

VAIL VALLEY DESIGN CENTER



TOWN OF EAGLE | REFERRAL RESPONSE
1215 CHAMBERS AVENUE

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September 6, 2025

Town of Eagle
Community Development Department
Attn: Alyssa Rivas, Planner
Re: 1215 Chambers Avenue – Referral Response Overview Letter
Development Plan & Lot Consolidation (DR25-04 & LLA25-02)

Hello Alyssa -

Attached are referral responses for the Vail Valley Design Center's lot consolidation and minor development plan applications.

A detailed narrative and updated plan sets are included addressing each of the items identified by staff and referral agencies. These updates include revisions to the site data table, clarification of building heights, additional details on landscape compliance, sidewalk connections, and trash enclosure screening, as well as expanded narrative language regarding use standards and accessory storage.

While the majority of the Town's referral items have been addressed and incorporated into the revised submittal, there are a couple of items that need consideration.

First, the project has been designed with a one-half:twelve roof slope to remain consistent with the architectural character of the existing adjacent development. We respectfully request a variance from the minimum 3:12 commercial roof pitch standard due to the practical difficulties of unnecessary height and bulk, reduced commercial viability, and reduced energy efficiency.

Second, since trash enclosures and loading docks have been designed within architectural screening and functional integration within the buildings, the internal pedestrian circulation system does cross within 20 feet of certain enclosed loading and trash areas. This configuration is necessary to balance safe pedestrian movement with the site's primary function as an efficient commercial business center. Accordingly, we request that the Town recognize and approve this arrangement as part of the project considerations.

Just to clarify for future planning, the project provides 224 stalls sized at 10' x 20', exceeding the Town's minimum 9' x 19' standard. To maintain long-term flexibility, the project team requests the right to re-stripe the parking lot in the future to the 9' x 19' standard stall size if needed. This reservation will ensure adaptability while preserving current functionality and exceeding requirements at the time of initial construction.

We believe these requests are consistent with the spirit and intent of the Land Use & Development Code and will enable the project to contribute meaningfully to the Chambers Avenue corridor with high-quality architecture, landscaping, and pedestrian connectivity.

We appreciate the Town's time, attention and collaboration throughout this process. Please do not hesitate to contact me with any questions or clarifications as the application proceeds.

Sincerely,



Alison Perry
Vail Land Company

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General Notes

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. Include a legend on the Landscape Plan sheet for colored elements such as grass, turf, and snow storage areas.

Site data block updated and matched across sheets. The landscape legend has been added with color identifying turf, grass, gravel, and snow storage areas.

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

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. 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.

This application is a continuation of the development of the owner's connected properties on Chambers Avenue. Housing is not proposed within this application because the owner has already built 30 residential units on the immediately adjacent parcel, which can directly serve employees of these commercial businesses. As the referral review by Eagle County Community Development pointed out, "...with respect to housing needs located on Chambers Avenue, the Principles contained in the Interstate 70 Influence Character Area of the Eagle Area Community Plan suggest to "minimize the inclusion of significant residential use in commercial and industrial areas located along Chambers Avenue."

Section 4.05.030 – Commercial General

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 1/4". Revise the labels on all applicable exterior elevation sheets.

The building heights have been clarified on the architectural set and overall heights are under 35 feet as required. Buildings Four and Five have been adjusted to show lower level (finish floor) at 0'-0" and overall height at 34'-11 1/4". The lower level finish floor is set at 6668.6' and the lowest point of finished grade immediate to the building footprint is the southern sidewalk, also set at 6668.6' (RE: civil).

Chapter 4.09 – Use Standards

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.... 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."

The Development Plan application narrative has been updated with the requested language.

Section 4.10.030 – Design Standards Applicable to all Sites and Structures

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.

The sidewalks have been connected around the buildings and access has been delineated across drive aisles with marked crosswalks across the site. Crosswalks also connect pedestrian ways to the existing adjacent parcel sidewalks that are part of the same extended project. The walking path in the landscape buffer to the north of the project functions as a seasonal natural surface pedestrian path and is a landscape amenity, not part of the official sidewalk system. The internal sidewalk system connects pedestrians to the greater Chambers Avenue sidewalk program.

