



TOWN OF EAGLE REFERRAL RESPONSE SUMMARY REPORT

ISSUED: **November 11, 2025**

Project Name: Vail Valley Design Center Development Plan and Lot Consolidation (DR25-04 & LLA25-02)

Owner/Applicant: 1215 Chambers LLC

Applicant: Alison Perry, Vail Land Co

Prepared by: Alyssa Rivas, Planner – Community Development Department

The Eagle Community Development Department is issuing the following Referral Response Summary Report. If you have any questions or concerns regarding any comment, contact me or the individual agency to clarify the statement and reach an understanding. It is in the applicant's best interest to contact each internal and external referral agency directly in order to streamline the development review process.

COMMENTS SECTION

Planning Department – Alyssa Rivas: alyssa.rivas@baselinecorp.com

Summary and Potential Conflicts with Adopted Plans and Codes

The proposed development substantially conforms to the lot and dimensional standards for the CG zone district and meets or exceeds several requirements.

General Notes

1. ~~The Site Data Table on Sheet C1.1 contains conflicting information compared to the tables on the following sheets (see attached redlines). Please revise for consistency across all sheets.~~ **Addressed.**
2. Include a legend on the Landscape Plan for colored elements such as grass, turf, and snow storage areas. **All items have been included in the legend as requested. However, it is unclear where the dedicated snow storage areas are located. Please clarify or revise the hatching/color in the legend for consistency with the drawing. For the record, the applicant was inadvertently misguided by staff previous comment, which request that snow storage areas be included on the Landscape Plan – this information is required to be included in the Parking Plan (per Section 4.12.030). This portion of the comment is informational and does not require any action by the applicant.**

Section 4.02.050. – Inclusionary Housing Requirements for Affordable and Local Employee Residency (LERP)

1. Although housing is not proposed as part of the development, the Town of Eagle Comprehensive Plan and the Eagle Area Community Plan highlight the goals and visions for affordable housing and workforce housing options. The Town of Eagle Economic Development & Housing Specialist and the Eagle County Community Development Department encourage the implementation of housing options either on-site or off-site as part of the current proposed design, or as a potential future phase (see attached agency comments for detailed responses). Provide a response addressing this concern. Please note that potential housing may be subject to the Inclusionary Housing Requirements for Affordable and Local Employee Residency (LERP) standards in Section 4.02.050. **No longer applicable at this time.**

Section 4.05.030. – Commercial General (CG)

1. The development proposes the maximum allowed lot coverage for the CG zone district (80%). While currently in compliance, please note that any changes which cause the impervious area to exceed this percentage may require a variance. **This comment is informational.**
2. Although all proposed buildings appear to be under the maximum allowed height of 35 feet, some of the architectural elevation sheets imply that the buildings have an overall height of 22'-11 ¼" (as measured from the main level). Note that building height shall be measured according to the definition in Section 4.20.020: *Building height means the distance measured vertically from the existing grade or finished grade (whichever is more restrictive) at any given point outside the building to the top of a flat roof, mansard roof, or sloping roof.* Revise the labels on all applicable exterior elevation sheets. "Height from main level" dimensions may be left on the elevations as a reference point, but should not be considered an absolute. It appears that the overall height of several buildings is in the range of approximately 34 feet. **Addressed.**

Chapter 4.09. – Use Standards

1. The Project Narrative states that "buildings will be used for automobile-oriented warehouse-distribution, showroom, artisan and contractor commercial uses, possibly with some outdoor storage." It also states that "indoor only access self-service storage" may be considered at a future time.
 - a. Note that Self-Storage/Mini-Storage uses require Conditional Use approval in the CG zone and are subject to the standards in Section 4.09.070 B.1. and the review procedures outlined in Chapter 4.17. Since it is undetermined at this time if/what types of storage uses will be proposed, and because the Self-Service Storage use falls under the Commercial Uses category, revise page 8 of the narrative to state that both types of storage will be in compliance with relevant sections: *"Where the Design Center hosts any industrial, wholesale, or storage businesses (either indoor self-storage/mini-storage or outdoor storage); or has any accessory uses, it will comply with the requirements found in Section 4.09.070: Standards for Commercial Uses; Section 4.09.080: Standards for Industrial, Wholesale and Storage Uses; and Chapter 4.09.100: Accessory Uses and Structures."* **Page 11 of the Project Narrative has been updated with requested language; however, please correct the typos in this section.**

