

2768 AGUA FRIA STREET PARKING DEMAND SUPPLEMENTAL RESPONSE

This supplement was prepared in response to City of Santa Fe comments on the 2768 Agua Fria Street Parking Demand Study. It includes an analysis of peer city parking practices, availability of on-demand rideshare and delivery services, and an explanation of how ITE’s parking generation methodology is context-sensitive and reflects the characteristics of Santa Fe.

PEER CITY PARKING PRACTICES

While academic research on residential parking demand is largely focused on dense, urban cities, hundreds of smaller communities have eliminated or reduced parking requirements. More small cities and towns have eliminated parking minimums than large or mid-sized cities (see Figure 1). Many of these communities have low densities and are without high-frequency transit service.

Figure 1: Count of US Jurisdictions that have eliminated parking minimums



Chart source: Sightline Institute: <https://www.sightline.org/2024/09/04/twice-as-many-small-towns-have-eliminated-parking-mandates-as-large-cities/>

Table 1 shows parking minimums for peer cities. All of the cities included in the table have eliminated parking minimums, with the exception of Sandpoint, which has lower residential parking minimums than Santa Fe.¹

Table 1: Population, Population Density, and Transit for Cities with Reduced or Eliminated Parking Minimums

City	Population	Population Density (residents per square mile)	Fixed- Route Transit Availability	Highest-Frequency Transit Service
Santa Fe, NM	~89,000	1,689	Yes	30 min
Sandpoint, ID	~10,000	2,161	Yes	Hourly
Jackson, TN	~68,000	1,147	Yes	30 min
Lansing, KS	~11,000	913	No	None
Bend, OR	~100,000	2,949	Yes	30 min
Portsmouth, OH	~18,000	1,701	No	None
Ecorse, MI	~9,000	3,279	No	None
Chattahoochee Hills, GA	~3,000	48	No	None
Seabrook, NH	~8,000	936	No	None
Gastonia, NC	~84,000	1,600	Yes	Hourly
Rogers, AR	~70,000	1,800	Yes	30 min

Many of the cities presented have lower population densities than Santa Fe. None of the cities have more frequent transit service than Santa Fe, and several of the cities have no fixed-route transit at all. Reducing or eliminating parking minimums is not only possible, but is becoming common practice among smaller communities with low population density and limited transit availability.

ON-DEMAND SERVICES

On-demand services in Santa Fe include rideshare such as Uber and Lyft and grocery delivery services.

- Uber and Lyft both provide rides on-demand and can be utilized 24/7 depending on the availability of drivers.
- Food delivery services available in Santa Fe include Uber Eats, DoorDash, and GrubHub.
- Grocery delivery services are provided by Instacart, DoorDash, Wal-Mart, and Uber Eats.

The availability of on-demand rideshare and food delivery services provides more options for Santa Fe residents who do not own vehicles or who share a vehicle with others in their household. These services can reduce the need for car ownership at the Agua Fria Development.

¹ 1 space required per unit <12,000 sf; 1.4 spaces required for units >12,000 sf

ITE PARKING GENERATION RATES

The ITE Parking Generation peak hour demand estimate is context-sensitive and backed by a large number of parking studies.

The ITE Parking Generation Manual is a compilation of parking count studies taken in a variety of land use contexts. On average, a development of the same size and in the same land use context as the Agua Fria Development will need 123 spaces to accommodate peak hour parking demand. The Agua Fria Development's proposed parking plan will have 31 more spaces than are estimated to be needed. This weighted average peak hour parking demand estimate reflects industry best practice in determining how many spaces will be needed.

The original parking study submittal also included the 85th percentile parking demand estimate of 156 spaces. Of the sites studied by ITE, 85 percent had peak hour parking demand of less than 156 spaces. Only 15 percent of developments had peak hour parking demand higher than 156 spaces. ITE does not recommend using the 85th percentile estimate as a tool to determine the level of parking that should be supplied. The 85th percentile estimate was included to show that the vast majority of developments have peak hour parking demand below this level.

Only studies taken from contexts similar to Santa Fe's were used in generating the ITE estimate, and the parking demand estimate is aligned with Santa Fe's land use and transportation context. Parking counts from 97 sites with the same context factors were compiled by ITE to generate the peak hour parking demand estimate. The three context factors used for the analysis are described below:

1. Type of development
 - a. Low-rise (2-3 levels) multifamily housing with at least one dwelling unit with two or more bedrooms
2. Proximity to rail transit
 - a. Not within ½ mile of rail transit
3. Land use context

- a. General urban/suburban (see call-out box for detailed description)

General Urban/Suburban Land Use Context

An area associated with **almost homogeneous vehicle-centered access**. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersections or spread along commercial corridors, often surrounded by low-density, almost entirely residential development. Most commercial buildings are located behind the parking area or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms of function. A retail land use may focus on serving a regional clientele whereas a service land use may target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary, **a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.**

The Agua Fria Street Development's location is more multi-modal than the general urban/suburban context used for the ITE analysis, as described in the Locations Benefits section of the parking study submittal. In addition, parking demand reduction strategies (unbundled parking and affordable housing) will reduce demand at the site further. **Given these factors, it is reasonable to expect that parking demand at the site will be below the average peak hour demand estimate of 123 spaces.**