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. Are these the items shown adjacent to Buildings 4-5 and Building 7 on Sheet C1.1? If so, they are shown in different locations on the following sheets. Please add labels for clarity and include additional information on enclosure screening to confirm that Section 4.11.060 screening standards are being met.

The trash enclosures have been coordinated and labeled on the architectural set with elevations. They are designed to be wildlife-resistant and screened to the required standards.

Permitted façade 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.

Section 4.10.030.B states that “Building materials for walls shall be selected for their appearance and ability to withstand the extremes of the area’s mountain climate. Materials with demonstrated durability include without limitation... d. Segmented horizontal or vertical siding.” The proposed siding consists of four different finished architectural segmented vertical panels which articulate the façade into visually distinct sections. The two primarily used raised panel sidings selected are colored (charcoal and ash grey) and finished with a high-performance PVDF coating with ceramic-based pigments for maximum fade and chalk resistance. Chosen for its combination of durability, ease of maintenance, and timeless design, the siding has a 45 year finish warranty and is well-suited to the commercial function of the project while maintaining architectural and aesthetic quality. While perhaps difficult to tell in renderings, see the actual photos attached in this response packet.

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.

A sidewalk plan is being provided and construction complies with Section 4.10.030.F. The existing Chambers Avenue pedestrian system will be linked to the buildings via sidewalks and internal crosswalks transitioning through the site.

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

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.

The landscape buffer contains the required tree count. The trees are arranged to provide screening of parking areas while allowing sightline preservation openings for business marketability. Utility and mechanical equipment will be screened per Sec. 4.11.060. Trash enclosure locations have been revised and labeled on site plan. Trash enclosure plan and elevations have been added. Material will be matching the charcoal grey metal accent panel on buildings.

Roof design: The minimum roof pitch for commercial buildings is 3:12.

The owners wish to continue the project consistent with the adjacent buildings and as such, will need to request a variance from the 3:12 roof design. The building design roof is ½:12 which is consistent with the existing architectural character of the area and allows for the most efficient usable interior volume without creating wasted areas. Structural design and roofing technology are designed for low slope roofs and assist with snow retention and management. Proper drainage provides reliable runoff management. The project design calls for a clean and modern aesthetic and the lower pitched roof supports that architectural appeal. Reducing roof slope reduces construction material and long-term maintenance costs, enabling investment in higher-quality finishes and landscaping that benefit the Chambers area corridor.

The strict application of the 3:12 rule creates a practical difficulty by unnecessary height and bulk not compatible with the corridor, limiting energy efficiency, and increasing costs without proportional community benefit. A variance to allow this ½:12 pitch alleviates these hardships while still meeting the intent of the code. The designed roof is safe, functional, and architecturally appropriate.

Section 4.10.050.C.2 – Chambers Avenue Area Standards

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.

A sidewalk plan is being provided with pedestrian connections around buildings, through the parking areas, to adjacent property pedestrian walkways and to the existing Chambers Avenue sidewalk system.

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.

One tree is being planted for every 25 linear feet of property line within the buffer area and they are being arranged to maximize the screening of parking while allowing select view openings for commercial sustainability. Total tree count for I-70 buffer should currently be meeting requirements (585' / 25' = 24 trees, 25 were provided). Graphics have been updated for improved clarity, and tree layout/species revised. Shrub groupings have been added to improve screening. Project is requesting the clustering of trees with increased spacing between clusters while still meeting total tree count requirements.

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 – this requirement does not appear to be met.

Shrubs have been added to the updated landscape plan. Trees are being arranged to maximize the screening of parking while allowing select view openings for commercial sustainability.

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.

All of the buildings are oriented east-west parallel to Chambers Avenue with primary openings facing Chambers and fronting to the south. North facing openings are also provided. Tenant needs will determine which sections of each building are showroom or office and which are less public business areas. Uses with higher public orientation will be prioritized along the Chambers Avenue frontage. Buildings Six and Seven are oriented along the street frontage with glass storefronts along Chambers.