*The Vail Valley Design Center perfectly matches the intended land use. The buildings will be used for automobile-oriented warehouse-distribution, showroom, artisan and contractor commercial uses, possibly with some outdoor storage. It is located between two existing commercial developments. Where the Design Center hosts any industrial, **sholesale**, or storage businesses (either indoor self-storage/mini-**storaeg** or outdoor storage); or has any accessory uses, it will comply with the requirements found in Section 4.09.070: Standards for Commercial Uses; Section 4.09.080: Standards for Industrial, Wholesale and Storage Uses; and Chapter 4.09.100: Accessory Uses and Structures.*

Completed. See List of Architectural and Civil Sheets added to Narrative for easier reference.

Section 4.10.030. – Design Standards Applicable to all Sites and Structures

1. *Access and connectivity:* For multi-building projects, pedestrian and bicycle connectivity shall be provided between the project and existing or planned off-site amenities such as regional trails, bus stops, retail destinations, and open space. Does the foot path on the north side of the property connect to existing trails or open space? Provide more information to clarify how this requirement is being met. **Addressed.**
2. *Building and facilities placement:* Trash enclosures shall be positioned for easy access by service providers, screened from public view, and containers or enclosures shall be wildlife resistant. **As noted in the Cover Letter dated September 6, 2025, trash enclosures and loading docks are located within 20 feet of pedestrian circulation areas, not in compliance with the required standard. Additionally, it appears that the enclosure(s) may have potential impacts to vehicular circulation and visibility from adjacent parking spaces (particularly adjacent to Building 7 – please provide additional context as to why this enclosure is placed at an angle). Consider providing renderings that show alternate views of the enclosures and parking lot to address potential visibility concerns. The applicant is encouraged to relocate the enclosures; however, if the applicant elects to leave the enclosures in the proposed locations, the deviation will be called out in the staff report and ultimately decided upon by the Planning Commission and Town Council.**

Land Use and Development Code Purposes

Section 4.10.030.A.2.d – Design Standards Applicable to all Sites and Structures

Building and facilities placement. Trash enclosures shall be positioned for easy access by service providers, screened from public view, and containers or enclosures shall be wildlife resistant.

Section 4.10.050.C.2.c.ii - Mixed-use and Commercial Structure and Site Design Standards

Chambers Avenue Areas. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public or street, public sidewalk, or formal internal pedestrian way, such as a marked or signed walkway.

These provisions are intended to prevent unscreened or visually intrusive service areas—not to preclude well-integrated, operationally necessary infrastructure. On this site, all trash enclosures are internal to the site and screened from Chambers Avenue and all loading docks are internal to the buildings, meeting the core purpose of the code. On the site plan, the enlarged rectangle in front of the trash enclosures is a concrete apron, integrated to withstand the higher wear from turning trucks without breaking down. It does not interfere with vehicular flow or pedestrian circulation.

The uses described are all more than 20 feet away from any public street or sidewalk. The internal private sidewalks directly and effectively serve pedestrians who may want to walk between warehouses. Typically, pedestrians will take the direct route from their parked vehicle to the door they are accessing, even when that is across the parking area.

Importantly, the development is a commercial complex serving warehouse and showroom tenants whose customers and employees primarily access a specific destination by vehicle. The layout supports efficient vehicular circulation and loading, recognizing that pedestrian activity between buildings will be minimal compared to a mixed-use or retail center. In particular, the use focus of the buildings adjacent to I-70 will be strictly warehouse, minimizing pedestrian visitors, while the Chambers facing buildings will house more customer oriented storefronts.

