



**Michael J. Garcia, Mayor**

March 31, 2026

To: Heather Lamboy, Planning and Land Use Director

Via: Margaret Moore, Assistant Director Daniel A. Esquibel, Planning Manager

RE: Administrative deviation for approval, at 1335 Camino de Jacobo (“the property”) (Attachment C).

On January 27, 2026, the Current Planning Division of the Land use Department received a request from Alexander Dzurec, (Applicant) for an administrative deviation request for the property located at 1335 Camino de Jacobo pursuant to City Code §14-2.11(C)(3). The scope of the request includes a parking reduction in the Development Plan by 25%.

After reviewing the Applicant’s submittal, staff has found that the request meets the standard for an administrative deviation per SFCC 14-2.11(C)(3) and recommends your approval based on the following:

<p><b>Criterion a.</b> Written request by the applicant explaining the need for the deviation</p>
<p><b>Response:</b>  <i>This much-needed 100% affordable housing apartment project will provide 159 homes for Santa Fe families, seniors, and individuals. Designing the project to meet the overlapping requirements of financing, zoning height limits, new roadways, resident quality of life, etc. determined the amount of surface area available for parking. The most efficient and largest parking lot design resulted in 165 parking spaces.</i></p> <p><i>The site cannot accommodate additional parking spaces, and an Administrative Deviation is needed to allow the project to move forward.</i></p> <p><i>Providing 165 parking spaces was found to be acceptable as explained in detail in the attached Parking Demand Study. This study assessed the actual parking usage of several Santa Fe affordable housing projects. Based on these real-world precedents, a 25% reduction to the “old code” parking requirements is consistent with the actual parking demand at comparable projects and adequately supports the needs of residents and visitors. The 165 parking spaces we are providing also include the parking spaces required for a possible future on-site Daycare (Phase 2) at 100% of the code’s parking requirement (no reduction applied).</i></p>

## City Council

Alma G. Castro, District 1  
Patricia Feghali, District 1

Elizabeth “Liz” Barrett, District 2  
Paul C. Bustamante, District 2

Lee Garcia, Mayor Pro Tem, District 3  
Pilar F.H. Faulkner, District 3

Jamie Cassutt, District 4  
Amanda Chavez, District 4

*Additionally, a 25% reduction is supported by the consensus of the City of Santa Fe Land Use Department / administration which included the same percentage reduction to its parking requirements for affordable housing and senior housing developments in the newly adopted code.*

**Staff Response:** The applicant has provided a written request and justification explaining the need for the administrative deviation, see Attachment A.

**Criterion b.** Written finding by the land use director that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring property;

**Response:**

*Reducing the parking spaces for the Nueva Acequia Apartments by 25% will not result in negative health or safety impacts on the community. This is verified by the Parking Demand Study which demonstrates that 75% of the existing code-required parking meets the needs of other affordable housing projects throughout the city of Santa Fe, without causing spill-over of vehicles onto neighboring streets or properties. For the same reason, there will be no negative impacts to neighboring properties as a result of reducing parking.*

*It should be noted that the submitted Development Plan will also add 38 new on street parallel parking spaces along the three streets surrounding the site to serve as overflow parking for this project as well as neighboring properties.*

**Staff Response:** The deviation does not substantially change the function or appearance of the development and will not result in any negative health or safety impacts on the community or negatively impact a neighboring property.

**Criterion c.** An administrative deviation may not allow increased density or allow uses not otherwise permitted in the district.

**Response:**

*The Applicant confirms that the requested administrative deviation does not allow for increased density or uses not permitted on the site. This can be confirmed by reviewing the project data provided in the Development Plan.*

**Staff Response:** The deviation does not increase density or allow uses not otherwise shown on the approved plan

Sincerely,  
*Claudia Kath*  
Claudia Kath, Senior Planner

Attachments:

- A. 1335 Camino de Jacobo Administrative Deviation request letter
- B. 1335 Camino de Jacobo Parking Demand Study
- C. 1335 Camino de Jacobo Site Plan

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Heather L. Lamboy, AICP  
Land Use Director

Date

**Attachment A:**  
**1335 Camino de Jacobo**  
**Administrative Deviation Request**

January 27, 2026

Nathan Lindquist, Senior Planner  
City of Santa Fe Land Use Department  
Current Planning Division  
200 Lincoln Ave., 1st Floor  
Santa Fe, NM 87501

Submitted Via Email to: [planning@sfnm.gov](mailto:planning@sfnm.gov)

**RE: Cover Letter to Parking Demand Study Requesting an Administrative Deviation  
for the Nueva Acequia Apartments Development Plan**

Nathan:

As of the December 4, 2025 initial submission date of the Nueva Acequia Apartments Development Plan, the existing Land Development Code required a minimum number of 218 off-street spaces per Table 14-8.6-1. However, the Governing Body has recently adopted revisions to the Land Development Code to allow for more flexibility in determining off-street parking requirements. Specifically, these revisions allow for a 25% reduction in parking requirements for Senior and Affordable Housing projects. Under these revisions, this project (100% affordable) qualifies for the reduction.

Given that these revisions will be published and in effect in January 2026 (before of approval of this Development Plan) the Applicant requests that the newly adopted code be applied to the parking requirements for this project.

### **ADMINISTRATIVE DEVIATION APPROVAL PROCESS**

The City of Santa Fe Planning Department has outlined a formal process to review and approve this request. The process is for the Planning and Land Use Director to consider allowing an "Administrative Deviation" based on the Applicant meeting item numbers 1-3 in section 14-2.11(C)(3) of the old code, provided here. This cover letter for the Parking Demand Study is the city's suggested mechanism to provide the Applicant's Administrative Deviation request.