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. Clarify if these requirements are being met.

All loading docks and trash enclosures are screened from view from I-70 by landscaping and buildings. The loading docks are situated within the building structure. Landscaping screens the dock entrys from Chambers Avenue and from adjacent property at 1353 Chambers. Private internal sidewalks do cross within 20 feet of the enclosed loading and trash areas as the site is designed for its primary purpose of highly effective and productive commercial business management with smooth site movement for trucks and automotive served customers. The sidewalk plan shows effective pedestrian movement through the site.

Site layout for outdoor uses: Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters and trash compacters shall be incorporated into the overall design of the building and the landscaping so that their visual impacts are screened from view from adjacent properties and public streets, and the screening materials shall be consistent with the principal materials of the building and landscaping. Revise the Project Narrative statement to account for these requirements.

Outdoor uses are screened with appropriate materials coordinating with the building design. Loading areas are enclosed within the building form so that when a truck is unloading, all that is visible from outside is the front of the truck, as if it were backed into a garage. The Project Narrative was updated.

Section 4.11.030 – General requirements for all landscaping

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.

The shrubs groupings have been added to the landscape plan, along with currently shown ornamental grass groupings. Five gallon containers have been specified on all shrubs species.

Section 4.11.040. - Location specific standards

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.

Section 4.11.040 states that one tree shall be planted per 25 linear feet of property line or street frontage. Therefore, the current tree count for the I-70 buffer should be sufficient ($585' / 25' = 24$). The Chambers Avenue street frontage tree count was previously including landscape island trees and has been revised so the total tree count is met in the buffer zone itself ($613' / 25' = 25$). The grouping of tree plantings balances screening for parking and visibility for businesses.

Section 4.11.050. - Parking lot landscaping

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.

The parking layout has been revised to break up any sections of more than ten parking spaces with landscaping.

Section 4.12.040. – Required off-street vehicle parking

Provided off-street vehicle parking counts appear to meet or exceed the requirements based on the provided use breakdowns for Warehouse, Office, and Retail individually. However, further clarification is required on the amount of building space devoted to each use - i.e., is each building only going to have one use contained within? How was required and provided parking calculated without a breakdown of uses in each building? Per this 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). As discussed, there may be an option to keep a running parking allocation plan that ensures no combination of uses exceeds the provided parking; which is to be determined as tenants are acquired. This can be discussed further pending clarification of the questions above.

The required parking was calculated based on anticipated tenant distribution across all seven buildings (70% warehouse, 15% office, 15% retail). Tenant needs and buildout will determine the exact square footage per building and number of employees. The project requests to keep an active spreadsheet that ensures each building and use does not exceed its allocated parking and no combination exceeds the provided parking.

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

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.

224 spaces sized at 10' x 20' are being provided. 201 smaller (9' x 19') spaces are the requirement. The parking stall dimensions have been added to C1.1 and stall size breakdown added to the site data table. All parking stalls are 10' x 20' with the exception of the parallel stalls near Chambers which are 9' x 23'. No compact spaces are being proposed. The project requests to reserve the right to re-stripe the parking lot to the required 9' x 19' in the future if needed.

Section 4.12.090. - Loading spaces

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

Loading docks have been labeled and dimensioned. A truck turning exhibit has been provided and Building Seven has been limited to 40' long trucks.

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Section 4.13.020. – Outdoor Lighting Demonstration of compliance

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 lighting plan has been updated with the requested information.

Section 4.15.010 – Subdivision Design and Improvement Standards

Access easements are required for shared access points.

The adjacent properties are either owned by the same ownership group or already have an access agreement in place. Access easement documents to be recorded after amended plat is recorded.

See additional attached comments from Reviewing Surveyor, Public Works Department, and DWR.

Reviewing Surveyor: An updated plat has been submitted.

