



TOWN OF EAGLE PLANNING COMMENTS

ISSUED: 5/16/2025

Project Name: 446 Broadway Minor Development Permit and Lot Line Adjustment

Owner/Applicant: 446 Broadway LLC / Jake Roach

Applicant: Jake Roach

Prepared by: Kyle Brotherton, Planner III

REFERRAL COMMENTS SECTION

Site Plan:

1. Directional arrows for the staircases would help provide clarity during review. Please consider adding.
ok, stair directions added
2. Sheet A2.01:
 - a. Line weights – it's difficult to distinguish between all of the lines – property, building outline, etc. Please consider different weights/colors along with a legend.
ok, color added to property line
 - b. Parking spots 8, 9, and 17-23 appear to show stacked spaces with the set of dashed lines, though denoted as not being stacked. Please update accordingly.
ok, corrected
 - c. EV Charging stations are typically designed and spaced to “split” parking spaces so that two spaces can utilize one unit. The proposed EV stations do not appear to do so, and also appear to have the need to cross in front of the dog and gear washing areas. Please detail or revise as necessary.
will show EV kiosk
 - d. The parking stacker between parking spots 5 and 6 appears to be placed within the support column. Please revise as necessary.
This has been revised and resolved. Additionally parking spaces increased to 9'-6"
- e. The parking stacker platform for spaces 2, 3, 11, 12, 14, and 16 appear to be right on, or even within (space 12) the support columns. Please detail tolerances and clearances or update as necessary.
This has been revised and resolved. Additionally parking spaces increased to 9'-6"
- f. Is there supposed to be a second parking stacker columns on the east side of space 12? If yes, please update accordingly.
This has been revised and resolved. Additionally parking spaces increased to 9'-6"
- g. As this is a corner property, there would be two front setbacks along Broadway and along 5th, and then two rear setbacks along the alley and along the north property line.
When parking is provided rear setback can be reduced per 4.10.050C.1
- h. Does the south stair have an exit to the exterior of the building? This may be a building and/or fire requirement.
Exiting through a lobby is acceptable to exit the building.

- i. The parking section under the car lift details appears to still show 18 stacked spaces whereas the parking plan only shows 13 stacked spaces. Please update as necessary.

[New plan shows 21](#)

- j. In the area west of on-street parking space 6 and the area with the EV charging stations (garage space 23), is there to be an ingress/egress point to the sidewalk from the garage? This coincides with Sheet A4.01, the south elevation, where there appears to be a “hole” in the glass.

[Ingress/egress from parking changed to door.](#)

3. Sheet A2.02:

- a. Interior design lines appear to overlap some exterior walls, and some do not appear to connect to unit walls. Revise as necessary, and resubmit with detailed unit layouts as separate sheets so that interior square footages can be easily measured.
 - 1) Unit 201 – shower and closets appear to go into exterior walls.
[NA and updated with new modular unit construction and design](#)
 - 2) Unit 204 – bedroom walls do not appear to connect into exterior wall.
[NA and updated with new modular unit construction and design](#)
 - 3) Unit 205 – the couch, bed, and nightstand appear to be bisected with the exterior wall/support column systems.
[NA and updated with new modular unit construction and design](#)
 - 4) Unit 206 appears to have a support column in the middle of the living/dining area.
[NA and updated with new modular unit construction and design](#)
 - 5) Unit 208 appears to have a support column in the middle of the living/dining area.
[NA and updated with new modular unit construction and design](#)
 - 6) Unit 209 appears to have support columns not aligned within a wall, whereas other units do.
[NA and updated with new modular unit construction and design](#)
- b. The eastern portion of the southern stairwell has a landing of about 2'7 inches, which seems to be less than the western portion of the same stairwell. Please detail or revise and update as necessary.
[Stairs are correct, first riser is 44" from wall](#)
- c. Support columns for the units over the parking garage (211-14, 201-204) do not appear to intersect with the columns in the garage. Please provide detail or revise as necessary.
[Garage columns transfer at the second floor](#)