#### *(3) Administrative Deviations*

A. The [land use director](#) may approve minor dimensional deviations of twelve inches or less and minor quantitative deviations from the standards in Chapter 14, including standards for the number of required [off-street parking](#) spaces, when it is impossible or

*impractical to fully comply with the standards. Approval of administrative deviation is subject to the following:*

1. *written request by the [applicant](#) explaining the need for the deviation;*
2. *written finding by the [land use director](#) that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring [property](#); and*
3. *an administrative deviation may not allow increased [density](#) or allow uses not otherwise permitted in the district.*

### **ADMINISTRATIVE DEVIATION REQUEST**

Please see our answers to item numbers 1-3 below offered for the Land use Director's review, with the goal to approve this "minor quantitative deviation" using the newly adopted code's parking requirements as a guide.

#### **1. Written explanation of the need for the deviation:**

This much-needed 100% affordable housing apartment project will provide 159 homes for Santa Fe families, seniors, and individuals. Designing the project to meet the overlapping requirements of financing, zoning height limits, new roadways, resident quality of life, etc. determined the amount of surface area available for parking. The most efficient and largest parking lot design resulted in 165 parking spaces.

The site cannot accommodate additional parking spaces, and an Administrative Deviation is needed to allow the project to move forward.

Providing 165 parking spaces was found to be acceptable as explained in detail in the attached Parking Demand Study. This study assessed the actual parking usage of several Santa Fe affordable housing projects. Based on these real-world precedents, a 25% reduction to the "old code" parking requirements is consistent with the actual parking demand at comparable projects and adequately supports the needs of residents and visitors. The 165 parking spaces we are providing also include the parking spaces required for a possible future on-site Daycare (Phase 2) at 100% of the code's parking requirement (no reduction applied).

Additionally, a 25% reduction is supported by the consensus of the City of Santa Fe Land Use Department / administration which included the same percentage reduction to its parking requirements for affordable housing and senior housing developments in the newly adopted code.

**2. Written finding [explanation to be reviewed] by the land use director [demonstrating] that the deviation will not result in any negative health or safety impacts on the community or negatively impact a neighboring property:**

Reducing the parking spaces for the Nueva Acequia Apartments by 25% will not result in negative health or safety impacts on the community. This is verified by the Parking Demand Study which demonstrates that 75% of the existing code-required parking meets the needs of other affordable housing projects throughout the city of Santa Fe, without causing spill-over of vehicles onto neighboring streets or properties. For the same reason, there will be no negative impacts to neighboring properties as a result of reducing the parking.

It should be noted that the submitted Development Plan will also add 38 new on-street parallel parking spaces along the three streets surrounding the site to serve as overflow parking for this project as well as neighboring properties.

**3. The requested Administrative Deviation may not allow increased density or allow uses not otherwise permitted:**

The Applicant confirms that the requested administrative deviation does not allow for increased density or uses not permitted on the site. This can be confirmed by reviewing the project data provided in the Development Plan.

Thank you for your consideration in this matter and do not hesitate to reach out to me with any questions regarding this request for an Administrative Deviation.

Sincerely,



Alexander Dzurec  
**Autotroph, Inc.**  
*Agent for the Applicant*

Attachment B:  
1335 Camino de Jacobo  
Parking Demand Study

## MEMORANDUM

**To:** Dominic Kej  
 Development Director, TWG Development

**From:** Bennett Hall, AICP  
 Howard Cake, PE  
 Kimley-Horn and Associates, Inc.

**Subject:** Nueva Acequia Apartments Parking Needs Analysis

**Date:** December 2, 2025

Dear Mr. Kej:

Kimley-Horn is pleased to present this parking needs analysis for the proposed Nueva Acequia affordable housing community at 1335 Camino de Jacobo in Santa Fe, New Mexico (“Site”). This analysis evaluates whether the planned on-site parking supply, 165 shared spaces across two residential buildings and a potential daycare facility, will adequately meet the anticipated demand for residents, visitors, and staff.

The study draws on industry-standard parking generation data for similar land uses, comparable projects in Santa Fe, and the site’s proximity to transit, employment, and services to support a **25% parking reduction** to the amount of parking required by the City of Santa Fe (“City”) municipal code (“Code”). This analysis concludes that the proposed parking ratio of **1.04 stalls per residential unit** is sufficient to meet the needs of the Site at peak hours.

## PROJECT OVERVIEW

The Nueva Acequia Site is located in the Agua Fria area southwest of downtown Santa Fe, near the Santa Fe County Housing Authority offices and within walking distance of a major transportation and commercial corridor at Airport Road and Cerrillos Road. The Site is currently a vacant parcel neighbored by vacant parcels to the east and southeast, with residential and commercial uses to the north, south, and west. The development would require extensions of local roads San Ignacio Road and Camino San Alberto. The new proposed 10-ft sidewalk along the east side of Camino Sal Alberto would serve as a connected portion of a planned Santa Fe County/City bike trail as part of a greater county-wide multimodal network plan.