The deviation from the twenty foot mark does not result in any negative visual, functional, or pedestrian impact and the design achieves a balance between operationally necessary infrastructure and code intent. This results in a development that looks good, functions well and contributes positively to the surrounding area.

Renderings will be available as part of presentation materials.

See Pedestrian Circulation Plan (Architectural Set Sheet C1.5) and Updated Site Plans (Architectural Set Sheet C1.1 and Civil Set AutoTurn Simulation Sheet C1.2).

Minor Deviation Request

We believe the current design meets the intent of the Town's development standards, supports safe and efficient site operations, and delivers a clean, visually consistent, and serviceable layout for future tenants. Relocating the enclosures would reduce usability, increase service truck, car and pedestrian conflict points, and detract from the project's cohesive internal circulation design.

Accordingly, we respectfully request that the Planning Commission approve the proposed layout as a minor deviation consistent with the intent and spirit of the LUDC.

3. ~~Permitted facade materials:~~ Patinaed or color-treated metal may be used on accent wall surfaces. The woodgrain aluminum plank cladding appears to comply with this requirement. However, the remaining portions of the building walls are comprised primarily of metal siding and corrugated panels. Section 4.10.030.B contains permitted facade materials. Additional materials with similar durability may be approved by the Director. **Addressed.**
4. ~~Sidewalks and furnishings:~~ Sidewalks shall be constructed as determined by the Public Works Director or by a comprehensive sidewalk plan. Clarify if a sidewalk plan was provided, and if it complies with the standards in Section 4.10.030.F. It must also link an existing pedestrian system per Chambers Avenue area requirements in Section 4.10.050.C.2. **Addressed.**

Section 4.10.050. – Mixed-Use and Commercial Structure and Site Design Standards

1. ~~Mechanical:~~ All mechanical equipment, either ground-mounted or located on a rooftop (including electrical and other utility boxes and facilities), shall be screened from public view and shall comply with the screening standards in Section 4.11.060. **This comment is informational.**
2. ~~Mechanical:~~ Underground utility connection is required unless otherwise provided by the Building Official. Where the connection meets the building, risers, utility meters, panel boxes, or similar, are encouraged to be covered with the same or compatible material as the siding material unless expressly prohibited by utility company regulations. **This comment is informational.**
3. ~~Parking location:~~ Parking areas shall be screened from view from I-70 with opaque landscape screening. Provided landscaping meets the minimum 15-foot buffer width but does not meet the minimum tree count requirements. As such, the provided landscaping does not appear to provide sufficient screening. Tree species, groupings and height at maturity shall be sufficient to screen outdoor uses on the property from views from vehicles traveling in either direction on I-70. If staff has a misunderstanding, please clarify. **Addressed.**
4. ~~Roof design:~~ The minimum roof pitch for commercial buildings is 3:12. **A formal**

application for a Variance or Administrative Adjustment must be submitted separately in order for staff to evaluate the proposed roof pitch. Based on preliminary review of the building design and the criteria in Section 4.17.080.F.3.b, staff would likely not be supportive of the request, which does not appear to meet the threshold for a Variance. If Administrative Adjustment is pursued instead; staff would like to remind the applicant that this request cannot be used to circumvent Variance requirements. If an Administrative Adjustment is pursued, staff would likely elect to elevate the review and decision to the Planning Commission. Note that flat roofs are permitted if they include a parapet.

Buildings have been redesigned with flat roofs and parapets. See Architectural Set Roof Plan, Elevation and 3D Perspective sheets.