Public Works:

p. 46. Vehicular Turning Exhibit- Building 7 Is only to be utilized by 40 ft box trucks. See Exhibit (attached).

p. 46 & 50. The developer of 1215 Chambers is the owner of the adjacent property.

p. 51. The existing asphalt slopes from east to west. The new asphalt and curbing will be catch curb to intercept the sheet flow from the access drive.

p. 52. Pond bottom will be protected with a riprap blanket, A note clarifying the entire pond bottom will be covered with D50= 6" riprap.

Detention required is per the 1995 PUD Drainage Report. 218 cuft storage per acre.

Orifice size has now been shown on plans (4")

An overflow weir has been called out on the plans

The 24" storm pipe will terminate with a concrete headwall adjacent to the boulder retaining wall.

p. 54. The viewport has been shifted to legibility

p. 55. A cross section of the concrete settling basin has been provided on sheet C3.4

Clogging of Concrete Settling Basin- If the 3'x3' orifice clogs (6672.0'), it will reach the 3'x3' mesh inlet grate (6674.0'). if the inlet grate clogs the runoff will overtop the settling basin (6678.0) and flow down the concrete dock ramp to a trench drain. IF the trench drain clogs, the delivery ramp will overtop into the reverse crown drive aisle (6681.0') and the center concrete pan and flow towards Chambers Avenue. These stormwater runoff elevations will always be below the finish floor of the buildings for the 100 year event.

p. 58. Only Buildings Four and Five have a finish floor buried under adjacent grade. All other units are slab on

grade and there will be no buildup of hydrostatic pressure against the concrete foundation walls.

p. 59. The number and location of fire hydrants has been directed / reviewed by the Greater Eagle Fire Protection District (Randy Cohen). Confirming email is attached to this response.

Buildings are to be sprinklered

Water Service Size- Per fire sprinkler Consultant and Plumbing Consultant combined flows (forthcoming)

Two additional midspan cleanouts have been added to the plans for Buildings Four and Six

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The existing sewer service stub out is not deep enough to service Buildings Four and Six.

The dumpster enclosures have been relocated from this older set of plans. No conflicts exist with buried utilities.

36" separation of sewer service taps has been noted on the plans.

p. 69. The Chambers Avenue PUD has regional detention and discussed in the 1995 Drainage Report. Properties along Chambers Avenue do not required calculations for onsite detention. The onsite detention for all properties along Chambers Avenue PUD is 218 cuft per Acre of property.

p. 70. The hydrodynamic separator has been removed from the plans, as it was treating the offsite piped drainage prior to the detention pond. We have revised the design to have the concrete settling basin at the north of the property to provide water quality for any offsite runoff.

p. 75. The Chambers Avenue PUD has regional detention and discussed in the 1995 Drainage Report. Properties along Chambers Avenue do not require calculations for onsite detention. The onsite detention for all properties along Chambers Avenue PUD is 218 cuft per Acre of property. We have designed three properties along Chambers Avenue and drainage calculations have not been required.

p. 84. The storm system has been revised slightly since the reviewed drainage report. There are now sections of 24" pipe at 1.0% slope. Revised Calculations are shown below.

A 24" pipe at 10.6 cfs (100 year event) will be 9.4" full.

Manning Pipe Calculator

Given Input Data:

| | |
|-------------------|---------------|
| Shape | circular |
| Solving for | Depth of Flow |
| Diameter | 24.0000 in |
| Flowrate | 10.6400 cfs |
| Slope | 0.0100 ft/ft |
| Manning's n | 0.0090 |

Computed Results:

| | |
|--------------------------|------------------------|
| Depth | 9.4219 in |
| Area | 3.1416 ft ² |
| Wetted Area | 1.1444 ft ² |
| Wetted Perimeter | 32.5024 in |
| Perimeter | 75.3982 in |
| Velocity | 9.2971 fps |
| Hydraulic Radius | 5.0704 in |
| Percent Full | 39.2578 % |
| Full flow Flowrate | 32.6768 cfs |
| Full flow velocity | 10.4013 fps |