4. Sheet A2.03:

- a. Interior design lines appear to overlap some exterior walls, and some do not appear to connect to unit walls. Revise as necessary, and resubmit with detailed unit layouts as separate sheets so that interior square footages can be easily measured.
 - 1) Unit 301 – shower and bedroom wall/kitchen cupboards appear to go into exterior walls.
[NA and updated with new modular unit construction and design](#)
 - 2) Unit 304 – there appears to be a wall within the door opening and closet. The bedroom wall/kitchen cupboards also do not appear to connect to the exterior wall.
[NA and updated with new modular unit construction and design](#)
 - 3) Unit 305 – the bedroom walls appear to not connect to the exterior wall.
[NA and updated with new modular unit construction and design](#)
 - 4) Unit 306 – The bedroom wall appears to not connect to the exterior wall.
[NA and updated with new modular unit construction and design](#)
 - 5) Unit 307 – The west bedroom wall does not appear to connect to the exterior wall.
[NA and updated with new modular unit construction and design](#)
 - 6) Unit 308 – Closet walls and kitchen appliances (?) appear to go into the wall between Unit 308 and 309.
[NA and updated with new modular unit construction and design](#)
 - 7) Unit 310 – Closet walls and kitchen appliances (?) appear to go into the exterior wall.
[NA and updated with new modular unit construction and design](#)
- b. Unit 305 appears to have a support column near the wall in the living area. Please detail or revise as necessary.
[NA and updated with new modular unit construction and design](#)
- c. There appears to be a wall within the door opening on the south stairwell. Please revise as necessary.
[NA and updated with new modular unit construction and design](#)
- d. There appears to be a support column within the door opening of the utility closet. Please revise as necessary.
[NA and updated with new modular unit construction and design](#)

- e. Support columns for the units over the parking garage (308-311, 301-304) do not appear to intersect with the columns in the garage. Please provide detail or revise as necessary.

NA and updated with new modular unit construction and design

5. Sheet A2.04

- a. Interior design lines appear to overlap some exterior walls, and some do not appear to connect to unit walls. Revise as necessary, and resubmit with detailed unit layouts as separate sheets so that interior square footages can be easily measured.

1) Unit 401 – There appears to be some sort of double wall showing near the toilet. The bedroom wall also appears to go into a window.

NA and updated with new modular unit construction and design

2) Unit 404 – The walls for the shower and bedroom appear to not connect to the exterior wall. Additionally, there appears to be a wall within the door opening into the closet.

NA and updated with new modular unit construction and design

3) Unit 405 – The walls and cupboards in the kitchen area do not appear to connect to the exterior wall. The small portion of the wall into the bedroom also does not appear to connect to the exterior wall. Two support columns appear to be within a window and within the sliding door along the west exterior wall.

NA and updated with new modular unit construction and design

4) Unit 406 – There is no staircase shown for the loft. The wall for the bedroom along the west exterior wall does not appear to connect to said wall. There is also a support column in the middle of the dining area.

NA and updated with new modular unit construction and design

- b. There is a support column in the middle of the doorway to the utility closet. Please revise as necessary.

NA and updated with new modular unit construction and design

- c. Support columns for the units over the parking garage (407-410, 401-404) do not appear to intersect with the columns in the garage. Please provide detail or revise as necessary.

NA and updated with new modular unit construction and design

6. Sheet A2.05:

- a. Interior design lines appear to overlap some exterior walls, and some do not appear to connect to unit walls. Revise as necessary, and resubmit with detailed unit layouts as separate sheets so that interior square footages can be easily measured.

1) Unit 401 – there appears to be a double wall shown and the loft wall/floor appear to go into the exterior wall.

NA and updated with new modular unit construction and design. There are no longer mezzanines

2) Unit 404 – the loft wall and floor appear to not connect into the exterior wall.

NA and updated with new modular unit construction and design. There are no longer mezzanines

3) Unit 405 – there appears to be some unnecessary/undefined linework along the east exterior wall. Additionally, the windows appear to be offset from exterior walls along Broadway. The support columns appear to also be within the window systems at the southwest corner.

NA and updated with new modular unit construction and design. There are no longer mezzanines

4) Unit 406 – The loft floor does not appear to connect to the exterior wall.

NA and updated with new modular unit construction and design. There are no longer mezzanines

5) Unit 407 – the loft floor does not appear to connect to the wall between Units 407 and 408.

NA and updated with new modular unit construction and design. There are no longer mezzanines

6) Unit 409 – the loft wall and floor appear to go within the east exterior wall.

NA and updated with new modular unit construction and design. There are no longer mezzanines

7) Unit 410 – there appears to be a window opening into an area that is not utilized with any living or habitable space. The stairs also still appear within this voided space of the loft.

NA and updated with new modular unit construction and design. There are no longer mezzanines

- b. Except for Unit 405, it appears that the lofts have some sort of voided space between the loft and the exterior hallway wall. This seems to be a lot of underutilized square footage. Please detail how this space is proposed to be used.

NA and updated with new modular unit construction and design. There are no longer mezzanines

- c. Support columns for the units over the parking garage (407-410, 401-404) do not appear to intersect with the columns in the garage. Please provide detail or revise as necessary.

