



**BLUE RIVER PLANNING AND ZONING COMMISSION MEETING**

**Tuesday, May 5, 2026**

**5:30 PM**

**0110 Whispering Pines Circle, Blue River, CO**

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**Agenda**

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**The public is welcome to attend the meeting either in person or via Zoom.**

**The Zoom link is available on the Town website:**

**<https://townofblueriver.colorado.gov/board-of-trustees>**

**Please note that seating at Town Hall is limited.**

**Call to Order, Roll Call**

**Approval of Minutes**

- A. Minutes – April 7, 2026**

**Project Approval**

- A. 201 Creek Side Dr – Variance Review**

**Work Session**

- A. None**

**Adjourn**



## BLUE RIVER PLANNING AND ZONING COMMISSION MEETING

Tuesday, April 7, 2026

5:30 PM

0110 Whispering Pines Circle, Blue River, CO

Minutes

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### Call to Order, Roll Call

Chairman Johnson called the meeting to order at 5:31 PM.

#### PRESENT:

Commissioner Carlsted  
Commissioner Cleary  
Commissioner Johnson (Arrival at 5:31PM)  
Commissioner O'Brien  
Commissioner Manin  
Commissioner Beck

#### ABSENT:

None

#### Also present:

Town Manager Chad Hull  
Kyle Parag, Charles Abbott Associates  
Robert Widner, Widner Juran LLP

### Approval of Minutes

#### A. Minutes – March 3, 2026

Commissioner Cleary moved and Commissioner O'Brien provided a second to approve the minutes of the March 2026 Planning & Zoning Commission Meeting. All ayes – motion passed.

### Project Approval

#### B. 0251 Gold Nugget Drive – Alteration/Repair/Remodel

Building Official Kyle Parag submitted a Planning/Zoning/Architectural Guidelines Review, indicating the proposed project's substantial compliance with all Development Standards. Discussion followed that the site plans do not properly show the side setback, but compliance is established when manually drawn. The Commissioners discussed their concerns with the establishment of a potential Accessory Dwelling Unit (ADU) on the property.

Commissioner Cleary moved and Commissioner Johnson provided a second to conditionally approve the project with a use restriction statement prohibiting any ADU. All Ayes – Motion Passed.

**C.** 15 Wilderness Drive – New Construction and Variance Administrative Review

Building Official Kyle Parag submitted a Planning/Zoning/Architectural Guidelines Review, indicating the proposed project's substantial compliance with all Development Standards. Town Manager Chad Hull submitted a written variance review, indicating that the proposed project complies with area variance standards in the Town's Land Use Code (LUC). Building Official Kyle Parag noted that the proposed windows are large proportionally to the house size, and the Commissioners can assess this matter for compliance with the development standards. The Commissioners expressed their belief that the patio is an acceptable item to encroach into the property setback, but this will become an issue if a hot tub is placed on the patio as such a use is incompatible with the LUC.

Commissioner Carlsted moved and Commissioner Beck provided a second to approve the administrative review and send the variance to the Board of Trustees for public hearing and review. All Ayes – Motion Passed.

**D.** 281 Wilderness Drive - Addition

Building Official Kyle Parag submitted a Planning/Zoning/Architectural Guidelines Review, indicating the proposed project's substantial compliance with all Development Standards. The Commissioners expressed concern that the proposed lighting system is improper, and Building Official Parag noted that this will be addressed at a later point of the project.

Commissioner Cleary moved and Commissioner Carlsted provided a second to approve the project as presented. All Ayes – Motion Passed.

**E.** 12 Blue Rock Drive – New Construction

Building Official Kyle Parag submitted a Planning/Zoning/Architectural Guidelines Review, indicating the proposed project's partial compliance with the lighting and environmental standards and substantial compliance with all other Development Standards. The Commissioners noted that the plans being reviewed in the agenda packet were an out-of-date version, and the project was moved to the end of the agenda to allow the opportunity to review the new plans. Discussion on the project was halted at 5:49PM and resumed at 6:46PM.

Building Official Kyle Parag noted that the proposed project complies with setback requirements and will require further work on a basic mitigation plan and a construction disturbance plan due to the wetland composition of a majority of the lot. Commissioner Cleary expressed his concern with construction in such close proximity to wetlands and that building the foundation would be challenging without improper wetland disturbance. Building Official Parag noted that the Town does not have setbacks specifically from wetlands and that wetlands are treated as right-of-ways in construction efforts, and as such work can be conducted in wetlands if they are properly restored. Town Attorney Robert Widner confirmed that the LUC allows a home to be built up to the edge of wetlands. A conversation ensued with the homeowner on construction activity within the wetlands and the standards of wetland protection in the Town. Multiple Commissioners expressed their opinion that the plans comply with the LUC and that denial cannot occur based on wetland proximity, but that there are complicating factors due to the lot size and square footage of the proposed new construction. Commissioner Cleary noted that the lot on the plot map does not appear to match the submitted drawings in regard to the river easement. Building Official Parag also expressed that the applicant will be required to comply with comprehensive additional wetland plans and must ensure proper dirt storage, soil repackaging in the wetland, and wetland flagging.

Commissioner Beck moved and Commissioner Carlsted provided a second to approve the project as presented. The motion received five ayes and one nay from Commissioner Cleary. Motion Passed.

**F.** 201 Creek Side Dr - Addition

Building Official Kyle Parag submitted a Planning/Zoning/Architectural Guidelines Review created in January, indicating the proposed project's failure to comply with several aspects of the Development standards. He noted that the project now complies with several of the non-compliant development standards listed in the review, but that the setback issue persists. The attorney for the property owners spoke on their position regarding setbacks, noting that they believe the Town cannot establish improper use of the property as there is not a prescriptive right-of-way or Town road easement, and that the access route should be considered a driveway. The attorney also noted that the owners believe that this is a reasonable exception and that it does not upset the existing Town policy. The Commissioners discussed their ongoing efforts to modify setback language and where the easement ends and driveway begins for this property. They also noted that the front setback would be measured off of the existing road and must be subject to a variance request. Multiple Commissioners also mentioned their general concern with the roof being set at 2.5/12 slope rather than 3/12 as well as parking encroachment into the side setback.

Commissioner Beck moved and Commissioner Manin provided a second to recommend the applicant apply for a variance on the front setback, to work with Town Staff on setting up a variance public hearing with the Board of Trustees in May, and to set the project for architectural review at the May Planning & Zoning meeting to inspect all requested adjustments. All Ayes – Motion Passed.

**G.** 383 Mount Argentine Road – Renovation/Addition

Building Official Kyle Parag submitted a Planning/Zoning/Architectural Guidelines Review, indicating the proposed project's substantial compliance with all Development Standards. Building Official Kyle Parag noted that garages are technically meant to be set back behind the front walls of the home, but that this is not a major concern. The Commissioners discussed compliance with Spruce Valley Ranch setbacks and whether an attached garage is subject to the same front wall location issue as a detached garage. The garage of the carriage house was also mentioned as being labeled a dedicated storage space.

Commissioner O'Brien moved and Commissioner Beck provided a second to approve the proposed application as presented. All Ayes – Motion Passed.

**H. 38 Rock Springs Road - Addition**

Building Official Kyle Parag submitted a Planning/Zoning/Architectural Guidelines Review, indicating the proposed project's failure to comply with the foundation and garage location standards, partial compliance with the lighting standard, and compliance with all remaining Development Standards. Building Official Parag noted that the garage "shall be set back" per the LUC from a home and located behind the front walls of the home, and that the lot is tight and difficult to build an addition upon. The Commissioners discussed the merits of a hardship application, the existence of a carport in the side setback that is not displayed on site plans, and whether the Committee was permitted to consider approval of such an addition. Building Official Parag noted that the current layout was to try to avoid building in the side setback and that the Committee is only able to approve or deny the application provided. The Commissioners pivoted to a conversation on whether an eventual approval would require an ADU restriction clause. Attorney Wider commented that the current owner assumes the decisions of the prior owner upon purchase, which limits the applicability of a hardship application, and that variances should only be used to address an unavoidable issue. The current options are to either redesign the addition to comply with the LUC or apply for a variance. The Commissioners stated that this variance may not be approved based on the perceived lack of substantive hardship.

Commissioner Johnson moved and Commissioner O'Brien provided a second to reject the application and inform the applicant of the ability to either redesign or apply for a variance. All Ayes – Motion Passed.

**I. 166 Mountain View Drive – Boundary Lot Line Elimination**

Town Manager Chad Hull provided a boundary lot line elimination site plan for review showing the proposed lots to be combined. The Commissioners clarified that this elimination was to be recorded with the County Assessor. Building Official Kyle Parag noted that, if approved, the lot cannot be re-subdivided as it would not meet the minimum lot size requirement.

Commissioner Johnson moved and Commissioner O'Brien provided a second to approve the boundary lot line elimination application. All Ayes – Motion Passed.

**Discussion**

**J.** Section(s) 16B-4-30(b)(3), 16B-4-20, 16B-4-50, 16-3-20 regarding the use of Setbacks

Town Attorney Widner made a statement that, upon review of Ordinance 2025-02 and the previous versions of the Land Use Code, it would be best to address the issue by starting fresh rather than manipulating existing language. He further noted that private easements are the most challenging component of retooling the language and that an administrative variance would be preferable to the current easement process. Commissioner Cleary expressed his agreement and that the setbacks should be clearly shown in the tables for each zoning type but instead voiced his preference for a light administrative review process being conducted by the Planning & Zoning Commission rather than Town staff. The Commissioners and Town Attorney Widner agreed on 40' from the property line and 25' from the Town right-of-way as basic terminology for front setbacks, unless the subdivision already recognizes Town roads and property lines end at the Town road easement rather than at the midpoint of the location of an originally platted road. The Commissioners discussed and confirmed that the LUC should not consider private easements and private driveways in setback determinations, and that a Planning & Zoning review process on variances should solely be related to road easements rather than any other type. The Commissioners recommended that a draft of such language be presented to the Board of Trustees as a work session item.

**Adjourn**

Commissioner O'Brien moved to adjourn the meeting and Commissioner Beck provided a second. All Ayes - Motion passed.

Chairman Johnson adjourned the meeting at 8:17PM.

April 21, 2026

**Project Narrative for a Front Setback Variance for Expansion of Existing Home, Lot 245,  
Royal Subdivision, common address of 201 Creek Side Drive, Blue River, CO;  
Owner: Moedritzer Family Trust**

This firm represents the owners of the above referenced property (“Property”), Mark and Sandra Moedritzer on behalf of the Moedritzer Family Trust, in relation to the above referenced Class A Permit application. The Property has had a long standing small cabin -- roughly 800 square feet in size -- since 1965. My clients have owned said Property for nearly 15 years. Their family has grown to include grandkids and the cabin is no longer large enough for the entire family to enjoy. Accordingly, they now simply seek to build a practical extension to the cabin. The total structure size, including the extension and the new garage and old cabin, will be just over 3,000 square feet. Such a size is very consistent with many other homes in the immediate vicinity, and well below the allowed square footage of 5,000 feet for this area.

#### **A. Project Background**

The subject property is, again, Lot 245 of the Royal Subdivision, and was created via Plat in 1962. The property is zoned R-1 per the Town Code and is accessed via Creek Side Drive. Per that Plat, Creek Side Drive *dead ends* at the eastern edge of the Property. The northern edge of the property is bordered by Pennsylvania Creek, and there are ten foot pedestrian easements on the north and west sides of the property. There are no wetland bodies or creek areas near or even adjacent to the areas of the home expansion now proposed. The Property has a lot width of 109 feet, above the requirement for lot width of 100 feet. The property is accessed by a driveway directly off Creek Side Drive and will contain three designated parking spaces, two within the proposed garage and one adjacent to said garage, in accordance with the Code.

My clients first applied for their permit on January 13, 2026, via their designated Applicant, Stais Architecture. The Town staff prepared a staff report review of the permit application for the property dated January 26, 2026. The staff report was mostly supportive of the application, save a few items of concern, primarily the following:

- *Building encroachment into the front setback;*

The application was tentatively scheduled for the February 3, 2026 Planning and Zoning Commission (“Commission”) Review. Subsequently, on April 7, 2026, we again went before the Commission with our revised plans. After a fruitful conversation, it was unanimously recommended by the Commission that we come back with a variance request for the specific issue of the one isolated setback encroachment on the front setback for the front corner of the home.