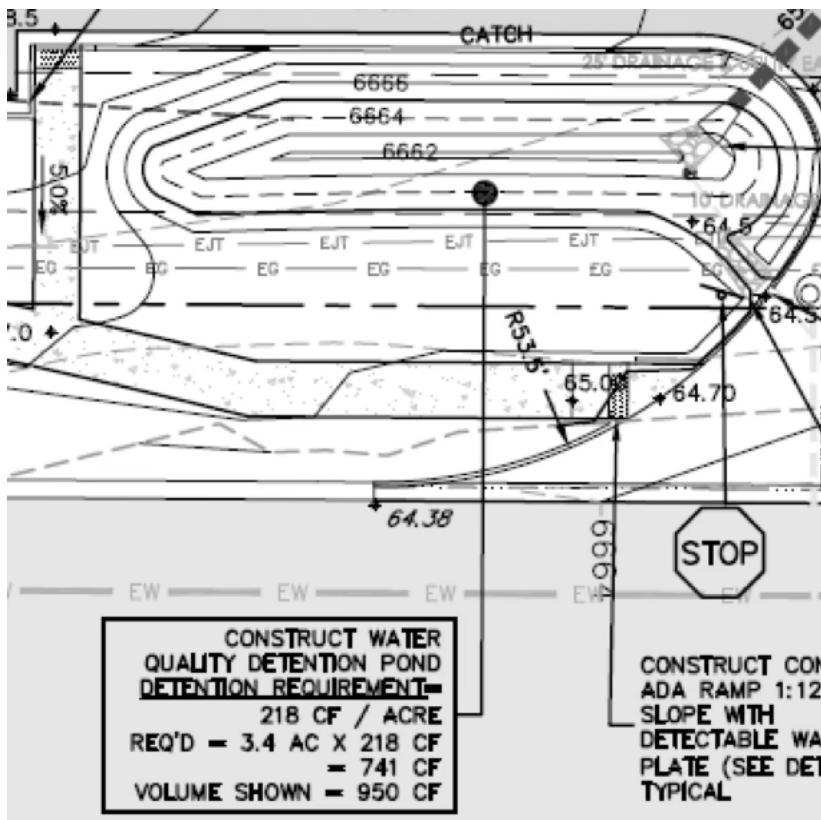
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p. 89. The Interstate runoff is separated from the Property by a berm. The southern side of the berm is being re-graded; however, the northern side will remain intact and cut off sheet flow from the interstate.

There is a small portion of the southeast corner of the site where runoff will flow to Chambers Avenue and not be captured by onsite storm facilities. This is normal for all developments. The impervious area that is not captured equates to 500 sqft. (0.12 AC) and only 1.9% of the total Property area.

There is a small portion of the northwest portion of the site that will flow into the western access drive. Additional storm improvement are being added to the western access drive to alleviate some ponding in winter conditions. The developer of 1215 Chambers also owns this western property (Chambers Lofts). The existing detention storm water pond for Chambers lofts is oversized and can accommodate this additional runoff (0.3 AC). Seen below is the volume of the existing detention pond from Chamber Lofts (2018). There is an additional oversized storage volume of 200 cu.ft. which equates to roughly and acre of additional volume.

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p. 91. The stormwater easement has been removed from the plans.

Division of Water Resources:

The stormwater structure meets the criteria for a Stormwater Detention Facility.

Chapter 4.14 Sustainability, Resiliency and Hazards

Per Colorado Geological Survey (CGS), geologic hazards appear to be addressed in the report included with the application. See detailed comments from CGS attached – note that and the project can likely satisfy the Town's LUDC requirements for geologic hazard mitigation and public safety through measures and verifications which will be required as conditions of approval.

The detention pond facility will be lined with a pond liner to minimize any infiltration of runoff. A note has been added to the plans

Culvert outfall: The Kumar Report indicates no debris flow. The proposed setting basin at the existing 42" highway culvert outfall is for water quality purposes only. Access for maintenance is designed into the concrete settling basin.