Section 4.10.050.C.2 – Chambers Avenue Area Standards

5. ~~General site layout and landscaping: Sidewalks linking an existing pedestrian system of the block to the building shall be required. The sidewalk/foot path on the north and south sides of the property are acknowledged; however internal sidewalks do not connect and therefore do not meet this requirement. Addressed.~~
6. ~~General site layout and landscaping: Lots that abut the I-70 corridor shall have a minimum 15-foot landscaped buffer paralleling the property line shared with the interstate right-of-way. This requirement is being met.~~
 - a. ~~One tree is required to be planted for every 25 linear feet of property line within the buffer area – this requirement does not appear to be met. Addressed.~~
 - b. A minimum of one-third of all required trees shall be evergreen, and shall be placed 20 feet on center minimum and 30 feet on center maximum, in groups of three or five. Shrub massing shall be used in conjunction with tree plantings. Selected shrubs shall have a minimum mature height of eight feet and should be a minimum of 5 gallons – **The Landscape Plan indicates that nine (9) Pinyon Pines are provided within the I-70 buffer, which satisfies the minimum 1/3 ratio. However, several evergreen trees are placed greater than 30-feet apart as measured on center; and although shrub massings are being utilized, many of the evergreen trees appear to be in an evenly spaced arrangement rather than in a “grouping rhythm” with clusters of three or five, as required. Note that minimum and maximum spacing requirements apply within each group of 3-5 trees, with separate groups permitted to be spaced farther apart from one another more flexibly. Finally, although the Bluestem Joint Fir and Russian Sage are visually dense, they will likely not meet the minimum height at maturity. Please revise or provide additional clarification as to how these standards are being met.**

Landscape Plan has been updated in response. See Architectural Set - Landscape Plan Sheet L1.

7. ~~General site layout and landscaping: Structure space that is designed to be publicly accessible, such as offices or showrooms, shall be oriented to a street front, and where possible to a corner to establish the building lines of each street. Please clarify which building(s) are intended for these uses as it does not appear that they are oriented to the street front. Addressed.~~
8. ~~Site layout for outdoor uses: Areas for outdoor storage, truck parking, trash collection, loading, or other such uses shall not be visible from public or private rights-of-way or from the I-70 Corridor. Note earlier staff comments regarding clarification of potential future storage uses and the location of trash receptacles. No areas for outdoor storage, trash collection, loading, or other such uses shall be located within 20 feet of any public or street, public sidewalk, or formal internal pedestrian way, such as a marked or signed walkway.~~

See comments on 4.10.030.2

Section 4.11.030. - General requirements for all landscaping

1. ~~Minimum plant specifications:~~ Shrubs should be incorporated into the required landscape area (both for Chambers Avenue Area along I-70 and adjacent to any other streets) and should be a minimum of five gallons. **Addressed.**

Section 4.11.040. - Location specific standards

1. ~~I-70 corridor buffer:~~ Required landscaped areas shall be planted at the rate of one tree per 25 square feet for all streets in the required landscaped area. This applies to the Chambers Avenue Area along I-70 and in the areas adjacent to any other streets. **See revised comment above which pertains to the landscaping proposed within the I-70 buffer area. It appears that the Chambers Avenue frontage is also non-compliant as it contains trees that are spaced further apart than 30 feet maximum from center.**

Landscape Plan has been updated in response. See Architectural Set - Landscape Plan Sheet L1.

Section 4.11.050. - Parking lot landscaping

1. ~~Landscaped islands or rain gardens required:~~ Landscape islands or rain gardens shall be used to separate rows of more than ten parking spaces. This standard appears to be primarily met, except for in certain locations near Buildings 1, 4, and 6. If staff has a misunderstanding, please clarify. **Addressed.**

Landscape-Integrated Permeable Parking Areas

Select parking areas throughout the site are designed as landscape-integrated, permeable parking surfaces utilizing modular open-cell paver systems (TrueGrid). These areas are engineered to safely accommodate vehicular loading and circulation while simultaneously functioning as landscaped ground surface.

The permeable paver system allows for vegetated infill and stormwater infiltration, maintaining the visual character of landscaped open space while meeting the functional definition of off-street parking. As a result, these areas serve a dual purpose—counting toward required providing additional parking while also contributing to the site’s overall landscape coverage (above and beyond what is required), environmental performance, and heat-island reduction.

