



City Council Work Session

448 E 1st Street, Room 190 Salida, Colorado 81201
June 30, 2025 at 6:00 PM

Agenda

Please register for City Council Work Session https://zoom.us/webinar/register/WN_AlrC-BslRNiigokU1E5K4w

After registering, you will receive a confirmation email containing information about joining the webinar. To watch live meetings:

<http://www.youtube.com/@cityofsalidacolorado>

Discussion Items

1. Heart of the Rockies Regional Medical Center Update
2. Salida Airport Update
3. Visionary Communications Update
4. Affordable Housing Fee Waiver Discussion

City Council and Planning Commission Work Session

5. Discussion regarding Accessory Dwelling Unit (ADU) Regulations

Adjourn

Individuals with disabilities needing auxiliary aid(s) may request assistance by contacting the City Clerk at 448 E. 1st Street, Ste. 112, Salida, CO 81201, Ph.719-530-2626 at least 48 hours in advance.



HEART OF THE ROCKIES REGIONAL
MEDICAL CENTER



HEART OF THE ROCKIES
REGIONAL MEDICAL CENTER

City Council Update

Summer 2025



- Aysha Douglas will be joining us as VP of Finance later next month!
- HRRMC presented to DOLA in Grand Junction on the 18th for funding of the PET/CT project.
- Board approved the West Expansion at their meeting last week.
- Presented the Da Vinci Pro Forma at the June Finance meeting.

Delnay Guest House Open!



- 4 Units – Hospitality House – Patients receiving services at HRRMC that live 30+ miles away
- 6 Units – Transitional Employee Housing





Construction Projects Update

Overview – Front Addition



- Mary Ann Banach Wound Care Center / Physician Space on 1st Floor
 - Reviewing potential options for the 2nd and 3rd floors
-



Front Addition Rendering



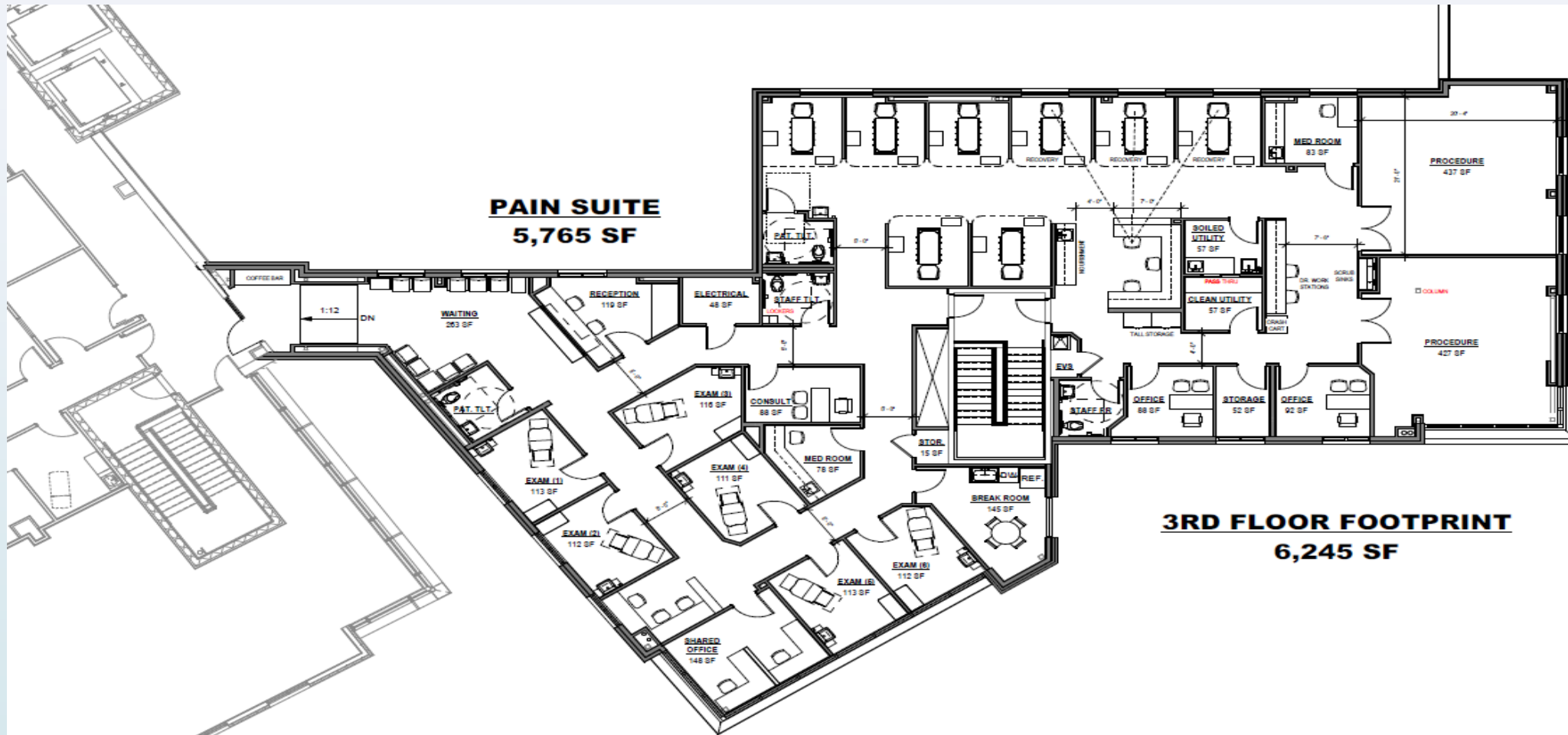
new

HEART OF THE ROCKIES REGIONAL MEDICAL CENTER



HEART OF THE ROCKIES REGIONAL MEDICAL CENTER

Potential 3rd Floor Plan



PAIN SUITE

3RD FLOOR FOOTPRINT
6,245 SF

HRRMC FRONT ADDITION

Overview – Back Addition



- Materials Expansion
 - Radiology Expansion
 - Surgery Expansion
-



New Back Addition Rendering



WOW

HRRMC BACK ADDITION 5/13/2025



Construction Timeline



- Front Addition Underway.
- Mary Ann Banach Wound Care Center Expected Opening in January 2026.
- Finalizing construction documents over the next couple months and seeking CDPHE approval for the West Expansion project.
- Expecting to complete both projects by the end of 2026.



- Urology
 - Extended an offer to Dr. Wiedel's colleague
 - Expand outreach into our Service Area?
 - HoLEP
 - DaVinci
- General Surgery
 - Dr. Zach Green arrives mid-August
 - Dr. Stefan Iverson arrives mid-September
- Family Medicine / OB
 - Dr. Katherine Gassman visiting early July
 - Dr. Amanda Swanson



- Oncology
 - We expect Dr. Sharma to join in August
- Pulmonology
 - Have a promising lead on a Pulmonologist that kayaks in our valley
- Dr. Jennifer Wentz joining Wentz Foot and Ankle in September – will work for HRRMC at BVHC one day a week.
- Neurology
 - Dr. Stone
 - Dr. Arbuckle

Physician Departures



- Dr. Meggan Grant-Nierman
 - Transition to Direct Primary Care Practice
- Dr. Stephanie Earhart
 - Relocating to SC
- Dr. Suzanne Lesage
 - Winding down her practice late next month



EHR Discussion



- EPIC
- Meditech
- ~~Cerner~~

Epic tops Best in KLAS 2025 rankings

Naomi Diaz - Wednesday, February 5th, 2025



For the 15th consecutive year, Epic has secured the top spot as the leading overall health system suite, according to a Feb. 5 [KLAS report](#).

The 2025 Best in KLAS Software & Services awards highlight the top-performing vendors in healthcare technology, services and management consulting, based on feedback from U.S. providers and payers throughout 2024.

Insights were gathered from over 23,000 evaluations, capturing the perspectives of healthcare professionals and clinicians across more than 6,000 healthcare organizations. These interviews evaluate the performance of more than 1,700 healthcare technology products and services.

Here are the rankings for that top award (with scores out of a possible 100):

- **Epic:** 89.4
- **Meditech:** 76.3
- **Oracle Health:** 64.7

EHR Next Steps



- Site visits planned to EPIC and Meditech sites in the coming weeks.
- Recommendation from the EHR Selection Committee by the July Board meeting?

Significant Initiatives – 2025 & 2026



- Evaluating investing in Robotics to allow patients to remain home to access this level of care.
 - The Da Vinci Surgical System – Used primarily in Urology, Gynecology, and General Surgery.





Questions / Suggestions / Concerns?

SALIDA AIRPORT

HARRIET ALEXANDER FIELD



Why Are we here?