Clogged Inlet. If there was a debris flow event, and the settling basin inlet did become clogged, It would need to clog the orifice and the 3'x3' mesh grate inlet before overtopping the settling basin and flowing in the drainage pan of the reversed crowned drive aisles. There is adequate capacity for the 100 year event in the drive aisles alone.

No irrigation Near Foundations

Roof Drains will be piped underground to storm infrastructure.

Ongoing Maintenance Plan: A note has been revised on the plans to inspect/maintain at these intervals.

From: Matt Wadey wadey@alpinecivil.com
Subject: RE: 1215 CHAMBERS
Date: May 8, 2024 at 9:34 AM
To: RCOHEN@GEFPD.ORG
Cc: Kelly Muir kmuir@aspectdevco.com, matthew barry matthew@MMPMGMT.COM, Tom Gosiorowski tom.gosiorowski@townofeagle.org, Ryan Johnson ryan.johnson@townofeagle.org

Greater Eagle Fire
Hydrant Layout Coordination

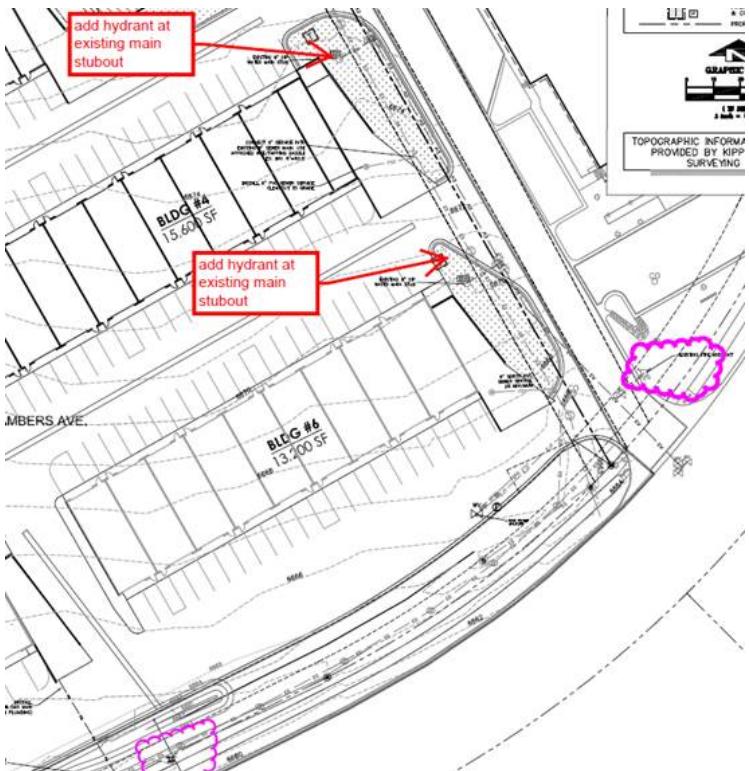
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Randy,

Thanks for your call about 1215 Chambers Avenue.

We will add (2) hydrants as discussed and shown below.
There are existing water main stubs at these locations, which can be put into use and not abandoned.

Take Care.



From: Matt Wadey
Sent: Tuesday, May 07, 2024 2:29 PM
To: RCOHEN@GEFPD.ORG
Cc: Kelly Muir <kmuir@aspectdevco.com>; matthew barry <matthew@MMPMGMT.COM>
Subject: 1215 CHAMBERS

Hi Randy,

Hope you are well.

I am designing a site plan at 1215 Chambers Ave. It will be (6) warehouse structures., matching the existing uses on the east and west.

I have included a plan showing the (3) existing fire hydrants surrounding the property. Are these (3) adequate for your use?

We could also add an additional hydrant at an existing main stub (boxed text in RED).

Thanks for your initial thoughts.

Matt Wadey, P.E.
Principal
Alpine Engineering Inc.
(970) 926-3373
email: wadey@alpinecivil.com
web: www.alpineciv.com

Roofing and Segmented Siding Images



Roofing and Segmented Siding Images

