There are no known mineral deposits on this site.

9. THE DESIGN OF THE SUBDIVISION PROTECTS THE NATURAL RESOURCES OR UNIQUE LANDFORMS;

The subject property contains gently sloping terrain generally ranging from 0 to 9 percent, draining southerly through a disturbed central drainage corridor associated with the identified sandy wash

and associated stormwater conveyance features. Natural landforms on the site have been substantially modified by historic grading, utility installation, roadway construction, and adjacent urban development. Soils across the site consist primarily of well-drained sandy loams and sands that are non-hydric and highly erosive. No unique, sensitive, or irreplaceable landforms as defined by El Paso County Land Development Code Chapter 6 were identified on the property.

An office-level ecological assessment, conducted by ECOS Ecosystem Services, in 2025 identified no wetlands meeting the criteria of the Clean Water Act or regulated by the State of Colorado. However, the existing sandy wash, the constructed stormwater channel, and the East Fork of Sand Creek are considered intermittent to relatively permanent streams and may constitute jurisdictional waters pursuant to federal and state regulations. These aquatic features represent localized development constraints requiring appropriate setbacks, avoidance where practicable, and potential permitting if impacts are proposed. Riparian vegetation on the site is limited, fragmented, and largely associated with disturbed channel margins. These areas may be enhanced or stabilized through standard mitigation measures including erosion control, channel stabilization, and revegetation consistent with County drainage and stormwater standards.

No threatened or endangered species habitat, critical wildlife habitat areas, or protected natural resources were identified that would prohibit or preclude development of the property. With compliance to applicable El Paso County Land Development Code standards, Clean Water Act permitting requirements, and implementation of customary mitigation measures, the site is considered suitable for development.

10. THE PROPOSED METHODS FOR FIRE PROTECTION ARE ADEQUATE TO SERVE THE SUBDIVISION; AND

The Marksheffel Crossing Sketch Plan lies within the Cimarron Hills Fire Protection District. A will serve letter from the Fire Department is provided. The closest fire station is Cimarron Hills Fire Station 1 at 1885 Peterson Rd. This station is 2 miles from the site (4-minute drive). Fire hydrants will be included and will be identified as part of future Site Development Plans.

11. THE SUBDIVISION IS APPROPRIATE AND THE DESIGN IS BASED ON MITIGATING THE CONSTRAINTS OF TOPOGRAPHY, SOIL TYPES, GEOLOGIC HAZARDS, AGGREGATE RESOURCES, ENVIRONMENTAL RESOURCES, FLOODPLAIN, AIRPLANE FLIGHT OVERLAYS, OR OTHER CONSTRAINTS.

The proposed subdivision is appropriate for the site and will be further designed to address and mitigate identified constraints related to topography, soils, geologic hazards, environmental resources, floodplain conditions, airport overlays, and utilities. Site topography is generally gentle and suitable for development, with drainageways incorporated through grading, setbacks, and stormwater management. Subsurface conditions consist of sandy soils with low to non-expansive characteristics; shallow groundwater, erosion potential, and areas of undocumented fill will be addressed through design-level geotechnical investigations and standard mitigation measures.

will floodplain be mitigated or changed?

An environmental review confirmed the absence of jurisdictional wetlands, critical wildlife habitat, or protected natural resources that would preclude development. Intermittent drainage features and the East Fork of Sand Creek represent manageable constraints and will be accommodated through avoidance where practicable, stabilization, and permitting as required. Floodplain areas, where present, will be addressed in compliance with FEMA mapping and El Paso County drainage standards.

The property is served by Cherokee Metropolitan District, which has demonstrated adequate and sustainable water supply capacity to serve the proposed development.

Portions of the site are located within the Colorado Springs Airport Overlay (AP-O) zone and near the 65 dB DNL noise contour; future development will comply with Airport Overlay Zone standards, FAA regulations, and applicable noise mitigation requirements. Overall, the subdivision design demonstrates compliance with the El Paso County Land Development Code and appropriately mitigates all identified site constraints.

Address this as the SKP will set land uses and densities in the ADNL/APZ2 Sub Zone:

Land should not be rezoned within ADNL to a residential or multifamily district which allows a higher density than the current zoning of the property. In the event of a rezoning or variance action (AKA sketch Plan) to allow a residential zoning with a higher density than the current zoning of the property, the BoCC shall include specific findings relative to airport noise within the approval resolution and shall require appropriate noise mitigation measures.

