



2768 Agua Fria Street Parking Demand Study

PREPARED FOR: COLD WATER DEVELOPMENT FUND

PREPARED BY: BOHANNAN HUSTON INC



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INTRODUCTION

This parking study supports Cold Water Development Fund’s multi-family residential development at 2768 Agua Fria Street in Santa Fe, New Mexico (referred to in this study as the Agua Fria Development). Although the development plans include 31 fewer parking spaces than are required by the City of Santa Fe’s Municipal Code, the City allows parking to be supplied below required minimums if supported by a parking demand study.¹ This study estimates the future parking demand at the site taking into account parking generation rates, the planning and policy context within the City of Santa Fe, the site’s proximity to multimodal transportation options, and parking demand reduction strategies that will be included within the development.

Background

The Agua Fria Development will be a three-story multifamily housing complex consisting of three buildings and outdoor amenities for residents. There will be 25 studio units, 70 one-bedroom units, 19 two-bedroom units, and 16 three-bedroom units for a total of 130 units. There will also be a small 1000 square foot retail space.

Development plans for site lay out 160 parking spaces. However, the developer is providing a roadway easement at the south end of the site. If the roadway is built, it would remove six parking spaces. For the purposes of this parking study, the amount of provided parking is assumed to be 154 spaces to estimate parking needs if the easement is needed in the future. Figure 1 shows the location of the project site.

Figure 1: 2768 Agua Fria Development Location Map



¹ Santa Fe Municipal Code 14-8.6 (B)(4)

Study Considerations

This study considers the following factors in assessing potential future parking demand:

- **Santa Fe's Context:** Santa Fe has a severe housing shortage.² Higher than necessary parking requirements decrease the supply of housing while increasing housing costs. Santa Fe plans and policies support increasing the supply of housing while decreasing space set aside for parking.
- **Site Characteristics and Location Benefits:** Due to the site's proximity to transit and bicycle facilities, as well as the numerous employment opportunities and destinations within walking distance, residents have ample transportation options that reduce their need for owning vehicles and visitors can access the site without driving. In addition, demographic data show higher rates of zero-vehicle households near the project site and low rates of households owning more than two vehicles, indicating that future residents may also have low rates of vehicle ownership.
- **Parking Management Strategies:** Strategies that will be included in the Agua Fria Development - such as unbundling parking costs from rent costs, providing affordable units, and shared parking - are proven strategies that can reduce the demand for parking and allow for more efficient use of space.
- **ITE Parking Generation Rates:** This study includes parking generation rates from the Institute of Transportation Engineers' (ITE) Parking Generation Manual (6th Edition). These estimates show that the developer's parking plan will exceed expected demand at the site.

Parking generation rates, coupled with an analysis of the site's context, demonstrate that the proposed parking supply of 154 spaces will be sufficient and appropriate for the Agua Fria Development.

PROPOSED AND REQUIRED PARKING

The Santa Fe municipal code sets parking requirements for multifamily housing based on the square footage of the unit. Table 1 demonstrates Santa Fe's parking minimums as applied to the Agua Fria Development.

² Draft City of Santa Fe Five Year Affordable Housing Strategic Plan. 2024.

Table 1: Santa Fe Parking Minimums for 2768 Agua Fria Street Development

| | Units <800 SF | Units 800 SF – 1199 SF | Units 1200 SF and over | Retail |
|---|---------------|------------------------|------------------------|-------------------|
| Number of Units | 95 | 19 | 16 | 1000 SF NLA |
| Parking Spaces Required per Unit | 1.25 | 1.5 | 2 | 1 per 200 SF NLA* |
| Required Parking Spaces | 118.75 | 28.5 | 32 | 5 |
| Total Required Parking Spaces | 185** | | | |

*Net Leasable Area

**Rounded up to the nearest whole number

Table 2 describes the difference between required and proposed parking spaces. The developer plans to provide 31 fewer parking spaces than are required, or 17% below requirements.

Table 2: Required and Proposed Parking Spaces at 2768 Agua Fria Street Development

| | |
|-----------------------------------|-----|
| Dwelling Units | 130 |
| Required Parking | 185 |
| Provided Parking | 154 |
| Percent Below Requirements | 17% |

SANTA FE CONTEXT

Santa Fe has a severe housing shortage: from 2015 -2021, the City of Santa Fe added 6,462 households but only 4,925 housing units. By 2030, the city will need at least 1,045 more rental units to accommodate household growth.

The housing shortage is especially acute for low-income households. There is a shortage of 1,210 units affordable for households with income at 30% Area Median Income (AMI) or below, and a shortage of 1,087 units affordable for households with income between 30% and 50% AMI.³

As of June 2023, Santa Fe had a 4% rental vacancy rate, with an even lower rate (3%) for rental units priced below \$2000. According to the City of Santa Fe Five Year Affordable Housing Strategic Plan, “low vacancy rates reflect the inability of supply to keep pace with demand for housing across the region.” In Santa Fe, the lack of supply causes higher-income households to occupy homes affordable to lower-income households, which further exacerbates the affordable housing crisis.⁴

The Agua Fria Development will help ease the affordable housing crisis by setting aside 10 percent of its units as affordable. In addition, the market-rate units can address the housing shortage and affordability issues by increasing the overall supply of housing.

However, parking costs can drive up the cost of housing development, which are passed on to renters through higher rents and decreased housing supply. Providing one parking space per unit increases

³ Draft City of Santa Fe Five Year Affordable Housing Strategic Plan. 2024.

⁴ Ibid

development costs by 12.5% and providing two spaces per unit increases the cost by 25%.⁵ Meanwhile, parking lots at many locations are rarely, if ever, full.