Table 1: Development Program Details

Site Program	Program Users	Unit Mix	# units	Parking Supply	Proposed Parking Ratio
Building 1	Low-Income Family	0-4 br	74	113	
	Low-Income Special Needs		32		
Building 2	Low-Income Senior	0-2 br	53	52	
<b>Residential Total</b>			<b>159</b>	<b>165</b>	<b>1.04</b>
Daycare	70 children and 8 employees	-	-	Included	-

As shown in Table 1, the project includes 159 affordable housing units across two residential buildings. Building 1 will serve low-income families (70% of units) and low-income special needs residents (30% of units) with a mix of studio, one-, two-, three- and four-bedroom units. Building 2 will provide housing for

low-income seniors. A potential third building may house a daycare facility for approximately 70 children in Phase 2 of the redevelopment program to serve residents and the surrounding neighborhood.

The proposed Project’s management team will actively manage parking during operations. Management will not allow use of parking spaces for long-term storage, and cars parked must be functional and used regularly. To encourage shared use with the residential visitors and daycare activities during the day, some spaces will be open during the day when tenants are at work Monday through Friday. Signage will be used to instruct daytime users about where to park.

The developer is proposing 165 shared parking stalls to support the shared needs of the entire Site. Conceptual site plans showing this layout are included in Attachments.

**CODE-MINIMUM PARKING**

Low-income housing (especially low-income senior housing) is typically understood to have a lower parking demand than market-rate multifamily housing. However, the City of Santa Fe does not currently have defined minimum parking ratios specific to low-income housing (“LIH”), although the City is considering allowing a reduced requirement under a forthcoming zoning code amendment with the following provisions:

- A parking demand study is required for parking reduction requests >20%
- The parking demand study should be prepared/reviewed by a traffic engineer and must demonstrate through a variety of established sources (Institute of Transportation Engineers, Urban Land Institute, etc.) that the combination of land uses will generate parking demand that is less than that required in Table 14-8.6-1: Parking and Loading Requirements

At the time of this analysis, the code-required parking minimums applicable to this Site is calculated per Code Table 14-8.6-1 as follows:

Table 2: Code-Required Parking

Use	Minimum Spaces Required				Site Program		Code Requirement	
Attached dwelling unit, <800 SF	1.25	per	1	unit	123	units	154	
Attached dwelling unit, 800-1,200 SF	1.50	per	1	unit	34	units	51	
Attached dwelling unit, >1,200 SF	2.00	per	1	unit	2	units	4	
Daycare	2.00	+ 1	additional space per	10	children	70	children	9
<b>Total<sup>1</sup></b>							<b>218</b>	
Sufficiency / (Need)							<b>(53)</b>	
% Reduction Requested <sup>2</sup>							25%	

<sup>1</sup>Totals throughout rounded up to the nearest whole parking space per Code guidance.

<sup>2</sup>Rounded up from 24.3% to 25%.

The Code requires 218 parking spaces, a parking ratio of **1.37 parking spaces per residential unit**. This ratio is blended to include needs for daycare because 1.) the parking supply will be shared and 2.) time-of-day factors (explained more in the ITE Parking Generation section) indicate that the site will experience less demand during the day when the daycare is active and an estimated 40-50% of resident vehicles have left the site and the highest demand overnight when most residents are home with their vehicles. The Site developer is seeking a 25% reduction to Code-required 218 parking spaces in order to provide 165 parking spaces serving all uses on the Site.

## TRANSPORTATION DEMAND MANAGEMENT AMENITIES

The Site is positioned to support households with limited or no vehicle ownership through a combination of transit access, shared mobility options, walkable destinations, and planned multimodal infrastructure. These amenities help reduce reliance on personal vehicles, which validates the lower observed parking demand rates discussed in the ITE Parking Generation and Local Comparable Sites sections that follow in this report.

### - Public Transit Access

- Santa Fe Bus System: The Site is approximately 0.5 miles from stops on Routes 2 and 24
  - Route 2 operates with 30-minute headways and connects to key destinations including downtown Santa Fe, Rail Runner Stations, and other Transit Centers.
  - Route 24 provides access to additional neighborhoods and services with 70-minute headways.
  - Transfers can be made from these routes to numerous other fixed bus routes and the Rail Runner commuter rail.
- Santa Fe Ride: ADA paratransit service for people with disabilities and shared rides for seniors.

### - Shared Mobility

- EV Car-Sharing at neighboring Santa Fe County Housing Authority: Electric vehicles are available for reservation via a mobile app. This service offers flexible access to a car without the need for ownership

### - Multimodal Infrastructure

- Planned Multimodal Trail: A segment of the Santa Fe County/City bike and pedestrian trail network is planned along the western edge of the Site. This trail will connect to a broader county-wide system.

### - Walkable Services and Employment

- Commercial center at Airport Road and Cerrillos Road: Located less than ¼ mile from the Site, includes grocery stores, restaurants, banks, and other essential services.

These multimodal transportation options, combined with the site's proximity to essential services, help reduce reliance on personal vehicles and mitigate the transportation challenges often faced by low-income households. The following ITE Parking Generation and Comparable Site analyses demonstrate how parking demand generated by this site, given the market it is serving and the proximate alternative transportation options, is projected to be lower than market-rate multifamily developments.

## ITE PARKING GENERATION

The Institute of Transportation Engineers (ITE) Parking Generation Manual (6<sup>th</sup> Edition) provides industry-standard data estimating parking demand based on land use. ITE collects parking utilization data from member organizations that have performed parking occupancy studies at specific land use types and provides parking demand ratios based on the observed conditions at the sites.

