



# City of Santa Fe, New Mexico

# memo

DATE: July 9, 2014  
TO: Public Works Committee / Finance Committee / Mayor & City Council  
VIA: Kate Noble, Acting Director, Housing & Community Development Department *KN*  
FROM: Reed Liming, Long Range Planning Division Director *RL*  
SUBJECT: Impact Fees Bill (Draft) – Amendments to 14-8.14 and 14-8.15

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## Summary

The draft Impact Fees Bill, sponsored by Councilor Bushee, makes the following changes to the current ordinance:

- 1. Elimination of the 50% reduction of impact fees for all residential permits** – the 50% reduction was approved by city council February 26, 2014 and was to be in effect through February 26, 2016. (The CIAC approved a similar Impact Fee bill that would keep the 50% fee reduction in effect; see amendment).
- 2. Land Use Category Consolidation** – The new fee schedule consolidates more detailed categories into more generalized categories, from 20 to six non-residential and from six to five single-family residential categories. This approach recognizes that commercial land uses (tenants) often change, avoids extremely high fees for a small number of land uses, eliminates most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifies impact fee administration.
- 3. Fee Schedule Set at 70% of Maximum** – the new fee schedule would have fees set at 70% of the maximum the CIP states the city could justify, in order to have most of the categories pay slightly lower fees than the current fee schedule. By setting fees somewhat lower in the new fee schedule, subdivisions and development plans that would normally still pay according to the previous more detailed fee schedule, would choose to be charged according to the new, lower fee schedule. This allows those developments that have been approved within the last four years to use the newer more simplified fee schedule. This also would virtually eliminate the need for the current fee schedule to be used, thereby having the vast majority of building permits all using the same consolidated new fee schedule. This would make impact fee administration much easier for both the applicant to understand and for Land Use Department staff to administer.
- 4. Adding Definitions to 14-8.14** – Because the new fee schedule consolidates and simplifies land use categories, more detailed definitions of the various general land use categories are included within 14-8.14 to provide guidance to staff and applicants in determining which category is to be used and fees paid, upon permit application.
- 5. Amends the Park Dedication section (14-8.15)** – The proposed bill also clarifies the definition of “parks” by eliminating the distinction between regional and neighborhood parks for the purposes of assessing impact fees.

**CITY OF SANTA FE, NEW MEXICO**  
**PROPOSED AMENDMENT(S) TO BILL NO. 2014-\_\_\_\_**  
**Impact Fees – Update**

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**Mayor and Members of the City Council:**

**We propose the following amendment(s) to Bill No. 2014-\_\_\_\_:**

1. On page 2, lines 23 through 25 and on page 3, lines 1 through 5, restore the stricken language and amend as follows:

[(2) Beginning February 27, 2014 and ending February 26, 2016, [~~residential plats, development plans and~~] construction *permits* for *residential developments* shall be [~~assessed impact fees. At the time of assessment,~~] charged fifty percent (50%) of the scheduled values in the Fee Schedule in Subsection 14-8.14(E)(3) [~~shall be assessed~~]. Beginning February 27, 2016, such *residential developments* shall be [~~assessed impact fees in accordance with Subsection 14-8.14(E)(3). At the time of assessment,~~] charged one hundred percent (100%) of the scheduled values in the Fee Schedule [~~shall be assessed~~].

Editors Note: Renumber paragraphs accordingly

Respectfully submitted,

\_\_\_\_\_  
Capital Improvements Advisory Committee

ADOPTED: \_\_\_\_\_

NOT ADOPTED: \_\_\_\_\_

DATE: \_\_\_\_\_

\_\_\_\_\_  
Yolanda Y. Vigil, City Clerk

**CITY of SANTA FE**  
**CAPITAL IMPROVEMENTS ADVISORY COMMITTEE**

Proposed Impact Fees Ordinance Amendment  
(Committee's written comments per §5-8-34 NMSA)

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***The Capital Improvements Advisory Committee (CIAC) respectfully submits the following comments on the Impact Fees Bill.***

**Committee Recommendation**

*In its approved draft of the Impact Fees Bill (CIAC meeting of June 12<sup>th</sup>), the committee approved the following subsection language amending the current ordinance that differs from the councilor-sponsored bill:*

**Section 14-8.14 Impact Fees**

**(E) Fee Determination**

- (2) Beginning February 27, 2014 and ending February 26, 2016, [~~residential plats, development plans and~~] construction permits for residential developments shall be [assessed impact fees. At the time of assessment,] charged fifty percent (50%) of the scheduled values in the Fee Schedule in Subsection 14-8.14(E)(3) [~~shall be assessed~~]. Beginning February 27, 2016, such residential developments shall be [assessed impact fees in accordance with Subsection 14-8.14(E)(3). At the time of assessment,] charged one hundred percent (100%) of the scheduled values in the Fee Schedule [~~shall be assessed~~].

1 CITY OF SANTA FE, NEW MEXICO

2 BILL NO. 2014-23

3 INTRODUCED BY:

4  
5 Councilor Patti Bushee

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9  
10 AN ORDINANCE

11 RELATING TO IMPACT FEES – AMENDING SECTION 14-8.14 (C), (E) AND (F) TO  
12 REMOVE THE 50 PERCENT REDUCTION OF RESIDENTIAL IMPACT FEES, ADOPT A  
13 NEW IMPACT FEE SCHEDULE AND INCORPORATE DEFINITIONS RELATED TO  
14 LAND USE TYPES; AND RELATING TO PARK DEDICATIONS – AMENDING SECTION  
15 14-8.15 (C)(2) SFCC 1987, THE PARK DEDICATION SECTION; AND MAKING SUCH  
16 OTHER CHANGES AS ARE NECESSARY.

17  
18 BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

19 Section 1. Subsection 14-8.14(C) SFCC 1987 (being Ord. No. 2011-37, §11) is  
20 amended to read:

21 (C) Fee Assessment and Collection

- 22 (1) The assessment for impact fees occurs on the date a *plat* or *development* plan  
23 receives final approval, from the *city* or the *state* construction industries  
24 division or, in the absence of a *plat* or plan, the date of the *development*  
25 *permit application*. Impact fees collected within four years of the date of

1 assessment shall be based on the impact fee schedule in effect at the time of  
2 assessment. After the expiration of the four-year period, the new  
3 *development* shall be subject to the fee schedule in effect at the time of  
4 *application* for a construction *permit*. No action on the part of the city  
5 is required for assessment to occur. It shall be the responsibility of the  
6 applicant for a construction *permit* to present evidence of the date of *plat* or  
7 *development plan* approval in order for the fees to be based on the previous  
8 impact fee schedule. After the impact fee has been paid, no refunds will be  
9 provided based on the differences in the fee schedules. An applicant must  
10 pay all fees according to one fee schedule only and may not mix the various  
11 fees from the schedules.

- 12 (2) The collection of impact fees shall occur at the time of issuance of a  
13 construction *permit* according to the fee schedule in effect for the  
14 *development*.