My clients and the Applicant have earnestly taken that valuable Commission feedback and have worked to improve the plans and also, via this narrative, provide some additional background

analysis in relation to the specific issue of the setback encroachment and the accordant request for a variance on the encroachment. In the interests of brevity, this narrative will only focus on the areas of concern related to the April staff analysis of the issue precipitating this variance proposal.

*i. Parking Areas*

As a quick aside, the prior plans included two parking areas that were within the front setback. We recognize that the Code directs for parking areas to be outside of the setback. We have redesigned such parking spaces and now depict one outside space adjacent to the garage area proposed and completely outside the front setback via any means of measuring said setback.

The Code only calls for three parking spaces per home. We meet that Code standard. There was mention of the notion that there was at once two outside spaces for the Lot. While there could have been at some point in time two cars parked outside, if that was the case it was merely due to the fact that there was no garage. Practically, the parking on this property will be located in the garage and one outside space. That will be maintained as reflected here in the plans.

More salient to the issue of this variance, there is no parking area located in the setbacks, front setback or otherwise. While the initial plans did have such an encroachment of the parking spaces in the setback, all such encroachments have been completely eliminated in the current plans.

**B. Nature of the Variance Proposed**

We want to be abundantly clear as to what the very limited nature of this variance request is: my clients seek to *only* be able to build the modest extension to their home in the *only* location where such an expansion is viable – to simply expand the long standing family cabin home to accommodate their family’s needs. They have nowhere to viably store their grandchildren ☺.

This expansion is essentially in one direction – forwards, away from the river along the north side of the lot, away from the pedestrian easements along the north and west sides, and away from the side setback to the east, which the cabin directly abuts already. When one is constrained to the north, west, and east, the natural course of action is to move towards the south, which is towards the front of the Lot. This is also the direction that will ensure the shorted access to Creekside Drive, thereby minimizing impacts of a driveway on the parcel. Thus, design is plainly the least impactful design that can be developed for this Lot.

Moreover, historic context certainly matters in terms of variances. The cabin on this lot is 816 feet and was built in 1965. It was built in the far northeast corner of the lot when it was the last home on the dead end road at that point in time. In fact, the only two homes past this cabin, on Lots 244 and 243, were built in 1999 and 2012, respectively. Along those lines, nearly every home in the area surrounding this lot is roughly 3 to 4 times the size of this cabin. Truly, these larger homes, and more developed character of the present neighborhood came to the cabin ... the cabin did not come to the neighborhood. Times change, and along those lines, my clients now after many years of ownership merely seek an expansion that will result in a home quite closely in line with the homes immediately surrounding the Lot. The proposal meets all the long established constraints of the Lot characteristics and of the older Town Code standards, and now only needs limited relief from the new Code provisions measuring front setbacks in a different manner.

While we were able to pull the parking areas out of the front setback, there is still a corner of the proposed home structure which could be considered to encroach into the front setback, when that setback is measured from the edge of the access easement rather than from the front property line. This dichotomy reflects a rather complex consideration in terms of the application of the Code to this particular property. We would like to delve into that issue with a bit more depth and detail in an effort to work with the Town to secure approval of a reasonable, limited variance only for this corner of the home.

In support of this variance request, we have submitted building plans as well as a disturbance area for the home that reflect the work planned to be done to the home in the immediate future. In that regard, as you can see, most of the remodel of the existing structure has to do with the building of the home in a forward fashion, along the same angle and plane as the existing home.

### **C. Compliance with Town Code Criteria for Variance Approval**

With this context in mind, the present application readily satisfies the criteria for variance approval as set forth in **§16-70-50 of the Code**. I will run through these criteria individually, in order to underscore the key qualities of this proposal, and how it manifests as exactly the type of variance that the Code embraces.

***1. The existence of extraordinary physical conditions or circumstances, such as the property's size, shape, location, topography, floodplain, or steep slope imposes an unreasonable hardship in the development of the property; and***

The natural characteristics of the Lot strongly support the grant of the variance in this matter. As noted, the existing cabin is already situated on the northeast corner of the lot. Pennsylvania Creek runs along the entire northern rear of the property, as does the embankment of the creek. There is also a pedestrian easement along that north side. On the west side setback of the lot there is another pedestrian easement, going to the creek. To the west of the Lot, there are significant stands of older trees which serve as an important natural buffer for the pedestrian trail users and the adjacent homes on Lots 246 and 269, and Lot 270 as well.

The notion of affording variances due to natural features of a lot is not only a creature of the Town Code, but it also actually emanates from State law. Specifically, CRS §30-28-118 encourages variances from local zoning codes:

by reason of exceptional narrowness, shallowness, or shape of a specific piece of property at the time of the enactment of the regulation or by reason of exceptional topographic conditions or other extraordinary and exceptional situation or condition of such piece of property, the strict application of any regulation enacted under this part 1 would result in peculiar and exceptional practical difficulties

The present constraints of Lot 245, now further affected by the expanded front setbacks per the Town Code, are the classic scenario warranting a variance under Colorado law. The only other option for my clients to expand their home to an average modern size and capacity would be to clear out a wide swath of tree cover, build into an area with more topographic challenges, and

impact the aesthetics for trail users and adjacent parcels. In such cases, the grant of a variance is not only warranted but highly logical and good policy.

In the present matter, the new Code standards for measuring the dimensions of the front setback at hand have expanded the constraints of the front setback quite significantly. The old measurement of the front setback only extends 25 feet from the property line; in contrast the new setback measurement now extends 40 feet. In fact the entire section of the home design which poses the encroachment at issue is within that “additional” 15 feet of front setback– in other words, if this proposal was made two years ago there would be no encroachment.

This point is not made in any way to dismiss or assail the nature of the new Code provisions on measuring setbacks. Instead, we simply want to underscore the challenges and hardships my clients now wrestle with. Typically, such a setback from the edge of the road makes pragmatic sense. However, when the setback is measured from the easement and not the very narrow road surface, and when the road in question functions essentially as a driveway, the import of such Code standards creates some rather peculiar difficulties at hand. When that affected home precedes – by decades -- that setback standard, and when the road surface is much smaller than the easement measured by the setback, the owner will invariably wrestle with some exceptional and undue hardship in their use and enjoyment of the property.

***2. The hardship deprives the owner of privileges associated with development enjoyed by most other properties within the neighborhood;***

Discussed in greater detail above, virtually every home in the immediate area is roughly 3 to 4 times the size of the existing cabin. This expansion will result in a home that well is in line with the size of those surrounding homes. That existing cabin is also much older, built in 1965. My clients merely seek to build orienting from the footprint of that existing cabin. This expansion allows my clients to have a home more in line, functionally, with the existing neighborhood, without having to lose the historic sense of place of the property and the cabin.

***3. Compliance with the standard or requirement would impose an extraordinary and wholly unreasonable cost or expense upon the owner which cost or expense essentially makes the property undevelopable and unmarketable given economic conditions;***

A quick scan of the topography of the lot underscores that while the lot is relatively flat, expanding the home to any other direction is simply more laborious and impactful, not just to my owners but to the community. The only alternative direction for an expansion would be to the west. Building to the west, with the constraints of the creek to the north and the new, significantly expanded front setback on the south of the lot, would force a greatly elongated rectangular expansion that runs across the majority of the middle of the lot.

That design would also push the home closer to both pedestrian easements and to the creek alignment, materially affecting the recreational experience. It would also increase the impact to adjacent properties. It would mandate a great degree of tree clearing which would affect the very nature of this end of the road parcel. It would naturally have greater expense, and far less

character and appeal, but most important is the aesthetic and esoteric expense that will be felt by the neighborhood in such circumstances if the only alternative development is pursued.

***4. The need for a variance is not the result of the owner's or the owner's predecessor's decisions, actions, or inactions;***

There is no action or inaction at the hands of my clients or any prior owner that precipitates the needed variance in this matter. The cabin was built more than six decades ago, in what was at that time the last home on the end of the road. Indeed, times have changed. Nevertheless, it was not until the new Code standards for front setbacks adopted some 14 months ago, that any Code compliance concerns would even present themselves in this project. We have stressed that the home is within the area outside of the old front setback confines. It is only due to the expanded front setback area that there is any concern.

To that extent we have redesigned this project to avoid that front setback as much as possible. What we are left with is the one corner of the proposed home which will be situated in the front setback, aligned in an area next to the very end point of the road easement for Creekside Drive. No other impacts to the new Code setback alignments are proposed in any manner, nor any other deviation from the Town Code standards whatsoever.

***5. The granting of the variance will not be materially detrimental to the public welfare or injurious to other properties in the neighborhood which are located within the Town; and***

The variance will do no harm to the fabric of the zoning code, in either practice or intent. The front setback is in large part a means of ensuring both flexibility in Town road operations such as snow plowing, and also allows a buffer from rural roads for traffic, view corridors, etc. In this present matter, the home will always be separated from the actual roadway by a significant buffer. There is not even the potential of disturbance, particularly in light of the fact that this very end of the road operates by all practical means as a driveway and not a public road.

We have already had in depth discussions with Staff and the Commission regarding the relative complexity of the Town's front setback regulations. Specifically, while it has been acknowledged that front setbacks in R-1 property were traditionally measured at 25 feet from the front property line, new Town regulations have sought to redefine that setback relative to the road easement instead. For many of the older subdivisions within the Town of Blue River, the access roads when platted were addressed via an access easement within the front area of the respective properties rather than a stand-alone road designation. These easements were typically not dedicated to the public via the plats at issue. Accordingly, with this Property, this subdivision, and many others within the Town, the access road is actually within the lot area. It follows that a setback measured from the road edge will also be within the Lot area and push the front setback boundaries even further into the Lot.

The Town did adopt new setback language in the code just recently, on February 18, 2025, via Town Ordinance 2025-02. In summary, the new ordinance expanded the definition of "Town Road Easement" to include unperfected inchoate prescriptive rights of way and measure setbacks from the edge of that right of way rather than from the front property line. We absolutely

appreciate the concerns behinds the Town’s approach in this regard, specifically stated in Recital D of said Ordinance as follows:

The construction of buildings or structures in *close proximity to public roads* ... presents a potential hazard to both the occupants of the building or structure and the public.

We generally agree with that sentiment. However, we do not agree that such an approach or the actual language of the new ordinance actually applies to this particular property and the stretch of the easement affecting the Property.

The Royal Subdivision created an access easement for Creek Side Drive which was neither articulated as a public road nor dedicated to the public. Nevertheless, we do understand that the new Town ordinance is set forth in expansive terms to include prescriptive rights of way that have been, per Ordinance Section 3:

Openly, adversely, notoriously, ad exclusively managed, maintained, repaired, plowed and controlled for the purpose of providing a road system *to the general public*. (Emph. Added).

The key factor here is that any easement subject to the new expansive definition of a Town Road Easement must meet all these elements of a prescriptive right of way. Specifically, it must be managed, maintained and repaired as a thoroughfare or road for the general public. While we would acknowledge that this definition ostensibly applied to Creek Side Drive generically, we do not believe the underlying policy rationale for this new setback measurement applies to this specific Lot with much force or import.

As noted above, the Creek Side Drive easement terminates within this Lot, at the east edge of the Lot. The Royal Subdivision Plat plainly depicts this fact. That Plat also reflects that the other half of that easement terminates at the east edge of adjacent Lot 243. Moreover, there is only one other lot beyond this easement, Lot 244, which is directly adjacent to the edge of the easement. In turn, any Town maintenance or management of Creek Side Drive also necessarily terminates in this spot. This area, and the three lots served here at the end of the road, operate far more like a driveway than a public road. Invariably, Creek Side Drive at this end is no longer a thoroughfare and is not a “road open to the general public”, as the Ordinance requires for the new expansive definition.

The very definition of a driveway in the Code reflects this logic. Per Code §16B-7-50(C)(1), a private driveway may serve up to four lots. This final stretch of the access drive for Creek Side Drive, which again was originally created as a private access, only serves three lots. It is a functional dead end driveway, not a thoroughfare, not a prescriptive public road and not open to the general public. This end of the road serves no public function nor any public road system utility. Thus, it is incredibly hard to shoehorn this last stretch as a prescriptive public right of way.

In fact, the part of the buildable area where the proposed addition protrudes into the putative new front setback is at the very eastern edge of the Property building area ... well past any access for any lot except Lot 244. It follows that the driving concern behind the new ordinance, reflected above, namely, to abate “potential harm to occupants of the building or the public”, presents no

viable applied scenario to the present proposal, the present stricture, or any of the circumstances applicable to this area of the Property and this area of Creek Side Drive. Further underscoring this notion, there are many other examples of improvements within other lots along Creek Side Drive, and within the Royal Subdivision, which already encroach within this newly devised setback area, often up to and even in some cases adjacent to or within the access easement. Those other improvements on other lots are not at the very end of the easement, and not within what should properly be deemed a driveway area; instead, they are within a stretch of Creek Side Drive along its course as a thoroughfare and thus quite clearly open to the general public.