Under the Eagle Land Use & Development Code, parking areas are defined broadly to include not only vehicular spaces but also associated landscaping and ancillary areas, and pervious surfaces are expressly recognized as materials that allow water absorption, including permeable pavers. The proposed permeable parking areas are therefore consistent with both the parking area definition and the Town’s intent to encourage low-impact, pervious site design.

These landscape-integrated parking zones reduce impervious coverage, support on-site stormwater management, and visually soften the development while maintaining full operational parking functionality.”

See Architectural Set - Green Initiative Plan - Sheet C1.4.

Section 4.11.060 – Screening

1. ~~Perimeter screening buffers shall be a minimum of five feet wide or a combination of fencing and a two-foot-wide buffer may be used. Screening shall be sufficient to screen views into parking lots from public rights-of-way. It does not appear that this standard is being met along the entirety of the Chambers Ave frontage.~~ **Addressed.**

Section 4.11.070. – Fencing

1. Dog run fencing and any other fencing requires a building permit if over 6-feet in height. All fencing is subject to the standards in Section 4.11.070, including maximum height limitations. **This comment is informational.**

Section 4.12.040. – Required off-street vehicle parking

1. Off-street vehicle parking counts appear to meet or exceed the requirements based on the provided use breakdowns (Warehouse – 70%), (Office – 15%, (Retail – 15%). Per the referenced code section, when there are multiple structures on a lot or multiple uses in a structure, parking shall be calculated separately for each different use area in a building or on a site, including all accessory uses. Additionally, parking spaces required on a per-employee basis shall be based on the maximum number of employees on duty and residing on the premises at any one time (if applicable). **An active parking allocation plan will be utilized to ensure that no combination of uses exceeds the provided parking; which is to be determined as tenants are acquired. This will be included as a Condition of Approval.**

Agreed.

2. **As part of developing policy guidance, the proposed EV Parking Plan is being reviewed by the Town’s Building Official. Review comments are pending and will be provided as soon as they are available.**

Comments addressed. See Architectural Set - Green Initiative Plan - Sheet C1.4.

Section 4.12.050. – Bicycle parking

1. Provided bicycle parking counts appear to meet or exceed the requirements based on the provided use breakdowns for Warehouse, Office, and Retail individually. **Note that required bicycle parking will be determined using the same rationale as vehicle parking above, and is subject to change based on final use breakdown and number of employees. Bicycle parking shall comply with all standards in the referenced Code section. This will be included as a Condition of Approval.**

Agreed.

Section 4.12.070. - Vehicle parking access, location, and design

1. ~~Stall size: Include dimensions of off-street parking spaces, which shall cover an area not less than 9 feet wide and 19 feet long (except for designated compact spaces, which will be no less than 8 feet wide and 16 feet long). No more than 20% of the total spaces required shall be compact. Include the numerical breakdown of standard and compact parking spaces in the tables. Acknowledged that provided parallel parking spaces meet the minimum length requirements.~~ **Thank you for providing a breakdown of parking stall sizes. Project Narrative indicates that 224 total spaces are provided, while the plans state 219 spaces are provided. Revise for consistency. Note that the property owner has the right to re-stripe the parking spaces to the required 9’ x 19’ size in the future, if needed.**

**Parking Plan and Narrative have been updated and provided. Provided Spaces: 203
Required Spaces: 156**

Section 4.12.090. - Loading spaces

1. ~~Label any loading spaces and provide the dimensions to demonstrate conformance with Section 4.12.090.~~
Addressed.