15 **Section 2. Subsection 14-8.14(E) SFCC 1987 (being Ord. No. 2011-37, §11, as**  
16 **amended) is amended to read:**

17 **(E) Fee Determination**

- 18 (1) A person who applies for a construction *permit*, except those exempted or  
19 preparing an independent fee calculation study, shall pay impact fees in  
20 accordance with ~~[one of]~~ the following fee schedule[s]. If a credit is due  
21 pursuant to Section 14-8.14(I), the amount of the credit shall be deducted  
22 from the amount of the fee to be paid.

23 ~~[(2) Beginning February 27, 2014 and ending February 26, 2016, residential~~  
24 ~~*plats, development plans and construction permits for residential*~~  
25 ~~*developments shall be assessed impact fees. At the time of assessment, fifty*~~

percent (50%) of the scheduled values in the Fee Schedule in Subsection 14-8.14(E)(3) shall be assessed. Beginning February 27, 2016, such residential developments shall be assessed impact fees in accordance with Subsection 14-8.14(E)(3). At the time of assessment, one hundred percent (100%) of the scheduled values in the Fee Schedule shall be assessed.]

([3]2) The fee schedule in this Subsection 14-8.14(E)([3]2) shall be used and its fees assessed on plats and development plans that receive final approval from the city or the state construction industries division, [after June 30, 2008. The fee schedule shall also be applied to construction permits issued after June 30, 2008] except where the permit is issued for a subdivision or for a development plan that is still subject to a prior fee schedule available and on file in the Land Use Department.

**FEE SCHEDULE**

| [Land Use Type]                                      | Unit     | Roads   | Parks   | Fire  | Police | Total   |
|--|----------|---------|---------|-------|--------|---------|
| Single Family Detached Dwelling or Manufactured Home |          |         |         |       |        |         |
| Heated Living Area:                                  |          |         |         |       |        |         |
| (0 to 1,500 sq. ft.)                                 | Dwelling | \$1,850 | \$1,111 | \$125 | \$44   | \$3,130 |
| (1,501 to 2,000 sq. ft.)                             | Dwelling | \$2,100 | \$1,214 | \$136 | \$48   | \$3,498 |
| (2,001 to 2,500 sq. ft.)                             | Dwelling | \$2,183 | \$1,328 | \$150 | \$53   | \$3,714 |
| (2,501 to 3,000 sq. ft.)                             | Dwelling | \$2,248 | \$1,379 | \$155 | \$55   | \$3,837 |
| (3,001 to 3,500 sq. ft.)                             | Dwelling | \$2,309 | \$1,418 | \$159 | \$56   | \$3,942 |
| (3,501 to 4,000 sq. ft.)                             | Dwelling | \$2,359 | \$1,444 | \$163 | \$58   | \$4,024 |
| (more than 4,000 sq. ft.)                            | Dwelling | \$2,424 | \$1,495 | \$169 | \$59   | \$4,147 |
| Accessory dwelling unit (attached or detached)       |          |         |         |       |        |         |

| <b>[Land Use Type</b>            | <b>Unit</b>   | <b>Roads</b> | <b>Parks</b> | <b>Fire</b> | <b>Police</b> | <b>Total</b> |
|----------------------------------|---------------|--------------|--------------|-------------|---------------|--------------|
| Heated Living Area:              | -             | -            | -            | -           | -             | -            |
| (0 to 500 sq. ft.)               | Dwelling      | \$518        | \$324        | \$37        | \$13          | \$892        |
| (501 to 1,000 sq. ft.)           | Dwelling      | \$1,036      | \$647        | \$73        | \$26          | \$1,782      |
| (1,001 to 1,500 sq. ft.)         | Dwelling      | \$1,554      | \$971        | \$110       | \$39          | \$2,674      |
| Other (Apts., Condos, Townhomes) | Dwelling      | \$1,554      | \$971        | \$110       | \$39          | \$2,674      |
| <b>Land Use Type</b>             | <b>Unit</b>   | <b>Roads</b> | <b>Parks</b> | <b>Fire</b> | <b>Police</b> | <b>Total</b> |
| Hotel/Motel                      | Room          | \$1,203      | \$0          | \$82        | \$29          | \$1,314      |
| <b>Retail/Commercial</b>         | <b>G.F.A.</b> |              |              |             |               |              |
| Shopping Center/General Retail   | 1000 sq. ft.  | \$4,597      | \$0          | \$221       | \$78          | \$4,896      |
| Auto Sales/Service               | 1000 sq. ft.  | \$2,180      | \$0          | \$221       | \$78          | \$2,479      |
| Bank                             | 1000 sq. ft.  | \$4,948      | \$0          | \$221       | \$78          | \$5,247      |
| Convenience Store w/Gas Sales    | 1000 sq. ft.  | \$8,778      | \$0          | \$221       | \$78          | \$9,077      |
| Health Club, Recreational        | 1000 sq. ft.  | \$4,394      | \$0          | \$221       | \$78          | \$4,693      |
| Movie Theater                    | 1000 sq. ft.  | \$10,412     | \$0          | \$221       | \$78          | \$10,711     |
| Restaurant, Sit Down             | 1000 sq. ft.  | \$5,083      | \$0          | \$221       | \$78          | \$5,382      |
| Restaurant, Fast Food            | 1000 sq. ft.  | \$11,064     | \$0          | \$221       | \$78          | \$11,363     |
| Restaurant, Packaged Food        | 1000 sq. ft.  | \$4,597      | \$0          | \$221       | \$78          | \$4,896      |
| <b>Office/Institutional</b>      | <b>G.F.A.</b> |              |              |             |               |              |
| Office, General                  | 1000 sq. ft.  | \$2,429      | \$0          | \$124       | \$44          | \$2,597      |
| Medical Building                 | 1000 sq. ft.  | \$3,903      | \$0          | \$124       | \$44          | \$4,071      |
| Nursing Home                     | 1000 sq. ft.  | \$1,354      | \$0          | \$124       | \$44          | \$1,522      |
| Church                           | 1000 sq. ft.  | \$1,521      | \$0          | \$124       | \$44          | \$1,689      |
| Day Care Center                  | 1000 sq. ft.  | \$3,202      | \$0          | \$124       | \$44          | \$3,370      |

| [Land Use Type                 | Unit          | Roads   | Parks | Fire  | Police | Total   |
|--------------------------------|---------------|---------|-------|-------|--------|---------|
| Educational Facility           | 1000 sq. ft.  | \$586   | \$0   | \$124 | \$44   | \$754   |
| Educational Facility Dorm Room | 1000 sq. ft.  | \$1,203 | \$0   | \$82  | \$29   | \$1,314 |
| <b>Industrial</b>              | <b>G.F.A.</b> |         |       |       |        |         |
| Industrial, Manufacturing      | 1000 sq. ft.  | \$1,610 | \$0   | \$74  | \$26   | \$1,710 |
| Warehouse                      | 1000 sq. ft.  | \$1,147 | \$0   | \$47  | \$16   | \$1,210 |
| Mini-Warehouse                 | 1000 sq. ft.  | \$417   | \$0   | \$47  | \$16   | \$480]  |

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[(4) — If the type of new *development* for which a construction *permit* is requested is not specified on the fee schedule, the *impact fee administrator* shall determine the fee on the basis of the fee applicable to the most nearly comparable type of land use on the fee schedule. The following shall be used as a guideline for impact fee determination when the specific use is not identified in the fee chart. (Ord. No. 2013-16 § 55)

(a) — Residential

(i) — a *home occupation business* shall be charged according to the fee schedule for the appropriate *residential* category; and

(ii) — the *hotel/motel ancillary use fee* shall apply to meeting rooms, lobby area and general use areas of the facility. Retail and restaurant square footage shall be charged under the commercial use category.