***6. The variance granted will be the least modification possible to permit the owner's reasonable use of the owner's property.***

As noted, we have painstakingly finetuned this proposal and design to minimize the scope and level of any variance requested. The corner of the house that is the sole encroachment in the setback is a direct result of the orientation of the historic cabin. Further, as the design emanates from the footprint of that existing cabin, the property moves forward in that orientation, towards the south and front of the lot, in an effort to avoid the Pennsylvania Creek area, pedestrian areas, topography, maintain maximum tree cover and keep separation buffers from other homes. This is indeed the least modification possible to allow a viable expansion of the home in this Lot under these overarching precepts.

In light of the foregoing, we now seek a variance from this standard for the one corner of the home. While we understand that the technical application of this front setback might still apply to this Lot, the functional application of the Town's recent setback ordinance truly does not extend to this lot, based on these particular circumstances.

This final stretch of Creekside Drive is in an area that is not subject to any significant public travel or maintenance. It is the very end of the road; a functional driveway connected only to other driveways. The proposed corner of the home might be in the front setback, technically, but functionally it presents no obstruction to any public function in any manner. It allows for a much preferable design that limits impacts to the aesthetics and character of the neighborhood, of the recreational uses directly adjacent to this lot, and for adjacent properties. It preserves a well treed buffer from Pennsylvania Creek, from adjacent properties and from pedestrian easements and from Creekside Drive itself.

The variance is requested in light of the quite unique physical characteristics of the Lot, and the nature of the tiny existing cabin. The home proposed will be well within the range of home sizes for the immediate area. It will blend in with the natural and residential characteristics of the neighborhood. It is a thoughtful design intended to minimize impacts, maintain the cabin orientation, preserve maximum tree cover and natural features, and assimilate seamlessly into the neighborhood. In light of the foregoing, would respectfully request a determination by the Commission that per the variance standards of Code §16-7-50, and per functional goals of Ordinance 2025-2, that a variance for minimum encroachment into the front setback for this particular property, under this particular set of circumstances, is warranted and is recommended for approval.

## Conclusion

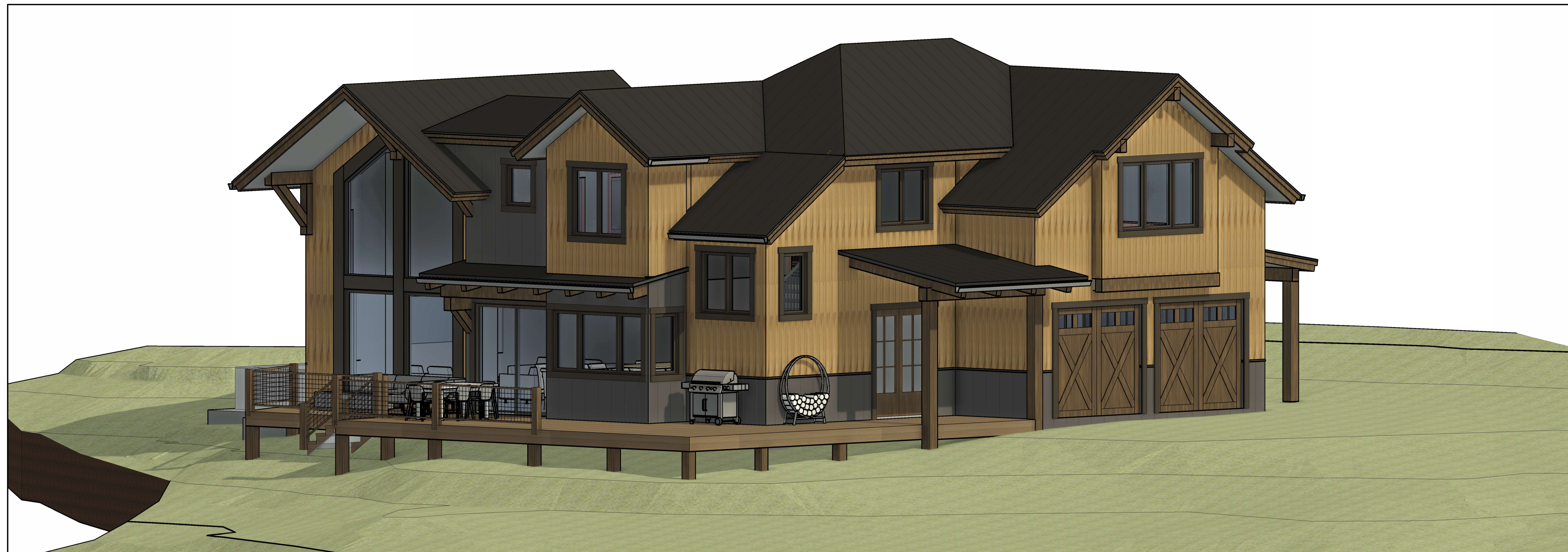
In conclusion, the Owners of this Property have every intention of attaining an exemplary development on this Property. This expansion will be carried forward in good faith and in reflection of all reasonable constraints, mitigation measures and other efforts designed to ensure that all use on the Property is implemented with the utmost of responsibility and compatibility with the neighborhood.

Ultimately, we do not seek to avoid or circumvent that new ordinance, nor do we oppose it from a general perspective. The consistent, fundamental point in this proposal is that we only seek a pragmatic limited variance for the one corner of the home. Any other home design in the alternative would be far more impactful, arduous and fail to blend into the natural features of the Lot and the neighborhood. We look forward to moving forward in a cooperative and collaborative manner with the Town staff in regard to this proposal and thank the Town of Blue River for the opportunity to do so.

Best regards,

A handwritten signature in blue ink, appearing to read 'Daniel Teodoru', with a long horizontal flourish extending to the right.

Daniel Teodoru, Esq.



[RENDERING NOT FOR CONSTRUCTION]

# MOEDRITZER MOUNTAIN CABIN

201 CREEK SIDE DRIVE  
BLUE RIVER, COLORADO

REVISED 50% DESIGN DEVELOPMENT

moedritzer mountain  
cabin

lot 245  
the royal subdivision  
blue river . colorado

PROJECT # 2505

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ISSUE:

50% des dev	12 jan 2026
revised	16 mar 2026
revised	20 apr 2026

## SHEET INDEX

CS	COVER SHEET	A221	MAIN FLOOR PLAN	A301	EXTERIOR ELEVATIONS & EXTERIOR MATLS SCHED	A401	BUILDING SECTIONS
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A111	SITE PLAN, AREA CALCS & NOTES	A223	ROOF PLAN	A311	EXTERIOR PERSPECTIVES		
A181	LANDSCAPE, HARDSCAPE, & EXT LIGHTING PLAN						
A191	CONSTRUCTION MANAGEMENT PLAN						

## PROJECT TEAM

<b>OWNER:</b> MR. MARK MOEDRITZER MS. SANDY MOEDRITZER 5416 MOHAWK LN FAIRWAY, KS 66205	<b>SURVEYOR:</b> SCHMIDT LAND SURVEYING, INC. P.O. BOX 5761 FRISCO, CO 80443 970.409.9963	<b>ARCHITECT:</b> STAIS ARCHITECTURE & INTERIORS 409 EAST MAIN STREET P.O. BOX 4175 FRISCO, COLORADO 80443 970.453.0444	<b>STRUCTURAL ENGINEER:</b> G3 CONSULTING, LLC P.O. BOX 2933 BRECKENRIDGE, CO 80424 970.485.2073	<b>GENERAL CONTRACTOR:</b> DECKER CUSTOM HOMES, INC. P.O. BOX 4674 BRECKENRIDGE, CO 80424 970.418.3166
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COVER SHEET

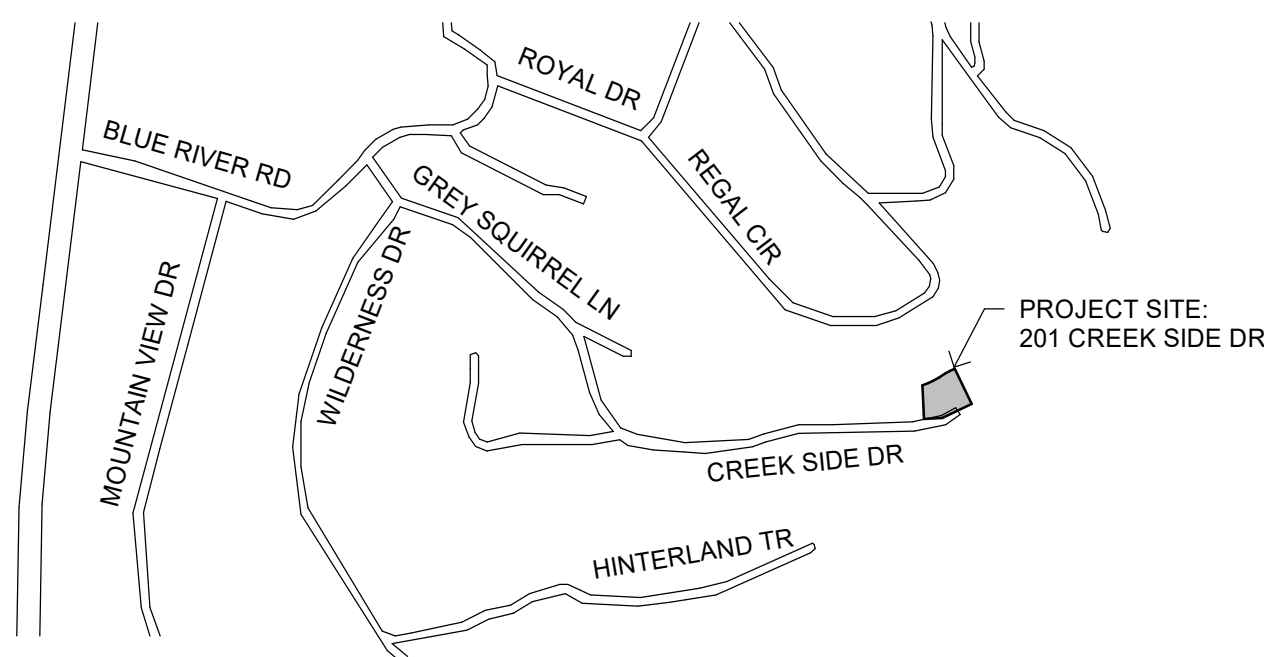
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**SITE PLAN NOTES**

- BOUNDARY AND TOPOGRAPHICAL INFORMATION OBTAINED FROM SURVEY BY SCHMIDT LAND SURVEYING, INC, DATED 9 JUNE 2026, VERIFY IN FIELD AND BACK-CHECK ALL INFORMATION PRIOR TO CONSTRUCTION STAKING.
- UTILITY LOCATIONS ARE SHOWN APPROXIMATELY. CONTACT APPROPRIATE AUTHORITIES TO FIELD LOCATE ALL UTILITIES PRIOR TO EXCAVATION.
- CONTRACTOR SHALL IDENTIFY ALL EXISTING TREES, WHICH ARE SPECIFIED ON THE SITE PLAN TO BE RETAINED BY ERECTING TEMPORARY FENCE BARRIERS AROUND THE TREES TO PREVENT UNNECESSARY ROOT COMPACTION DURING CONSTRUCTION. CONSTRUCTION DISTURBANCE SHALL NOT OCCUR BEYOND THE FENCE BARRIERS, AND DIRT AND CONSTRUCTION MATERIALS OR DEBRIS SHALL NOT BE PLACED ON THE FENCING. THE TEMPORARY FENCE BARRIERS ARE TO REMAIN IN PLACE UNTIL ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
- CONTRACTOR SHALL SUBMIT AND OBTAIN APPROVAL FROM THE TOWN, A CONSTRUCTION STAGING PLAN INDICATING THE LOCATION OF ALL CONSTRUCTION MATERIAL STORAGE, FILL AND EXCAVATION MATERIAL STORAGE AREAS, PORTOLET AND DUMPSTER LOCATIONS, AND EMPLOYEE VEHICLE PARKING AREAS. NO STAGING IS PERMITTED WITHIN PUBLIC RIGHT OF WAY. ANY DIRT TRACKED UPON THE PUBLIC ROAD SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE. CONTRACTOR PARKING WITHIN THE PUBLIC RIGHT OF WAY IS NOT PERMITTED WITHOUT THE EXPRESS PERMISSION OF THE MUNICIPALITY AND/OR HOA, AND CARS MUST BE MOVED FOR SNOW REMOVAL. A PROJECT CONTACT PERSON IS TO BE PROVIDED TO THE PUBLIC WORKS DEPARTMENT PRIOR TO ISSUANCE OF THE BUILDING PERMIT.
- REVEGETATE ALL DISTURBED AREAS PER LANDSCAPE NOTES.
- FINISH GRADE TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING FOUNDATION @ ALL AREAS.
- PLANTING BEDS SHOWN HATCHED ON LANDSCAPE PLAN. REFER TO LANDSCAPE SCHEDULE & NOTES.
- USGS DATUM PER SURVEY.
- SPOT ELEVATIONS NOTE PROPOSED GRADE (& STATION # IF APPLICABLE) ABOVE LEADER LINE, WITH EXISTING GRADE NOTED BELOW LEADER LINE (IN PARENTHESES).
- NEW CONTOURS ARE LABELED ON HIGH SIDE OF CONTOUR LINE.
- REFER TO ARCHITECTURAL DRAWINGS FOR RETAINING WALL DETAILS.