	CAD-O Sub-Zone
Use	ADNL ¹
Mobile Homes	
Single-Family Residences	
Multiple-Family Residences; Residential Hotels; Convalescent Hospitals	
Mixed Use if involving residential component	S
Hotel	S ⁴
Hospitals, Institutional Uses	S ⁴
Religious Uses, School,	A ⁴
Playgrounds; Parks; Arenas	A ³
Golf Courses; Cemetery; Stables	A
Offices	S ^{2,4}
Commercial, Retail & Wholesale, Sexually-Oriented Business	A ⁴
Warehouse; Light Manufacturing; Industrial; Laboratories; Wholesale	A ⁴
Farming; Ranching; Feed Lots; Related Agricultural Uses	A

P:\RK Family Investments\Rowley Sketch Plan\Admin\Submittals\Sketch Plan\1st S

A = Allowed Use, S = Special Use

Note: The boundary of the ADNL District reflects the 65 DNL line.

¹ Public assembly areas, noise-sensitive cultural activities, and nature exhibits are discouraged.

² Many service type businesses which may be disturbed by noise should not be located in an area with greater than 65 Day-

³ Airport Activity Notice and Disclosure or equivalent required, if not already recorded, in order to secure a building permit c

⁴ A 30 dbA indoor noise reduction shall be achieved by approved construction techniques as evidenced by Noise Reduction r
building is required to achieve the noise reduction.

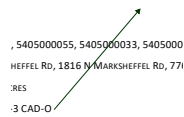
V1_Letter of Intent.pdf Markup Summary

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THE 2045 MARKSHEFFEL ROAD, STATE HIGHWAY 100, AND STATE HIGHWAY 100/101 PROJECTS MTCR, Marksheffel Road, State Highway 100, and State Highway 100/101 are identified as non-county-maintained roads in the 2045 Plan. The 2045 Plan The Rowley Property Sketch Plan – Traffic Impact Study concludes that the the Traffic Impact Study concludes that the anticipated generate minimal increase in anticipating to generate minimal increase in traffic volume. The 2045 Plan conservative assumptions applied, future traffic volume is anticipated to be comparable to Year 2045 background traffic volume. The 2045 Plan materially worsen regional congestion.	Subject: Highlight Page Label: 7 Author: CDurham Date: 7/17/2026 9:45:41 AM Status: Color:  Layer: Space:	the Traffic Impact Study concludes
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Include a section that discusses general drainage	Subject: Text Box Page Label: 7 Author: CDurham Date: 7/17/2026 9:48:45 AM Status: Color:  Layer: Space:	Include a section that discusses general drainage



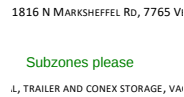
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CAD-O Zoning District is comprised of 4 Sub-Zones: Aircraft Navigation Sub-Zone (ANAV), Airport Noise Sub-Zone (ADNL) [65 DNL line], Accident Potential Zone I (APZ-1) [Class A Runway Accident], and Accident Potential Zone II (APZ-2) [Class A Runway].



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Subzones please



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address CAD_O overlay and subzones here also



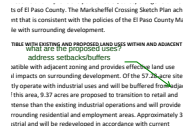
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add language about the APZ2 chapter 4.3, table 4-7 allowed uses (which does include residential uses allowed) on SKP, and the ADNL allowed verses not allowed uses unless a BOCC finding is made regarding mitigation.



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what are the proposed uses? address setbacks/buffers



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cated along Marksheffel Road, a principal Business Park to the south.

provided. The closest fire station is Cimarron Hills Fire Station 1, which is 2 miles from the site (4-minute drive). Fire hydrants are located on the street adjacent to the site.

FDA regulations, and applicable noise mitigation requirements. Overall, the subject demonstrates compliance with the El Paso County Land Development Code and app-

Address this as the SGP will set land uses and densities in the ADRL/APZ2 Sub Zone:

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10/10/2017	10/10/2017
10/10/2017	10/10/2017

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residential urban Wilshire Development zoning?
density comparison. I think you are proposing
approx 8 DU / acre

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will floodplain be mitigated or changed?

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Address this as the SKP will set land uses and densities in the ADNL/APZ2 Sub Zone:
Land should not be rezoned within ADNL to a residential or multifamily district which allows a higher density than the current zoning of the property. In the event of a rezoning or variance action (AKA sketch Plan) to allow a residential zoning with a higher density than the current zoning of the property, the BoCC shall include specific findings relative to airport noise within the approval resolution and shall require appropriate noise mitigation measures.

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