(b) — Retail/Commercial

(i) — the general retail fee shall be used for a hair salon, *laundromat*, dry cleaner, garden center/nursery retail display area, gas station without

1 ~~a convenience store and inventory storage for a retail *business*;~~  
2 ~~including growing area for a garden center/nursery;~~

3 ~~(ii) the bank fee assessment shall include the square footage of any~~  
4 ~~drive-through kiosk and parking area with or without a roof;~~

5 ~~(iii) the restaurant fast food fee shall include square footage for the drive-~~  
6 ~~through kiosk and parking area with or without a roof; and~~

7 ~~(iv) the packaged food restaurant fee shall be used for a restaurant or bar~~  
8 ~~that does not have any food preparation facilities.~~

9 ~~(c) Office/Institutional~~

10 ~~(i) the *office* general fee shall be used for a studio that is not~~  
11 ~~*residential* and not retail;~~

12 ~~(ii) the *office* general fee shall be used for a medical office that~~  
13 ~~does not have any medical equipment, such as an *office* for~~  
14 ~~psychiatry;~~

15 ~~(iii) the medical *office* fee shall be used for an animal hospital;~~  
16 ~~and~~

17 ~~(iv) the nursing home fee shall be used for an assisted living~~  
18 ~~facility.~~

19 ~~(d) Industrial~~

20 ~~(i) the warehouse fee shall be used for an animal shelter, storage~~  
21 ~~that is not inventory storage or maintenance equipment; and~~

22 ~~(ii) the mini-warehouse fee shall be used for a single storage unit~~  
23 ~~or for multiple storage units.~~

24 ~~(e) Development Outside of Buildings~~

25 ~~The impact fees for *development* of land outside of *buildings* that~~

increases the demand for capital facilities is determined by application of the fee for the corresponding type of *building* or by preparation of an independent fee calculation study.]

| <u>Land Use Type</u>                               | <u>Unit</u>   | <u>Roads</u> | <u>Parks</u> | <u>Fire</u> | <u>Police</u> | <u>Total</u>   |
|--|---------------|--------------|--------------|-------------|---------------|----------------|
| <u>Single-Family Detached / Heated Living Area</u> |               |              |              |             |               |                |
| 1,500 sq. ft. or less                              | Dwelling      | \$1,894      | \$967        | \$154       | \$64          | <u>\$3,079</u> |
| 1,501-2,000 sq. ft.                                | Dwelling      | \$2,064      | \$1,010      | \$161       | \$68          | <u>\$3,303</u> |
| 2,001-2,500 sq. ft.                                | Dwelling      | \$2,141      | \$1,108      | \$176       | \$74          | <u>\$3,499</u> |
| 2,501-3,000 sq. ft.                                | Dwelling      | \$2,245      | \$1,163      | \$186       | \$78          | <u>\$3,672</u> |
| 3,001 sq. ft. or more                              | Dwelling      | \$2,377      | \$1,238      | \$197       | \$83          | <u>\$3,895</u> |
| <u>Accessory Dwelling</u>                          | Dwelling      | \$947        | \$483        | \$77        | \$32          | <u>\$1,539</u> |
| <u>Multi-Family</u>                                | Dwelling      | \$1,299      | \$945        | \$150       | \$63          | <u>\$2,457</u> |
| <u>Nonresidential</u>                              | <u>G.F.A.</u> |              |              |             |               |                |
| <u>Retail/Commercial</u>                           | 1,000 sq. ft. | \$4,006      | \$0          | \$269       | \$113         | <u>\$4,388</u> |
| <u>Office</u>                                      | 1,000 sq. ft. | \$2,402      | \$0          | \$126       | \$53          | <u>\$2,581</u> |
| <u>Industrial</u>                                  | 1,000 sq. ft. | \$1,856      | \$0          | \$55        | \$23          | <u>\$1,934</u> |
| <u>Warehouse</u>                                   | 1,000 sq. ft. | \$968        | \$0          | \$24        | \$10          | <u>\$1,002</u> |
| <u>Mini-Warehouse</u>                              | 1,000 sq. ft. | \$375        | \$0          | \$22        | \$9           | <u>\$406</u>   |
| <u>Public/Institutional</u>                        | 1,000 sq. ft. | \$1,460      | \$0          | \$113       | \$48          | <u>\$1,621</u> |

(3) The land use director shall determine the fee to be collected as a condition of

1 construction permit approval based on the applicable fee schedule in  
2 Subsection 14-8.14(E)(2) above and the provisions of this Subsection 14-  
3 8.14(E)(3), or on the basis of an independent fee calculation study pursuant  
4 to Subsection 14-8.14(F).

5 (a) The determination of the appropriate land use category shall be  
6 based on the following.

7 (i) Single-Family Detached means a *single-family dwelling,*  
8 *which may consist of a *manufactured home* or *mobile home.**

9 (ii) Multi-Family means a *multiple-family dwelling.*

10 (iii) Retail/Commercial means an establishment engaged in the  
11 selling or rental of goods, services, lodging or entertainment  
12 to the general public. Such uses include, but are not limited  
13 to, shopping center or mall, *alcoholic beverage sales*  
14 *activities, antique shop, bed and breakfast inn, boarding*  
15 *house, commercial recreational use or structure, drive-in,*  
16 *equipment rental or leasing, filling station, flea market,*  
17 *florist, garden center, gift shop, grocery store, hotel,*  
18 *laundromat, motel, nightclub, personal service*  
19 *establishment, pet service establishment pharmacy, repair*  
20 *garage, residential suite hotel or motel, or retail*  
21 *establishment.*

22 (iv) Office means a building not located in a shopping center and  
23 exclusively containing establishments providing executive,  
24 management, administrative or professional services, and  
25 which may include ancillary services for office workers,

1 such as a restaurant, coffee shop, newspaper or candy stand,  
2 or child care facilities. Such uses include, but are not limited  
3 to, real estate, insurance, property management, investment,  
4 employment, travel, advertising, secretarial, data processing,  
5 telephone answering, telephone marketing, music, radio and  
6 television recording and broadcasting studios; professional  
7 or consulting services in the fields of law, architecture,  
8 design, engineering, accounting and similar professions;  
9 interior decorating consulting services; medical and dental  
10 offices and clinics, including veterinarian clinics; and  
11 business offices of private companies, utility companies,  
12 trade associations, unions and nonprofit organizations.  
13 Specific examples include *business services* (excluding  
14 equipment rental and leasing), *arts and crafts studio, clinic,*  
15 *funeral home, veterinary establishment and vocational*  
16 *school.*

17 (v) Industrial/Manufacturing means an establishment primarily  
18 engaged in the fabrication, assembly or processing of goods.  
19 Typical uses include manufacturing plants, welding shops,  
20 wholesale bakeries, commercial laundries, commercial  
21 greenhouses, food and drug manufacturing, dry cleaning  
22 plants, and bottling works. Specific uses include *light*  
23 *assembly and manufacturing and manufacturing.*

24 (vi) Warehouse means an establishment primarily engaged in the  
25 display, storage and sale of goods to other firms for resale, as

1 well as activities involving significant movement and storage  
2 of products or equipment. Such uses include, but are not  
3 limited to, wholesale distributors, storage warehouses,  
4 moving and storage firms, trucking and shipping operations,  
5 and major mail processing centers. Specific uses include  
6 commercial stable, junkyard, outdoor storage, salvage yard,  
7 warehouse and wholesale operations.