NA and updated with new modular unit construction and design. There are no longer mezzanines

- d. The north stairwell has an exit door which appears to be exiting from the loft of Unit 410 and not the interior hallway. Please update as necessary.

NA and updated with new modular unit construction and design. There are no longer mezzanines

- e. The south stairwell appears to have a wall within the door opening. Please update as necessary.

NA and updated with new modular unit construction and design. There are no longer mezzanines

- f. There is no pool dropdown shown on this sheet to outline where the pool above would be located. Please update as necessary.

Pool is above roof, see new design and height variance for the pool So this is NA

7. Sheet A2.06:

- a. On both roof designs, walls appear to be within the doors along the south staircase. Please revise as necessary.

The building code requires one stair to go to the roof no matter what, However with our roof amenity both stairs are required.

- b. On the rooftop option with the amenities, the lower levels containing the balconies are not shown. Please revise as necessary.

Lower balconies shown on updated plans

- c. On the rooftop option without the amenities, no condenser area is depicted. Please update as necessary.

Condenser units shown are shown on updated roof plans

8. Sheet A4.01:

- a. Building height is measured to the top of the roof deck from the lowest point, whichever is the most restrictive of the existing grade or finished grade. This equates to the building being 50'11" tall from the western most portion of the building to the top of the roof deck, with an overall height of 61' to the top of the stairs.

Height has been adjusted on new design. Building height is measured from the most restrictive grade down from any point. With the removed mezzanines, from the low point on Broadway to top of roof sheathing, the height is ≤50'-0" (35'-0" height limit with 15'-0" height increase for additional RO Units)

- b. The parapet wall is measuring in at 4'2", which exceeds the maximum of 4'.
The parapet walls have been reduced to 3' 10"
- c. The windows along the eastern most façade are 11' tall, which does not meet the minimum of 12' per Section 4.10.050.C.1.b.vi.
The storefront windows on 5th are now min. 12' high. They are even higher as you move toward Broadway and then also on Broadway Street.
- d. There is also a void in the windows of the eastern most façade, which relates to the comment above on Sheet A2.01.
We changed to door leading into the parking corridor. This is resolved.

9. Sheet A4.02:

- a. Building height to the top of the bar roof is 58', which exceeds the maximum height permitted including the LERP bonus as proposed.
*The building height to the roof is now <50'. This is the height allowed when adding the additional RO (LERP) units. There is not a bar on the roof. There is a bolted-on sunshade / trellis. We have drafted a variance for the roof amenity, and it can be reviewed in detail within the submitted folder. The variance file is: **ep01b Variance Q4 2025 V1***
- b. The parapet wall is measuring in at 4'2", which exceeds the maximum of 4'.
The parapet walls have been reduced to 3'10"

10. Sheet A4.03:

- a. The height measurements of 50' and 35' are taken from two different grades, neither of which appear to be the most restrictive finished grade.
This had been resolved in the new design. The building height is measured from the most restrictive grade down from any point
- b. The parapet wall is measuring in at 4'2", which exceeds the maximum of 4'.
The parapet walls have been reduced to 3'10"
- c. The parking does not appear to meet the screening standards for parking lots under Section 4.11.060.B.2., also mentioned below. Please detail or revise as necessary.
This has been resolved. There is now a 6'-0" tall screening which is required along north edge.

11. Sheet A4.04:

- a. Building height measurements are not being taken from the most restrictive finished grade.
The top of sheathing is now below 50' at most restrictive grade.
- b. The parapet wall is measuring in at 4'2", which exceeds the maximum of 4'.
The parapet walls have been reduced to 3'10"

Section 4.02.040 – Dimensional Standards Applicable to All Zone Districts

1. Table 4.02-2 states that chimneys, stacks, vents, and flues and mechanical, electrical, and plumbing equipment; solar panels; air conditioner and evaporative coolers can exceed 30% over the *zone district max height* [emphasis added], meaning the maximum height of these items is limited to 10'6", not 15'. [35' x .30 = 10.5].
The maximum height for the building, with the additional RO (LERP) units, is 50'. Since the maximum height is 50', the elements within table 4.02.040 are allowed to be 30% over that max height, which is 65'. (50' x .30 = 65')
2. The parapet wall is being measured at 4'2" which exceeds the permitted parapet wall height of 4'. Please revise.
The parapet walls have been reduced to 3'10"