- ▣ The Salida Airport/Harriet Alexander Field is jointly owned by the City of Salida and Chaffee County so it is critical for the respective leaders to have an understanding of how this vital piece of infrastructure functions, and benefits the community.



Airport Management Team

- ▣ Airport Manager: Zechariah Papp
- ▣ Airport Operations: Ethan Smith, Justin Mann
- ▣ Airport Advisory Board:
 - Steve Bush
 - Randy Cone
 - Jim Oglesby
 - Barbra Struble
 - Charles Collman
 - Jerry Cunningham
 - Michael Marino
 - James Barker
- ▣ City Liaison: Aaron Stephens
- ▣ County Liaison: PT Wood, Don Reimer
- ▣ Airport Engineers: Dibble Engineering



Airport Information

- ▣ 1 of 66 Public Use Airports in CO
- ▣ Field Elevation: 7,523 Feet MSL
- ▣ Runway 6/24: 7348 Ft Length
- ▣ Hangars
 - 29 existing
 - 4 new ones on their way
 - 42 Letters of Intent to build!
- ▣ Based Aircraft: 40
 - Jets, Twin Engines, Single engine, Helicopter, Gyro
- ▣ Annual Operations: Approx. 7,800 in 2024
 - Averages to just over 21/day
- ▣ Fuel Sales: 72,000 gallons in 2024



Since 2015

- ▣ 12 Private Hangars have been Built
 - 5 More coming in the next year
- ▣ Fuel sales went from 20,000 gallons sold to 70,000 Gallons
- ▣ Increased # of Based Aircraft to 41
- ▣ Staffed 7 days a week
- ▣ Increased Annual Operations to nearly 8,000
 - Average of 21 per day

Salida Airport Operations Forecast

TABLE 3-9 AIRCRAFT OPERATIONS FORECAST

Year	Forecast Operations		Local Operations		Itinerant Operations		
	Based Aircraft	Utilization Rate	Total Operations	Total Local	GA	Air Taxi	MIL
2016	43	153	6,600	2,300	4,130	20	150
2021	49	164	8,100	2,800	5,124	26	150
2026	56	174	9,800	3,400	6,217	33	150
2031	63	185	11,600	4,100	7,308	42	150
2036	69	196	13,600	4,800	8,597	53	150

Source: Burns & McDonnell, 2016

Runway 6 (east)

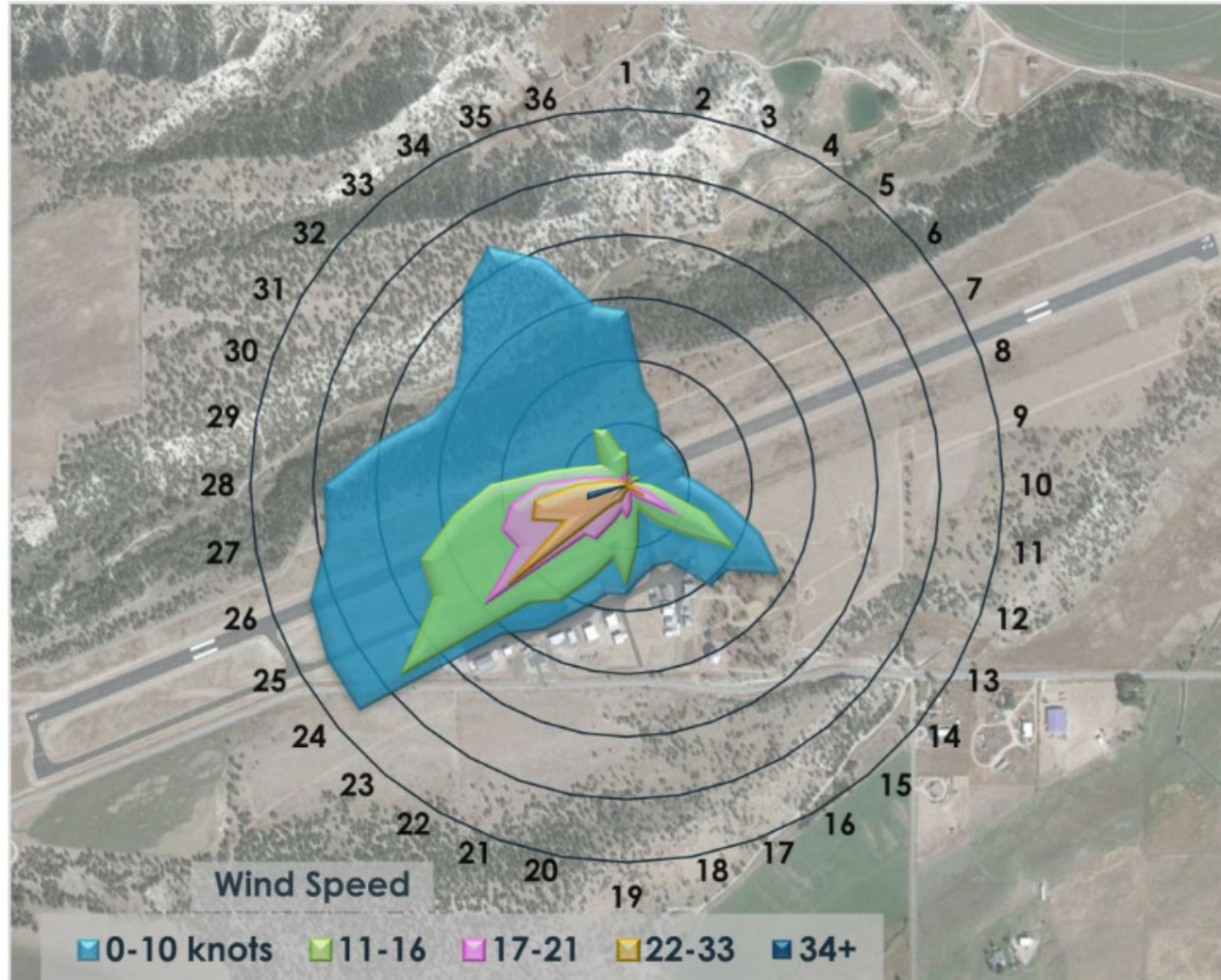


Runway 24 (west)



Why? Because of the wind!

FIGURE 2-16 PREVAILING WINDS

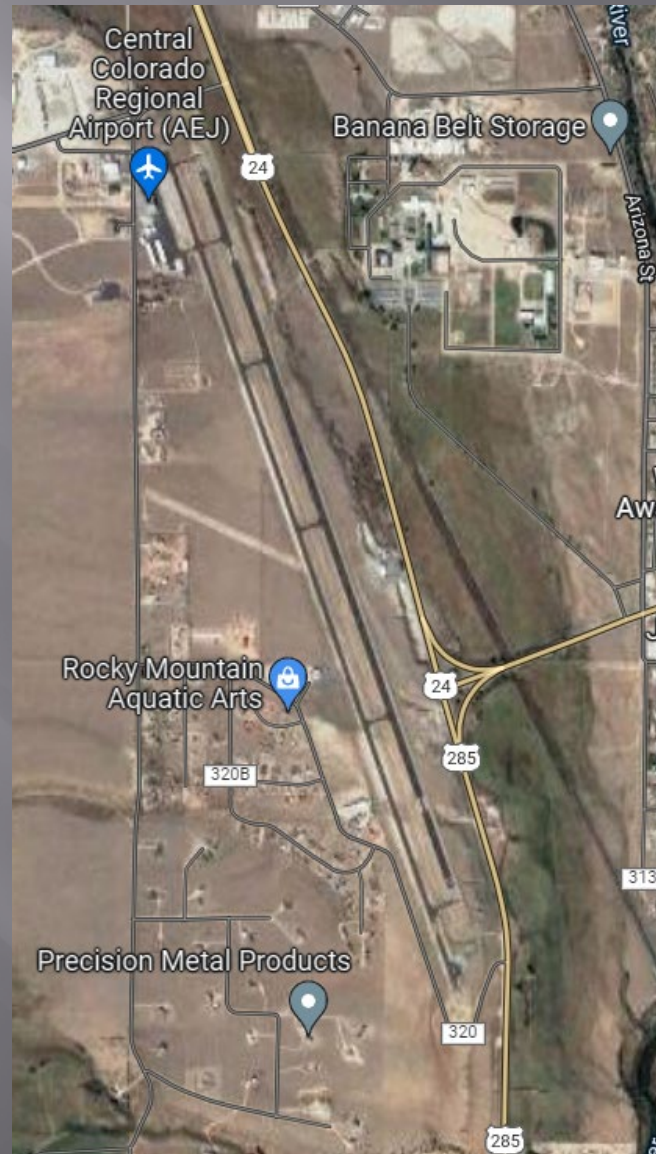


Source: Integrated Surface Database, Hourly Observations, NOAA, for Salida, Colorado.