Section 4.13.020. – Outdoor Lighting Demonstration of compliance

1. ~~Include a Photometric Schedule on the provided Lighting Plan which includes calculations for site illumination resulting from the lighting measured in lumens and foot-candles; including minimum, maximum, and average lumens and foot-candles and uniformity ratios. Acknowledged that numerical grid of lighting levels in foot-candles has been provided.~~ **The proposed lighting plan appears to primarily satisfy the standards of Chapter 4.13. All fixtures are full-cutoff and dark-sky approved, property-line illumination remains below 1.0-foot candles, and lighting control notes meet curfew and dimming requirements. Please provide the actual cut sheets for proposed light fixtures and include the height of light fixtures above grade. Add a note to Sheet ES1-1 that any future additions or modifications to lighting shall comply with the Code's current standards. Please also include a note or statement to the Project Narrative stating that lighting is not being installed for the purpose of illuminating the building façade or perimeter around the structure for decorative purposes, which is prohibited by the Code. State that all building-mounted fixtures shall remain full-cutoff and aimed downward so that light is cast only on the adjacent drive or pedestrian areas. No uplighting or wall-washing of the building façade is permitted. This includes both ground-mounted uplighting and fixtures on the structure, aimed at the structure.**

Requested language inserted in the paragraph addressing Section 4.13 of the Development Plan application. See Architectural Set - Lighting Sheets E0-1, ES1-1, EIS-1 ES2-2, E3-1, E3-2.

Section 4.15.010 – Subdivision Design and Improvement Standards

1. ~~Access easements are required for shared access points.~~ **Addressed.**
2. ~~See additional attached comments from Reviewing Surveyor, Public Works Department, and DWR.~~ **Provide responses to Public Works comments from October 24, 2025. The Reviewing Surveyor is reviewing the revised plat dated October 16, 2025. Additional comments are not anticipated but will be provided to you if applicable. Note that DWR did not provide additional comments during the 2nd agency review. It is the applicant's responsibility to ensure that the proposed stormwater detention facility (including notification, construction, and operation) meets statutory and administrative requirements as stated in the DWR 1st agency review letter, dated June 13, 2025. This will be included as a Condition of Approval.**

Agreed. Civil and Public Works have coordinated on comments. See Civil Set - AutoTurn Simulation - Sheet C1.2 and Drainage Report.

Chapter 4.14 – Sustainability, Resilience, and Hazards

1. See detailed comments from CGS attached – **note that staff will include CGS's recommended Conditions of Approval in the staff report.**
Agreed.

Chapter 4.16 – Signs

1. All signs will need to be approved through a separate sign application outside of those required for circulation, utilities, and emergency services. **This comment is informational.**

Chapter 4.17 - Administration and Procedures

1. Development Plan Review Criteria (Section 4.17.080.C): **Primarily in conformance, pending revisions or clarifications to the remaining items outlined in this letter to verify compliance with all applicable LUDC requirements.** Appears to comply with previous approvals, Comprehensive Plan goals and policies, and other adopted area and corridor plans.

2. As discussed, a Development Agreement is required to accompany this application. An updated Development Agreement is currently being drafted and reviewed by Town staff and will be provided upon completion. Note that staff is considering the option for the applicant to proceed to public hearing for consideration of all items not related to or impacted by the terms of the Development Agreement. A final decision will be provided soon. Note that in accordance with Section 4.17.140, approval of an application with public or quasi-public improvements does not become effective until a Development Agreement and related documents, setting forth financial arrangements to secure the actual construction of required public or semi-public (shared) improvements required by the Town, has been executed between the property owner and the Town, in a form approved by the Town.

Agreed. Awaiting Draft Development Agreement from Town.

3. Subdivision (Lot Line Adjustment/Lot Consolidation) Review Criteria (Section 4.17.100.B): **Appears to be in conformance, pending any final comments from the Reviewing Surveyor.**

Public Comment

No public comments have been received as of the date of this letter.

Attachments

1. Colorado Geological Survey 2nd Referral Comments
2. Reviewing Surveyor 2nd Referral Comments
3. Town of Eagle Public Works 2nd Referral Comments
4. Land Use & Development Application

Next Steps

For formal resubmittals, the Project Team shall address all of the Town Staff and external referral agency comments then submit a revised Site Plan and other documents as referenced in the above comments. Please note that if new information is provided, Town Staff may provide additional comments and requests.

If you have any questions concerning comments on your project or the development review process, please feel free to contact me at alyssa.rivas@baselinecorp.com.