While much of Santa Fe's land uses and roadways are auto-oriented, the City is shifting towards a more multi-modal environment that provides better walking, biking, and transit facilities. Overly large parking lots contribute to sprawl and make multi-modal environments difficult to implement. Reducing the size of the parking lot will support a multi-modal environment and allow Cold Water Development Fund to construct more housing units, which are needed to address Santa Fe's housing shortage.

The following Santa Fe plans and policies support parking management and appropriately sized parking areas at the Agua Fria Development.

Multimodal Transition Plan (2022)

The Santa Fe Multimodal Transition Plan provides strategies to reduce auto dependency and move towards a multimodal transportation system. The Parking Strategy Plan (2022) recommends adjusting parking space requirements to better match current parking demand patterns. The Plan further recommends implementing parking minimum reductions for projects that include other mobility strategies. As the Agua Fria Development provides mobility strategies in the form of unbundled parking, shared parking, and affordable housing, parking minimum reductions would be appropriate for the site under the Multimodal Transition Plan's recommendations.

Santa Fe General Plan (1999)

The Santa Fe General Plan identifies themes that guide policy development and planning within the City. Two of the themes support the idea of reduced parking for infill housing developments:

- **Transportation alternatives:** Reduce automobile dependence and dominance.
- **Urban form:** Promote a compact urban form and encourage sensitive/compatible infill development.

The development at Agua Fria Development will promote transportation alternatives through parking management practices and providing residents with options to walk, bike, and take transit. As an infill development with an appropriately sized parking area, the project also represents progress towards developing a compact urban form.

City of Santa Fe Land Use & Urban Design Plan

The City of Santa Fe Land Use & Urban Design Plan recommends reducing minimum parking requirements and states that "One of the biggest contributors to sprawl and poor land management can be found in the amount of land devoted to massive parking lots that are rarely, if ever, full."

⁵ Todd Litman. *Parking Requirement Impacts on Housing Affordability*. Victoria Transport Policy Institute. 2021.

City of Santa Fe Five Year Affordable Housing Strategic Plan (2024)

The City of Santa Fe Affordable Housing Plan identifies outdated parking restrictions as a barrier to housing production.

SITE CHARACTERISTICS AND LOCATION BENEFITS

The Agua Fria Development's location is well-suited for residents and visitors who prefer multi-modal transportation options. Due to the site's proximity to transit, biking facilities, daily destinations, and employment opportunities, residents will be able to own fewer cars, reducing the demand for parking at the site. Research has shown that employment density and access to destinations is associated with reduced parking demand at multifamily developments.⁶

Walking

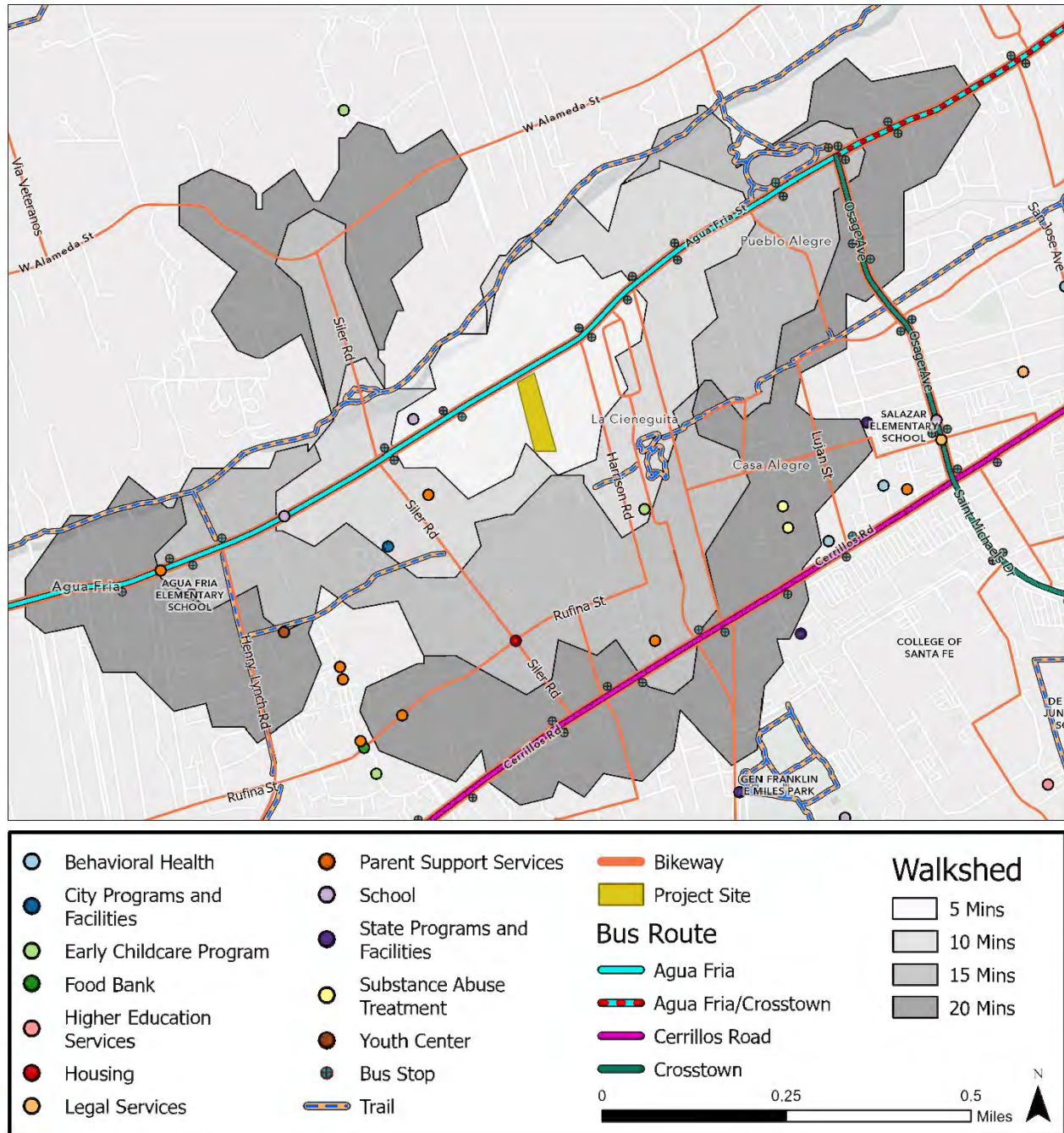
Residents of the Agua Fria Development will be able to access many daily destinations within a 20-minute walk. Figure 2 depicts public facilities that can be accessed within a five-, ten-, and twenty-minute walk from the site. In addition, within a twenty-minute walk, residents can access:

- Several restaurants and breweries
- Latinos Unidos Mini Market
- CVS pharmacy
- Three city parks

⁶ McCahill, C. (2017). Factors affecting residential parking occupancy in Madison, Wisconsin. *Transportation Research Record*, 2651(1), 71-79.

Rowe, D., Morse, S., Ratchford, C., Haas, P., & Becker, S. (2014). Modeling of multifamily residential parking use in King County, Washington. *Transportation Research Record*, 2469(1), 57-64.

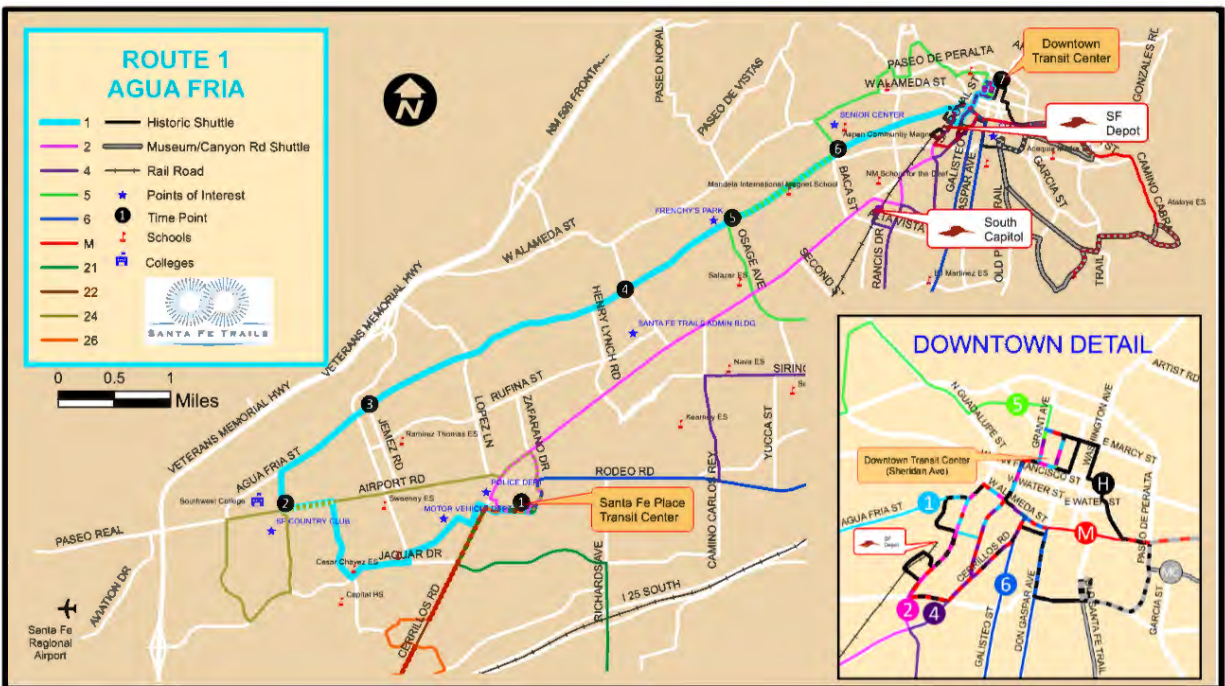
Figure 2: Walkshed and Transportation Map



Transit

The development will be located within a three-minute walk of bus stops on Agua Fria Street (Santa Fe Trails Route 1). Route 1 provides hourly bus service from 8:30 am to 6:00 pm every day of the week, with on-demand service from 7:00 am to 8:00 am and 6:30 pm to 7:30 pm. The route runs from the Downtown Transit Center along Agua Fria Street to the Santa Fe Place Transit Center (see Figure 3).

Figure 3: Santa Fe Trails Route 1 Map



In addition, 2768 Agua Fria Street is located about a twenty-minute walk from Route 2 bus stops. Route 2 provides more frequent transit service along Cerrillos Road, running every 30 minutes from 7:00 am to 8:00 pm daily.