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

1. Subsection G.2.b.iv(b): "Structure height for buildings facing Broadway or in the CMU2 district may be increased by one story, not to exceed an additional 15 feet above the original maximum height, in compliance with the step back requirements where applicable."
*This is correct. The original max height of 35' is increased to 50' by adding the 4th floor. This is accomplished by adding additional RO units. Additionally, the step back requirements are not feasible in a modular construct build. We submitted variance request for a decrease from 18 to 12 RO units and for an amendment to the step back requirements for the property at the corner of Broadway and 5th Street. See variance request document **ep01b Variance Q4 2025 V1***
- a. While three units on the fourth floor are RO units, the majority are not. Staff feels the addition of the lofts is an attempt to maximize the building height and unit square footage by utilizing an incentive meant for affordable and local employee housing.
*The mezzanines have been removed. Currently the LERP (both AMI and RO Units) has been placed on the LERP Plan. The LERP document is **ep07 LERP Plan***

- b. The entire fourth floor is 16 feet in height, which is taller than a typical story, and taller than any story on any of the proposed floors in the building.

NA on the new design. The mezzanines have been removed.

Section 4.10.030 – Design Standards Applicable to all Sites and Structures

- 1. The trash containers do not appear to be screened per subsection A.2.d., please revise as necessary. Additionally, please acknowledge that trash containers/enclosures must be wildlife resistant.

The trash enclosures have been added.

- 2. The transformer does not appear to be screened per subsection A.2.d., please revise as necessary.

This had been resolved. The transformer must be accessible and have 10 feet of clearance access. We talked with Keith at Holy Cross on 1.14.26 and he gave me the link to the [Metering Guidebook](#). From approx. page 84-95 is info about fencing the transformer. We will make sure to get this to comply with the zoning per subsection A.2.d, and also comply with Holy Cross guidelines.

Section 4.10.050 – Mixed-use and Commercial Structure and Site Design Standards:

1. Please acknowledge that service areas shall be located to the side or rear of the building (subsection B.2.e.i.)
The service is allowed to be off the alley in BD zoning per 4.12.090A.
2. Subsection C.1.b.iii is not met as the proposed fourth floor (including lofts) is effectively 16 feet tall, which is larger than a typical building story. This also does not comply with §4.02.050.G.2.b.iv(b) of the LERP Section.
NA, the mezzanines have been removed in the new plan.
3. Subsection C.1.b.vi is not met as the windows along the eastern 5th Street façade are not 12 feet in height.
This has been resolved. All windows are ≥ than 12' high
4. Subsection C.1.b.xii is not met as staff believes a corner entrance is possible for this building in this location, similar to the entrance to Slope & Hatch.
This a been resolved. A corner entrance has been provided with the new design.
5. Subsection C.1.c.i is not met as staff believes additional treatments as detailed could be incorporated to fully meet the intent of this section.
This has been resolved. Cornices have been added to Broadway and 5th Ave façade.
6. Subsection C.1.c.iii is not met as staff believes additional treatments as detailed could be incorporated to fully meet the intent of this section.
This has been resolved. Masonry detailing and cornices have been added to Broadway and 5th Ave façade.
7. While subsection C.1.c.iv is met through façade articulation, staff feels additional treatments could be incorporated to create a more appealing gateway building into the Broadway District from the south.
This has been resolved. Façade has been redesigned to meet the code requirements.
8. Subsection C.1.c.vi is not met as the primary façade material (brick/stone) does not appear to cover at least 75% of the building façade. Additionally, Subsection C.1.c.vi(c) would require wood or wood composite siding in a horizontal orientation.
This has been resolved. The primary façade materials cover 75% of the Broadway and 5th Ave façade.
9. Ensure that the brick/stonework will cast shadow lines per Subsection C.1.c.viii.
This has been confirmed that the brick/stonework will cast shadow lines will comply with code.

Chapter 4.11 – Landscaping and Buffering Standards

1. Acknowledge that all mechanical equipment shall and will be screened per Subsection 060.B.1.
The parapets will screen equipment; condensing units have been added to roof.
2. There does not appear to be screening of parking per Subsection 060.B.2. Please detail or revise as necessary.
There has been corrugated metal screen added north of the pool railing to screen the mechanical equipment.