**VICINITY MAP**



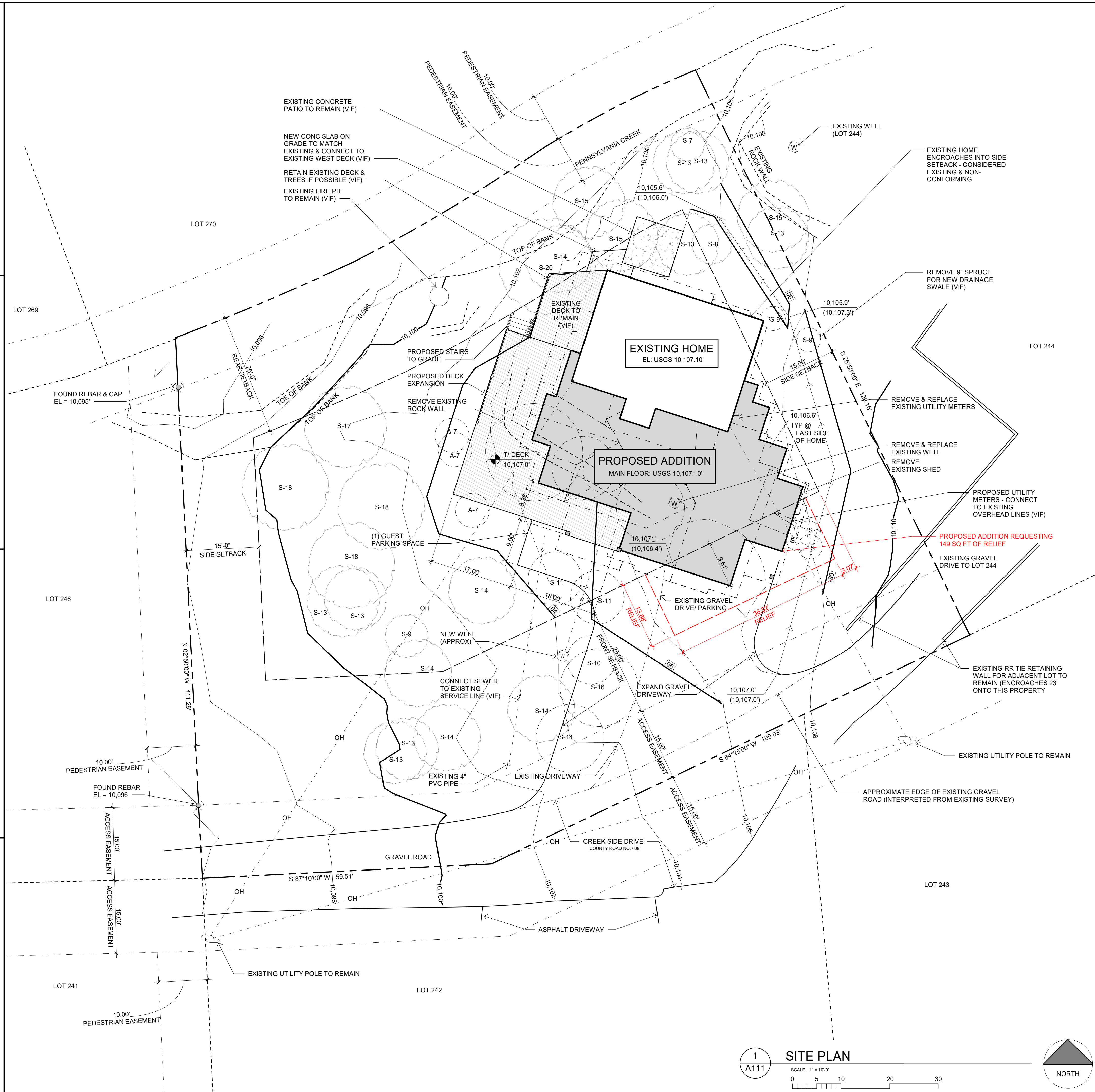
**AREA CALCULATIONS**

SITE CALCS:	DESCRIPTION	AREA (ACRES)	% OF SITE
1. BUILDING FOUNDATION	BELOW ENCL AREAS	2,172 (.05)	11.3%
2. BUILDING FOOTPRINT	(1) + DECKS AND PORCHES	3,159 (.073)	16.5%
3. PAVING & GRAVEL	DRIVE & WALKS **	3,147 (.072)	16.4%
4. SNOW STACK	@ DRIVES, WALKS, & DECKS	348 (.008)	1.8%
5. LANDSCAPE/OPEN SPACE	TOTAL (6)-(2)-(3)	12,860 (.295)	67.1%
6. TOTAL		19,166 (.44)	100%

NOTES: 1. \*\* INCLUDING: EXISTING ROAD (CREEK SIDE DRIVE), EXISTING NEIGHBOR DRIVEWAY, EXISTING & PROPOSED RESIDENCE DRIVEWAY

BUILDING CALCS:	CONDITIONED (SF)	UNCONDITIONED (SF)	TOTAL (SF)	COVERED PORCHES
1. LOWER FLOOR	---	166	166	---
2. MAIN FLOOR	1,484	688	2,172	313
3. UPPER FLOOR	1,122	---	1,122	---
TOTAL	2,606	854	3,460	313

- NOTES: 1. BUILDING AREAS CALC'D IN ACCORDANCE W/ BUILDING CODE REQ'MENTS.  
 2. UNCONDITIONED AREA INCLUDES GARAGE, MECHANICAL & STORAGE (WITH OVER 5'-0" HEADROOM).  
 3. STAIRS & LANDINGS NOT COUNTED WITH UPPERMOST FLOOR SQUARE FOOTAGES.



**1 SITE PLAN**  
 A111  
 SCALE: 1"=10'-0"  
 0 5 10 20 30  
 NORTH

**ISSUE:**

DESCRIPTION	DATE
50% des dev	12 jan 2026
revised	16 mar 2026
revised	20 apr 2026

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**LANDSCAPE NOTES**

- 1) THE PLANT LIST IS PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR SHALL VERIFY ALL PLANT COUNTS AND IF A DISCREPANCY EXISTS THE SCHEDULE SHALL GOVERN.
- 2) LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES, PIPES AND STRUCTURES. THE LANDSCAPE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES FOR FIELD LOCATION OF ALL UNDERGROUND UTILITY LINES PRIOR TO ANY EXCAVATION.
- 3) GENERAL CONTRACTOR TO PROVIDE ROUGH GRADING WITHIN +/- 0.50 FOOT OF FINISHED GRADE PRIOR TO START OF LANDSCAPE CONTRACTOR'S WORK.
- 4) FINAL LOCATION AND STAKING OF ALL PLANT MATERIALS SHALL BE AT THE DIRECTION OF ARCHITECT. LANDSCAPE CONTRACTOR SHALL NOT PROCEED WITH PLANTING OPERATIONS UNTIL STAKING IS FULLY APPROVED.
- 5) EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH SECURED HAYBALES AND/OR SNOWFENCE AT DRIP LINE OF TREE. AREAS TO REMAIN UNDISTURBED SHALL BE PROTECTED WITH PLASTIC SNOW FENCING ATTACHED TO METAL POSTS DRIVEN INTO THE GROUND.
- 6) PLANTING BACKFILL MIX IS TO CONSIST OF 80% NATIVE TOPSOIL AND 20% PEAT MOSS. SHRUB BEDS AND TREE WELLS ARE TO BE MULCHED WITH 3" SHREDDED MULCH. MULCH SAMPLE TO BE APPROVED BY ARCHITECT PRIOR TO INSTALLATION.
- 7) ALL PLANTING BEDS SHALL BE SEPARATED FROM SOD AND NATIVE GRASS AREAS BY 1/8"x4" GALVANIZED STEEL EDGING. TACK EDGING IN PLACE WITH 12" EDGING PINS AT 40" MINIMUM SPACING. ALL DECIDUOUS TREES ARE TO BE STAKED WITH 5" STEEL "T" STAKES AND GUYED WITH #12 GALVANIZED WIRE AND 1-1/2" WIDE, GREEN, NYLON TREE STRAPS. ALL EVERGREEN TREES ARE TO BE STAKED WITH THREE, 5" STEEL "T" STAKES AND GUYED WITH #12 GALVANIZED WIRE AND 1-1/2" WIDE, GREEN NYLON TREE STRAPS.
- 8) LANDSCAPE CONTRACTOR SHALL SUPPLY AND DISTRIBUTE 10 CUBIC YARDS TOPSOIL TO PROPOSED PLANTING BEDS. CONTRACTOR SHALL ALSO SUPPLY AND DISTRIBUTE 2 CUBIC YARDS OF ORGANIC COMPOST TO PROPOSED PERENNIAL AREAS.
- 9) PERENNIAL FLOWER BEDS ARE TO BE AMENDED WITH 4" OF DEBRIS FREE TOPSOIL AND 2" ORGANIC COMPOST. MIXTURE TO BE CULTIVATED TO A DEPTH OF 6" AND FINE GRADED TO PROVIDE POSITIVE DRAINAGE.
- 10) PREPARATION OF NATIVE GRASS AREAS WILL INCLUDE THE FOLLOWING:
  - LOOSEN SOIL TO A MINIMUM OF 4" DEPTH. REMOVE STONES OVER 2" IN DIAMETER AND STICKS, ROOTS, RUBBISH AND EXTRANEOUS MATTER.
  - DISTRIBUTE 1" OF TOPSOIL TO BE CULTIVATED INTO NATIVE SOIL.
  - GRADE AREAS TO A SMOOTH, FREE DRAINING, EVEN SURFACE WITH A LOOSE, MODERATELY COARSE TEXTURE. REMOVE RIDGES AND FILL DEPRESSIONS AS REQUIRED TO DRAIN.
- 11) ALL DISTURBED AREAS TO BE REVEGETATED WITH NATIVE GRASSES SHALL BE SOWN WITH THE FOLLOWING SEED MIXTURE:
  - ROCKY MOUNTAIN HIGH ALTITUDE NATIVE GRASS SEED MIX, AVAILABLE FROM NEILS LUNCEFORD NURSERY, SILVERTHORNE, COLORADO OR APPROVED EQUAL.
  - ONE APPLICATION OF A DI-AMMONIUM PHOSPHATE FERTILIZER, 18-46-0 AT THE RATE OF 8 LBS PER 1,000 S.F., SHALL BE BROADCAST PRIOR TO SEEDING.
- 12) ALL SEEDED AREAS WITH A SLOPE OF 2:1 OR GREATER SHALL BE CONTROLLED WITH EROSION CONTROL NETTING.
- 13) AFTER SEEDING, RAKE OR DRAG SURFACE OF SOIL LIGHTLY TO REINCORPORATE SEED INTO TOP 1/8" OF SOIL.
- 14) LANDSCAPE CONTRACTOR SHALL PROVIDE OWNER WITH UNIT COSTS FOR PROPOSED AND TRANSPLANTED PLANTINGS TO INCLUDE ALL COSTS FOR MATERIAL, LABOR, FREIGHT, HANDLING, OVERHEAD, AND PROFIT.
- 15) ALL NEWLY PLANTED TREES AND SHRUBS SHALL BE IRRIGATED WITH AN AUTOMATED DRIP SYSTEM. PERENNIAL FLOWER BEDS AND ANY LAWN AREAS SHALL BE IRRIGATED WITH POP-UP SPRAY HEADS. NATIVE GRASS AREAS SHALL BE TEMPORARILY IRRIGATED FOR 45 DAYS AFTER SEEDING OR UNTIL GRASSES ARE ESTABLISHED.
- 16) LANDSCAPE CONTRACTOR SHALL SUBMIT A WRITTEN DOCUMENT REGARDING ITS POLICY ON PLANT GUARANTEE AND REPLACEMENT TO THE OWNER. EACH GUARANTEE SHALL CONFORM TO THE MINIMUM STANDARD OF REPLACING ALL MATERIAL INCLUDING LABOR, DUE TO SICKNESS OR DEATH OF A PLANT FOR A PERIOD OF ONE YEAR FOLLOWING THE PLANT'S INSTALLATION.
- 17) DRIP AREAS NOT SHOWN WITH OTHER TYPES OF HARDSCAPE TO RECEIVE 4" THICK 1.5" CRUSHED STONE, FROM 2'0" PAST DRIP LINE TO FACE OF BUILDING. INCLUDE GEOTEXTILE FABRIC BELOW FOR WEED CONTROL & LANDSCAPE EDGING FLUSH WITH TOP OF STONE.

