



# Working Group Meeting

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July 22, 2025

# Meeting Agenda

- Development Code Assessment Overview
- Discussion
- General Project Questions & Next Steps



# Resiliency

The ability for the Town to adapt and thrive in the face of change, challenges, and potential disruptions to physical, economic, social and environmental aspects of the Town.



**HAYDEN FORWARD**  
MASTER PLAN

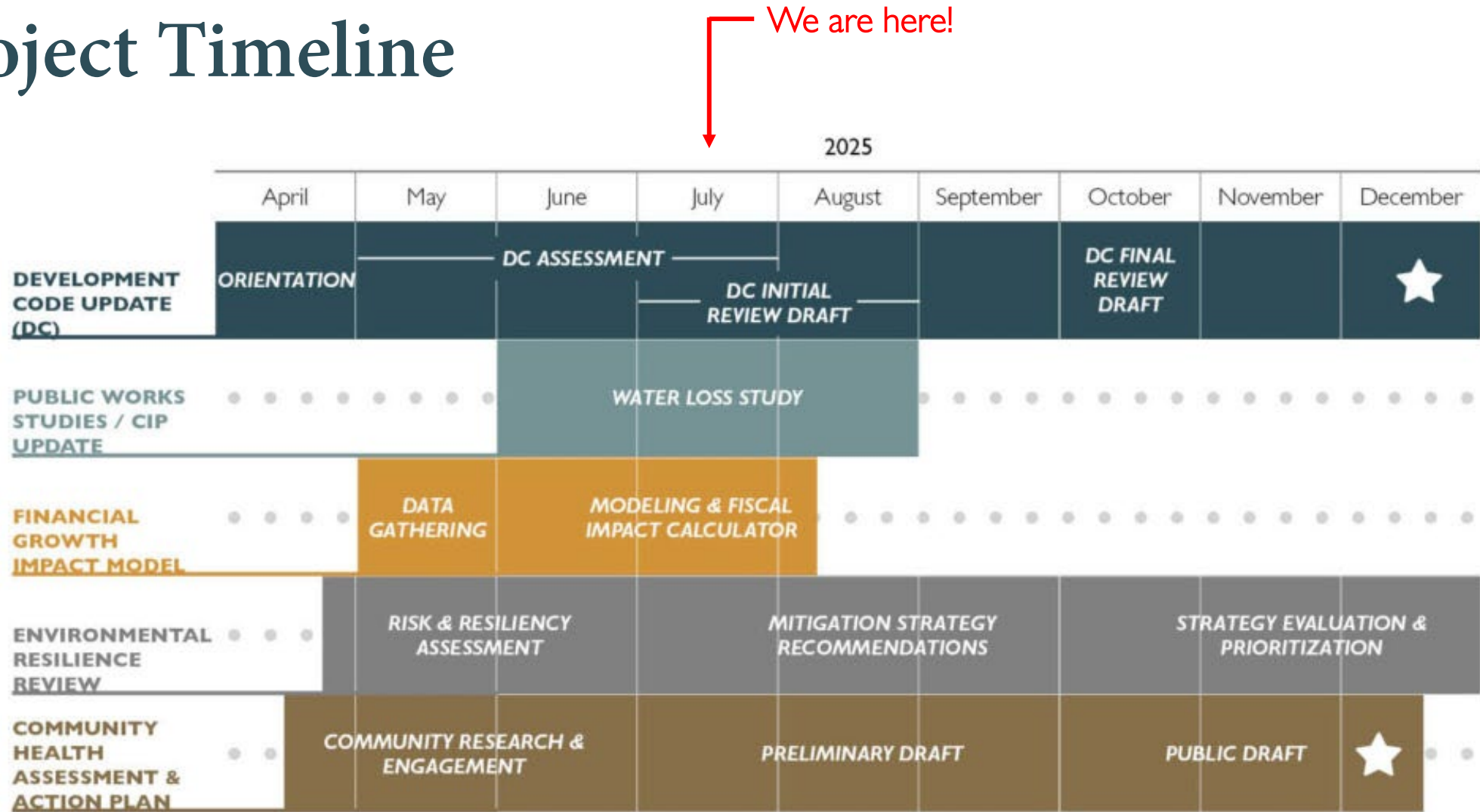
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## Project Goals

- Strengthen Hayden's critical infrastructure and environmental resilience to prepare for future risks
- Modernize Hayden's policies, regulations, and financial tools to support sustainable growth and improve community health
- Ensure resiliency is incorporated into Hayden's decision-making and policy-setting process

# Project Timeline



Adoption  
Process



# Role of Working Group



- Share knowledge and insights about the community
- Provide advice about concepts and issues
- Help guide outreach messaging

## 1. Align on Purpose

Keep the project's goals, scope, and outcomes at the center of all discussions.