Salida Airport



Buena Vista Airport



WHO USES OUR AIRPORT?



Military



Flight For Life







Division of Wildlife



Department of Energy Power Line Inspection/Maintenance



Fire Fighters





Ultralight/Experimental



Agriculture



Corporate Aviation





Charter Operations



General Aviation

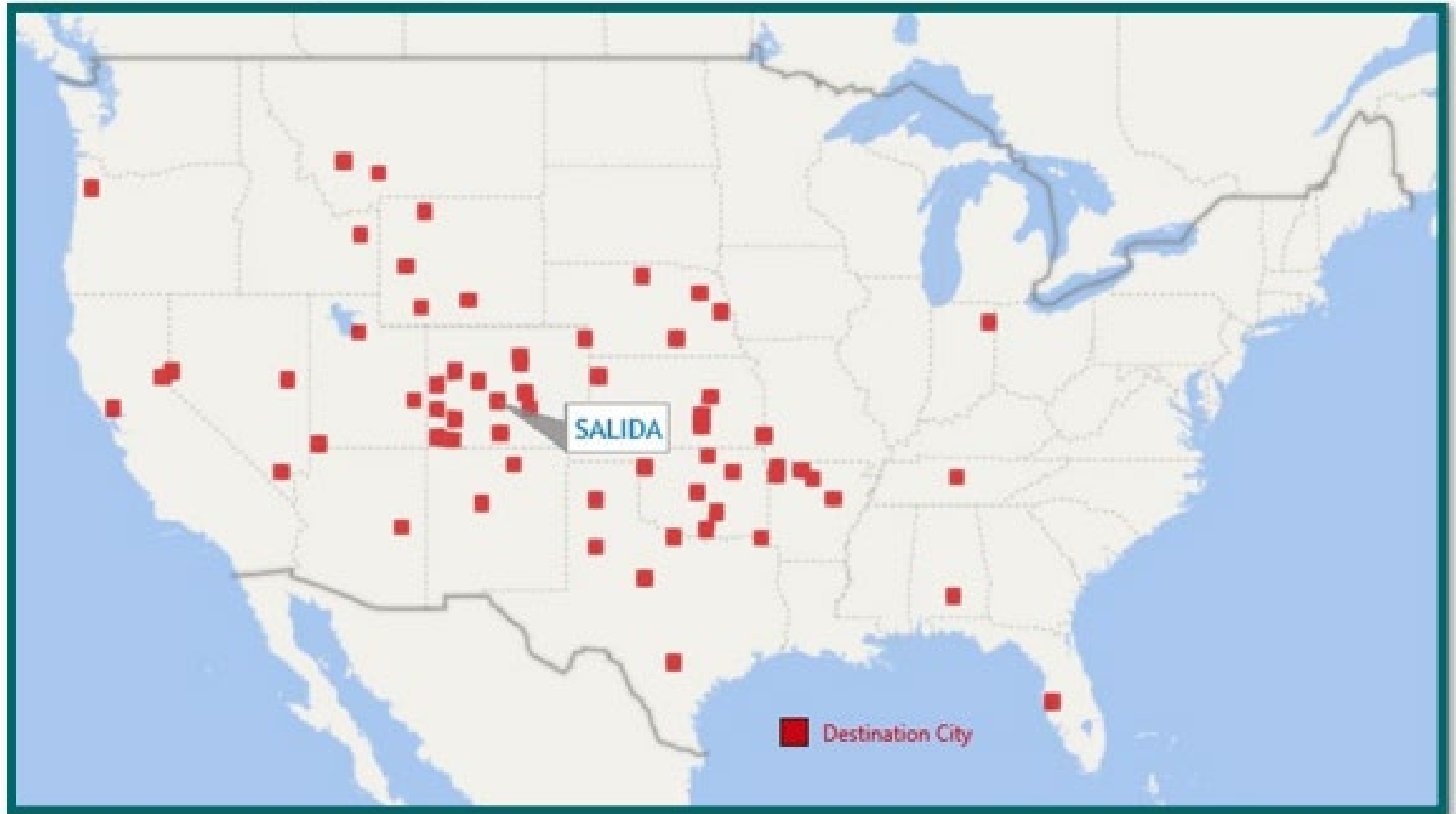


The Community



Where did they go?

FIGURE 2-9 ITINERANT OPERATIONS MAP



Source: FlightAware Download (2016) and Bing Maps, 2016.

Why the growth?

- ▣ Increased Services
 - Full-Service Fuel
 - New and Better Equipment
 - Increased Airport Staff
 - Better Maintenance of Facility
- ▣ Increased Number of Hangars
- ▣ Made it Easier and more Desirable to Build
- ▣ The Airport Provides a Vital Piece of Infrastructure and Service to the Community
- ▣ Growth in the Community Fuels Growth at the Airport
- ▣ Growth at the Airport Fuels Growth in the Community

2025 Colorado Aviation ECONOMIC IMPACT STUDY



What is Economic Impact?

Two types of economic impacts are generated as a result of airport activity: Direct Impacts and Multiplier Effects (supplier sales and income re-spending). Direct impacts come from the activities of the airport administration, on-airport tenants, capital improvement spending, and spending by visitors arriving on commercial and general aviation aircraft. Multiplier effects are generated when portions of direct revenues are used to purchase goods and services from Colorado businesses (supplier sales), and when income earned by workers in airport-supported jobs is spent at Colorado businesses (income re-spending). Total Impacts represent the summation of the direct impacts, supplier sales, and income re-spending effects for the state.



Economic Impact Measures

Economic Impacts are communicated by the total jobs, payroll, value added, and business revenues generated by each airport. These are defined as:

Economic Impact Measures

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Jobs

Total number of people employed, both full-time and part-time.



Payroll

Total employment compensation, including wages, benefits, and taxes paid on behalf of employees.



Value Added

Total contribution to the Gross State Product. It includes all payroll, profits, and business taxes paid.



Business Revenues

Total expenditures for airport administration, capital projects and tenant sales of goods and services, as well as visitor spending in Colorado's hospitality-related sectors. Also referred to as "output," "sales," or "economic activity/impact."

(income re-spending). Total Impacts represent the summation of the direct impacts, supplier sales, and income re-spending effects for the state.

Statewide Aviation Economic Impacts

Colorado's 66 public use airports range from small GA airports to a major international airline hub, all of which contribute to the state's economy. The impacts of on-airport activities and visitor spending associated with each airport, combined with the statewide impacts of off-airport air cargo operations, helped Colorado's aviation system generate \$68.9 billion in total economic activity (business revenues) in 2023.



For more information on the Colorado Aviation Economic Impact Study, please visit our webpage at <https://www.coloradoaviationsystem.com/>



2025 Colorado Aviation Economic Impact Study

2025 Colorado Aviation ECONOMIC IMPACT STUDY



Individual Airport Economic Impact Report Harriet Alexander Field (ANK)

Nestled in the heart of the Rocky Mountains, Salida Airport/Harriet Alexander Field (ANK) is a vital airport for Colorado's aviation system. Located in central Colorado and two miles northwest of the Town of Salida, ANK provides majestic views with 14,000-foot peaks of the Upper Arkansas River Valley's west side. ANK serves a diverse range of needs for the local community and beyond. From supporting UPS, aerial medical operations, and firefighting operations to hosting wildlife management and business aviation, the airport plays an integral role in the region. With courtesy cars and exceptional local amenities, ANK remains a cornerstone of regional connectivity and economic development. Alpine Air's five-days-a-week parcel delivery ensures seamless connectivity for local businesses and residents. Additionally, ANK is home to two flight instructors training the next generation of aviators. Corporate and business aviation have seen substantial growth, with regular visits from property developers, business investors, and air charter services like NetJets and Flexjet. The airport's proximity to Salida's vibrant downtown, art district, and outdoor recreation opportunities like mountain biking, rafting, and skiing makes it an attractive destination. ANK also provides crucial support for government agencies conducting wildlife and infrastructure inspections in the region. ANK also engages the community with air shows that draw large crowds, food and commercial vendors, and fly in clubs attending the event.