**LANDSCAPING SCHEDULE**

SYM	COMMON NAME	BOTANICAL NAME	QTY	SIZE	REMARKS
⊗	ASPEN	POPULUS TREMULOIDES	3	1" CAL	50% MULTI-STEM
			3	1 1/2" CAL	
			3	2" CAL	
⊗	PEKING COTONEASTER		3	10 GAL	
⊕	COMMON LILAC		4	5 GAL	MIX PURPLE & WHITE FLOWERS
⊙	NATIVE SHRUBS AND GRASSES	SAGE BRUSH, NATIVE GRASSES	TBD	SEED	SPREAD AT AREAS TO BE REVEGETATED

**HARDSCAPE LEGEND**

- 6" THK ROAD BASE
- 4" THICK CONCRETE SLAB ON GRADE
- 4" THK 1.5" DIA CRUSHED STONE @ DRIP AREAS, WITH GEOTEX WEED BARRIER BELOW (PROVIDE LANDSCAPE EDGING)
- 3" NOM SANDSTONE WALKWAY OR PATIO

**EXTERIOR LIGHTING SCHEDULE**

- NOTES: 1. ALIGN TOP OF EXTERIOR LIGHT FIXTURE WITH TOP OF NEAREST DOOR/WINDOW.  
2. VERIFY QUANTITIES AND LOCATIONS WITH OWNER PRIOR TO ORDERING FIXTURES.

TAG	TYPE	MFR/MODEL	LAMPS	NOTES
A	WALL MOUNT	HINKLEY - FOLD 28996BX	(1) 12W	DARK SKY RATED
B	WALL MOUNT	HINKLEY - FOLD 28994BX	(1) 7W	DARK SKY RATED



**moedritzer mountain cabin**

lot 245  
the royal subdivision  
blue river . colorado

PROJECT # 2505

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**LANDSCAPE, HARDSCAPE, & EXT LIGHTING PLAN**

**craft**

**A181**

1 LANDSCAPE PLAN  
SCALE: 1" = 10'-0"

NORTH

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**moedritzer mountain cabin**

lot 245  
the royal subdivision  
blue river, colorado

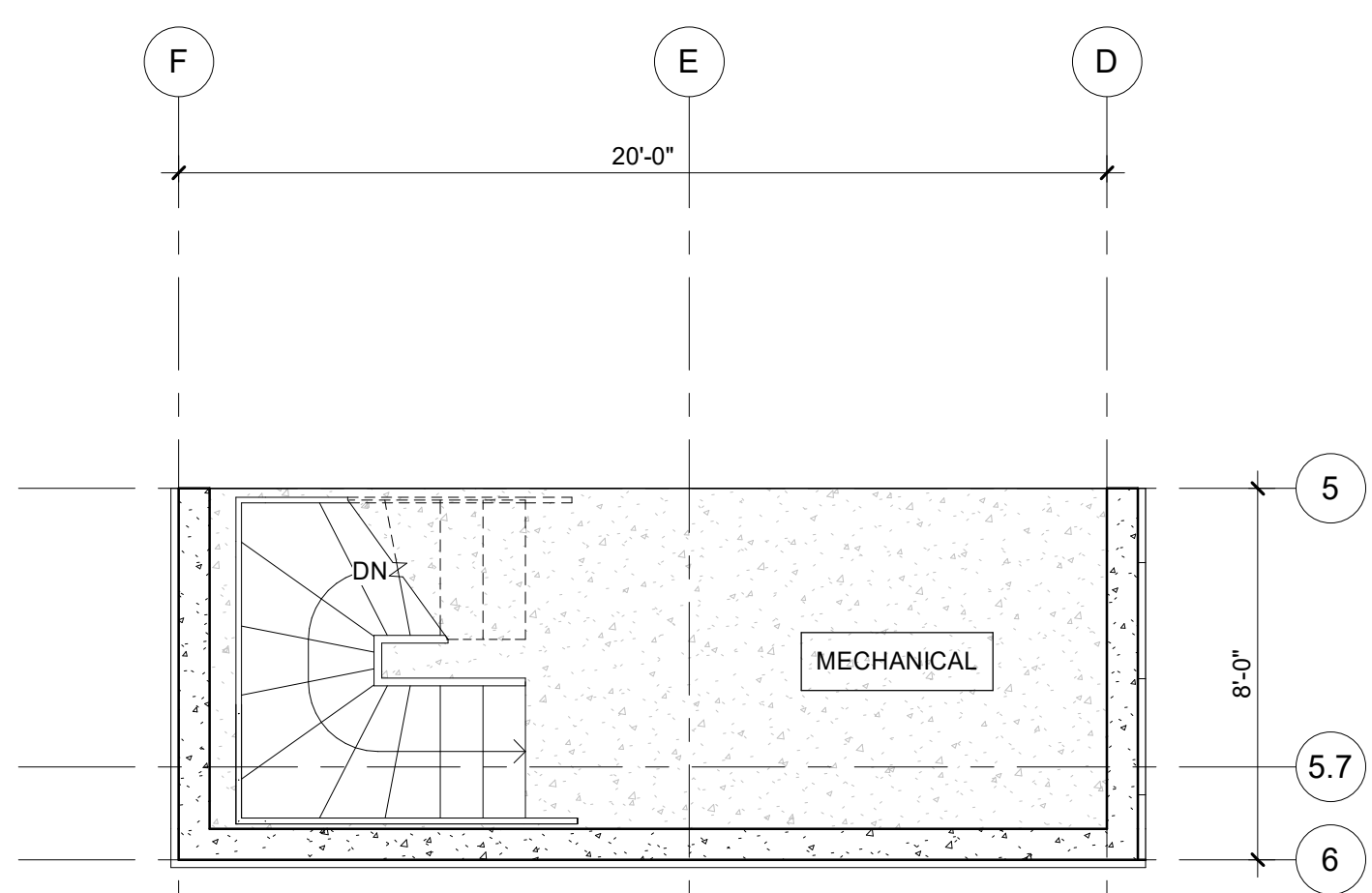
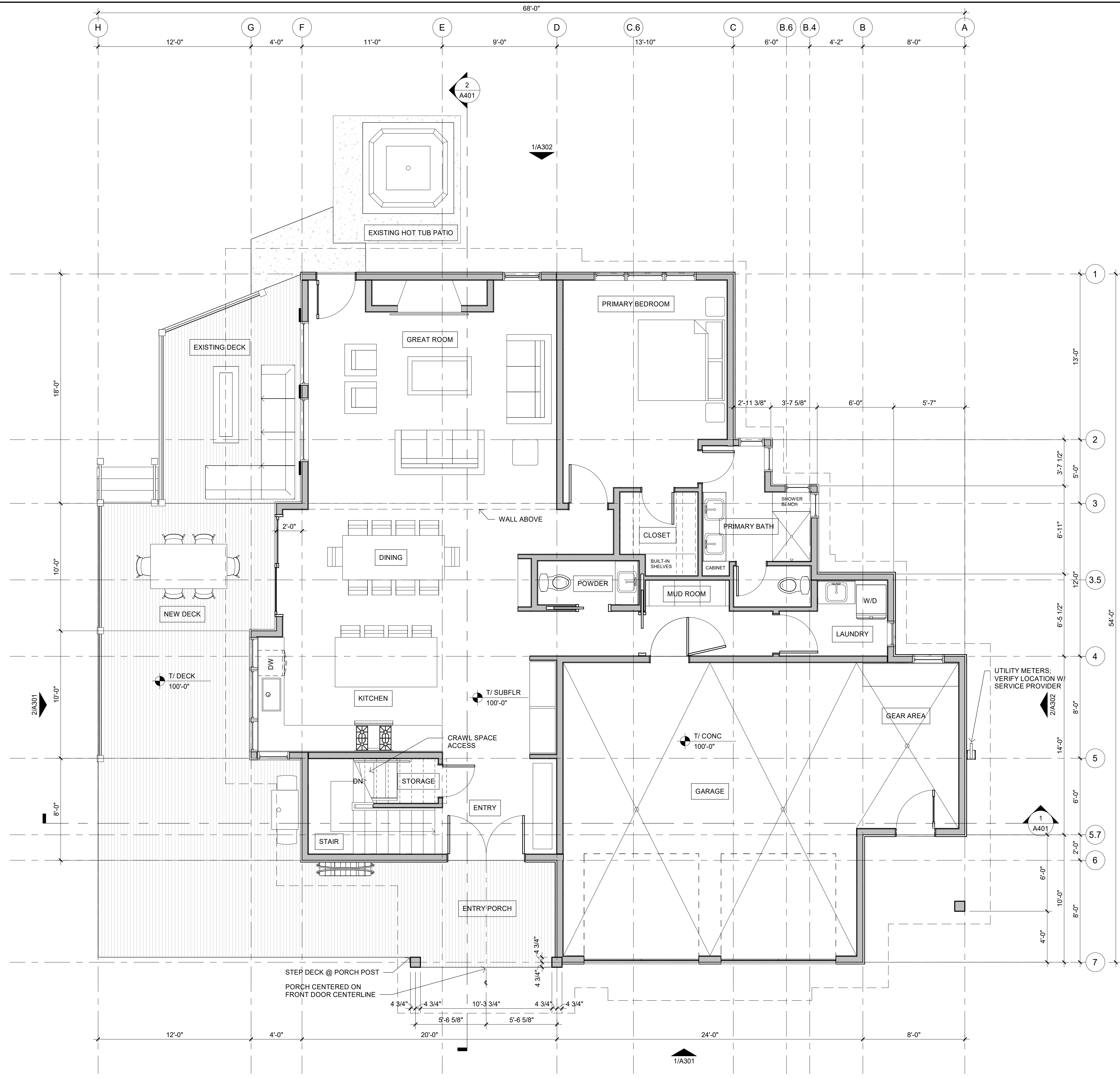
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MAIN FLOOR PLAN  
**draft**  
A221