## 2. Communicate Openly

Share information transparently, raise issues early, and engage respectfully.

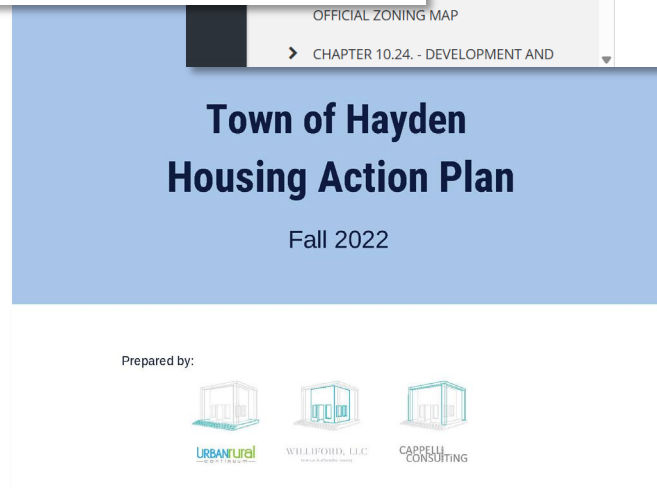
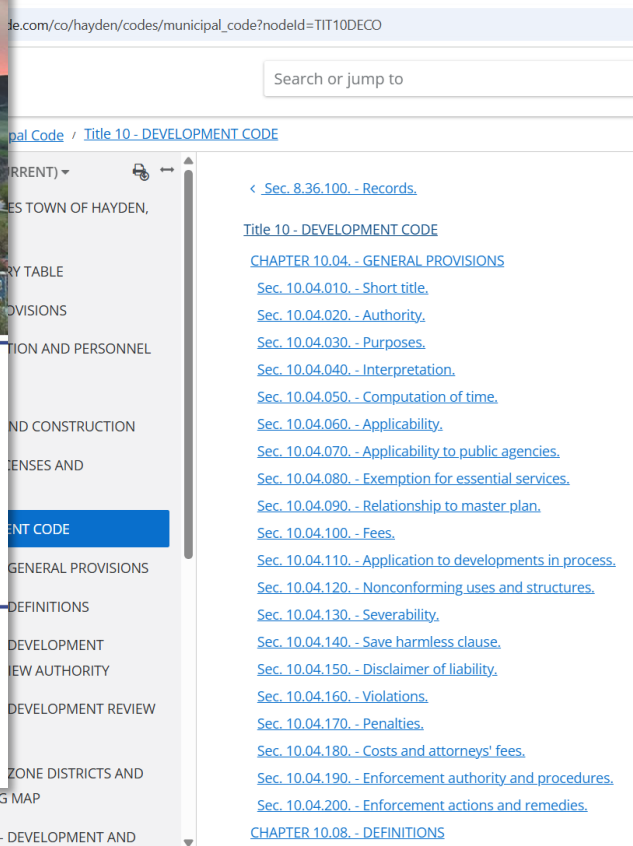
## 3. Follow Through

Honor commitments, meet deadlines, and stay accountable to the group.

# Development Code Update

Scope Overview and Progress Update





# Goals of the Development Code update

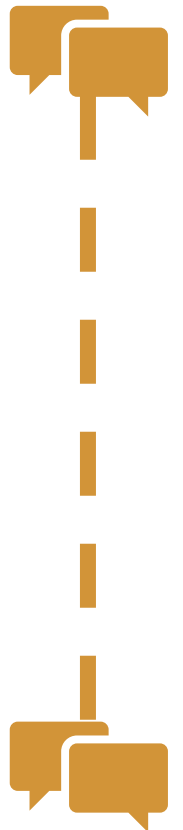
- Implement adopted plans
- Update zoning districts
- Improve user-friendliness
- Address resiliency and infrastructure standards
- Encourage affordable housing
- Ensure compliance with updated local, state, and federal laws

# Development Code Milestones

\*Community and Working Group engagement throughout

Month	Deliverable	Description
July	Code Assessment	Identifies opportunities for improvement and creates the organizational framework
August		
September	Preliminary Draft	“First Draft” of full Development Code - incorporates recommendations from Code Assessment
October	Public Review Draft	Revised Development Code based on initial staff feedback, Working Group input, and results of summer public outreach
November	Adoption Draft	Final Development Code that goes through public hearing process