Chapter 4.12 – Parking and Loading

1. Parking counts for commercial: there is no “General Commercial” category within the Off-Street Parking Standards table, Table 4.12-1. The closest match would be the “General Retail, < 10,000sf, local” use, which requires 1 parking space per 400sf for the first 2,000sf + 1 space per 300sf over 2,000sf. The total square footage of the ground floor space is measured at ~3,586sf, requiring 11 total spaces.
*The clarity has been resolved; we are referring to General Retail. Please review the working file called **ep09e Vehicle and Bicycle Parking Worksheet** for calculations. In the General Retail commercial category there is roughly 265sf in space #1, 703sf in space #2, 2,504sf in space #3. This requires 1 parking space per 400sf for the first 2,000sf + 1 space per 300sf over 2,000sf. Thus, the total required parking spaces for the street level General Retail is 9.91 or rounded up to 10.*
2. Staff is still unsure of the calculations for the rooftop amenities. However, the area proposed to be the bar is measured at ~1,504sf, with the “Bar” use requiring 1 space per 200sf, which equates to 8 total spaces needed.
*Please refer to the Parking Plan document called **ep09 Parking Plan for VEHICLE**. On page 7 of this document is the parking plan narrative for the roof top amenity. The calculation of the roof top can also be reviewed from the working calculation file called **ep09e Vehicle and Bicycle Parking Worksheet**. In short, the development offers 3,957± SF of rooftop amenities, thoughtfully divided between 50% (1,978.50 SF) usage for residents and 50% (1,978.50 SF) for public use via private membership. The parking spaces for the residents are already factored within the unit count. However, the requirement for the 1,978.5 SF roof top amenity space allocated for public use through a private membership is calculated at five (5) additional spaces. The additional spaces are calculated at General Retail, < 10,000sf, local” use, which requires 1 parking space per 400sf for the first 2,000sf + 1 space per 300sf over 2,000sf. The roof top amenity does not*

offer any service. It is not a bar, nor a restaurant. It is an amenity for the residents and for private membership access to the public.

3. The total number of vehicle parking spaces needed for all residential units, ground floor space, and the rooftop bar totals 60 spaces. If no rooftop amenities are provided, the required number of vehicle parking spaces would be 52 spaces.

The new design and plan only show the building with the roof top amenity. Please review the document for clarity. **ep09 Parking Plan for VEHICLE** explains the details of parking. Additionally, the working calculation file can be used to see how the calculation was made. This file is called **ep09e Vehicle and Bicycle Parking Worksheet**.

In summary the gross number of parking spaces is 48 for residential, 10 for general retail, 5 for the rooftop = 63 total. The deduction from gross are -22 parking spaces on site ground level, -21 spaces with use of stacking, - 6 spaces on 5th street, -7 spaces for transit offset, -3 spaces for active transportation, -4 spaces for transportation demand management. We have included narratives and draft contract agreements for the necessary deductions that require such. All the required parking for the 446 Broadway Development has been accounted for, thus there is no fee in lieu for the project.

4. There does not appear to be a connection from the project or adjacent sidewalks to the bike trail to the southwest of the site, which is required per subsection 060.G. As such, staff is unable to count this reduction as of this review. Please detail and show how these required connections would be made to the trail system.

The active transportation reduction, 4.12.060 G is adjacent. From the property there is a sidewalk and crosswalk to cross the street, which goes to the country building which has integrated access to the trail and path network. Because of this proximity, three (3) required parking spaces have been deducted from the gross parking requirement. Please review page 8 of the **ep09 Parking Plan for VEHICLE** document for the narrative.

5. Staff is unable to reduce parking for the Transit Offset, subsection 060.F, as there has been no documentation provided at this time that transit passes have been, or will be, purchased for the seven eligible units.

This has been resolved. The seven (7) required parking spaces have been deducted by allocation of the **TRANSIT OFFSET**: Since 446 Broadway is within 1320 feet of the downtown bus stop, the development will offset 7 required spaces by purchasing employee transit passes for three years. The Contract Agreement can be found on the submit folder and is labeled: **ep09c TRANSIT OFFSET AGREEMENT**. The narrative can also be reviewed on the vehicle parking plan, which is labeled: **ep09 Parking Plan for VEHICLE**. The calculation can also be reviewed in working document labeled: **ep09e Vehicle and Bicycle Parking Worksheet**

6. Staff is unable to reduce parking for the Transportation Demand Management Reduction, subsection 060.H, as there is no written contract or agreement stating how this program will be implemented.