Top Activities



Air
Cargo



Flight
Training



Corporate/
Business
Activity



Aerial
Inspection



Recreational
Flying



Economic Impacts of

Harriet Alexander Field (ANK)

Harriet Alexander Field is one of 66 public use airports that contribute to the State's aviation economic impact. To understand how ANK and other airports support economic activity, the Colorado Department of Transportation (CDOT) Division of Aeronautics undertook the 2025 Colorado Aviation Economic Impact Study (CEIS). The study determined that ANK generated the below total economic activity in 2023. Of the \$11.7 million of total business revenues generated by ANK, \$10.5 million were generated by on-airport activities and \$1.2 million generated by visitor spending.¹



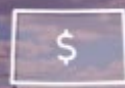
53

total jobs



\$4.2M

total payroll



\$6.3M

total value added



\$11.7M

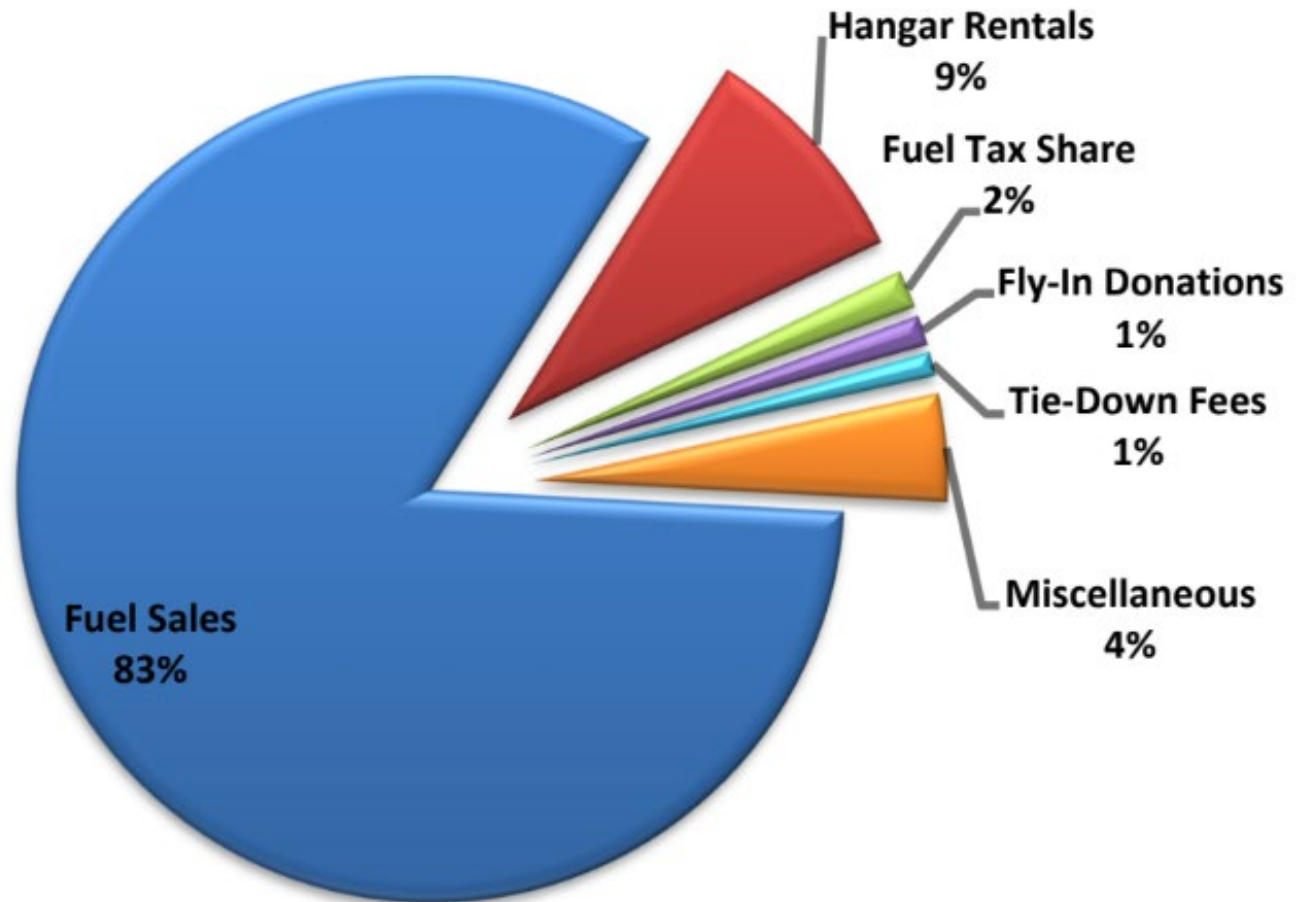
total business revenues

¹ Totals may not sum due to rounding



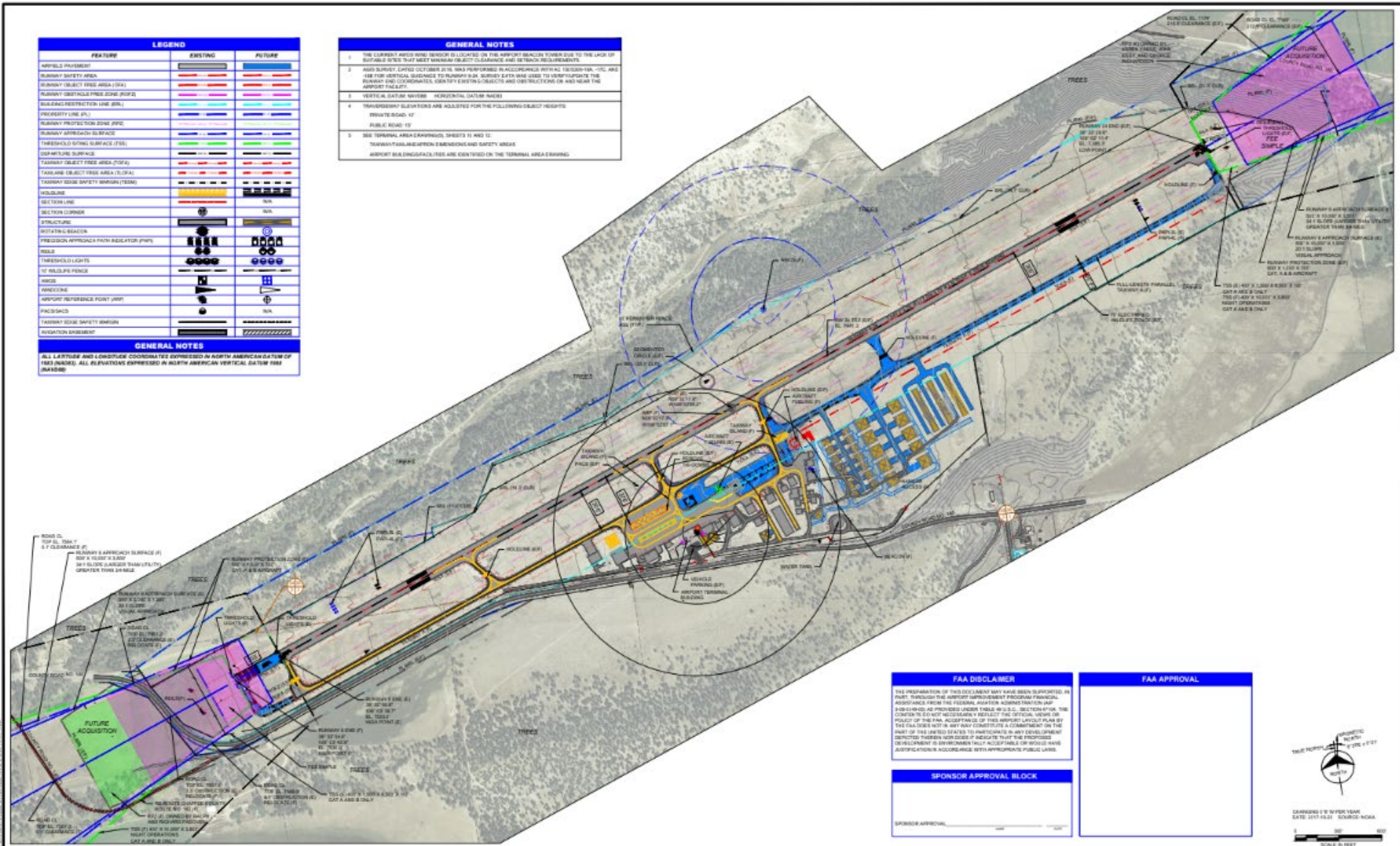
2025 Colorado Aviation
Economic Impact Study

FIGURE 8-2 AIRPORT REVENUES



LEGEND		
FEATURE	EXISTING	FUTURE
AIRFIELD PERIMETER		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBSTACLE FREE ZONE (ORFZ)		
BUILDING RESTRICTION LINE (BRL)		
PROPERTY LINE ONLY		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY APPROACH SURFACE (RAS)		
THRESHOLD SURFACE (TSF)		
DEPARTURE SURFACE		
TAXIWAY SAFETY AREA (TSA)		
TAXIWAY OBSTACLE FREE ZONE (TOFZ)		
TAXIWAY EDGE SAFETY MARGINS (TESM)		
BOUNDARY		
SECTION LINE		
STRUCTURE		
ROTATING BEACON		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RELS		
THRESHOLD LIGHTS		
IC HOLDING FENCE		
AREAS		
APPROACH		
AIRPORT REFERENCE POINT (ARP)		
PERIMETER		
TAXIWAY EDGE SAFETY MARGINS		
CONSTRUCTION EMBLEM		
GENERAL NOTES		
ALL LATITUDE AND LONGITUDE COORDINATES REFERRED TO IN THIS DRAWING ARE IN NORTH AMERICAN DATUM OF 1983 (NAD83). ALL ELEVATIONS EXPRESSED IN NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).		