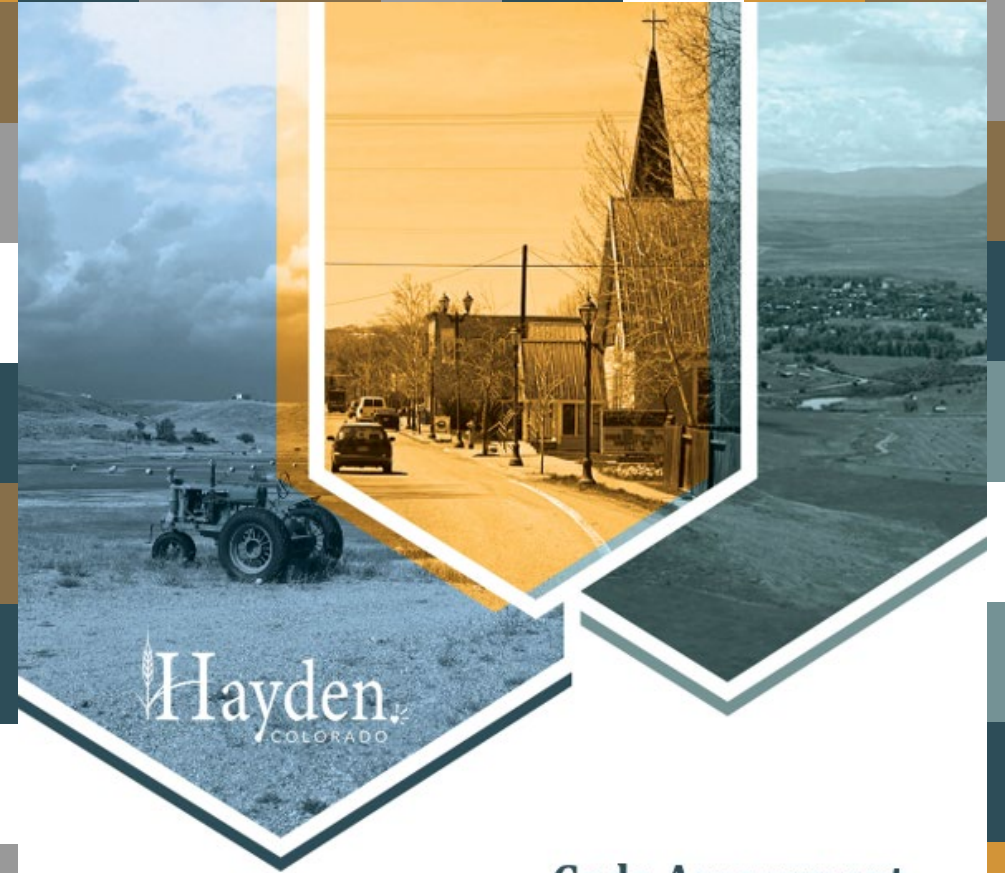
\*all dates are tentative





# Development Code Assessment

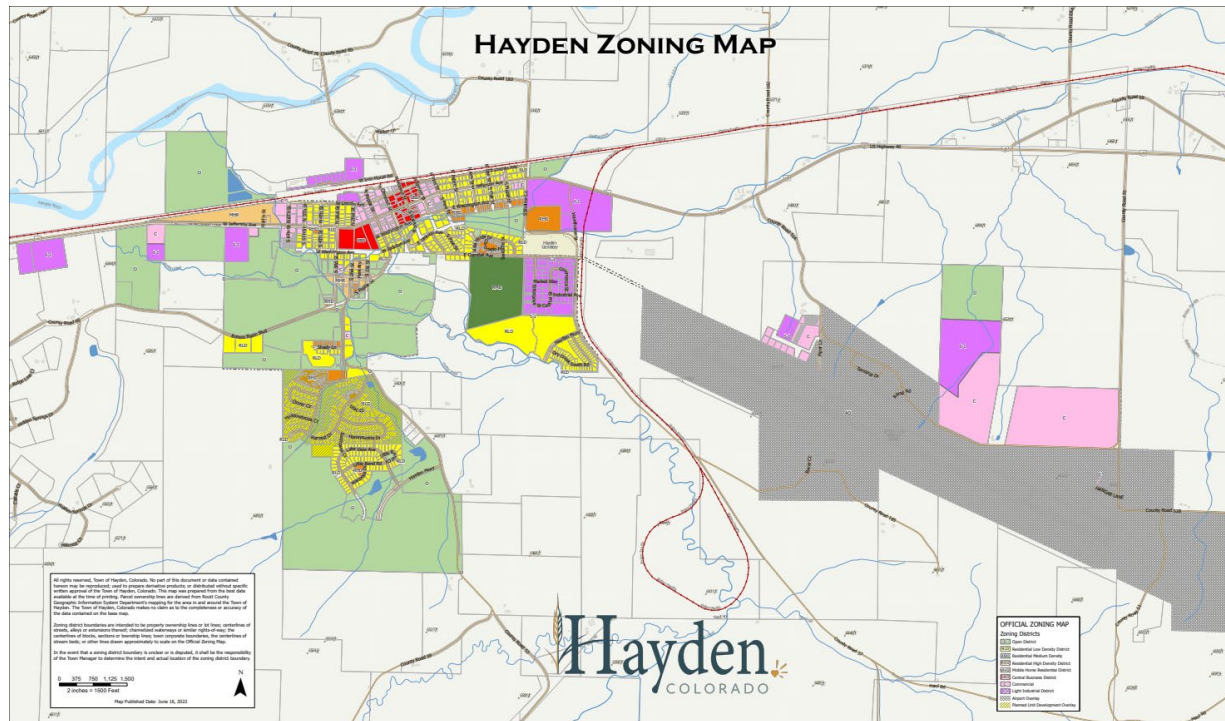
Overview



**Code Assessment**

Public Draft

July 2025



# What does the Development Code address?

- Shapes how land in Hayden can be used and developed
- Sets zoning rules for homes, businesses, parks, and more
- Guides construction, redevelopment, and subdivisions
- Helps implement long-term community goals



# Fine-Tune Zone Districts

	Current District	Proposed District
	<b>Residential Districts</b>	
10%	RLD: Residential Low Density	RLD: Residential Low Density
	RMD: Residential Medium Density	RMD: Residential Medium Density
	RHD: Residential High Density	RHD: Residential High Density
	MHR: Mobile Home Residential District	MHR-R: Mobile Home Residential-Retired
	<b>Mixed-Use and Nonresidential Districts</b>	
	CBD: Central Business District	CBD: Central Business District
9%	C: Commercial District	MU-C: Mixed-Use Commercial
	I-1: Light Industrial District	MU-I: Mixed-Use Industrial
	I-2: Industrial District	I: Industrial
	<b>Special Districts</b>	
	[New]	A: Aviation District
29%	O: Open	[Remove]
	[New]	OS: Open Space
	[New]	P: Public

\*Retired districts stays mapped with legally conforming properties, but new rezonings into the district are prohibited

\*O district to be rezoned into best applicable district