8 (vii) Mini-Warehouse means mini-storage units.

9 (viii) Public/Institutional means a governmental, quasi-public or  
10 institutional use, or a non-profit recreational use, not located  
11 in a shopping center. Such uses include, but are not limited  
12 to, elementary, secondary or higher educational  
13 establishments, day care centers, hospitals, mental  
14 institutions, nursing homes, assisted living facilities, fire  
15 stations, city halls, courthouses, post offices, jails, libraries,  
16 museums, places of religious worship, military bases,  
17 airports, bus stations, fraternal lodges, and parks and  
18 recreational buildings. Specific examples include child day-  
19 care facility, club, college or university, community  
20 residential corrections program, continuing care community,  
21 electric facilities, extended care facility, group residential  
22 care facility, hospital, human services establishment,  
23 institutional building, museum, personal care facility for the  
24 elderly, private club or lodge, public utility, recreational  
25 facility, religious assembly, sheltered care facility and

transportation terminal.

(b) If the type of new development for which a construction permit is requested is not specified on the fee schedule, the land use director shall determine the fee on the basis of the fee applicable to the most nearly comparable type of land use on the fee schedule.

(c) The impact fees for development of land outside of buildings that increases the demand for capital facilities is determined by application of the fee for the corresponding type of building. In particular, the building square footage for a retail/commercial use shall include indoor or outdoor sales areas or inventory storage areas, growing area for a garden center/nursery, and any drive-through kiosk and associated queuing lane with or without a roof. If the land use director determines that development of land outside of buildings is intended for seasonal usage that reduces the increased demand for capital facilities, the land use director may reduce impact fees charged for the development of land outside of buildings by up to 75% of the original assessment.

(~~5~~d) Impact fees shall be assessed and collected based on the primary use of the building as determined by the [~~impact fee administrator~~] land use director. Uses that are distinct and separate from the primary use, which are not merely ancillary to the primary use and are one thousand (1,000) square feet or greater, will be charged the impact fee category based on the distinct and separate use.

(~~6~~e) Where a permit is to be issued for a building “shell” and the [~~impact fee administrator~~] land use director is unable to determine the

1 intended use of the *building*, the [~~impact fee administrator~~] land use  
2 director shall assess and collect impact fees according to the zoning  
3 district in which the *building* is to be located as follows:

4 ([a]i) C-2 and all SC zones – [~~Shopping Center/General Retail"~~  
5 ~~fee rate~~] "Retail/Commercial";

6 ([b]ii) HZ zone – [~~Medical Building" fee rate~~] "Office"; [and]

7 ([e]iii) C-1[;] and C-4 [~~and all other nonresidential zones – "Office,~~  
8 ~~General" fee rate.] – "Office"; and~~

9 (iv) I-1 and I-2 – "Industrial/Manufacturing".

10 ([7]f) If there is an increase in the amount of the impact fee calculation  
11 once a tenant improvement *permit* is submitted, the difference from  
12 what was paid at the time of the shell *permit* and the tenant  
13 improvement fee calculation shall be paid prior to issuance of the  
14 construction *permit*. If the fee schedule determination for the square  
15 footage of the use identified in the tenant improvement construction  
16 *permit* results in a net decrease from what was paid at the time of  
17 the shell *permit*, there shall be no refund of impact fees previously  
18 paid.

19 ([8]g) Live/work *developments* containing *dwelling units* in combination  
20 with *nonresidential* floor area in a common *building* shall pay impact  
21 fees for each *dwelling unit* according to the *residential* fee rate for  
22 [~~Other"~~] "Multi-Family" and for the *gross floor area* intended for  
23 *nonresidential* use according to the "Office" [; ~~General"~~] fee rate.  
24 If the initial Live/Work construction *permit* application is for a shell  
25 construction *permit*, the [~~impact fee administrator~~] land use director

1 shall collect impact fees at the “Office” [~~“Office, General”~~] fee  
2 rate. If *dwelling units* are added as a use within the *building* after the  
3 *building* has been charged impact fees at a *nonresidential* fee rate,  
4 and there is no increase in *gross floor area*, the [~~impact fee~~  
5 ~~administrator~~] land use director shall collect only the required park  
6 impact fees for the *dwelling units* at the [~~residential~~] fee rate for  
7 [~~“Other”~~] “Multi-Family” at the time of the *dwelling unit permit*  
8 *application*.

9 ([9]h) If a construction *permit application* changes or intensifies the use of  
10 an existing *building*, increases the *gross floor area* of an existing  
11 *building*, or replaces an existing *building* with a new *building*  
12 and new use, the fee shall be based on the net increase in the fee for  
13 the new use or increase as compared to what the current fee would  
14 be for the previous use or floor area. If the proposed change  
15 results in a net decrease in the fee there shall be no refund of impact  
16 fees previously paid.

17 (i) “G.F.A.” in the fee schedule refers to *gross floor area*.

18 **Section 3. Subsection 14-8.14(F) SFCC 1987 (being Ord. No. 2011-37, §11) is**  
19 **amended to read:**

20 **(F) Independent Fee Calculation**

- 21 (1) The [~~impact fee administrator~~] land use director may require an independent  
22 fee calculation for any proposed *development* interpreted by the [~~impact fee~~  
23 ~~administrator~~] land use director as not one of those types listed on the fee  
24 schedule or as one that is not comparable to any land use on the fee schedule.  
25 (2) The preparation and cost of the independent fee calculation study is the sole

responsibility of the *applicant*.

(3) The independent fee calculation study shall be based on the same service standards and facility costs used in the impact fee *capital improvements plan* and shall document the methodologies and assumptions used. The independent fee calculation shall be based on the expected long-term occupancy of the *building* or *development*, based on physical characteristics, and not on the characteristics of the proposed initial owner or occupant of the *building* or *development*.

(4) An independent fee calculation study submitted by an *applicant* to calculate a road impact fee shall address all three factors relevant to the generation of service units, namely, trip generation rates, primary trip factors and average trip lengths.

(5) After review, the [~~*impact fee administrator*~~] *land use director* shall approve or reject the conclusions of the independent fee calculation study.

**Section 4. Subsection 14-8.14(J)(5) (being Ord. No. 2011-37, §11) is amended to**

**read:**

(5) Furnishing false information on any matter relating to the administration of this Section 14-8.14, including the furnishing of false information regarding the expected size, use or impacts from a proposed *new development*, is a violation of this Section 14-8.14. The *city* may issue a stop work order or rescind any *permits* [~~*issues*~~] issued in reliance on the previous payment of such impact fee.