Biking

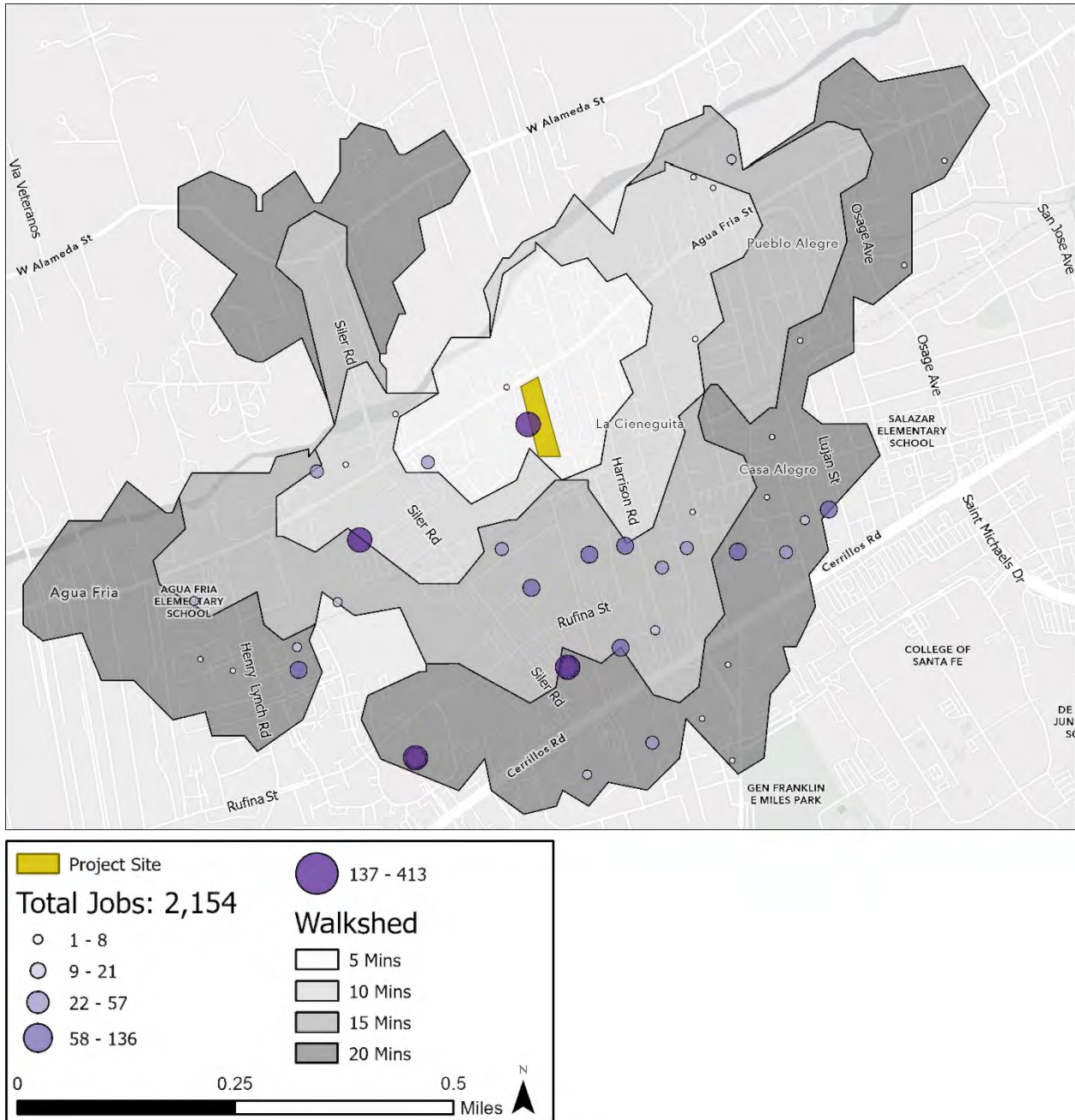
The Agua Fria Development is ideally located for bicycle travel. Comfortable and high-quality bicycle facilities allow residents to access a wide range of destinations in Santa Fe.

Agua Fria Street has bike lanes from Siler Road to Saint Francis Drive. The River Trail, a high-quality multi-use trail separated from cars, can be accessed via a five-minute bike ride on the bike lanes on Agua Fria Street. The River Trail connects three miles further to downtown Santa Fe. There are also many neighborhood bike routes that can be taken to connect to destinations, such as Wal-Mart and Smith's, along Cerrillos Road and further south.

Employment Access

Future residents of the Agua Fria Development will be able to access employment opportunities within walking distance, further reducing the need for vehicle ownership. Figure 4 shows employment density within walking distance of the Agua Fria Development. There are 2,154 jobs within a 20-minute walk of the project site, including a large cluster directly adjacent to the site.

Figure 4: Employment Access Map



Vehicle Availability

Vehicle availability is directly related to parking demand, as households with low vehicle availability require fewer parking spaces for their vehicles. The Agua Fria Development is in Census Tract 12.02, which has lower vehicle availability for renter-occupied households than the City of Santa Fe as a whole. 14 percent of renter-occupied households do not have a vehicle (4 percent higher than the City of Santa Fe). Renters in Census Tract 12.02 are also less likely to have access to three or more vehicles (4 percent for Census Tract 12.02 vs 8 percent for the City of Santa Fe).

