

MARKSHEFFEL CROSSING- AIRPORT OVERLAY

JUNE 2026

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/ I-2 CAD-O

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

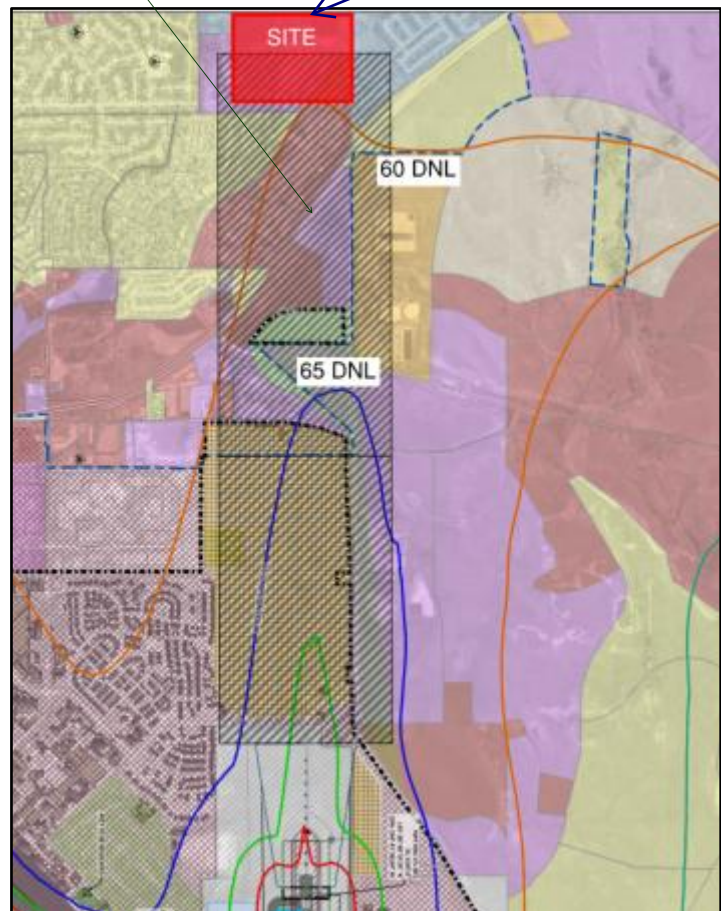
PROPOSE USE: INDUSTRIAL, COMMERCIAL, RESIDENTIAL

COLORADO SPRINGS AIRPORT OVERLAY DISTRICT
update this map to
show the SKP area

Is this area encompassing the
north and south portions of the
sketch plan or is it just the south
parcels? Map should include the
north and south portions of the
sketch plan for reference.

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. Residential uses are not automatically prohibited within the Airport Overlay (AP-O) zone; however, projects located within the AP-O and adjacent to the 65 dB contour may be required to demonstrate compliance with applicable Airport Overlay standards and land use compatibility guidance. As part of this review, the County and Airport may evaluate whether building design features or construction methods are appropriate to address interior noise levels for habitable spaces. Coordination with the Colorado Springs Airport and compliance with the El Paso County Land Development Code,



CAD_O
and
ADNL
and
APZ2

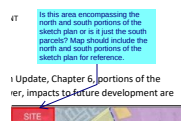
Airport Overlay regulations, and applicable FAA guidance will be required at the time of development plan review to ensure residential uses are compatible with airport operations.

Commercial and industrial development is generally considered more compatible with higher ambient noise environments and is typically less constrained by the 65 dB DNL contour. Uses such as office, retail, warehouse, and industrial development are customarily allowable within the Airport Overlay zone, with any site-specific noise considerations evaluated based on building use and occupancy. Enclosed office or customer-occupied areas may be reviewed for potential acoustic considerations, while warehouse, industrial floor areas, and distribution uses are generally not subject to residential interior noise standards. Development within or adjacent to the Airport Overlay zone will continue to be reviewed for consistency with airport compatibility requirements, FAA regulations, and local land use procedures to protect airport operations and minimize land use conflicts, without precluding appropriate commercial or industrial development.

P:\RK Family Investments\Rowley Sketch Plan\Admin\Submittals\Sketch Plan\1st Submittal\Rowley COS Airport Memo 4.3.26.docx

V1_Noise study addressing Airport Noise.pdf Markup Summary

CDurham (1)



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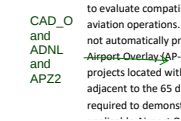
Is this area encompassing the north and south portions of the sketch plan or is it just the south parcels? Map should include the north and south portions of the sketch plan for reference.

dsdparsons (5)



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update this map to show the SKP area

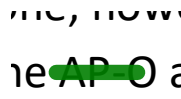


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CAD_O and ADNL and APZ2



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this noise study prepared by a qualified engineer or acoustical specialist needs to address the airport noise for the sketch plan area, and mitigation to be followed in support of the Sketch Plan meeting the CAD_O overlay in the Code.