GENERAL NOTES	
1	THE CURRENT AIRFIELD BOUNDARY IS LOCATED ON THE AIRPORT BEACON TOWER DUE TO THE LACK OF SURVEY DATA THAT MEET MINIMUM OBJECT CLEARANCE AND SETBACK REQUIREMENTS.
2	AIR SURVEY DATED OCTOBER 2016 WAS PERFORMED IN ACCORDANCE WITH 49 CFR 135.303-10, -15, AND 135.303-16 FOR AIRFIELD SURVEILLANCE TO RUNWAY DATA. SURVEY DATA WAS USED TO VERIFY THE RUNWAY END COORDINATES, IDENTIFY EXISTING OBSTACLES AND OBSTRUCTIONS ON AND NEAR THE AIRPORT TACTIC.
3	VERTICAL DATUM NAVD88 HORIZONTAL DATUM NAD83
4	TRANSVERSE ELEVATIONS ARE ADJUSTED FOR THE FOLLOWING OBJECT HEIGHTS: PUBLISHED: 10' PRIVATE: 10' PUBLIC: 10'
5	SEE TERMINAL AREA CONSTRUCTION SHEETS 1 AND 2: TAXIWAY/RAILROAD/STREET/EMERGENCY AND SAFETY AREAS AIRPORT BUILDING FACILITIES ARE IDENTIFIED ON THE TERMINAL AREA DRAWING.



FAA DISCLAIMER

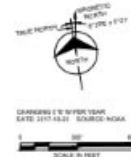
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED BY PARTIAL FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (FAA). THE FAA'S CONTRIBUTION TO THE PROJECT DOES NOT CONSTITUTE AN ENDORSEMENT OF THE PROJECT OR THE CONSULTANT'S SERVICES. THE CONSULTANT'S SERVICES ARE PROVIDED AS A PROFESSIONAL SERVICE AND ARE NOT GUARANTEED. THE CONSULTANT'S SERVICES ARE PROVIDED ON THE BASIS OF THE INFORMATION PROVIDED BY THE CLIENT. THE CONSULTANT'S SERVICES ARE PROVIDED ON THE BASIS OF THE INFORMATION PROVIDED BY THE CLIENT. THE CONSULTANT'S SERVICES ARE PROVIDED ON THE BASIS OF THE INFORMATION PROVIDED BY THE CLIENT.

FAA APPROVAL

SPONSOR APPROVAL BLOCK

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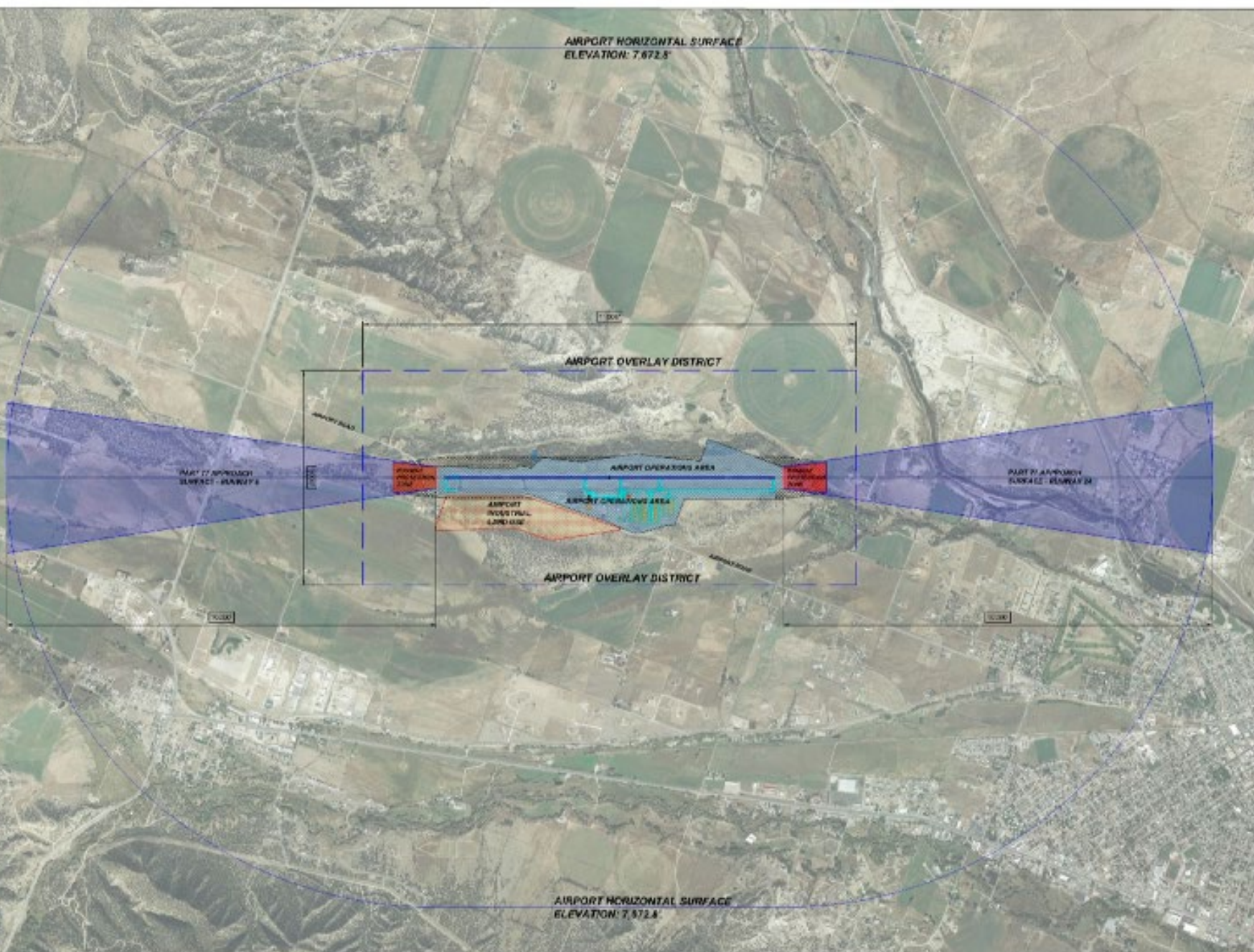
**HARRIET ALEXANDER FIELD
SALIDA, COLORADO**
PROJECT # 07315
AP: 3-09-0049-05