Table 3: Vehicles Available, Renter-Occupied Households

| | Census Tract 12.02 | | Santa Fe | |
|--|--------------------|---------|----------|---------|
| | Count | Percent | Count | Percent |
| No Vehicle Available | 230 | 14% | 1,448 | 10% |
| 1 Vehicle Available | 829 | 51% | 8,134 | 54% |
| 2 Vehicles Available | 504 | 31% | 4,297 | 28% |
| 3 or More Vehicles Available | 60 | 4% | 1,261 | 8% |
| Total Renter-Occupied Housing Units | 1,623 | | 15,140 | |

Source: Social Explorer Tables: ACS 2023 (5-Year Estimates)(SE), ACS 2023 (5-Year Estimates), Social Explorer; U.S. Census Bureau

PARKING MANAGEMENT STRATEGIES

Shared Parking

Shared parking allows for adjacent uses with offset peak hours to share parking facilities, reducing the total number of parking spaces needed to meet demand for both uses. The five spaces required for the Agua Fria Development’s retail space can be shared between shoppers and residents because of offset peak hours. Residential peak hours are from 10 pm to 7 am, when most residents are at home. Retail peak hours are from 1 pm to 6 pm, when many residential parking spaces will be vacant.⁷ For a detailed analysis of shared parking at the site, reference the Parking Demand Estimate section.

Affordable Housing

Affordable housing tends to have lower parking demand than market-rate housing. As 10 percent of the Agua Fria Development will be affordable units, lower parking demand can be expected at the site.

Affordable housing developments have been shown to have significantly lower parking demand than market-rate housing. A study from San Diego conducted in 2011 researched how income levels, transit access, land use context, and housing size contribute to vehicle ownership and parking demand. The study found that:

- Parking demand for affordable projects is about one half of typical rental units in San Diego.
- Parking demand is lower in areas with many walkable destinations and more transit service.
- In all of the projects studied, the amount of peak overnight parking used was less than the amount supplied.⁸

⁷ ITE Parking Generation Manual, 6th Edition. Land Use Code 220 and 814 Time of Day Distributions.

⁸ Willson, R., O’connor, T., & Hajjiri, S. (2012). Parking at affordable housing: Study results in San Diego, California. *Transportation research record*, 2319(1), 13-20.

A 2014 study in King County, Washington, came to a similar conclusion, finding that as the percentage of affordable units in a development went up, parking use went down.⁹

Unbundled Parking Costs

Costs for parking spaces can be unbundled from rent costs to create a more equitable fee structure for tenants and can reduce parking demand at residential developments.¹⁰ Parking costs can be unbundled either by charging renters an additional fee per parking space, or by offering a discount to residents who do not need a parking space. Unbundling parking costs can reduce parking demand by 10% - 20%¹¹, as residents may choose to not own a vehicle, or own fewer vehicles, to save money on housing costs. Providing tenants the option to opt out of paying for parking not only reduces parking demand, but also improves housing affordability and provides a more equitable fee structure.

Induced Demand

Research on transportation behavior indicates that supplying high amounts of parking leads to an increase in vehicle ownership. A study based in San Francisco analyzed the relationship between parking availability and vehicle ownership at affordable housing developments. Researchers selected apartment complexes that use affordable housing lotteries, meaning that residents were assigned housing randomly and did not select it based on parking availability or other transportation-related preferences.

The study found that tenants at apartment buildings with less parking owned fewer vehicles, and that parking availability did not affect employment or job mobility.¹² Figure 5 shows that the percent of households who owned a vehicle increased with parking availability.

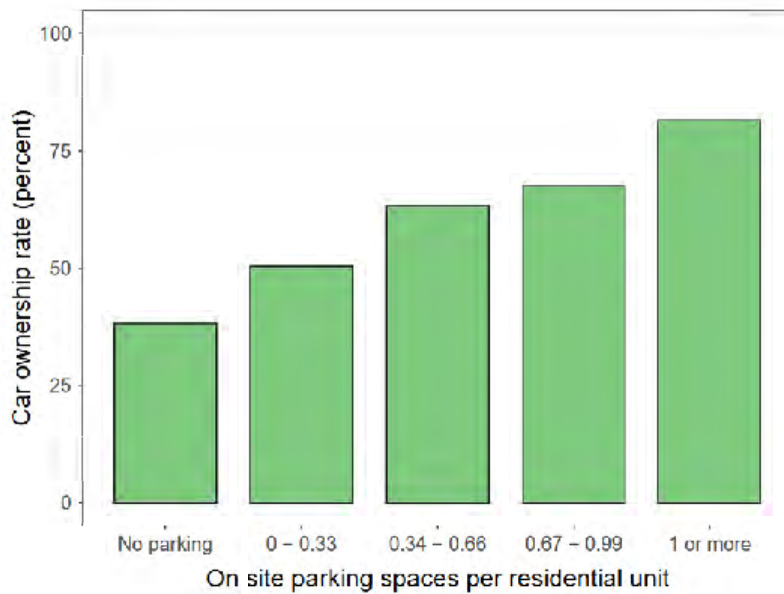
⁹ Rowe, D., Morse, S., Ratchford, C., Haas, P., & Becker, S. (2014). Modeling of multifamily residential parking use in King County, Washington. *Transportation Research Record*, 2469(1), 57-64.

¹⁰ Ibid

¹¹ Litman, Todd. *Parking Management: Strategies, Evaluation and Planning*. Victoria Transport Policy Institute, 2023.

¹² Millard-Ball, A., West, J., Rezaei, N., & Desai, G. *What do residential lotteries show us about transportation choices?*. 2022. *Urban Studies*, 59(2), 434-452.

Figure 5: Car Ownership by Parking Availability



Source: Millard-Ball et al., 2022

Demand for parking is flexible, as residents will change their transportation behaviors based on parking availability. The result of providing fewer parking spaces at the Agua Fria Development will likely be reduced rates of vehicle ownership and higher use of alternative transportation modes such as walking, biking, or riding transit.