# Fine-Tune Use Regulations

- Expand housing types (e.g., cottages, co-housing, tiny homes)
- Remove outdated categories (e.g., print shops)
- Update use-specific standards to address operational characteristics and potential impacts
- Consolidate use review types
  - **Permitted by Right.** No additional review needed
  - **Administrative.** Requires staff-level approval, often with notice
  - **Conditional.** Requires a public hearing for uses with more impact



USE	O	RLD	RMD	RHD	MHR	CB	C	I-1	I-2
Agricultural, Resource Extraction and Related Uses									
Agritourism Enterprise - less than 50 vehicle trips per day	M								
Agritourism Enterprise - more than 50 vehicle trips per day	A								
Airport facilities, public	R						C	R	R
Animal boarding, small (kennels)	C						C	C	C
Animal boarding, large, including riding stables	C						C	C	C



# Provide Objective Development Standards

- Clear rules for parking, landscaping, building design
- Context-sensitive design standards
- Proportional compliance for small projects
- Encourage coordinated street and trail networks to support walking, biking, and future rail





# Update Subdivision Standards

- Ensure access to adequate streets, water, and sewer
- Require public facilities report for major projects
- Add flexibility for phasing or developer-built improvements
- Clarify expectations for open space dedication including parks, trails, and usable open space