AIRPORT LAYOUT DRAWING

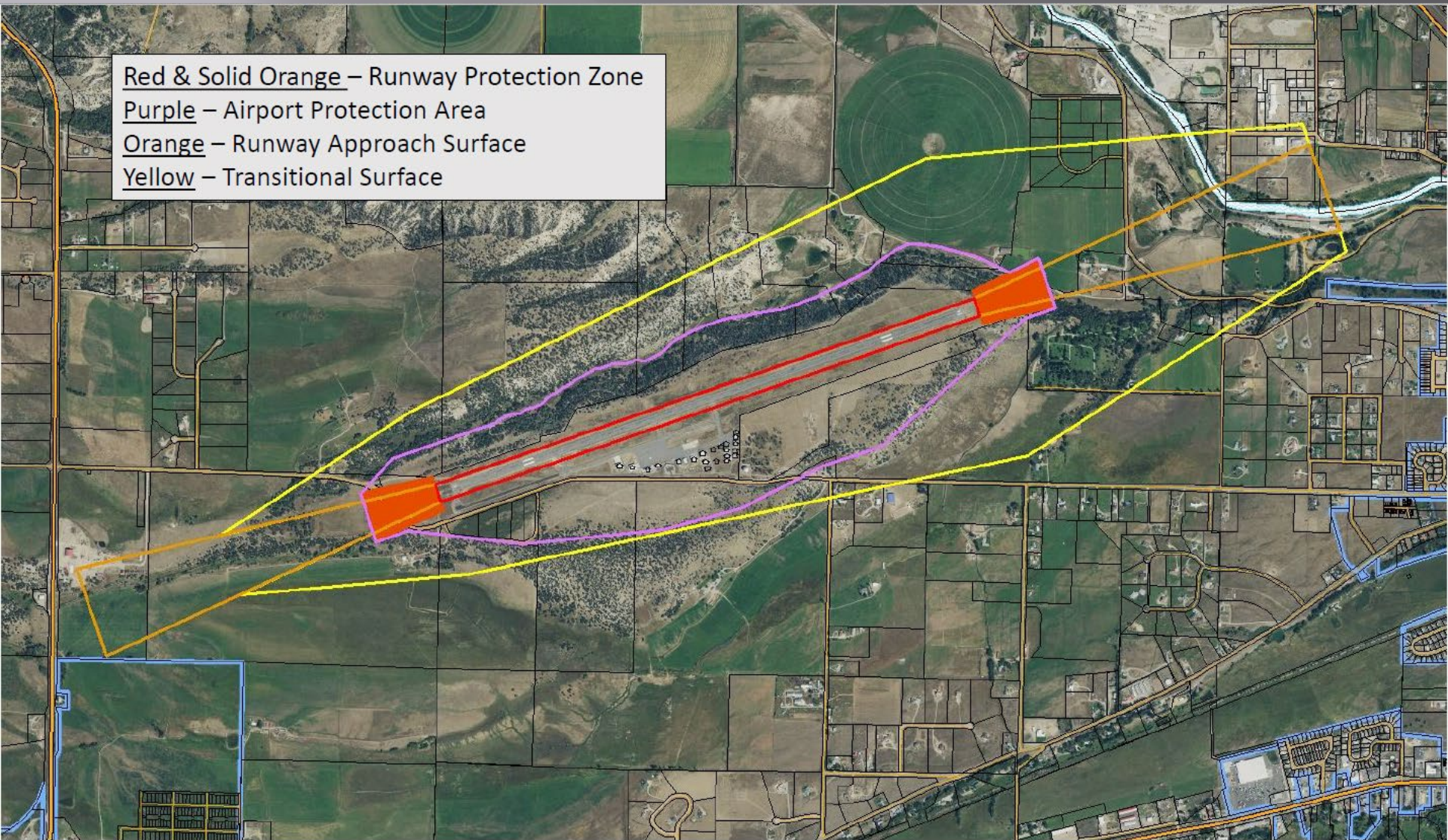
date: DECEMBER 2016
checked by: R. CRAIN
designed by: R. CRAIN
drawn by: B. HEADY

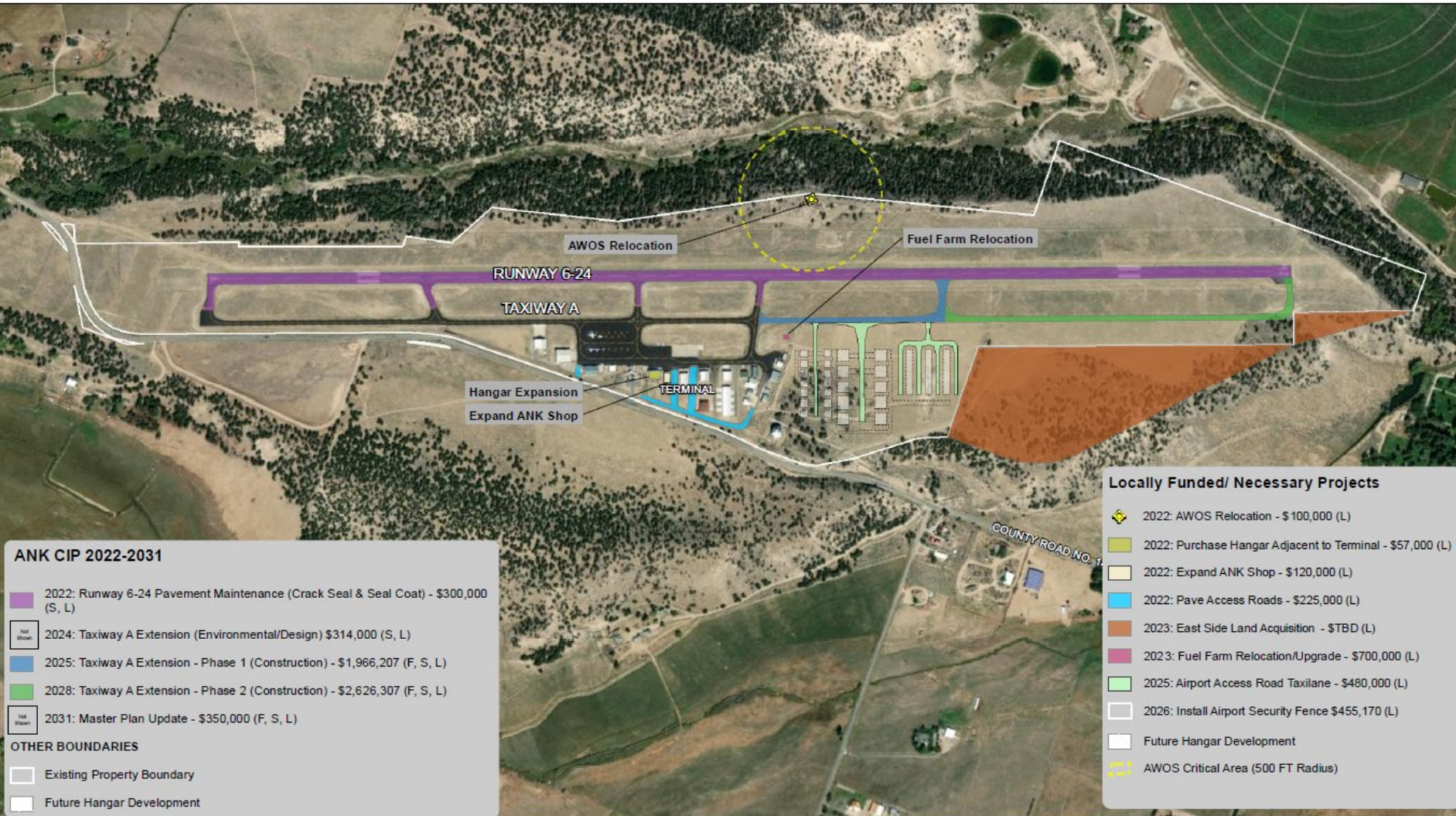
Sheet
3
of 14

FIGURE 2-13 AIRPORT OVERLAY DISTRICT

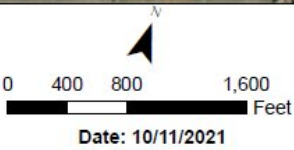


Red & Solid Orange – Runway Protection Zone
Purple – Airport Protection Area
Orange – Runway Approach Surface
Yellow – Transitional Surface