PARKING DEMAND ESTIMATE

The ITE Parking Generation Manual (6th Edition) compiles parking studies for a wide variety of land uses and contexts in order to provide parking demand estimates. Parking demand for multifamily residential uses can be estimated using either the number of dwelling units or the number of bedrooms. This study uses bedrooms to calculate parking demand, as parking generation rates tend to be more accurate when assessed on a per-bedroom rate rather than by unit.¹³

Table 4 shows the number of bedrooms at the Agua Fria Development and Table 5 describes ITE parking generation rates for the development.

Table 4: Agua Fria Street Development Bedrooms

| | Studio Units | One-Bedroom Units | Two-Bedroom Units | Three-Bedroom Units | Total |
|---------------------------|--------------|-------------------|-------------------|---------------------|-------|
| Number of Units | 25 | 70 | 19 | 16 | 130 |
| Number of Bedrooms | 25 | 70 | 38 | 48 | 181 |

¹³ Smith, Mary S. Shared Parking. 3rd ed. Washington, DC: Urban Land Institute, ICSC, and National Parking Association, 2020.

Table 5: ITE Parking Demand Estimates for Agua Fria Development (181 Bedrooms)

| | |
|-----------------------------------|-------------------------|
| Weighted Average | 123 spaces |
| Fitted Curve | 119 space |
| 85th Percentile | 156 spaces |
| Average Rate | 0.68 spaces per bedroom |

ITE Land Use Code 220: Multifamily Housing 2+ Bedrooms (Low-Rise), General Urban/Suburban Context, not close to rail transit

The average parking demand for a multifamily residential development with 181 bedrooms is 123 spaces. The developer plans on providing 154 spaces at the development, 31 more spaces than the ITE’s estimated average parking demand. The development will provide parking at rates close to the conservative 85th percentile estimated parking demand.

The development will also include a small retail space, which could generate additional parking demand. The ITE Parking Generation Manual does include parking demand estimates for retail land uses; however, studies are limited and data quality is poor for small retail spaces like the one proposed at the Agua Fria Development. For this analysis, Santa Fe’s parking requirement of five spaces was used to assess retail demand.

Shared Parking

Parking can be shared between the residential use and the retail use due to offset peak hours. Table 6 estimates the parking demand at the site at various times of day. ITE parking generation rates were used to estimate demand at the site for residential uses, and Santa Fe’s requirement of five parking spaces was used to estimate demand for the retail use.¹⁴

¹⁴ Land Use Code 220 (Low-Rise Multifamily Residential) was used to calculate residential parking generation rates and utilization rates. Utilization rates for Land Use Code 814 (Variety Store) was used for the shared parking analysis. Due to the lack of studies on small retail spaces, ITE parking generation rates were not used to estimate retail parking demand. Instead, the analysis assumes that the five required parking spaces will reflect demand for the retail use. Weekend rates were omitted due to low data quality.

Table 6: Estimated Parking Utilization By Time of Day

| Hour | Residential (123 spaces) | | Retail (5 spaces) | | Total Utilized Parking Spaces |
|---------------|--------------------------|-------------------------|--------------------------|-------------------------|-------------------------------|
| | Weekday Utilization Rate | Utilized Parking Spaces | Weekday Utilization Rate | Utilized Parking Spaces | |
| 12:00-4:00 AM | 97% | 119 | — | 0 | 119 |
| 5:00 AM | 100% | 123 | — | 0 | 123 |
| 6:00 AM | 96% | 118 | 3% | 0 | 118 |
| 7:00 AM | 85% | 105 | 5% | 0 | 105 |
| 8:00 AM | 67% | 82 | 22% | 1 | 84 |
| 9:00 AM | 54% | 66 | 58% | 3 | 69 |
| 10:00 AM | 48% | 59 | 56% | 3 | 62 |
| 11:00 AM | 45% | 55 | 64% | 3 | 59 |
| 12:00 PM | 45% | 55 | 63% | 3 | 59 |
| 1:00 PM | 42% | 52 | 80% | 4 | 56 |
| 2:00 PM | 42% | 52 | 88% | 4 | 56 |
| 3:00 PM | 47% | 58 | 81% | 4 | 62 |
| 4:00 PM | 49% | 60 | 81% | 4 | 64 |
| 5:00 PM | 56% | 69 | 100% | 5 | 74 |
| 6:00 PM | 64% | 79 | 78% | 4 | 83 |
| 7:00 PM | 72% | 89 | 49% | 2 | 91 |
| 8:00 PM | 77% | 95 | 41% | 2 | 97 |
| 9:00 PM | 85% | 105 | 32% | 2 | 106 |
| 10:00 PM | 92% | 113 | — | 0 | 113 |
| 11:00 PM | 95% | 117 | — | 0 | 117 |

Peak demand hours between the two uses do not overlap; no more than 123 spaces are needed at any given time of day to meet demand for both uses. The peak demand time at the site is at 5:00 am, when the retail space is likely to be closed.

CONCLUSION

Although the proposed site plan for the Agua Fria Development has 31 fewer parking spaces than are required by Santa Fe Municipal Code, this study demonstrates that there will be ample parking to meet the needs of residents and retail customers.

1. Santa Fe’s policies and plans support appropriately-sized parking lots and aim to increase housing supply and affordability. As an infill, mixed-use development, the Agua Fria Street Development will help the City meet their housing, land-use, and transportation goals.
2. The project’s location provides residents with multimodal transportation options, including walking, transit, and biking. The site is especially well-suited for bicycle transportation.