This has been resolved. The four (4) required parking spaces have been deducted by allocation of the **TRANSPORTATION DEMAND MANAGEMENT REDUCTION**: By annually providing 3 employee transit passes for the large retail space, and 2 employee transit pass for the smaller retail space, the development will incentive employees to use alternate modes of transportation to the work-place as noted in section 4.12.060 H-4. The Contract Agreement can be found on the submit folder and is labeled: **ep09d TRANSPORTATION DEMAND MANAGEMENT AGREEMENT**. The narrative can also be reviewed on the vehicle parking plan, which is labeled: **ep09 Parking Plan for VEHICLE**. The calculation can also be reviewed in working document labeled: **ep09e Vehicle and Bicycle Parking Worksheet**

7. The total number of reductions that can be calculated at this time totals 6.

This calculation needs to be updated. It's not accurate. The narratives and calculations can both be reviewed. For the narratives use document **ep09 Parking Plan for VEHICLE**, and for the calculations use the document labeled: **ep09e Vehicle and Bicycle Parking Worksheet**

8. As of the date of these comments, should the rooftop amenities be included, staff would need greater detail on how this area is to be used to provide accurate parking counts. With how the parking requirements have been calculated above, including the rooftop amenities along with described reductions, the project is short by 12 required parking spaces. If the rooftop amenities are not included, the project is still short by four required parking spaces, which includes reductions.

The development offers $3,957 \pm$ SF of rooftop amenities, thoughtfully divided between $1,978 \pm$ SF for resident use and $1,978 \pm$ SF for public use via private membership. The Rooftop amenities do not include any service, but to include:

- A 12' x 40' spa pool with integrated hot tub
- Four (4) outdoor lounge stations with heaters
- A sunbathing lounge area to enjoy outdoors and the pool features
- Two (2) grills for members of the amenity to cook and enjoy a BBQ
- A shaded seating area beneath an architectural trellis or pergola
- Vertical circulation is provided by one elevator and two stairwells that serve every level, including the rooftop.

Please refer to the Parking Plan document called **ep09 Parking Plan for VEHICLE**. On page 7 of this document is the parking plan narrative for the roof top amenity. The calculation of the roof top can also be reviewed from the working calculation file called **ep09e Vehicle and Bicycle Parking Worksheet**. The parking spaces for the residents are already factored within the unit count. However, the requirement for the 1,978.5 SF roof top amenity space allocated for public use through a private membership is calculated at five (5) additional spaces. The additional spaces are calculated at General Retail, < 10,000sf, local" use, which requires 1 parking space per 400sf for the first 2,000sf + 1 space per 300sf over 2,000sf. The roof top amenity does not offer any service. It is not a bar, nor a restaurant. It is an amenity for the residents and for private membership access to the public.

9. As mentioned in the comments for Sheet A2.01, there could be issues with the parking stackers, whether tolerances/clearances of the platforms next to the support columns or as shown within support columns, that could potentially reduce the number of off-street parking provided, which could increase required parking deficits.

If this is an issue, it has been resolved in the new design and plan. Each parking space on ground level now has 9' 6" of clearance. The parking stacking narrative can be reviewed on page 6 of the Parking Plan document called **ep09 Parking Plan for VEHICLE**. The 446 Development project has 14' of garage clearance for the proposed stackers. In Eagle Colorado, common vehicles are SUVs and pickup trucks. For example, a Toyota Tacoma weighs up to 4,550 pounds and has a maximum height of 75 inches. To be able to stack two common sized vehicles, the 446 Broadway development garage clearance has been designed to the preferred 14'+ for clearance, allowing large vehicles to be stacked. Each stacker has a minimum of 14'+ of clearance, weather proofed materials for mountain conditions, a 6,000-pound max weight capacity and a maximum lifting height of more than 80 inches. Essentially, two full size trucks or large SUVs can be parked within a single stacker parking configuration at the proposed 446 Broadway development garage.

10. Short Term Bike Parking:

Please refer to the bicycle parking plan called **ep09b Parking Plan for BICYCLE** document for the narrative. The calculation for the bicycle plan can be reviewed at **ep09e Vehicle and Bicycle Parking Worksheet** document. The development has 9 long-term bike parking spots in the garage and 40 long-term bike parking spots in the storage closets. This is a total of 49 long-term bike parking spots. Additionally, the development has 8 short-term bike parking spots at the corner of Broadway and 5th Street. Thus, the total bike parking, included with the 446 Development, is 57.

- a. Short term parking calculated for the residential units looks good.
- b. Short term parking calculated for the rooftop is incorrect:

- 1) The rooftop is showing a bar, which would need to use the "Eating and Drinking Establishments" use for calculations. There would need to be a minimum of 2 plus 1 per 5,000 sf, resulting in the need for 3 short term spaces. $[2 + (1,504 / 5000)]$ rounded up to nearest whole number]

The rooftop is not an "Eating and Drinking Establishment". There are no services. Short Term is calculated for all the retail at $2 + 1$ pr 5,000sf. The total SF of commercial or General Retail is approx. 265sf for space #1 + 703sf for space #2 + 2504sf for space #3 + 1978sf for space #4 (the general retail allocation of the roof top). Thus, the total sf allocated to bicycle parking for the commercial is 5451sf. So for short-term $(2 + (5451 / 5000)) = 3.09$, rounded to the nearest whole is 3. Since we have 8 total short-term spots, we have 5 remaining for residential or overflow.