For this study, Kimley-Horn used 85<sup>th</sup> percentile ratios from ITE's dataset to provide a conservative estimate of parking demand based on the relevant land uses: Daycare and affordable multifamily housing (including family, senior, and special needs affordable housing) in urban and suburban contexts. The 85<sup>th</sup> percentile represents the highest performing (i.e., busiest) comparison sites.

We then input these demand ratios into a shared parking model developed by the Urban Land Institute (ULI). This model allowed us to evaluate how a mix of uses would generate parking demand throughout the day in the shared parking lot, simulating real-world conditions to identify when demand is likely to peak. The resulting weekday and weekend hourly demand estimates are illustrated in Figure 1 and Figure 2 on the next page.

Figure 1: Projected Weekday Hourly Parking Demand

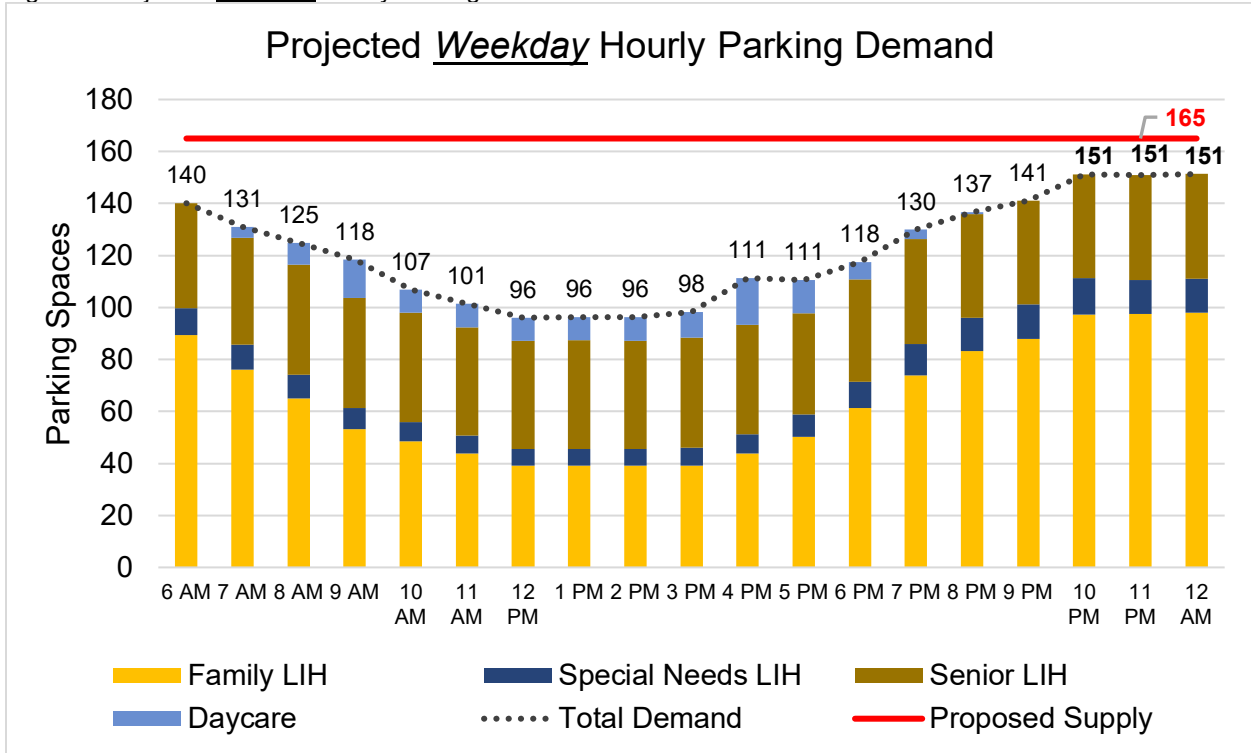
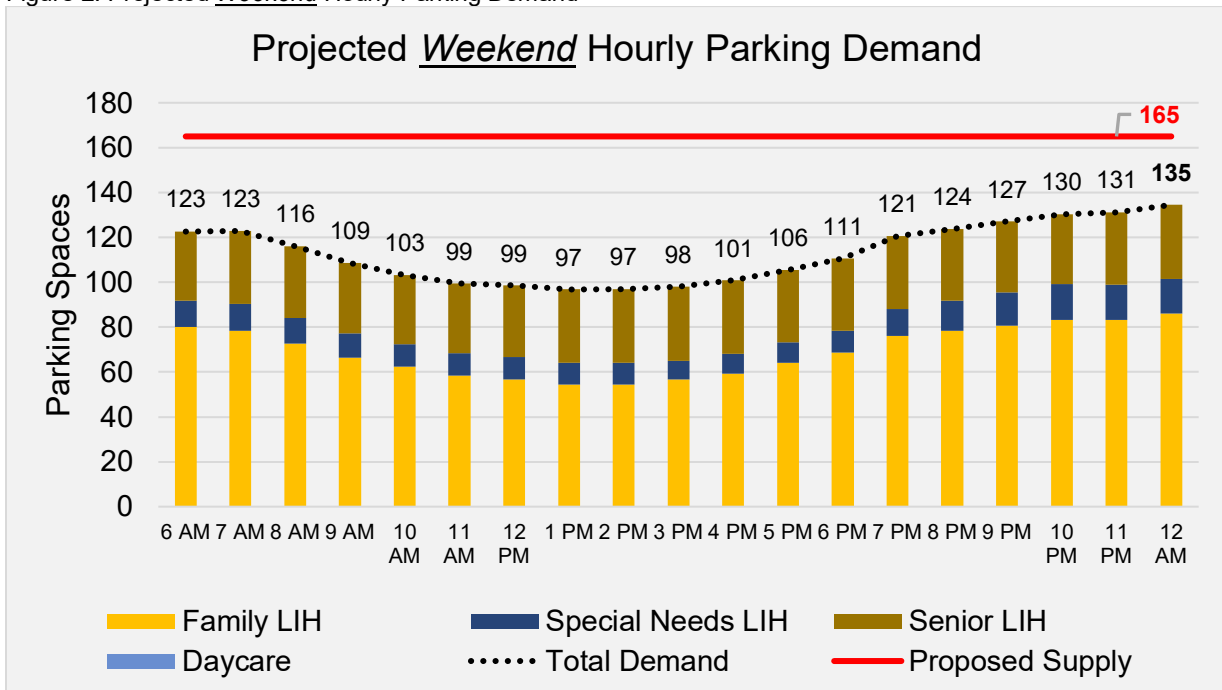