3. There are currently high rates of zero-vehicle renter households in the development's census tract, and low rates of renter households that own more than two vehicles.
4. The developer is employing parking management strategies that will reduce parking demand, including setting aside 10 percent of the units as affordable housing, sharing parking with the retail use, and unbundling parking costs from rent costs. These strategies have been shown through robust academic research to reduce parking demand.
5. ITE parking demand estimates indicate that an average of 123 spaces and a conservative 85th percentile rate of 156 spaces will be needed. These estimates indicate that the site plan's 154 parking spaces will be appropriate for the site's needs.
6. As retail hours do not overlap with peak parking demand hours for residential uses, the five spaces required for the retail use can be effectively shared with residents.

By building an appropriately-sized parking lot, the Agua Fria Development will help contribute to Santa Fe's goals of building infill development that addresses the City's housing needs.

APPENDIX A: SITE PLAN

DO NOT SCALE DRAWINGS
CONTRACTOR TO VERIFY
ALL EXISTING CONDITIONS AND
DIMENSIONS. NOTIFY ARCHITECT
OF ANY DISCREPANCIES PRIOR
TO BEGINNING CONSTRUCTION.

THIS DRAWING AND THE PROPERTY OF ARCHITECTURAL ALLIANCE LLC
AND SHALL BE THE PROPERTY OF ARCHITECTURAL ALLIANCE LLC. NO OTHER
REPRODUCTION OR TRANSMISSION OF THIS DRAWING IS PERMITTED
WITHOUT THE WRITTEN CONSENT OF ARCHITECTURAL ALLIANCE LLC.

| NO. | REVISION/SUBMISSIONS | DATE |
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NO. REVISION/SUBMISSIONS DATE

STAMP

PROJECT TITLE

MASTER PLAN

2768 AGUA FRIA STREET
SANTA FE, NM 87505

PROJECT NO. 97-15

CHECKED BY HR DATE 03/20/23

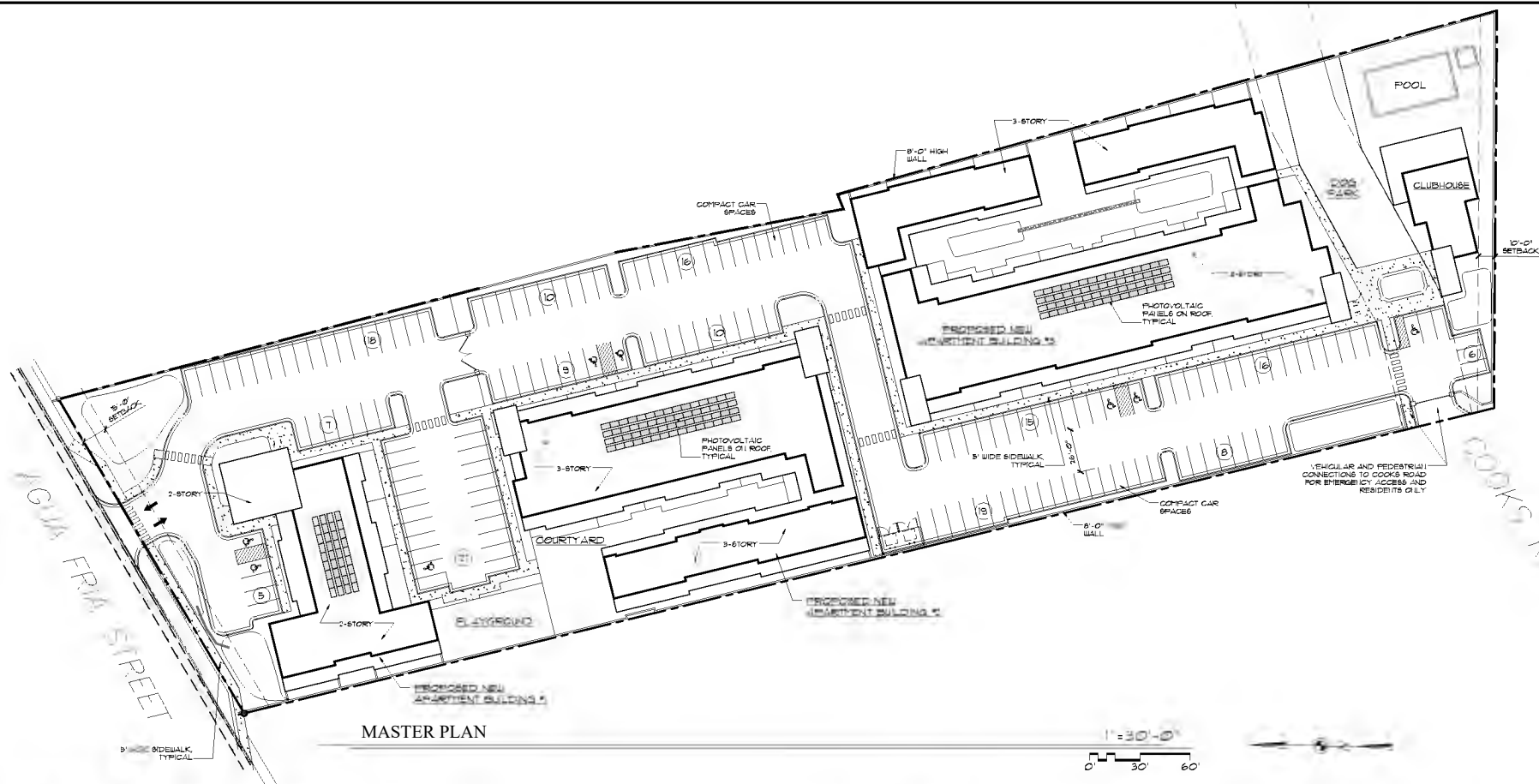
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SHEET TITLE

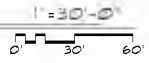
MASTER PLAN

SHEET NO.