**Section 5. Subsection 14-8.15(C)(2) (being Ord. No. 2011-37, §11) is amended to**

**read:**

(2) For any other *development* proposing *dwelling units*, the *city* shall require

1 land to be dedicated for either neighborhood parks or regional parks or both,  
2 unless the amount of land or type of land is not suitable for public parks,  
3 *open space* or *recreation facilities*. Where the *city* determines that no land is  
4 to be dedicated for [~~neighborhood~~] parks, then [~~neighborhood~~] park impact  
5 fees shall be collected according to Section 14-8.14. [~~Where the — city~~  
6 ~~determines that no land is to be dedicated for regional parks, then regional~~  
7 ~~park impact fees shall be collected according to Section 14-8.14.~~]

8 **Section 6. Article 14-12 SFCC 1987 (being Ord. #2011-37, §15, as amended) is**  
9 **amended to repeal the following definition:**

10 [~~IMPACT FEE ADMINISTRATOR~~

11 ~~The city employee primarily responsible for administering the provisions of Section 14-8.14~~  
12 ~~(Impact Fees).]~~

13 **Section 7. Editor's Note: Chapter 14 SFCC 1987 (being Ord. #2011-37, as**  
14 **amended) is amended to delete all references to “*impact fee administrator*” and substitute in lieu**  
15 **thereof “*land use director*”.**

16 APPROVED AS TO FORM:

17 

18  
19 KELLEY A. BRENNAN, CITY ATTORNEY

20  
21  
22  
23  
24  
25 M/Melissa/Bills 2014/Impact Fee – one fee schedule

### City of Santa Fe Fiscal Impact Report (FIR)

This Fiscal Impact Report (FIR) shall be completed for each proposed bill or resolution as to its direct impact upon the City's operating budget and is intended for use by any of the standing committees of and the Governing Body of the City of Santa Fe. Bills or resolutions with no fiscal impact still require a completed FIR. Bills or resolutions with a fiscal impact must be reviewed by the Finance Committee. Bills or resolutions without a fiscal impact generally do not require review by the Finance Committee unless the subject of the bill or resolution is financial in nature.

**Section A. General Information**

(Check) Bill:  Resolution:  (A single FIR may be used for related bills and/or resolutions)

Short Title(s): Impact Fee CIP 2020 and Impact Fees Bill

Sponsor(s): Councilor Bushee

Reviewing Department(s): Housing and Community Development  
Person Completing FIR: Reed Liming Date: July 18, 2014 Phone: 955-6610

Reviewed by City Attorney: Kelley A. Brennan Date: 7/18/14  
(Signature)

Reviewed by Finance Director: Teresa Garcia Date: 7/18/14  
(Signature) For Marcos Tapia

**Section B. Summary**

Briefly explain the purpose and major provisions of the bill/resolution.

"The Impact Fee Capital Improvements Plan 2020" sets out the methodology for determining the impact fees and also lists the eligible projects that may receive impact fee monies. The Impact Fees Bill amends the ordinance and adds a "new" fee schedule.

**Section C. Fiscal Impact**

**Note:** Financial information on this FIR does not directly translate into a City of Santa Fe budget increase. For a budget increase, the following are required:

- a. The item must be on the agenda at the Finance Committee and City Council as a "Request for Approval of a City of Santa Fe Budget Increase" with a definitive funding source (could be same item and same time as bill/resolution)
- b. Detailed budget information must be attached as to fund, business units, and line item, amounts, and explanations (similar to annual requests for budget)
- c. Detailed personnel forms must be attached as to range, salary, and benefit allocation and signed by Human Resource Department for each new position(s) requested (prorated for period to be employed by fiscal year)\*

**1. Projected Expenditures:**

- a. Indicate Fiscal Year(s) affected – usually current fiscal year and following fiscal year (i.e., FY 03/04 and FY 04/05)
- b. Indicate: "A" if current budget and level of staffing will absorb the costs  
"N" if new, additional, or increased budget or staffing will be required
- c. Indicate: "R" – if recurring annual costs  
"NR" if one-time, non-recurring costs, such as start-up, contract or equipment costs
- d. Attach additional projection schedules if two years does not adequately project revenue and cost patterns
- e. Costs may be netted or shown as an offset if some cost savings are projected (explain in Section 3 Narrative)

\_\_\_\_\_ Check here if no fiscal impact

| Column #: | 1                          | 2        | 3   | 4   | 5        | 6   | 7   | 8             |
|-----------|----------------------------|----------|---|---|----------|---|---|---------------|
|           | Expenditure Classification | FY _____ | "A" Costs Absorbed or "N" New Budget Required | "R" Costs Recurring or "NR" Non-recurring | FY _____ | "A" Costs Absorbed or "N" New Budget Required | "R" Costs – Recurring or "NR" Non-recurring | Fund Affected |

|                           |        |       |       |          |       |       |       |
|---------------------------|--------|-------|-------|----------|-------|-------|-------|
| Personnel*                | \$ N/A | _____ | _____ | \$ _____ | _____ | _____ | _____ |
| Fringe**                  | \$ N/A | _____ | _____ | \$ _____ | _____ | _____ | _____ |
| Capital Outlay            | \$ N/A | _____ | _____ | \$ _____ | _____ | _____ | _____ |
| Land/ Building            | \$ N/A | _____ | _____ | \$ _____ | _____ | _____ | _____ |
| Professional Services     | \$ N/A | _____ | _____ | \$ _____ | _____ | _____ | _____ |
| All Other Operating Costs | \$ N/A | _____ | _____ | \$ _____ | _____ | _____ | _____ |
| Total:                    | \$ N/A | _____ | _____ | \$ _____ | _____ | _____ | _____ |

\* Any indication that additional staffing would be required must be reviewed and approved in advance by the City Manager by attached memo before release of FIR to committees. \*\*For fringe benefits contact the Finance Dept.

**2. Revenue Sources:**

- a. To indicate new revenues and/or
- b. Required for costs for which new expenditure budget is proposed above in item 1.

| Column #: | 1               | 2        | 3   | 4        | 5   | 6             |
|-----------|-----------------|----------|---|----------|---|---------------|
|           | Type of Revenue | FY 14/15 | "R" Costs Recurring or "NR" Non-recurring | FY _____ | "R" Costs – Recurring or "NR" Non-recurring | Fund Affected |

|        |             |       |          |       |       |
|--------|-------------|-------|----------|-------|-------|
| _____  | \$1,000,000 | _____ | \$ _____ | _____ | _____ |
| _____  | \$          | _____ | \$ _____ | _____ | _____ |
| _____  | \$          | _____ | \$ _____ | _____ | _____ |
| Total: | \$1,000,000 | _____ | \$ _____ | _____ | _____ |

### 3. Expenditure/Revenue Narrative:

Explain revenue source(s). Include revenue calculations, grant(s) available, anticipated date of receipt of revenues/grants, etc. Explain expenditures, grant match(s), justify personnel increase(s), detail capital and operating uses, etc. (Attach supplemental page, if necessary.)