# Establish Efficient and Resilient Infrastructure

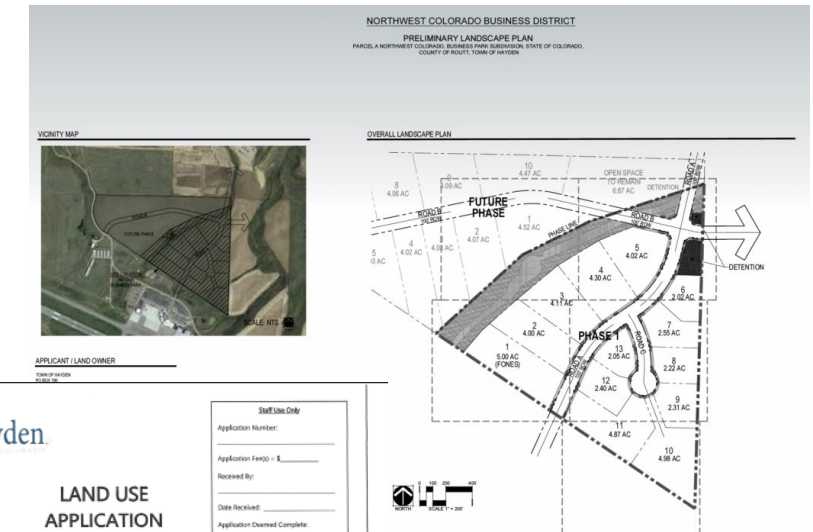
- Update water adequacy requirements in development procedures
- Require water efficiency strategies or documentation
- Prioritize adequate public facilities before development
- Update development standards based on hazard exposure (e.g., floodplain, wildfire)
- Inform incentive provisions for developments that incorporate resilient building practices or on-site infrastructure improvements
- Add resilience-based decision-making criteria to review processes





# Clarify Development Review Procedures

- Streamline review levels to match the scale and complexity of each project
- Focus public input where it's most effective, early in design and for impactful proposals
- Introduce an “Adjustment” process for small, measurable deviations from standards
- Standardize each application process with clear steps, criteria, and new flowcharts
- Consolidate review bodies and removes rarely used procedures to improve efficiency



#### 10.20.1100 Commercial District.

The intent of this district is to provide a variety of commercial, business, and residential uses, including into the historic downtown core area. These include space for professionals and tradespeople (specializing in the built environment), live/work opportunities coupled with elements needed for trades such as indoor and outdoor storage space, tailgating, vehicle equipment parking, and offices. Warehouse, commercial sales, construction supplies and offerings are encouraged so as to create the town as a center for home commerce. Commercial areas at the gateway to town along Jefferson Avenue/US Highway 40 should create a cohesive transition between residential and commercial properties, and use combined access points, architectural design consistent with Hayward's character (1 to 2.5 story), pedestrian and access points, and connected setting visible along the Jefferson Avenue/US Highway 40 corridor.

#### 10.20.1201-1 Light Industrial District.

It is the intent of this district to provide locations for a variety of workplaces including light industrial uses, research and development offices and institutions and complementary secondary uses. Additionally, this district is intended to encourage the development of planned office-to-business parks and to promote pedestrian use in the design and construction of buildings, outdoor spaces, transportation facilities, and streetscapes.

#### 10.20.1301-2 Industrial District.

The intent of this zoning district is to provide a location for a variety of employment opportunities such as manufacturing, warehousing and distributing, indoor and outdoor storage and a wide range of commercial and industrial operations and complementary secondary uses. Uses in this district require good access to major arterial streets and adequate water, sewer, and power.

#### 10.20.1400 Airport Overlay District.

The Airport Overlay (AO) District is a supplemental zone district that overlays the underlying zone districts in the vicinity of the Yampa Valley Regional Airport (YVRA) as such is shown on the Zoning Map. Besides uses identified in the most current Town-approved version of the YVRA Airport Master Plan and accessory buildings and uses incidental to YVRA operations, any Use Four (office/flight school) and uses in the underlying zone districts are also permitted in the AO District so long as that use meets the special conditions and standards required in the AO District as further stated in Chapter 10.20 as well as other applicable standards of this Development Code.

The AO District is designed to minimize encroachment of residential and other uses that are not intended to be near, to avoid danger from aircraft operations, to reduce the possibility for such accidents, and to restrict incompatible and uses in proximity to and within airport influence areas. It is also designed to minimize the potential negative impacts of structures and land uses on airport operations and navigable airspace.