Figure 2: Projected Weekend Hourly Parking Demand



With 159 residential units proposed, this shared parking model projects a weekday peak demand of 151 spaces, which equates to a **parking ratio of 0.95 spaces per residential unit**. These model results indicate the 165 on-site spaces can sufficiently serve peak demand expected to occur overnight. Note:

We recommend that the site property manager not assign reserved parking spaces to tenants so that the daycare and visitors can use the most proximate parking spaces for their needs. This management approach will ensure the site can meet its shared parking potential as projected in the model above.

A detailed breakdown of the shared parking model inputs and outputs is provided in Attachments.

## LOCAL COMPARABLE SITES

To refine the expected real-world parking demand for the Site, Kimley-Horn conducted a comparative analysis of four established low-income housing developments in Santa Fe. The four sites were selected due to their comparability with this site in transit accessibility, surrounding land use, and populations served. Each comparable site was evaluated for actual parking utilization during peak demand (overnight) between 1:30AM and 3AM on October 15<sup>th</sup>, 2025.

Table 3: Comparable Site Analysis Findings

Comparable Site	Resident Type	Occupied Units	Observed Parking Occupancy	Peak Demand Ratio <sup>1</sup>	Comparable Nueva Acequia Unit Types	Projected Nueva Acequia Demand <sup>2</sup>
Las Palomas	Family LIH	269	318	1.18	74	88
La Luz	Special Needs LIH	32	6	0.19	32	6
Villa Consuelo and Pasa Tiempo Combined	Senior LIH	216	135	0.62	53	33
<b>TOTAL</b>					<b>159</b>	<b>126</b>

<sup>1</sup> Equals observed parking occupancy divided by number of occupied units

<sup>2</sup> Peak parking demand expected at Nueva Acequia for similar units (family LIH, special needs LIH, senior LIH) based on the observed parking demand ratio at each comparable site.

By collecting current residential unit vacancy rates from each comparable site, we accounted for any impact that vacancy might have on parking demand, using only occupied residential units to develop the comparable site demand ratios.

Together, the four sites represent the three types of populations served by the proposed Nueva Acequia Site. We calculated a peak demand ratio for each of the three types of sites and applied them to the number of units dedicated to each resident type at Nueva Acequia. Through this comparable use analysis, we project that the Nueva Acequia residences will generate a **peak demand of 126 parking spaces**.

**SUMMARY**

This parking needs analysis utilized nationally published parking ratios from ITE, data from comparable projects, and multimodal transportation information to demonstrate how parking demand at the proposed Site is right-sized and would adequately serve the residential and daycare uses with a parking supply that is 25% less the base Code requirement.

Table 4: Parking Needs Analysis Summary

Parking Calculation Metric	Needed Parking Spaces	Parking Ratio <sup>1</sup>	Sufficiency / (Need) <sup>2</sup>
<b>Proposed Supply</b>	165	1.04	
<b>Base Code Requirement</b>	218	1.37	<b>(53)</b>
<b>ITE Parking Generation</b>	151	0.95	<b>14</b>
<b>Comparable Sites Analysis</b>			
Family LIH	88	1.18	<b>39</b>
Special Needs LIH	6	0.19	
Senior LIH	33	0.62	

<sup>1</sup> Equals the number of parking spaces divided by number of residential units. Excludes daycare due to shared parking time-of-day factors modeled in Figures 1 and 2.

<sup>2</sup> As compared to the proposed supply of 165 spaces.

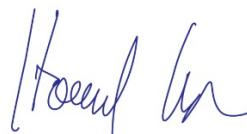
The ITE Parking Generation analysis and Comparable Use Study project that a parking supply of 165 spaces will result in **parking sufficiency of 14 to 39 spaces at peak hours of demand**, which will allow the site to function optimally for the mix of residential and daycare uses throughout the day without overflow parking disrupting the surrounding neighborhood.

Please contact Bennett Hall with any questions regarding this analysis.