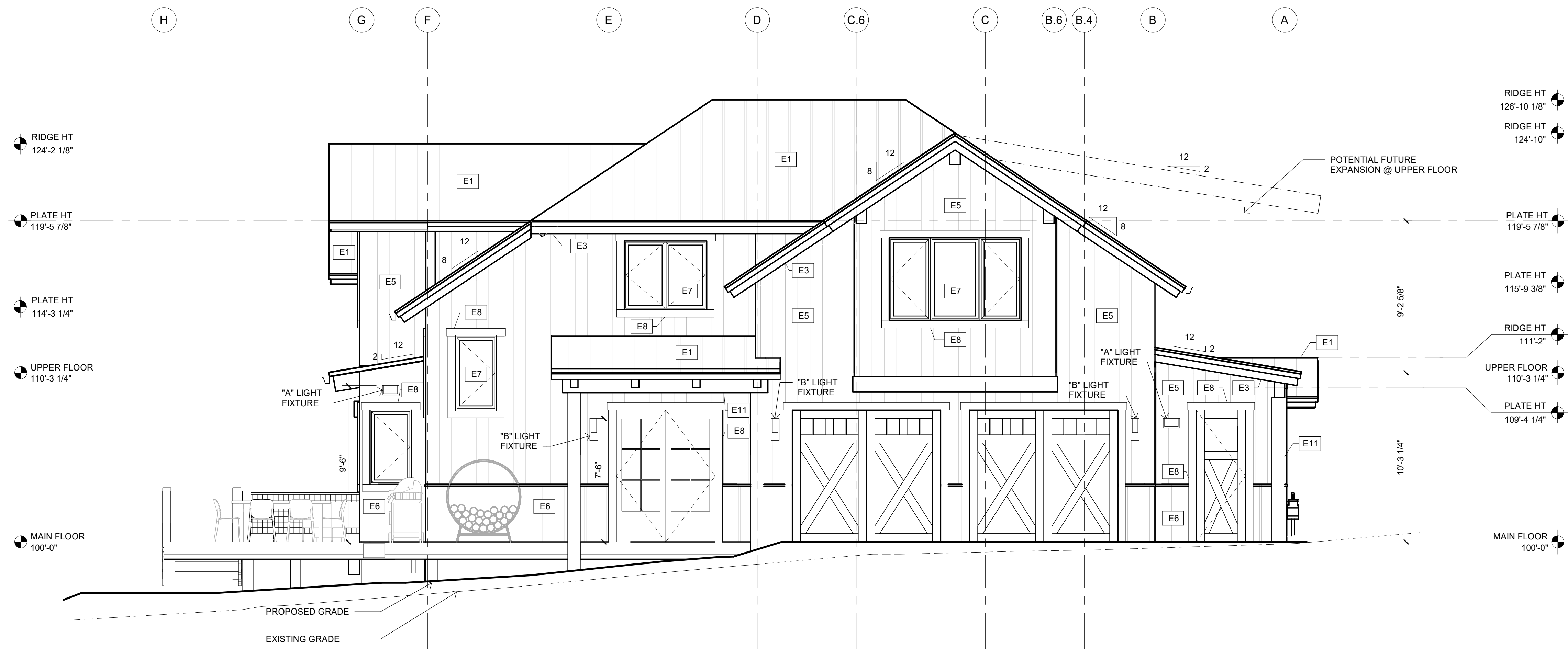
**2**  
A221  
**LOWER FLOOR PLAN**  
SCALE: 1/4" = 1'-0"  
0 4 8 12 16  
north

**1**  
A221  
**MAIN FLOOR PLAN**  
SCALE: 1/4" = 1'-0"  
0 4 8 12 16  
north

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1 SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"

EXTERIOR MATERIALS SCHEDULE

TAG	ITEM	MATERIAL	COLOR
E1	PRIMARY ROOF:	16" WIDE STANDING SEAM PANELS	MIDNIGHT BRONZE
E2	DRIP EDGE:	ALUMINUM (PREFINISHED)	MATCH ADJACENT ROOF
E3	FASCIA:	2x CEDAR (RE: DTL)	MONTANA TIMBER PRODUCTS SEMI-TRANSPARENT STAIN
E4	SOFFIT:	1x6 T&G ROUGH SAWN CEDAR (RUN PARALLEL TO EAVE)	MATCH FASCIA
E5	PRIMARY SIDING:	1x8 VERT RS CEDAR	AQUAFIR - BROWN (SMOOTH)
E6	SECONDARY SIDING:	16" WIDE STANDING SEAM PANELS	MEDIUM BRONZE
E7	DOORS/WINDOWS:	ALUMINUM CLAD WOOD	BROWN
E8	DOOR/WINDOW TRIM:	2x CEDAR (RE: DTL 1/A300)	MATCH FASCIA
E9	FRIEZE BOARD:	2x6 CEDAR (@ SECONDARY SIDING ONLY)	MATCH FASCIA
E10	PATIOS/DECKS:	TIMBERTECH COMPOSITE DECKING	DARK OAK
E11	EXPOSED BEAMS & POSTS	DOUGLAS FIR OR GLULAM	MATCH FASCIA
E12	PORCH CEILINGS:	1x6 T&G ROUGH SAWN CEDAR (RUN PARALLEL TO EAVE)	MATCH SOFFIT

NOTES:

- 1) IN THE CASE OF ANY DISCREPANCIES BETWEEN THIS SCHEDULE AND OTHER CONTRACT DOCUMENTS, THE INFORMATION ON THIS SCHEDULE SHALL TAKE PRECEDENCE.
- 2) PROVIDE 2x2 P.T. EMBEDDED NAILERS @ ALL CONCRETE WALLS WITH OVER 12" CONCRETE ABOVE PROPOSED GRADE.
- 3) ALL FLASHING, VENTS, FLUES, ROOFTOP MECHANICAL EQUIPMENT, UTILITY BOXES, AND SIMILAR ITEMS SHALL BE PAINTED TO MATCH ADJACENT PORTION OF BUILDING UNLESS OTHERWISE NOTED.
- 4) TYPICAL SIDEWALL FLASHING: ICE & WATER SHIELD 2-6" VERT UP WALL; WRAP INTO OPENINGS; MTL FLASHING EXPOSED 6" UP WALL; TYPICAL AT ALL SIDEWALL CONDITIONS.
- 5) EXTERIOR PAINT & STAIN AREAS TO RECEIVE (2) COATS MINIMUM, PLUS PRIMER COAT.
- 6) SIDING MATERIAL CHANGES TO OCCUR AT INTERIOR CORNERS.



2 WEST ELEVATION  
SCALE: 1/4" = 1'-0"

moedritzer mountain cabin

lot 245  
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EXTERIOR ELEVATIONS  
& EXTERIOR MATLS  
SCHED

draft  
A301

**moedritzer mountain cabin**

lot 245  
the royal subdivision  
blue river, colorado

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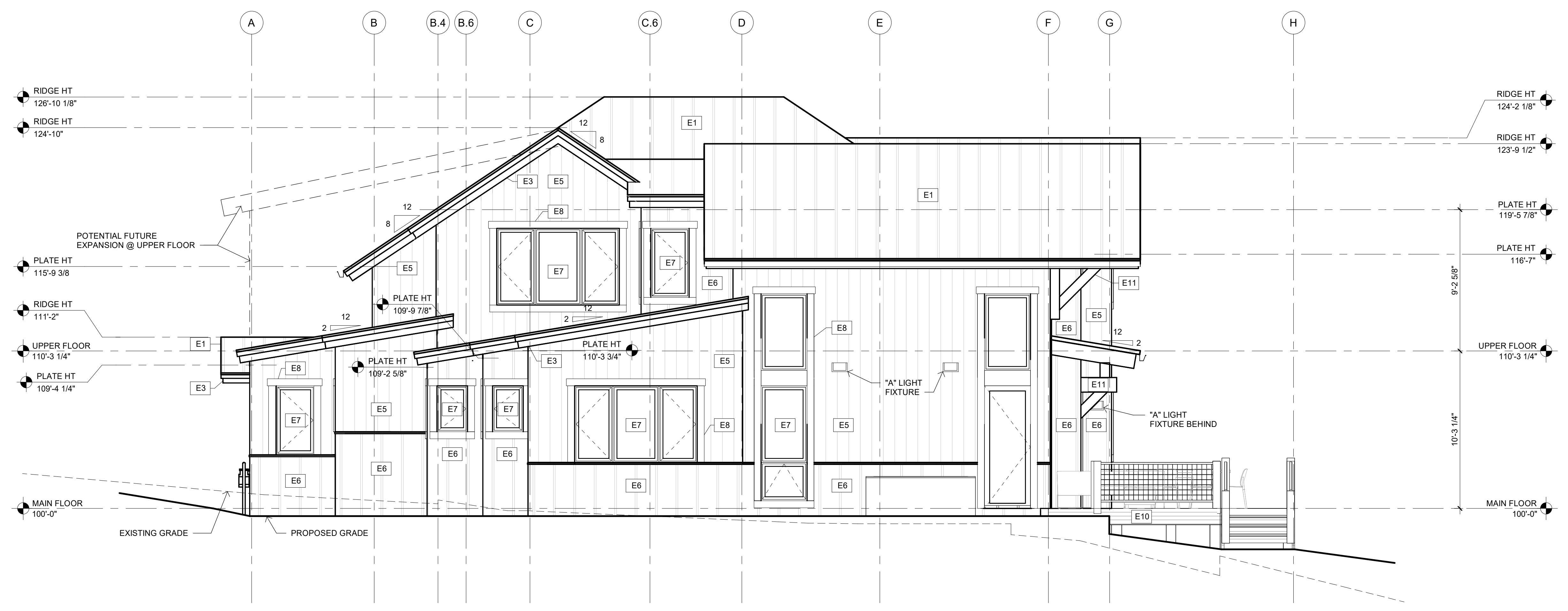
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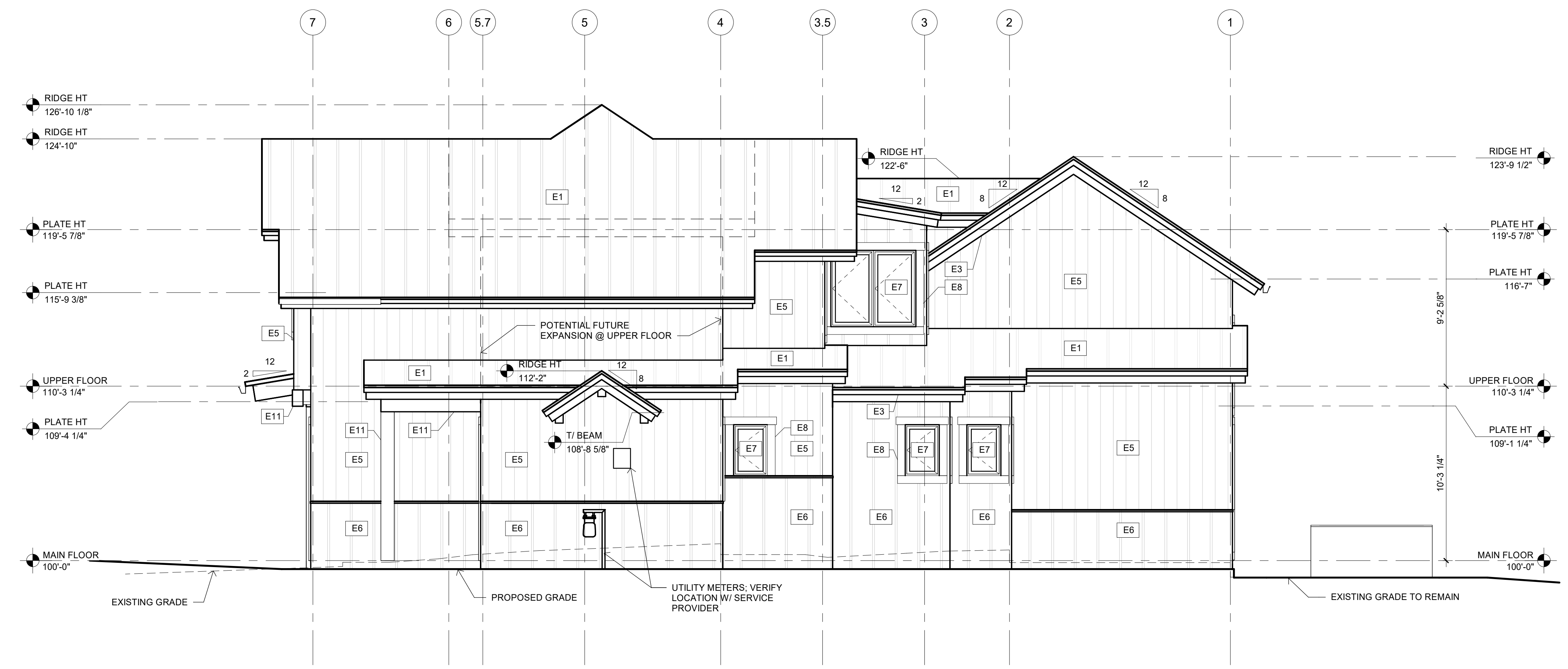
**EXTERIOR ELEVATIONS**