C-2



MASTER PLAN



PERMISSIBLE USES:

- RESIDENTIAL:
 - SINGLE FAMILY RESIDENTIAL
 - MULTI-FAMILY RESIDENTIAL
- COMMERCIAL:
 - FOOD AND BEVERAGE
 - RETAIL
 - STUDIO
 - ARTS ACTIVITIES
 - SERVICE ESTABLISHMENTS

GENERAL NOTES:

1. PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-19 AND RESOLUTION 2003-99 AT THE TIME OF PERMIT APPLICATION OR WATER HOOKUP REQUEST. COMPLIANCE SHALL BE ACHIEVED BY USE OF RETROFIT CREDITS OR WATER TRANSFERS, IF APPLICABLE.
2. COMPLIANCE WITH PROVISIONS OF GUNNISON FRANKIE DOG ORDINANCE SHALL BE COMPLETED PRIOR TO GRADING OPERATIONS.
3. AMERICANS WITH DISABILITIES ACT (ADA) INSPECTION SHALL BE CONDUCTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE AN INSPECTION.
4. FENCES, WALLS, OR OTHER OBSTRUCTIONS SHALL NOT BE PLACED OR CONSTRUCTED ACROSS PUBLIC SANITARY SEWER EASEMENTS.
5. UTILITY EXPANSION CHARGES (WET) SHALL BE PAID AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH LOT.
6. CONTACT THE CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION TO PAY THESE CHARGES.
7. ALL PROPOSED CHANGES TO THE APPROVED IMPROVEMENT PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE.
8. COMPLY WITH THE CURRENT COSE WATER CONSERVATION STAGE.
9. LANDSCAPE DESIGN SHALL COMPLY WITH APPLICABLE PROVISIONS OF SFGCC SECTION 14-8-4.
10. PROPERTY DEVELOPED IT IS SUBJECT TO THE PROVISIONS OF SECTION 14-8-4(X)(B), PLANT MATERIAL STANDARDS, WHEREIN PRESERVATION OF SIGNIFICANT TREES IS REQUIRED.
11. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF COSE ORDINANCE NO. 2008-02 (IMPACT FEES).
12. PROPERTY DEVELOPMENT, BOTH PUBLIC AND PRIVATE OWNERSHIP, SHALL COMPLY WITH THE COSE ORDINANCE NO. 2007-10 (TERMINAL AID STORAGE MANAGEMENT) AT THE TIME OF BUILDING PERMIT APPLICATION.
13. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14-11 LAND DEVELOPMENT CODE, SFGCC 1807 AND SUBSEQUENT AMENDMENTS.
14. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO SUBMITTAL WITH BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISIONS OF REQUIREMENTS CALLED FOR IN CHAPTER 14-11 LAND DEVELOPMENT CODE, SFGCC 1807 AND SUBSEQUENT AMENDMENTS.
15. FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED THROUGHOUT ALL DEVELOPMENT CONSTRUCTION PHASES AS PER IFC 1101.
16. AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT, SHALL BE MADE AVAILABLE AS 5001 COMBUSTIBLE MATERIAL ARRIVES ON THE SITE AS PER IFC 1101.
17. PERMANENT TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER APPROVED PLAN BY THE DEVELOPER.
18. THIS DEVELOPMENT LIES OUTSIDE OF A CITY OF SANTA FE HISTORIC DISTRICT.
19. THE LAYOUT SIGNAGE HEREON IS CONCEPTUAL AND MAY BE MODIFIED AS PART OF DEVELOPMENT PLAN PROCESS UNLESS OTHERWISE NOTED FOR MASTER PLAN AMENDMENT.

SITE DATA:

PROPOSED ZONING: C2
 LOT AREA: 178,415.2635 SQ. FT.
 FOOTPRINT: 61,790 SF
 LOT COVERAGE REQUIRED: 60% MAXIMUM PROVIDED: 40%
 OPEN SPACE REQUIRED: 250 SF PER GROUND FLOOR DWELLING UNIT FOR MIXED-USE PROJECTS PER SFGCC 14-115(D)(8)(c) 14-119 GROUND FLOOR DWELLING UNITS X 250 = 12,250
 PROVIDED: COMMON OPEN SPACE = 32,010 SF
 PRIVATE OPEN SPACE = 19,158 SF
 TOTAL OPEN SPACE = 51,168 SF (29%)
 BUILDING HEIGHT: C-2 ZONING MAXIMUM ALLOWABLE HEIGHT: 45' MAXIMUM PROPOSED BUILDING HEIGHT: 45'

UNIT COUNT:

STUDIO/SMALL BR: 25 UNITS
 1-BEDROOM: 70 UNITS
 2-BEDROOM: 19 UNITS
 3-BEDROOM: 16 UNITS
 TOTAL UNITS: 130 UNITS

PARKING CALC:

RETAIL: 1/200 SQ. FT.
 RESIDENTIAL: OVER 5 UNITS (LESS THAN 800 SQ. FT.) ASSIGNED AND 0.25 UNASSIGNED
 RESIDENTIAL: OVER 5 UNITS (800-1200 SQ. FT.) ASSIGNED AND 0.25 UNASSIGNED

COMMERCIAL: 1000 NLA SQ. FT./200 = 5
 RESIDENTIAL: LESS THAN 800 SQ. FT.: 19 UNITS X 15 = 28.5
 RESIDENTIAL: 800-1200 SQ. FT.: 16 UNITS X 2 = 32
 RESIDENTIAL: OVER 1200 SQ. FT.

TOTAL PARKING SPACES REQUIRED 185 PROVIDED 160 INC. 8 H-CAP