**It is anticipated that if the new impact fee schedule is adopted by the City Council the City could receive as much as \$9.8 million of additional impact fee revenue through 2020 (based on the Land Use Assumptions contained in the Impact Fee CIP 2020).**

---

### **Section D.**      **General Narrative**

**1. Conflicts:** Does this proposed bill/resolution duplicate/conflict with/companion to/relate to any City code, approved ordinance or resolution, other adopted policies or proposed legislation? Include details of city adopted laws/ordinance/resolutions and dates. Summarize the relationships, conflicts or overlaps.

**The proposed Bill would eliminate the 50% impact fee reduction for all residential permits that was adopted by the governing body earlier this year (February).**

---

### **2. Consequences of Not Enacting This Bill/Resolution:**

Are there consequences of not enacting this bill/resolution? If so, describe.

**If the Impact Fee CIP 2020 and Impact Fee Bill (with or without amendments) are not adopted, the Governing Body would then, by the New Mexico Development Fees Act, need to adopt a resolution stating "That no update of the impact fees are needed at this time."**

---

### **3. Technical Issues:**

Are there incorrect citations of law, drafting errors or other problems? Are there any amendments that should be considered? Are there any other alternatives which should be considered? If so, describe.

**An amendment reflecting the Capital Improvements Advisory Committee recommended Bill that would keep the 50% reduction for all residential permits is included as a possible amendment for the governing body's consideration.**

---

### **4. Community Impact:**

Briefly describe the major positive or negative effects the Bill/Resolution might have on the community including, but not limited to, businesses, neighborhoods, families, children and youth, social service providers and other institutions such as schools, churches, etc.

**While the Impact fees collected on each new home probably raises the sale price about 1%, the revenue collected by the city has provided at least partial funding for the construction of a number of road projects, intersections, parks, as well as Police and Fire/EMS improvements.**

---

**Attached is a list of projects that have been made possible, at least in part, by the city's collection of impact fees.**

---

Form adopted: 01/12/05; revised 8/24/05; revised 4/17/08

PROJECTS FUNDED BY IMPACT FEES

| YEAR                     | PROJECT  | AMOUNT       |
|--------------------------|--|--------------|
| FY 04/05                 | Amelia White Park                                      | \$ 39,000    |
|                          | Total  | \$ 39,000    |
| FY 05/06                 | Alto Park  | \$ 415,127   |
|                          | Rodeo/Richards   | \$ 976,245   |
|                          | 5th St. Signal   | \$ 73,000    |
|                          | Ambulance  | \$ 133,000   |
|                          | Police Admin. Design                                   | \$ 58,400    |
| Total                    | \$ 1,655,772   |              |
| FY 06/07                 | Cm. Alire Bridge/Intersection                          | \$ 440,000   |
|                          | Trails   | \$ 275,000   |
|                          | Fire Equipment   | \$ 125,000   |
|                          | Alto Park  | \$ 130,000   |
|                          | Rodeo Road - arterial                                  | \$ 850,000   |
| Rodeo Road - signals     | \$ 200,000   |              |
| Total                    | \$ 2,020,000   |              |
| FY 07/08                 | Airport Signals  | \$ 350,000   |
|                          | Pocket Parks   | \$ 186,500   |
|                          | Cerrillos Road   | \$ 1,150,000 |
|                          | Rodeo Rd - 125,000 NB                                  | \$ 148,500   |
|                          | Ft. Marcy Improvements                                 | \$ 400,000   |
|                          | Railyard signals                                       | \$ 1,200,000 |
|                          | Railyard arterials                                     | \$ 3,435,000 |
| Total                    | \$ 6,868,000   |              |
| FY 08/09                 | Railyard Park  | \$ 600,000   |
|                          | Impound lot & records system                           | \$ 73,210    |
|                          | Siler Road Extension Project                           | \$ 930,000   |
|                          | Total  | \$ 1,603,210 |
| FY 09/10                 | Purchase - Tanker Truck - approved \$165,000           | \$ 164,495   |
|                          | Rufina Street Extension                                | \$ 60,000    |
|                          | Design Colonia Prisma Park                             | \$ 41,000    |
|                          | Life Pak - Fire Dept                                   | \$ 78,291    |
|                          | Total  | \$ 343,786   |
| FY 10/11                 | South Side Library                                     | \$ 225,000   |
|                          | South Side Library Plaza Amphitheater                  | \$ 80,000    |
|                          | Colonia Prisma Park                                    | \$ 1,000     |
|                          | Public Sector NavLine System - Police                  | \$ 80,000    |
|                          | Public Sector NavLine System - Fire                    | \$ 120,000   |
|                          | Southwest Activity Node                                | \$ 75,000    |
|                          | Southwest Activity Node - Approved 2/11 by CIAC        | \$ 5,000     |
| Cerrillos Road Phase IIB | \$ 700,000   |              |
| Total                    | \$ 1,285,000   |              |
| FY 11/12                 | Fire Station #4 Facility Expansion                     | \$ 52,842    |
|                          | Salvador Perez Park Improvements                       | \$ 144,000   |
|                          | Total  | \$ 196,842   |
| FY 12/13                 | Cm. de las Cruces Bicycle & Pedestrian Improvements    | \$ 400,000   |
|                          | Herrera Drive / Paseo del Sol - Extension / Connection | \$ 1,000,000 |
|                          | Airport Road Median Landscaping                        | \$ 80,000    |
|                          | Total  | \$ 1,480,000 |
| FY 13/14                 |  |              |

|    | 22784     | 22786        | 22787      | 22788      |
|----|-----------|--------------|------------|------------|
|    | ROADS     | PARKS        | POLICE     | FIRE       |
| \$ | 976,245   | \$ 39,000    | \$ 58,400  | \$ 133,000 |
| \$ | 73,000    | \$ 415,127   | \$ 73,210  | \$ 125,000 |
| \$ | 440,000   | \$ 275,000   | \$ 80,000  | \$ 164,495 |
| \$ | 850,000   | \$ 130,000   | \$ 2,000   | \$ 78,291  |
| \$ | 200,000   | \$ 186,500   |            | \$ 120,000 |
| \$ | 350,000   | \$ 148,500   |            | \$ 52,842  |
| \$ | 1,150,000 | \$ 600,000   |            | \$ 3,000   |
| \$ | 400,000   | \$ 225,000   |            |            |
| \$ | 1,200,000 | \$ 80,000    |            |            |
| \$ | 930,000   | \$ 75,000    |            |            |
| \$ | 60,000    | \$ 41,000    |            |            |
| \$ | 700,000   | \$ 1,000     |            |            |
| \$ | 400,000   | \$ 5,000     |            |            |
| \$ | 1,000,000 | \$ 144,000   |            |            |
| \$ | 80,000    | \$ 15,000    |            |            |
| \$ | 60,000    |              |            |            |
| \$ | 657,000   |              |            |            |
| \$ | 9,526,245 | \$ 2,380,127 | \$ 213,610 | \$ 676,628 |

FY 04/05 \$ 39,000  
 FY 05/06 \$ 1,655,772  
 FY 06/07 \$ 2,020,000  
 FY 07/08 \$ 3,435,000  
 FY 08/09 \$ 1,603,210  
 FY 09/10 \$ 343,786  
 FY 10/11 \$ 1,286,000  
 FY 11/12 \$ 196,842  
 FY 12/13 \$ 1,480,000  
 FY 13/14 \$ 737,000  
 \$ 12,796,610