**draft**

**A302**



**1 NORTH ELEVATION**  
SCALE: 1/4" = 1'-0"



**2 EAST ELEVATION**  
SCALE: 1/4" = 1'-0"

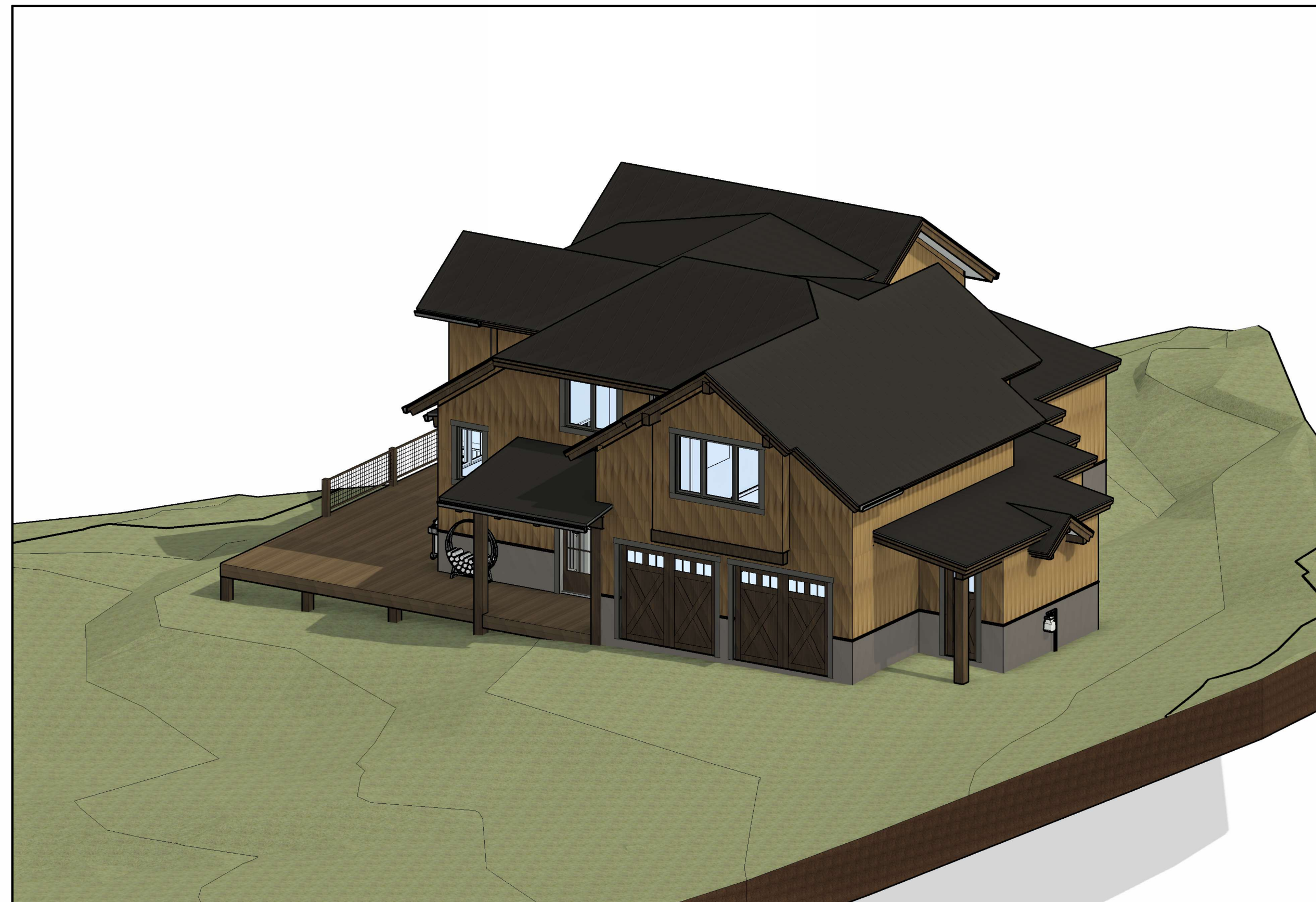
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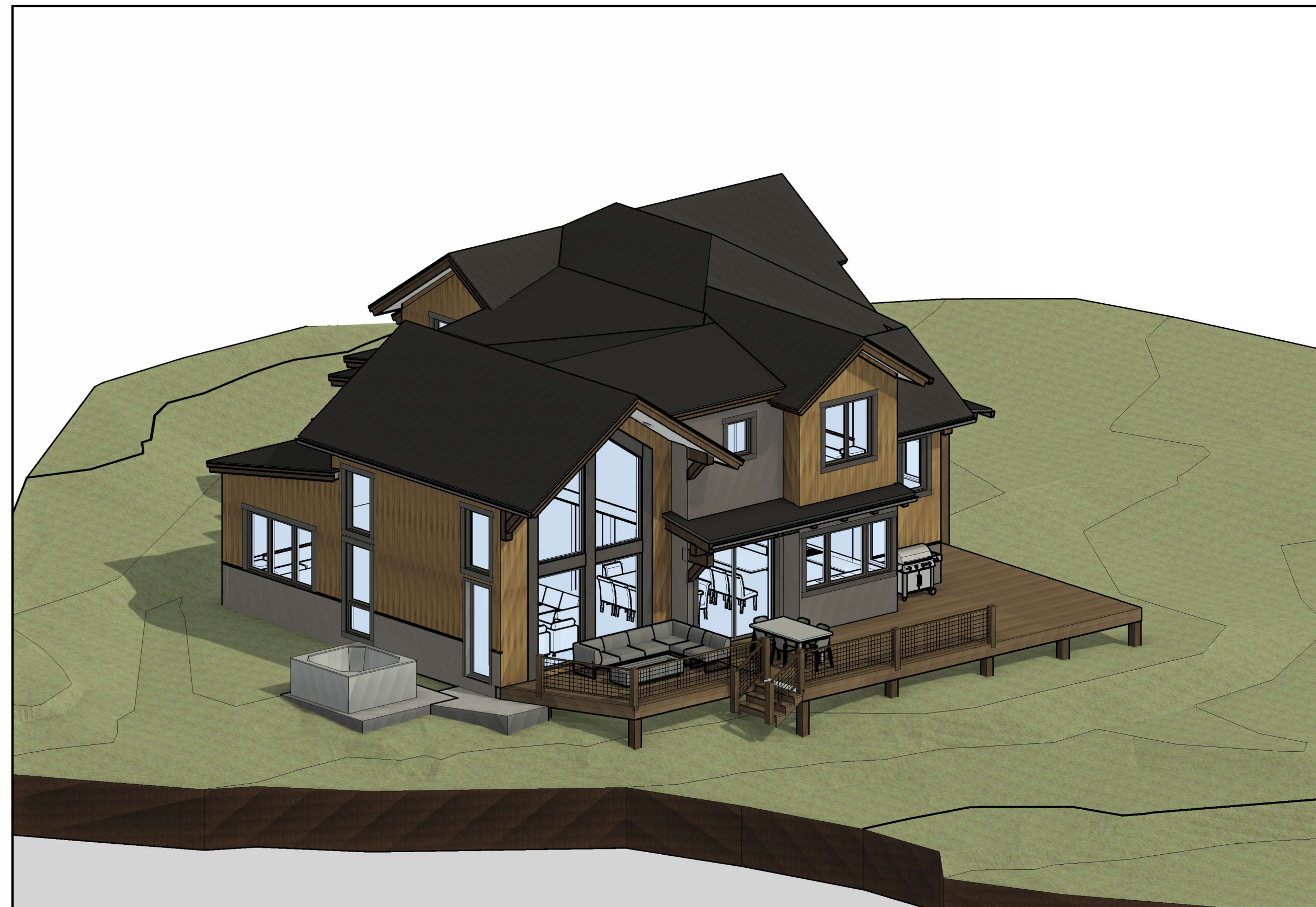
3 3D VIEW FROM NORTHEAST  
A311 SCALE:



1 3D VIEW FROM SOUTHWEST  
A311 SCALE:



4 3D VIEW FROM SOUTHEAST  
A311 SCALE:



2 3D VIEW FROM NORTHWEST  
A311 SCALE:

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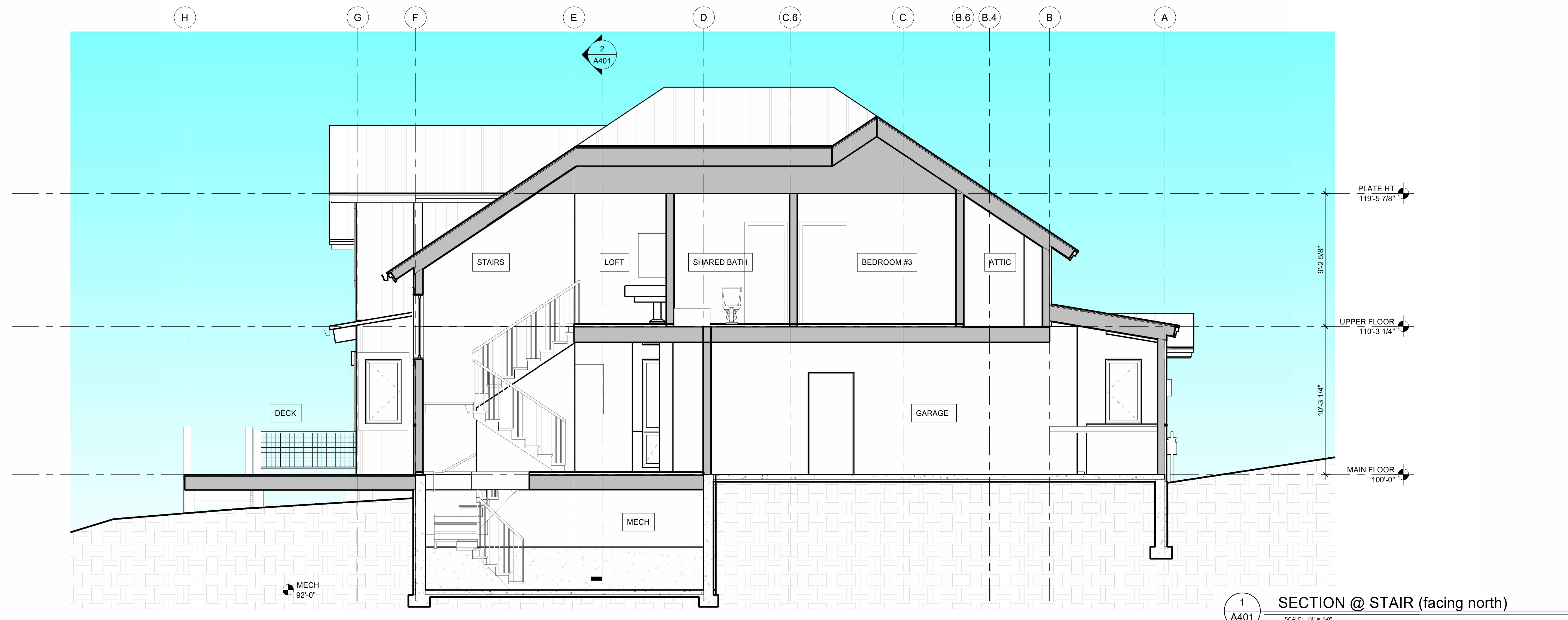
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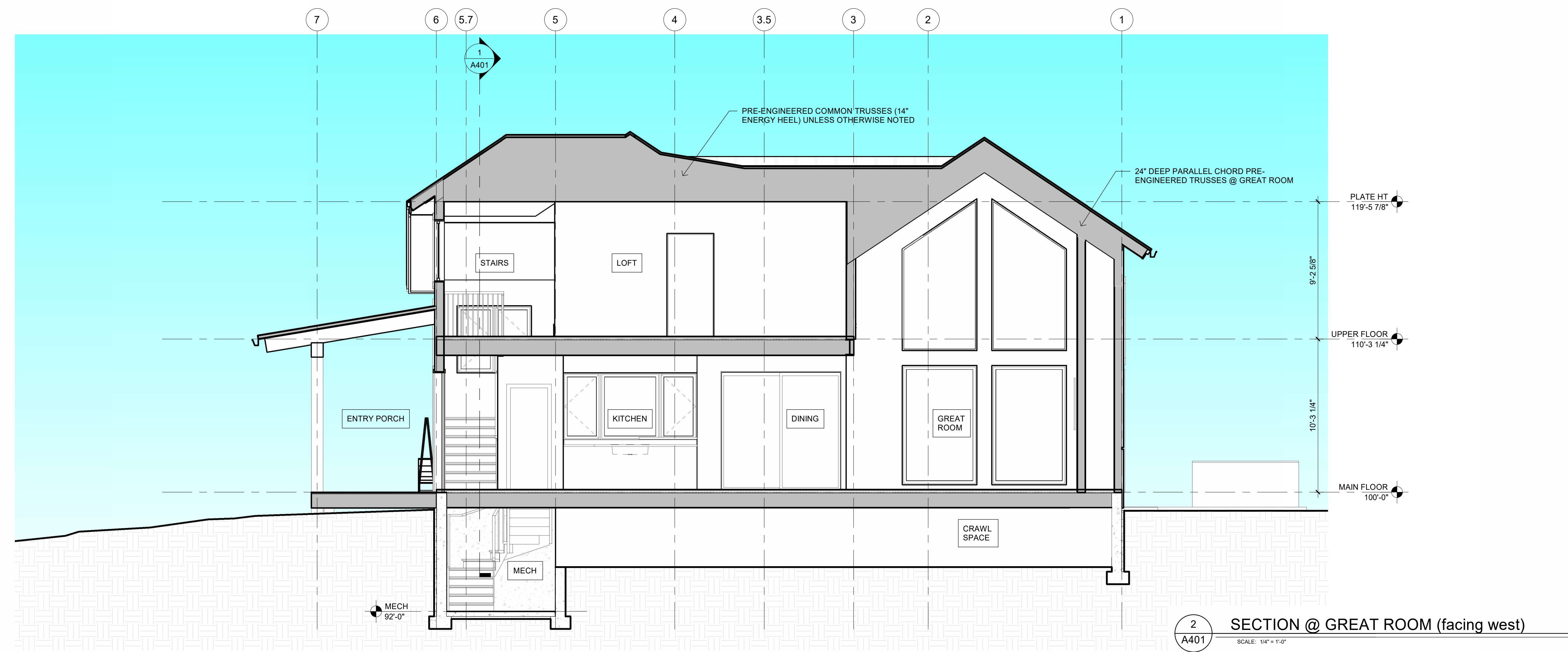
EXTERIOR  
PERSPECTIVES