Regards,



Bennett Hall, AICP  
 Parking & Mobility Planner / Project Manager



Howard Cake, PE  
 Project Engineer

**ATTACHMENTS**

- Attachment A: Nueva Acequia Site Plan, 09/29/2025, by Autotroph Design
- Attachment B: ULI Shared Parking Model Summary Table



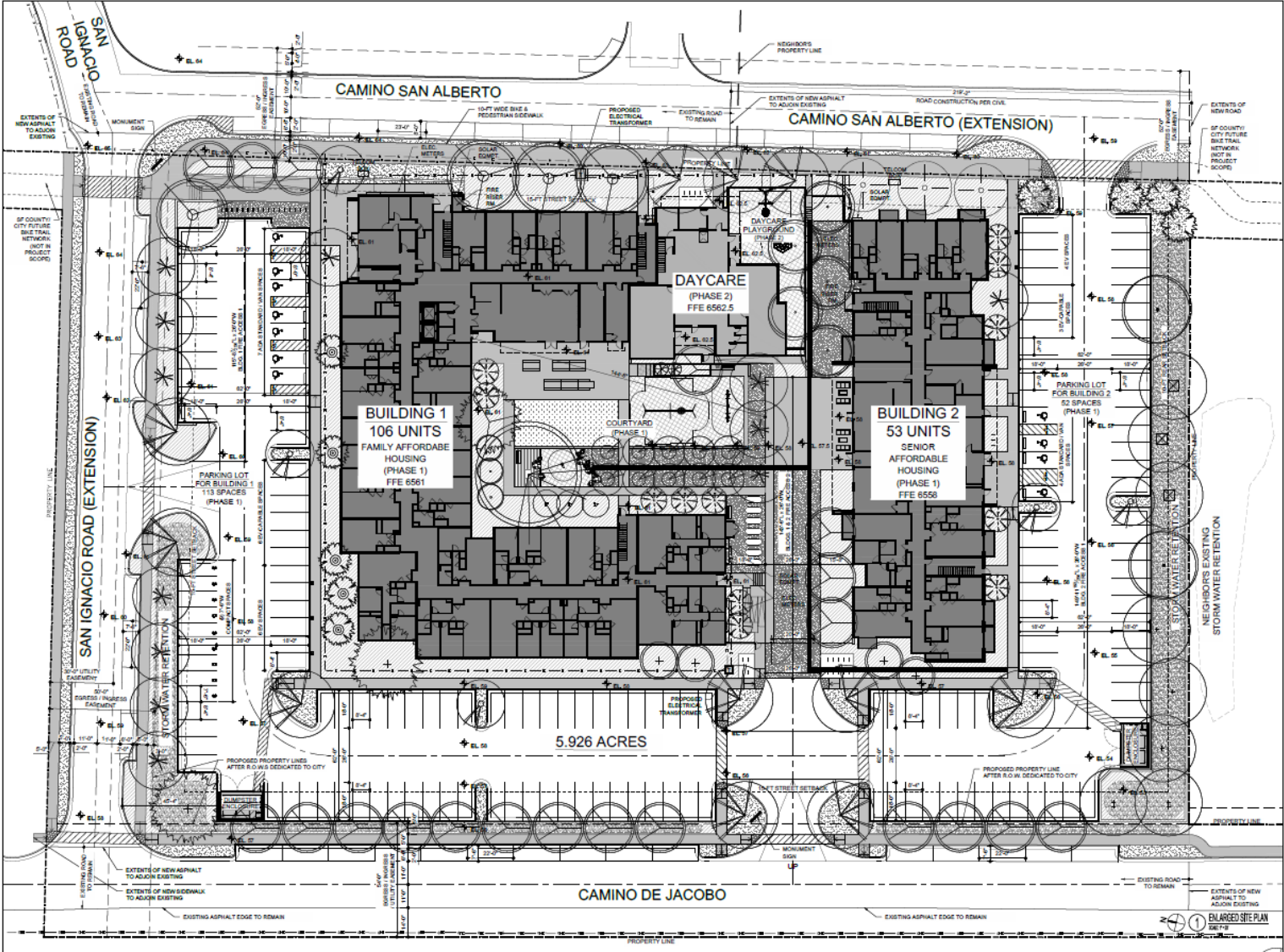


Figure 3: Nueva Acequia Site Plan, 09/29/2025, by Autotroph Design

Shared Parking Demand Summary																		
Peak Month: JANUARY -- Peak Period: 11 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										11 PM	January		12 AM	January		
<b>Hotel and Residential</b>																		
Family LIH Residents	74	units	1.26	100%	100%	1.26	unit	1.07	100%	100%	1.07	unit	97%	100%	91	0%	100%	80
Family LIH Visitors	74	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	80%	100%	6	50%	100%	6
<b>Special Needs LIH</b>																		
Special Needs LIH Residents	32	units	0.34	100%	100%	0.34	unit	0.39	100%	100%	0.39	unit	97%	100%	11	0%	100%	13
Special Needs LIH Visitors	32	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	80%	100%	3	50%	100%	3
<b>Senior LIH</b>																		
Senior LIH Residents	53	units	0.52	100%	100%	0.52	unit	0.35	100%	100%	0.35	unit	98%	100%	27	98%	100%	19
<b>Office</b>																		
Day Care Center Employee	7,000	sf GFA	1.75	100%	80%	1.40	ksf GFA	0.00	100%	80%	0.00	ksf GFA	0%	100%	-	0%	100%	-
<b>Additional Land Uses</b>																		
													Customer/Visitor	36	Customer/Visitor	28		
													Employee/Resident	115	Employee/Resident	107		
													Reserved	-	Reserved	-		
													<b>Total</b>	<b>151</b>	<b>Total</b>	<b>135</b>		

Figure 4: ULI Shared Parking Demand Summary

Note: 7,000 SF GFA is an estimate for a daycare serving up to 70 children with eight staff members, based on:

- 50 SF of children’s activity areas per child (3,500 SF)
- 1,000 SF of staff workspaces and offices
- 2,500 SF of support spaces i.e. kitchen, restrooms, storage.