- c. Short term parking calculated for the ground floor retail looks good.

- d. With the revisions for the rooftop bike parking requirement, there would need to be 10 short-term bike parking spaces, and as of this review, there is a deficit of two short-term bike parking spaces.

The development has a total of 8 short-term bike parking spots. Our calculations show we need 7. This is most likely from the misclassification of what the roof top amenity is. We should have one extra short-term bike parking spot for the development.

11. Long Term Bike Parking:

Please refer to the bicycle parking plan called **ep09b Parking Plan for BICYCLE** document for the narrative. The calculation for the bicycle plan can be reviewed at **ep09e Vehicle and Bicycle Parking Worksheet** document.

The development has 9 long-term bike parking spots in the garage and 40 long-term bike parking spots in the storage closets. This is a total of 49 long-term bike parking spots. Additionally, the development has 8 short-term bike parking spots at the corner of Broadway and 5th Street. Thus, the total bike parking, included with the 446 Development, is 57.

- a. Long term parking calculated for the residential units looks good.

- b. Long term parking calculated for the rooftop is incorrect:

- 1) The rooftop is showing a bar, which would need to use the “Eating and Drinking Establishments” use for calculations. There would need to be a minimum of 2 plus 1 per 12,000 sf, resulting in the need for 3 long term spaces. $[2 + (1,504 / 12,000)]$ rounded up to the nearest whole number]

The rooftop is not an “Eating and Drinking Establishment”. There are no services. Long-Term is calculated for all the retail at 2 + 1 pr 12,000sf. The total SF of commercial or General Retail is approx. 265sf for space #1 + 703sf for space #2 + 2504sf for space #3 + 1978sf for space #4 (the general retail allocation of the roof top). Thus, the total sf allocated to bicycle parking for the commercial is 5451sf. So for long-term $(2 + (5451 / 12000)) = 2.45$, rounded to the nearest whole is 2. Since we have 47 total long-term spots, we have 45 remaining for residential or overflow. The development has way more long-term spots that is required.

- c. Long term parking calculated for the ground floor retail is incorrect:

- 1) The “General” category for the “Retail, Commercial Service, Financial Service, Animal Sales and Service” uses has a long term requirement of 2 minimum plus 1 per 12,000 sf, not 10,000 sf. As such, there would need to be 3 long term spaces for the ground floor retail component. $[2 + (1,504 / 12,000)]$ rounded up to the nearest whole number]

Long-Term is calculated for all the retail at 2 + 1 pr 12,000sf. The total SF of commercial or General Retail is approx. 265sf for space #1 + 703sf for space #2 + 2504sf for space #3 + 1978sf for space #4 (the general retail allocation of the roof top). Thus, the total sf allocated to bicycle parking for the commercial is 5451sf. So for long-term $(2 + (5451 / 12000)) = 2.45$, rounded to the nearest whole is 2. Since we have 49 total long-term spots, we have 47 remaining for residential or overflow. The development has a lot more long-term spots than what is required.

- d. As such, with the revisions to the long-term calculations, there would need to be a total of 27 long term bike parking spaces; 21 for residential and 6 for the retail/commercial components.

The development has 9 long-term bike parking spots in the garage and 40 long-term bike parking spots in the storage closets. This is a total of 49 long-term bike parking spots. Additionally, the development has 8 short-term bike parking spots at the corner of Broadway and 5th Street. Thus, the total bike parking, included with the 446 Development is 57.

- e. The bike parking plan states that each residential unit will have a long-term storage option; however, the only unit type this is noted on is for Unit Type A, of which there are 10 units. This would leave a deficit of 17 long-term spaces as of this review. Detailed site plans for each unit type would allow for an adequate review.

The long-term bike parking for has been changed in the new plan and design. There are storage closets on each residential floor. There is a total of 20 storage closets, each with two wall mounted long term bike racks. Thus, there are 40 long term bike racks for the property residents.

- f. There will need to be an additional 3 long term spaces for the commercial square footage, as described and calculated above.

The design and bike parking have changed a bit since May 2025. The new plan shows a lot more long-term spaces available in comparison to what is required.

Section 4.13 – Outdoor Lighting

1. The lighting plan provided does not appear to fully comply with the requirements of subsection 020.B.1. Please

revise as necessary.