PROJECTS FUNDED BY IMPACT FEES

| YEAR | PROJECT  | AMOUNT            |
|------|--|-------------------|
|      | Herrera Drive / Paseo del Sol - Extension / Connection   | \$ 657,000        |
|      | Impact Fee Update Study - Consultant Contract - Roads    | \$ 60,000         |
|      | Impact Fee Update Study - Consultant Contract - Parks    | \$ 15,000         |
|      | Impact Fee Update Study - Consultant Contract - Fire/EMS | \$ 3,000          |
|      | Impact Fee Update Study - Consultant Contract - Police   | \$ 2,000          |
|      | <b>Total</b>   | <b>\$ 737,000</b> |

|       |       |        |       |
|-------|-------|--------|-------|
| 22784 | 22786 | 22787  | 22788 |
| ROADS | PARKS | POLICE | FIRE  |

# City of Santa Fe, New Mexico

# memo

DATE: July 9, 2014  
TO: Public Works Committee / Finance Committee / Mayor & City Council  
VIA: Kate Noble, Acting Director, Housing & Community Development Department *KN*  
FROM: Reed Liming, Long Range Planning Division Director *RL*  
SUBJECT: Impact Fee Capital Improvements Plan 2020 (CIAC-Approved Draft)

## Summary

The *Impact Fee Capital Improvements Plan 2020 for Roads, Parks, Fire/EMS and Police* provides the basis for determining new impact fees and includes "land use assumptions" (i.e. growth projections) as required by the New Mexico Development Fees Act (§§ 5-8-1 to 5-8-43, NMSA 1978) and provides the basis for new impact fees. The Act requires that a local government's impact fees must be updated every five years (unless the governing body determines that no update is needed). The draft Impact Fee CIP 2020 update recommends changes in the following major areas of the CIP and for the Impact Fees ordinance. These changes include:

1. **Land Use Categories** – The city has been using a detailed list of land uses in the previous fee schedules. Changes recommended include:

- Non-Residential Land Use Categories – reduce from 20 to six categories,
- Residential Categories – set the upper limit at "3,001 square feet or more"
- Residential Categories – add a single "Accessory Dwelling Unit, 750 sq. ft. or less" category (i.e. for Guest Houses, etc.),

The study shows that moving from more specific, detailed non-residential uses to fewer, more general uses would result in a 6% loss of impact fee revenues from commercial uses. However, a benefit of moving to fewer, more general uses includes ease of assessing and collecting fees and greatly reducing the number of cases where new commercial tenants are charged impact fees due to their business falling into a detailed commercial land use category that owes more in impact fees than the previous tenant's business.

2. **Level of Impact Fees to be Adopted** – In 2008, the City Council adopted an impact fee schedule with fees set at 60% of the maximum the consultant stated the city could justify charging. The draft Impact Fee CIP 2020 shows the maximum amount the city could charge (Table 2, p.3) and what the fees would be if adopted at 70% of maximum as recommended by the CIAC (Table 3, p. 4). Currently, all residential permits pay only 50% of the amounts shown in the fee schedule through February 26, 2016. (The draft Impact Fees Bill proposes to remove the 50% reduction; the CIAC recommended that the 50% reduction remain in the ordinance.)

3. **Capital Facility Plans** – The final two pages of the document (pp. 77-78) contain Tables 80-83 which list the planned projects eligible for impact fees through 2020, as recommended by city staff in the key departments that manage the projects.

- Table 80 – Planned Major Roadway Improvements, 2014-2020
- Table 81 – Planned Park/Trail Improvements, 2014-2020
- Table 82 – Planned Fire/EMS Improvements, 2014-2020
- Table 83 – Planned Police Improvements, 2014-2020

DATE: July 9, 2014  
TO: Public Works Committee / Finance Committee / Mayor & City Council  
VIA: Kate Noble, Acting Director, Housing & Community Development Director  
FROM: Reed Liming, Long Range Planning Division Director  
SUBJECT: Impact Fee Capital Improvements Plan 2020 (CIAC-Approved Draft)  
Page 2 of 2

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**4. Service Areas / Benefit Districts** – Multiple service areas or benefit districts were discussed by the CIAC, but were not recommended by the consultant or the CIAC. Separate benefit districts would charge the same impact fees but would limit the fees collected in a district to being spent only in that district. Growth and annexation in the southwest area of the city has provided a basis for ensuring that impact fees collected in that area be spent only in that area. U.S. Census data shows that the Southwest Area (bounded by Cerrillos Road, I-25, NM 599, Agua Fria THC and Richards Avenue) absorbed 45.3% of all new housing units in the urban area from 2000-2010. Separate analysis of the city’s monthly permit reports indicates that the Southwest Area absorbed 44.4% of all new housing from 2004-2013. During that time approximately 48% of all impact fee funds expended have been for projects generally serving that area.

The following questions arise when considering possible multiple benefit districts:

- A. Which fees would have multiple benefit districts? (Study suggests “Roads” and “Parks” would be appropriate)
- B. What would be the specific boundaries for the districts?
- C. How would existing account balances be divided among the new districts? (50/50, if just two districts?)
- D. Would funds from one benefit district be able to be used for a project in another district? If yes, under what circumstances?
- E. Could reduced impact fee revenue (due to continued lower growth in the city combined with a 50% waiver of residential fees for two years), when split among separate accounts in multiple benefit districts, leave all accounts with too little revenue for useful project funding?

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2014 - \_\_\_\_\_

INTRODUCED BY:

Councilor Patti Bushee

A RESOLUTION

ADOPTING THE "IMPACT FEE CAPITAL IMPROVEMENTS PLAN 2020 FOR ROADS, PARKS, FIRE/EMS AND POLICE" TO MEET THE STATE REQUIRED IMPACT FEE PROGRAM 5-YEAR UPDATE AS CALLED FOR IN THE STATE DEVELOPMENT FEES ACT (5-8-30 NMSA 1978).

WHEREAS, the State of New Mexico established the "Development Fees Act" (§§ 5-8-1 to 5-8-43, NMSA 1978) (the "Act") to enable local governments to adopt local development impact fees; and

WHEREAS, the Act requires periodic updates of the impact fee land use assumptions and capital improvement plan at least every five years (§ 5-8-30); and

WHEREAS, the "Impact Fee Capital Improvements Plan, 2020" provides the background and basis for approving new projects and adopting a new fee schedule; and

WHEREAS, the City previously adopted the "Impact Fee Capital Improvements Plan and Land Use Assumptions, 2007-2012" (Resolution 2008-7) and amended the "Impact Fee Ordinance" (Ordinance 2008-2; SFCC 14-8.14) on January 9, 2008, all in accordance with the

1 Act.

2 NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE  
3 CITY OF SANTA FE that the Governing Body hereby adopts the "Impact Fee Capital  
4 Improvements Plan and Land Use Assumptions 2020 for Roads, Parks, Fire/EMS and Police,"  
5 attached hereto as Exhibit "A."