The degree of protection provided by this overlay zone district is considered less severe and present for land use regulatory purposes and is based on established parameters on control. Establishment of this zone district, however, does not imply that areas outside of the zone district will be totally free from airport and aircraft-related hazards nor that all hazards within the zone district will be completely mitigated. Establishment of this overlay zone district shall not create a liability on the part of or cause any action against the town or any officer, employee or contractor thereof for any damages that may result directly or

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Hayward Development Code March 1, 2022

#### Chapter 10.03: Zone Districts and Dimensional Standards 10.03.010: Industrial Districts 10.03.020: Industrial General District

#### (f) Industrial General (I-2)

##### (1) Intent

I-2 is intended to provide areas for the accommodation of normal operations of heavy and concentrated fabrication, manufacturing, technology, and industrial uses and associated outdoor activities and storage. I-2 zone districts shall have easy semi-trailer access to highway and federal highway system and/or railroads, and the availability of adequate public services, utilities, and facilities. It is appropriate as indicated in Table 21.03-2: Comprehensive Plan Implementation.

##### (2) Uses and Dimensions

(a) Permitted principal and accessory uses are identified in Chapter 21.04.

(b) The following dimensions apply in the I-2 zone district:



Lot Standards		Building Standards	
Lot Standards		Setbacks: Principal Structure (min)	
Lot Area (min. ft.)	1 acre	A. Front	15
Lot Width (min. ft.)	100	B. Side	0
Lot Coverage (max. %)	100	C. Side Adj. to Residential	10
		D. Rear	10
Use Limits		Setbacks: Accessory Structure (min)	
Retail sales area max: 10% CFA of principal structure, 5000 sq. ft. or less, or 10,000 sq. ft. or less, as determined by a retail merchant.		Front	25
		Side	0
		Side Adj. to Residential	5
		Rear	10
		Height (max. ft.)	
		E. Height	30

Grand Junction, CO Zoning & Development Code 171

# Create a More User-Friendly Code

- Reorganized layout with better navigation
- Include tables, graphics, and flowcharts
- Update definitions for clarity and consistency

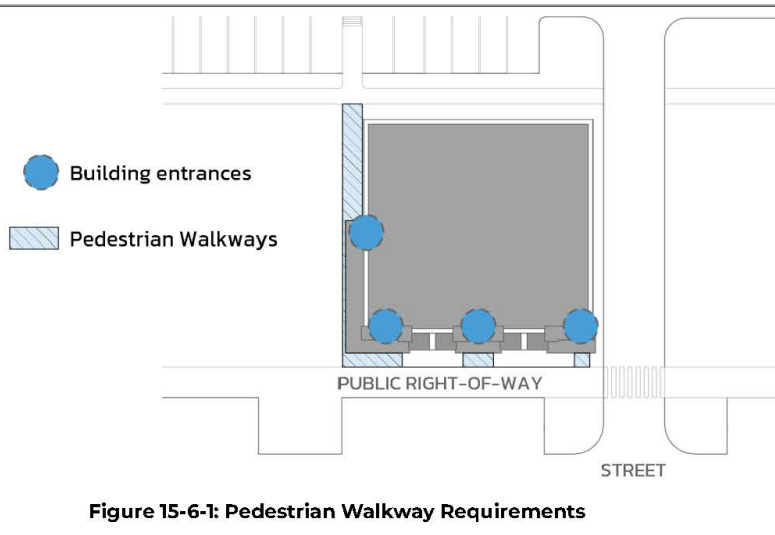
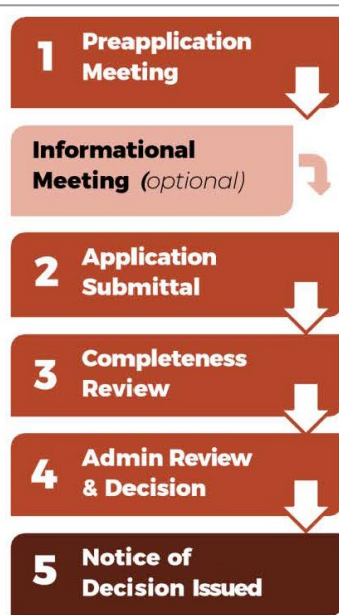


Figure 15-6-1: Pedestrian Walkway Requirements





# Discussion

- As Hayden grows, what kinds of development do you think will best support a strong, connected, and resilient community?
- What environmental risks or infrastructure challenges do you worry about most as Hayden grows?
- Where do you see opportunities for new development or redevelopment to contribute to Hayden's long-term health?
- Do you have any suggestions for how to get residents involved or interested in a Development Code update?



# Next Steps



[haydencolorado.com/hayden-resiliency-project](https://haydencolorado.com/hayden-resiliency-project)

Check out the Project Website!

Stay tuned for Development Code Assessment survey link!

Aug 5<sup>th</sup> Meeting

- Development Code Assessment Comments and Questions



Thank you!