[We will have lighting engineer review.](#)

2. There appears to be significant light trespass onto 5th Street and Broadway, which does not comply with subsection 040.4.b. Please detail or revise as necessary.

[We changed light fixtures to reduce light spillage. While there appears to be light trespass onto 5th Street and Broadway, which may not fully comply with subsection 040.4.b of the Town Code, it's important to recognize that the 446 Broadway Development is located at the corner of 5th and Broadway and is built from lot line to lot line. Given these site constraints, fully containing the lighting within the property boundaries is quite impossible. Additionally, a thoughtfully designed lighting plan enhances the appeal, safety, and vibrancy of both the development and the broader Broadway district.](#)

3. Acknowledge that the correlated color temperature (CCT) will not be above 3,000 kelvin.

[Yes, the project will comply](#)

4. Acknowledge that the lighting fixtures provided are full cutoff per subsection 040.4.a.

[The light fixtures are full cut-off.](#)

5. The photometric plan sheet appears to use a previous version of the ground floor design with coverings over certain areas. Please update this sheet to the appropriate ground floor design.

The backgrounds have been updated.

Miscellaneous Comments:

1. If the rooftop is to be split between resident-use and public-use, how is that delineation to be made? Currently, there does not appear to be any method to keep the public users of the bar from accessing the pool or hot tub. Without a true determination on how the rooftop is to be used, staff is unable to provide a full and accurate review.

We have gone through the roof top narrative in detail on this document. For reference the development offers 3,957± SF of rooftop amenities, thoughtfully divided between 50% (1,978.50 SF) usage for residents and 50% (1,978.50 SF) for public use via private membership. Public access is allocated to 50% usage of the rooftop amenities. This is accomplished through private membership, and access is granted only to the roof by way of the stairs or the elevator, which restricts the public access to only the roof by intelligent keys. The public membership number is allocated at 50% of total capacity, while the other 50% is reserved for the building residential tenants.

2. Staff's opinion is that the architecture on the upper stories is not fully compatible with the Broadway District's nor the Western Slope region's historic nature and feel through the use of metal/wood instead of brick. Additionally, there are no examples of how this proposed building's architecture is similar to the communities listed within the Code.

This might not be as relevant as it was in May 2025. We have re-designed the 446 building and have added cornices. For example, review sheet A1.01. While Town of Eagle staff have expressed their opinion of architecture, we believe the mountain modern meeting a historical design approach, with earth tone materials of metal, wood, stone and brick, offers mounting visual appeal and cost-efficiency. Moreover, the 'wedding cake' tiered design required by code introduces a form that historically was not typical in the region. It's also worth noting that many contemporary mountain communities, such as Telluride, Sun Valley, and Breckenridge, have adopted updated architectural styles that respect historic character while supporting vibrant, walkable downtowns. These designs commonly feature active ground-floor storefronts with residential, lodging, or office uses on the upper levels, which align closely with the goals of the 446 Broadway Development and the Broadway District of Eagle.

3. The Development Impact Checklist states the proposed development "will not" alter local traffic patterns or cause an increase in traffic volume or transit service need. The traffic memo states that there will be approximately 1,000 vehicle trips per day between the mix of uses. This number of vehicle trips per day would most certainly increase traffic volume along 5th, Broadway, and likely 4th due to the alley connection.

We have changed the Checklist selection to the development "will" alter local traffic patterns or cause an increase in traffic volume or transit service need. We do acknowledge that traffic will increase—though not beyond the levels identified by the traffic engineer for the 446 Broadway Development. Please refer to the traffic study document labeled: [ep06 2026-01-06 M1667 446 Broadway Traffic Memorandum](#). Our initial interpretation of the checklist question was that it referred to impacts beyond those already accounted for in the traffic study.

4. **Building height** is measured vertically from the existing 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. As such, the building height to the top of the proposed bar roof would be 58', with the height to the top of flat roof at 50'11", both of which exceed the maximum height permitted through the LERP incentives. Staff would not be able to recommend approval with this building height being exceeded.

Height has been adjusted on new design. Building height is measured from the most restrictive grade down from any point. With the removed mezzanines, from the low point on Broadway to top of roof sheathing, the height is <50'-0" (35'-0" height limit with 15'-0" height increase for additional RO Units)

5. Ensure that all EV parking spaces comply with the [2021 International Energy Conservation Code](#), adopted with local amendments.

[The new design complies with the EV charging.](#)

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 let staff know of an anticipated resubmittal date.

If you have any questions concerning comments on your project or the development review process, please feel free to contact me at kyle.brotherton@townfeagle.org.

Sincerely,



Kyle Brotherton
Planner III