Attachment C:  
1335 Camino de Jacobo  
Site Plan

**NUEVA ACEQUIA APARTMENTS  
 DEVELOPMENT PLAN**

1335 CAMINO DE JACOBO, SANTA FE, NEW MEXICO 87507

NOT FOR CONSTRUCTION

DATE:  
 04.08.2026

CASE #:  
 2025-11625

SHEET #:

**DP-105**

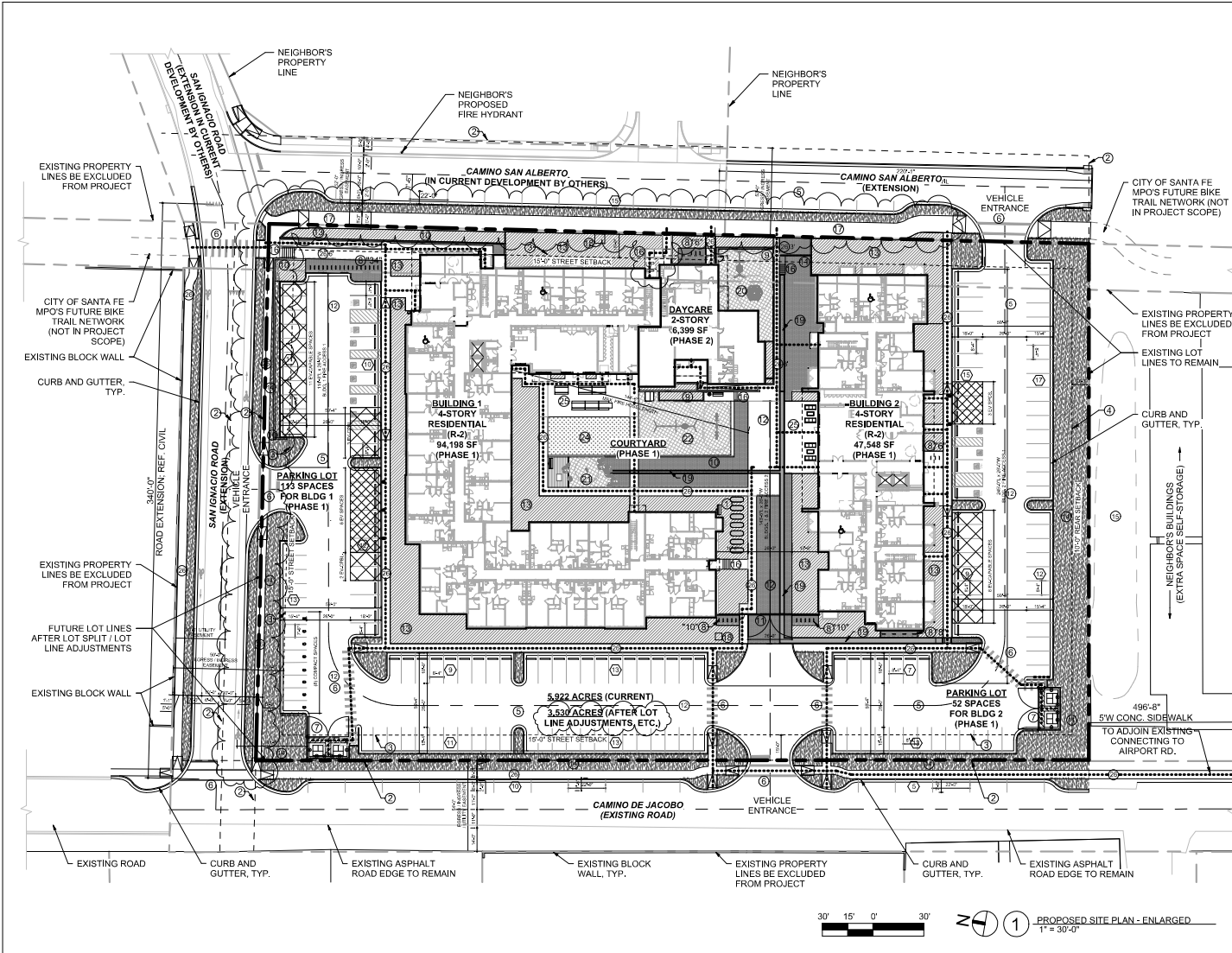
SHEET #:  
 6 OF 7

**GENERAL NOTES**

- SOLID WASTE COLLECTION TO BE BY THE CITY OF SANTA FE.
- EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCO.
- THE SITE SHALL COMPLY WITH 2021 INTERNATIONAL FIRE CODE (IFC).
- THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
- THE SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT REQUIREMENTS.
- ALL FIRE DEPARTMENT ACCESS SHALL HAVE A 10% GRADE OR LESS.
- FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 LBS.
- BUILDING PLANS SHOWN HEREIN ARE PRELIMINARY AND SUBJECT TO CHANGE. IF BUILDING FOOTPRINTS MATERIALLY CHANGE, THE DEVELOPMENT PLAN SHALL BE AMENDED ACCORDING TO THE PROVISIONS OF 14-3.8 (C).
- ALL PROPOSED CHANGES TO THE APPROVED PLANS SHALL RECEIVE PRIOR APPROVAL BY THE CITY OF SANTA FE'S PLANNING AND LAND USE DEPARTMENT BEFORE CONSTRUCTION.
- LOT AREA, METES AND BOUNDS DESCRIPTIONS OF LOTS, ROADWAYS, DRAINAGE, UTILITY, AND ACCESS RIGHT-OF-WAYS AND/OR EASEMENTS ARE DESCRIBED ON THE PLAT AND ARE AS INCLUDED HEREIN.
- ALL BUILDING UNITS SHALL CONFORM TO THE INTENT OF THE DEVELOPMENT PLAN WITH ACTUAL SIZE AND SHAPE OF EACH STRUCTURE BUILDINGS ENVELOPES, INCLUDING YARD WALLS AND FENCES ARE SUBJECT TO APPLICABLE BUILDING PERMIT REQUIREMENTS.
- THIS DEVELOPMENT DOES NOT LIE WITHIN AN HISTORIC DISTRICT OR RIVER AND TRAILS ARCHEOLOGICAL REVIEW DISTRICT.
- LIGHTING SHALL NOT HAVE AN OFFSITE LUMINANCE GREATER THAN 1000 FOOT LAMBERTS MEASURED FROM ANY PRIVATE PROPERTY IN A RESIDENTIAL ZONE.
- THE DEVELOPMENT OF THE PROPERTY WILL BE SUBJECT TO THE WATER ALLOCATION AND/OR WATER OFFSET RETROFIT PROVISIONS OF ORDINANCE NO. 2002-29 AND RESOLUTION NO. 2002-55 AT THE TIME OF PERMIT OR WATER HOOKUP REQUEST.
- AN ADA INSPECTION SHALL BE CONDUCTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE CONTRACTOR SHALL CONTACT CITY STAFF TO SCHEDULE AN INSPECTION.