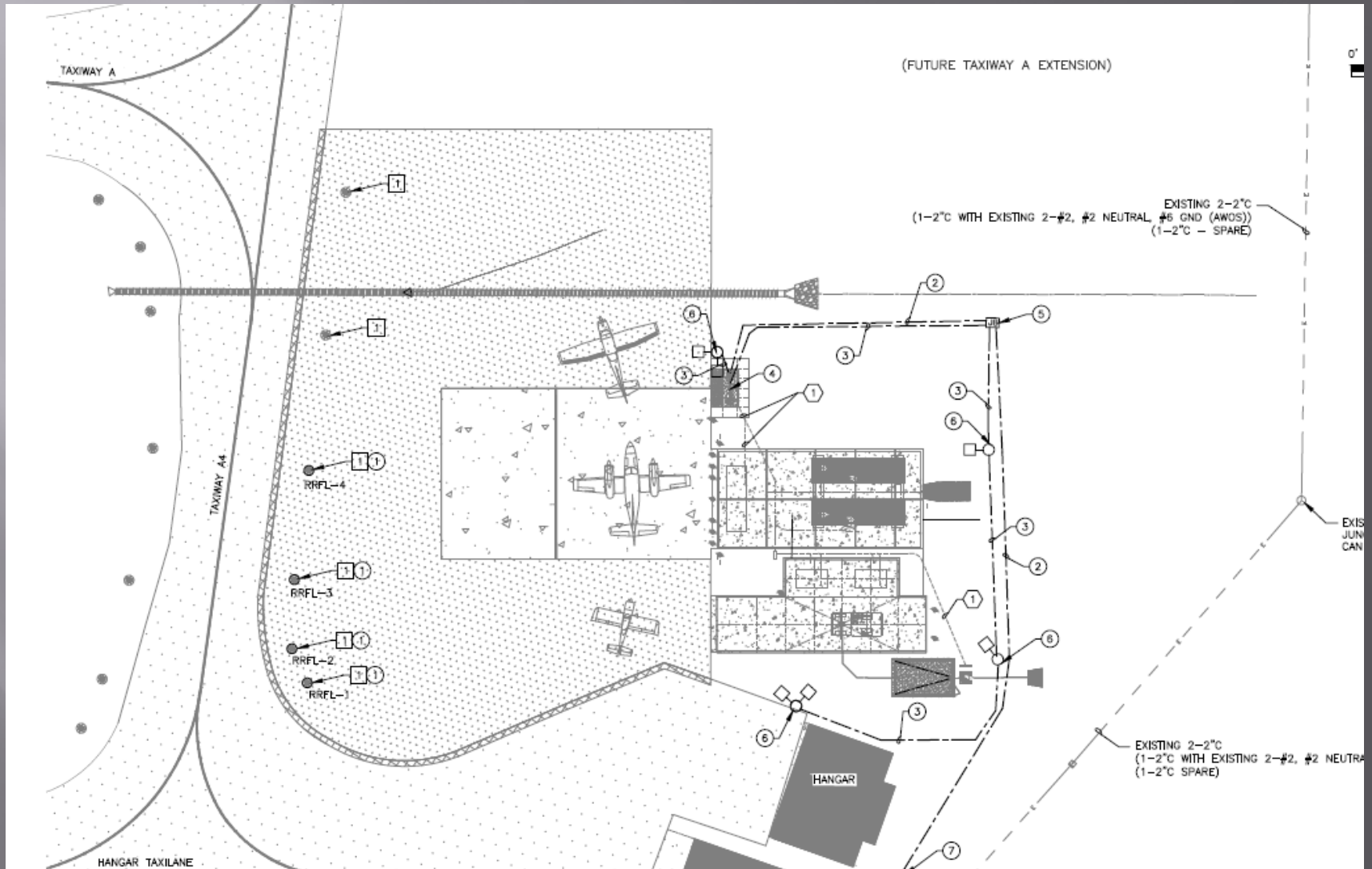




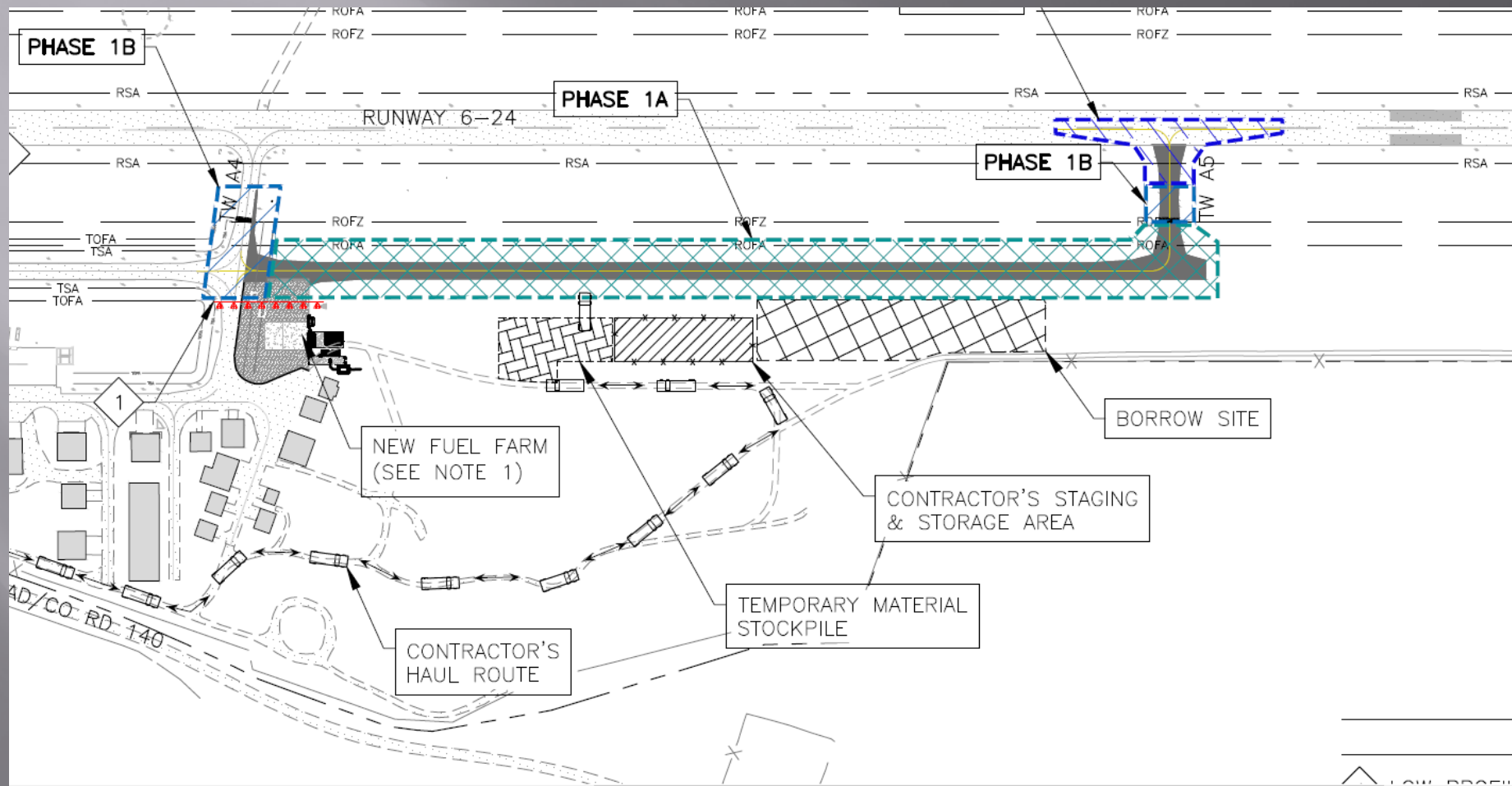
**HARRIET ALEXANDER FIELD (ANK)
CAPITAL IMPROVEMENT PROJECTS (CIP)
2022-2031**



New Fuel Farm Project



Taxiway A Extension



Terminal Concept Design/Cost Estimate



Identified Critical Projects

- ▣ Executive Hanger
- ▣ Airport Runway 6-24 Pavement Maintenance
- ▣ Taxiway Extensions to Support Hanger Growth
- ▣ Weather system (AWOS) replacement/relocation
- ▣ Land Acquisition
- ▣ Fuel Farm Replacement
- ▣ Shop Expansion
- ▣ Aircraft Ramp Area Expansion
- ▣ Hanger Expansion
- ▣ Terminal Upgrades
- ▣ Upgrade Airport Approach Capability
- ▣ Airport Fence
- ▣ Airport Parking
- ▣ Airport Septic System update/replacement

Funding Sources

- ▣ FAA Grants
 - AIP Grant Program
 - BIL Grant
 - Possible Discretionary Grants
- ▣ State Grants
 - State Match to FAA Grants
 - State Discretionary Grants
- ▣ Other Grant Funding Sources
 - ? This is where we need to get creative!
- ▣ Local Funding: City of Salida/Chaffee County
 - FAA and State Matching
 - Locally Only Funded Projects
 - Operating Budget and expenses

Future Vision

Full Service General Aviation Airport with Limited Commercial Operations

- ▣ Executive Hanger(s) for overnight aircraft storage/servicing
- ▣ Executive Terminal – Pilot's lounge, training facility, passenger waiting area; additional parking; enhanced security
- ▣ Additional Hangers for based aircraft (Approx. 52 more by 2028)
- ▣ FBO – Fixed Base Operator
- ▣ Aircraft sales and rentals
- ▣ Flight Training
- ▣ Aircraft Maintenance
- ▣ Fuel Operations
- ▣ Limited scheduled air passenger service – (examples: Denver; Colorado Springs; Grand Junction; Maui.....)
- ▣ Expanded cargo operations – UPS; FedEx; USPS
- ▣ Airport Infrastructure that supports diverse (larger) jet aircraft

**HOW CAN WE MAKE THIS
HAPPEN?**

With Your Help...

Helpful Links!

- ▣ Salida Airport Master Plan
 - <https://drive.google.com/file/d/1tQ8RLuQdA0U4ATbnpfaxom1vgnR5P2eH/view?usp=sharing>
- ▣ CDOT Aeronautics
 - <https://www.codot.gov/programs/aeronautics>
 - Economic Impact Study
 - ▣ State: <https://www.codot.gov/programs/aeronautics/studies-plans-reports/2020ceis>
 - ▣ Salida Airport/Harriet Alexander Field: <https://www.codot.gov/programs/aeronautics/studies-plans-reports/2020ceis/2020ceisreports/harriet-alexander-field-salida-ank.pdf>
- ▣ County Website
 - <https://www.chaffeecounty.org/Airport>
- ▣ City Website
 - <https://www.cityofsalida.com/airport>

Who Wants to Fly?