**craft**

A311



1 SECTION @ STAIR (facing north)  
SCALE: 1/4" = 1'-0"



2 SECTION @ GREAT ROOM (facing west)  
SCALE: 1/4" = 1'-0"

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BUILDING SECTIONS

draft

A401



PRIMARY ROOF:  
SCHAFFER METALS  
STANDING SEAM METAL  
PANEL - MIDNIGHT BRONZE

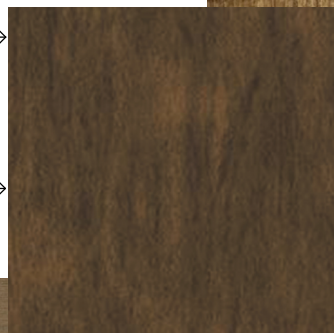


WINDOWS:  
PELLA  
RESERVE SERIES -  
BROWN

PRIMARY SIDING:  
VERT 1x6 CEDAR SHIPLAP -  
BROWN

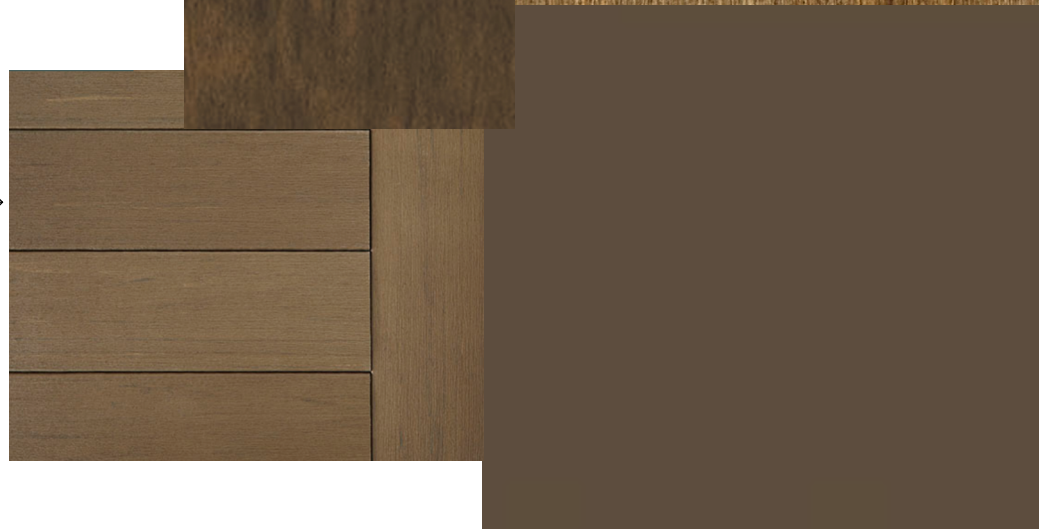


EXPOSED TIMBER BEAMS & POSTS:  
SHERWIN WILLIAMS  
SEMI-TRANSPARENT STAIN -  
#3532 HILL COUNTRY



EXTERIOR RAILING:  
ROUGH SAWN CEDAR POSTS  
AND RAILS, 4" x 4" HOG WIRE  
INSET - FINISH TO MATCH  
EXPOSED TIMBER BEAMS

FASCIA & TRIM:  
SW #3532 HILL COUNTRY



COMPOSITE DECKING:  
TIMBERTECH -  
"DARK OAK"

SECONDARY SIDING:  
SCHAFFER METALS  
STANDING SEAM METAL PANEL -  
MEDIUM BRONZE



exterior materials palette

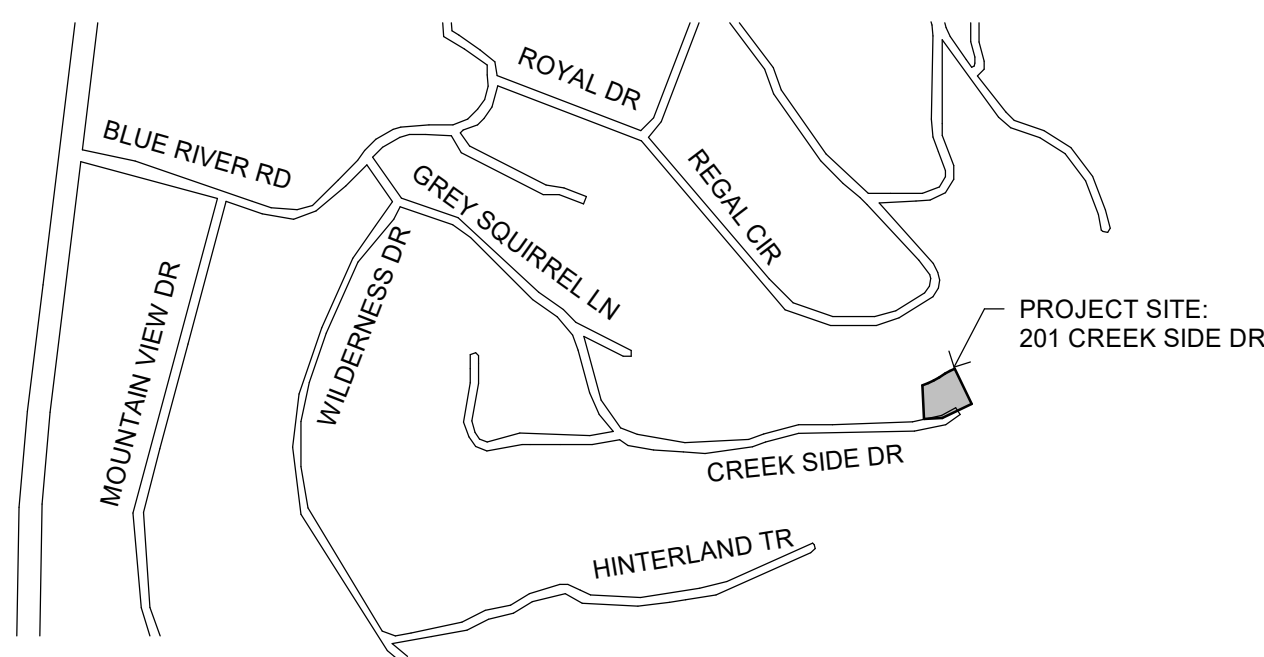
moedritzer mountain cabin

date: 20 april 2026

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**VICINITY MAP**



**AREA CALCULATIONS**

**SITE CALCS:**

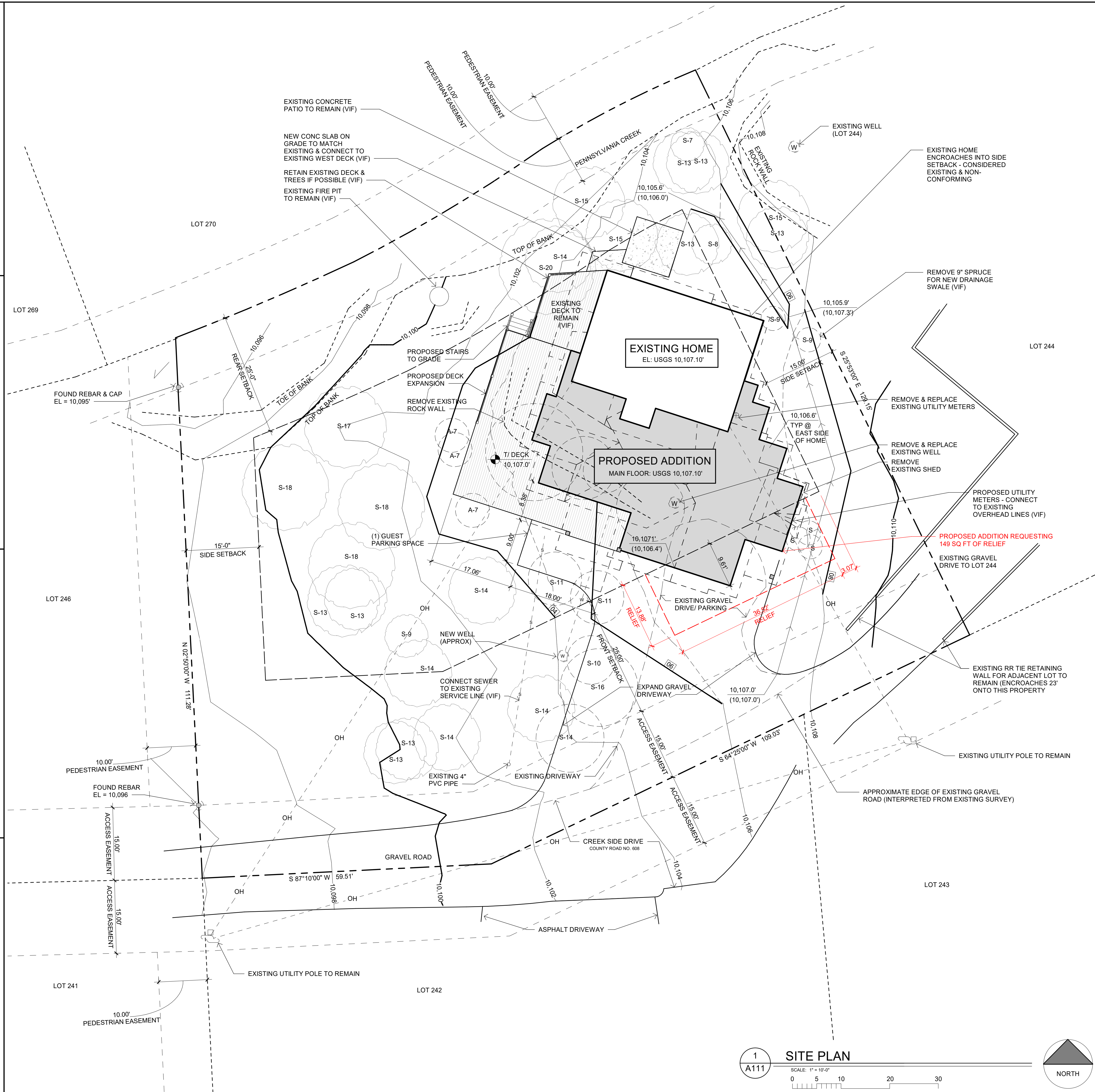
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1. LOWER FLOOR	---	166	166	---
2. MAIN FLOOR	1,484	688	2,172	313
3. UPPER FLOOR	1,122	---	1,122	---
TOTAL	2,606	854	3,460	313

NOTES: 1. BUILDING AREAS CALC'D IN ACCORDANCE W/ BUILDING CODE REQ'MENTS.  
2. UNCONDITIONED AREA INCLUDES GARAGE, MECHANICAL & STORAGE (WITH OVER 5'-0" HEADROOM).  
3. STAIRS & LANDINGS NOT COUNTED WITH UPPERMOST FLOOR SQUARE FOOTAGES.



**1 SITE PLAN**  
A111  
SCALE: 1" = 10'-0"  
0 5 10 20 30  
NORTH

**ISSUE:**

DESCRIPTION	DATE
50% des dev	12 jan 2026
revised	16 mar 2026
revised	20 apr 2026

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