- OPEN SPACE INCLUDES ALL PLANTER BEDS, SIDEWALKS, GATHERING AREAS, PARKING ISLANDS, AND PONDING AREAS INTERIOR TO ALL PROPERTY EASEMENTS & PROPERTY BOUNDARIES.

**KEY NOTES**

- RAISED BED GARDENING PLANTERS
- INGRESS / EGRESS AND/OR UTILITY EASEMENT
- 15'-0" STREET SETBACK
- 10'-0" REAR SETBACK
- ASPHALT PAVED PARKING WITH PAINTED STRIPING
- PEDESTRIAN CROSSING WITH PAINTED STRIPING
- DUMPSTER ENCLOSURE
- BIKE RACKS (INVERTED U); "4" = # OF BIKE PARKING SPACES
- 8'H x 8'W CMU & STUCCO YARDWALL
- MIN. HT., ALLOWABLE 8'W CMU & STUCCO RETAINING WALL
- 8'H METAL FENCING & GATE(S)
- 26'W FIRE APPARATUS ACCESS ROAD
- MULCH PLANTING AREA
- STORMWATER DETENTION AREA
- NEIGHBOR'S STORMWATER DETENTION POND
- CONCRETE STEPS OR RAMPS, AS SHOWN
- 10'W CONCRETE BIKE & PEDESTRIAN SIDEWALK
- ELECTRICAL TRANSFORMER PROPOSED LOCATION
- ACEQUIA FEATURE (REF. LANDSCAPE)
- DAYCARE PLAYGROUND
- PLAYGROUND FOR AGES 0-4
- PLAYGROUND FOR AGES 5-12
- CONGREGATION AREA FOR AGES 12+
- ARTIFICIAL TURF LAWN
- COMMUNAL GATHERING AREA
- CONCRETE SIDEWALK, 5'-0" W.U.O.



<b>PROJECT DATA: (PARTIAL - SEE PROJECT DATA SHEET)</b>	
<b>SITE:</b> ACREAGE: 5.922 ± ACRES (258,136.56 SF) CURRENT 3.330 ± ACRES (153,766.80 SF) AFTER LOT LINE ADJUSTMENTS, ETC.	<b>LOT COVERAGE:</b> (ALLOWED PER TABLE 14-7.3-1 FOR C-2) 60% MAX.  <b>PROVIDED LOT COVERAGE (BUILDING ROOF AREA INCLUDING AWNINGS, ETC., PROJECTED TO THE GROUND):</b> BLDG. 1 (R-2, 4-STORY) 25,047 SF BLDG. 2 (R-2, 4-STORY) 12,361 SF DAYCARE (2 STORY) 3,831 SF TOTAL 41,239 SF BLDG. COVERAGE / 153,766.80 SF LOT AREA = 26.8% LOT COVERAGE PROVIDED
<b>FLOOD PLAIN:</b> FLOOD WAY SQ. FT. N/A	<b>PORTALS IN RIGHT OF WAY:</b> NONE
<b>ZONING:</b> BASE ZONING: C2 - COMMERCIAL OVERLAYS: SUBURBAN ARCHEOLOGICAL	<b>LANDSCAPE:</b> PER ALL CITY ROMTS.
<b>SETBACKS:</b> STREET 15-FT REAR 10-FT SIDE 0-FT	

<b>LEGEND:</b>	
	FUTURE LOT LINES
	EXISTING PROPERTY LINES
	EASEMENT
	SETBACK
	ADA ACCESSIBLE ROUTE
	EV PARKING SPACES
	EV-CAPABLE PARKING SPACES
	ACCESSIBLE ELEMENT (TYPE 'A' ACCESSIBLE APARTMENT, ADA PARKING SPACE, ETC.)
	BIKE RACK ("#" INDICATES BIKE PARKING SPACES)
	PARKING COUNT ("#" INDICATES SPACES IN PARKING TRAY)

**SHEET NAME:**

**PROPOSED SITE  
 PLAN - ENLARGED**

**DP-105**