CITY COUNCIL WORK SESSION MEMO

DEPARTMENT Administration	PRESENTED BY Christy Doon - City Administrator	DATE June 30, 2025
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AGENDA ITEM

Affordable Housing Fee Waiver Discussion

BACKGROUND

The City Council has requested a discussion regarding the instances in which waiving fees may be appropriate, specifically related to affordable housing discussions. Affordable housing is defined as housing which costs the household less than 30% of its monthly income and is available at prices affordable to the Area Median Income (AMI) levels detailed in Chapter 16, Article XIII, Inclusionary Housing.

Currently, the City takes the following into consideration during affordable housing construction projects:

1. Resolution 2024 – 58 commits to a priority process for development projects where at least 50% of the units will be permanently restricted affordable housing. For developments meeting this requirement, and after recording of the subdivision plat and SIA, the City will provide the applicant with guidance on any items that can be reviewed on an expedited schedule. Additionally, the City will request that the County Building Department prioritize the review of building permits within such developments.
2. Multi-family and legally-restricted affordable housing developments may defer payment of all required system development fees until connection to the main and setting of the meter.
3. System development fees, based on equivalent residential units, regardless of meter size are charged at 40% for affordable housing units.

Description of Fee, Rate or Charge	Code Section	Residential & Multi-Family Fees				
		Special Charges	Residential Single-Family (5)	Residential Multi-Family (5)	Accessory Dwelling Units	Legally-Restricted Affordable Housing
Water System Development & Associated Fees						
System Development Fee - Per Equivalent Residential Unit (ERU) (1)	13-3-20(c)		\$9,363	\$4,682 <i>per Unit</i>	\$3,745	\$3,745 <i>per Affordable Unit</i>
Surcharge in High Zone	13-3-20(d)		\$1,936	\$1,452	\$774	\$774
Irrigation Only (plus 50% of applicable surcharge above)	13-3-20(c)		\$4,256	\$4,256	\$0	\$4,256
Water Meter - Ultrasonic	13-02-90		\$425	\$425	\$0	\$425
<i>Note: Meter prices are based on supplier prices and, therefore, are subject to change outside of the City's Control</i>						
Wastewater System Development Fees						
System Development Fee - Per Equivalent Residential Unit (ERU) (1) City of Salida (4)	13-3-20(c)		\$6,485	\$3,242 <i>per Unit</i>	\$2,594	\$2,594 <i>per Affordable Unit</i>

In addition to SDFs, the City sets and collects listed fees:

1. Land use and development application
2. Actual review costs and fees for outside professional services
3. Attorney's fees
4. Park and Open Space in-lieu fee



CITY COUNCIL WORK SESSION MEMO

DEPARTMENT	PRESENTED BY	DATE
Administration	Christy Doon - City Administrator	June 30, 2025

5. Affordable housing in-lieu fee on market units where inclusionary housing is not satisfied.

Staff reached out to other municipalities for information regarding their fee waiver policies. Below is a broad synopsis of those responses. They came from Frisco, Loveland and Estes Park.

1. Any fees waived for affordable housing projects are paid from the Housing Fund. This ensures the fee basis stays whole and TABOR is satisfied.
2. City Council may, by resolution, grant an exemption from all or part of the requirements of the unified development code related to the payment of fees imposed by the City upon new development, whether for capital or other purposes, upon a finding that such waiver is in the best interests of the public by encouraging activities that provide significant social, economic, or cultural benefits.
3. Supporting essential community needs, as identified in the City Council's Strategic Plan and the City's Comprehensive Plan.

REQUESTED DIRECTION FROM COUNCIL

1. Is Council interested in staff creating a fee waiver policy?
2. What parameters should staff be taking into consideration? (examples could include non-profit organizations)
3. What is the end goal for Council with this policy?



CITY COUNCIL WORK SESSION MEMO

DEPARTMENT	PRESENTED BY	DATE
Community Development	Kristen Hodges - Associate Planner	June 30, 2025

AGENDA ITEM

Joint Work Session with Planning Commission to Discuss Accessory Dwelling Unit (ADU) Regulations in Light of State Funding Opportunities for Promotion of ADUs

BACKGROUND

House Bill 24-1152 passed the Colorado Legislature and will provide “ADU Supportive Jurisdictions” with grant funding to assist property owners with the construction of ADUs. Approximately \$1.6 million is available for awards statewide in FY 2025-2026. The state anticipates a second funding cycle to happen in late 2025, when Salida could potentially apply. There is a 25% required local match for the grant funds and it would be the responsibility of the City (or partnering organization) to set up application processes and distribute the funds. According to DOLA guidance documents, these funds can be used to promote the construction of ADUs via financial assistance that includes but is not limited to:

- Offsetting costs incurred in connection with developing pre-approved ADU plans;
- Providing technical assistance to persons converting or constructing ADUs; and
- Waiving, reducing, or providing financial assistance for ADU-associated fees and other required costs.

The funds must be used on ADU expenses associated with:

- Low-and moderate-income households;
- Affordable accessory dwelling units;
- Accessible or visitable accessory dwelling units;
- Accessory dwelling units used as long-term rentals for members of the local workforce; or
- Accessory dwelling units used to support other demonstrated housing needs in the community.

In order to be eligible as an “ADU Supportive Jurisdiction,” the City must meet several criteria in regards to ADU regulations. Currently, Salida’s land use code meets all the criteria except for two—one regarding parking requirements and one regarding side-yard setbacks. To become an eligible jurisdiction, the City would need to remove the parking requirement of 1 space for ADUs *unless*: a. there is already sufficient space on-site for parking at the time of construction, or b. if there is not already sufficient space on-site *and* the surrounding block prohibits on-street parking (a rarity in Salida). Additionally, the City would need to remove the setback requirements of section 16-4-190(c)5 that requires that any portions of an ADU above 20-feet be set back



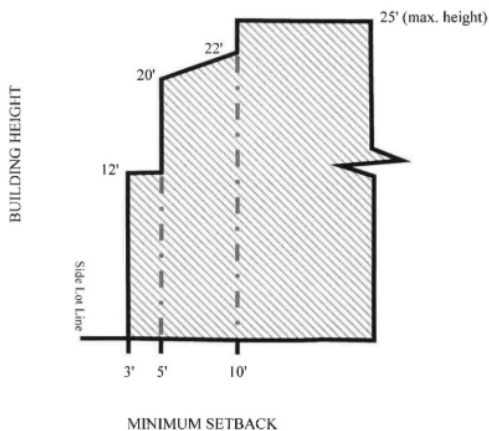
CITY COUNCIL WORK SESSION MEMO

DEPARTMENT Community Development	PRESENTED BY Kristen Hodges - Associate Planner	DATE June 30, 2025
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between 5 to 10 feet, depending upon the height. The setback could be a standard 5 feet regardless of height, consistent with the side yard setback for primary units. The current code language is included below:

- (5) Side Lot Line Setbacks for Detached Accessory Buildings. Applies to all zones except for the Central Business (C-2) Zone. (See Figure 16-1 below for a visual description.)
- Any part of a detached accessory building, excluding eaves (per [Section 16-8-130](#)), up to twelve (12) feet high must be set back a minimum of three (3) feet from all side lot lines.
 - Any part of a wall plane (including windows and façades greater than forty-five (45) degrees from the horizontal) over twelve (12) feet up to twenty (20) feet high must be set back a minimum of five (5) feet from all side lot lines.
 - Any part of a wall plane (including windows and façades greater than forty-five (45) degrees from the horizontal) over twenty (20) feet high must be set back a minimum of ten (10) feet from all side lot lines.
 - Any part of a detached accessory building, excluding eaves (per [Section 16-8-130](#)), over twenty-two (22) feet high must be set back a minimum of ten (10) feet from all side lot lines.

Fig. 16-1 Detached Accessory Building Side Lot Line Setback Parameters



The proposed new land use code that will be presented to Planning Commission and City Council later this summer contemplates setbacks similar to those above; however, those could be amended should there be direction to do so.

REQUESTED DIRECTION FROM COUNCIL AND PLANNING COMMISSION

Staff requests any feedback that City Council and Planning Commission may have regarding the amendments to ADU restrictions in order to qualify for available grant funds to promote the construction of ADUs, and any other comments about the such a City program.