6 PASSED, APPROVED and ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2014.

7 CITY OF SANTA FE:

8

9

\_\_\_\_\_  
JAVIER M. GONZALES, MAYOR

10

11 ATTEST:

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13

\_\_\_\_\_  
YOLANDA Y. VIGIL, CITY CLERK

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15 APPROVED AS TO FORM:

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\_\_\_\_\_  
KELLEY A. BRENNAN, CITY ATTORNEY

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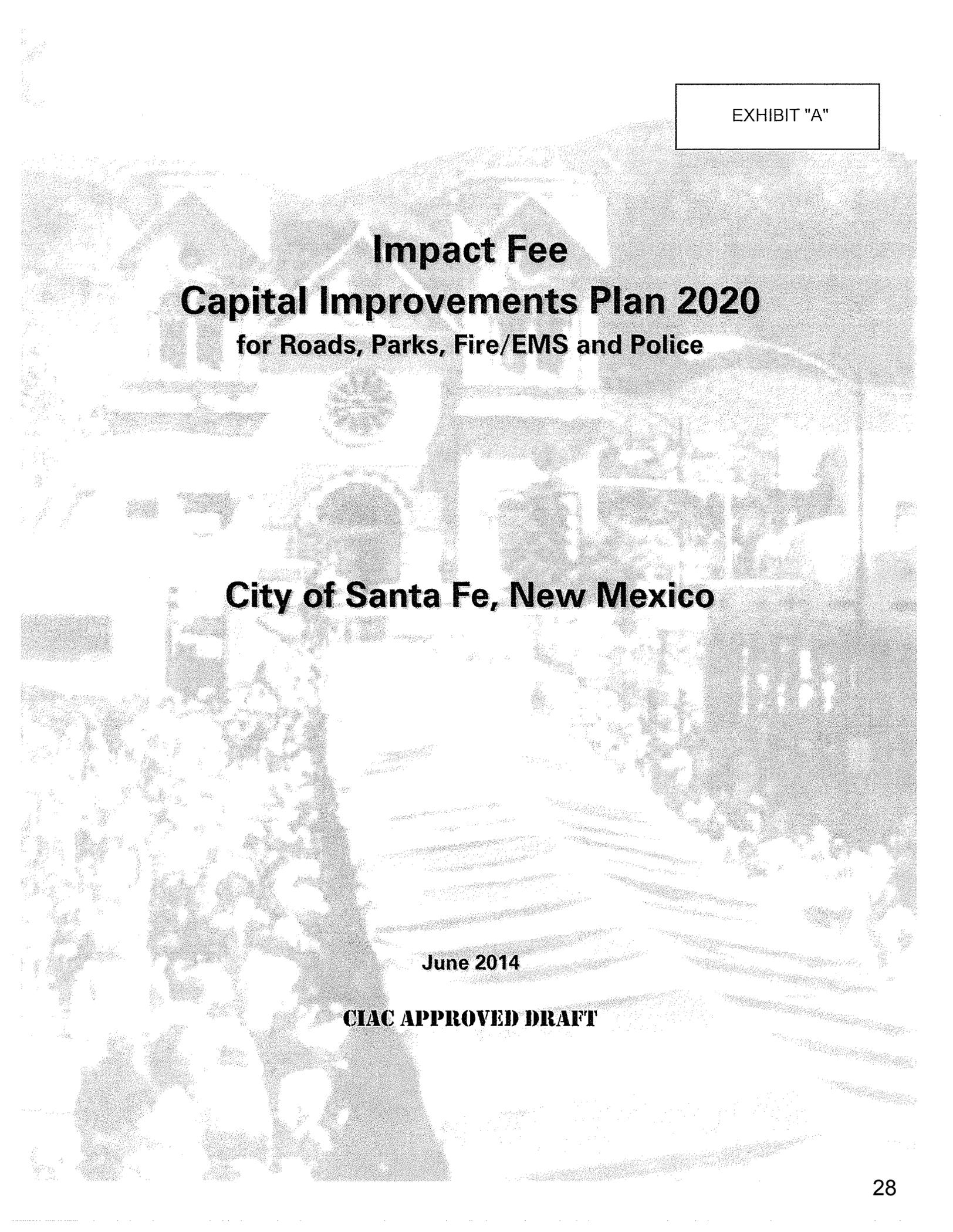
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25 M/Melissa/Resolutions 2014/Impact Fee CIP 2020



**Impact Fee  
Capital Improvements Plan 2020  
for Roads, Parks, Fire/EMS and Police**

**City of Santa Fe, New Mexico**

June 2014

**CIAC APPROVED DRAFT**

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## EXECUTIVE SUMMARY

Duncan Associates has been retained by the City of Santa Fe to update the City's capital improvements plans, land use assumptions and impact fees for roads, parks/trails, fire/EMS and police facilities. This study calculates maximum impact fees that Santa Fe can charge based on the existing levels of service.

### Report Layout

The report begins with five chapters that have general applicability to all four fee types: legal framework, service areas, land use assumptions, methodologies and land use categories. The last four chapters address the four facility types: roads, parks/trails, fire/EMS and police. Appendices provide more detailed data and analysis to support the individual fee calculations. The final appendix contains the list of planned improvements, which may be amended prior to the next comprehensive impact fee update.

### Background

The last comprehensive update of the City's impact fees was based on a 2008 study that was adopted by the City Council on January 9, 2008.<sup>1</sup> **The fees were adopted at 60% of the calculated amounts.**

Impact fees for residential uses were suspended for two years, effective January 22, 2012. Beginning February 27, 2014, residential impact fees are being collected at 50% of adopted amounts for the next two years.

The current adopted fees are summarized in Table 1 on the following page. The temporary 50% residential fee reduction is not reflected in the table.

In addition to impact fees, the City assesses Utility Expansion Charges (UECs) for water and wastewater. UECs are similar to impact fees, but are adopted under authority provided in state law to assess charges for water and wastewater facilities, rather than under the authority of the *Development Fees Act* that regulates impact fees. The City's UECs are addressed in a separate analysis.

### Land Use Categories

It is recommended that the current 20 nonresidential land use categories in the impact fee schedules be reduced to six: retail/commercial, office, industrial, warehouse, mini-warehouse and public/institutional. This approach recognizes that commercial land uses often change, avoids extremely high fees for a small number of land uses (e.g., restaurants, convenience stores, medical offices), eliminates most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifies impact fee administration. This change, however, would result in impact fee revenues about 6% lower than under the more detailed land use categories (see page 16).

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<sup>1</sup> Duncan Associates, *Impact Fee Capital Improvements Plan and Land Use Assumptions for Roads, Parks, Fire and Police*, approved by the Santa Fe City Council on January 9, 2008.

Table 1. Adopted Impact Fee Schedule

| Land Use Type                                      | Unit         | Roads    | Parks   | Fire  | Police | Total    |
|--|--------------|----------|---------|-------|--------|----------|
| Single Family Detached Units (heated living area): |              |          |         |       |        |          |
| (0 to 1,500 sq. ft.)                               | Dwelling     | \$1,850  | \$1,111 | \$125 | \$44   | \$3,130  |
| (1,501 to 2,000 sq. ft.)                           | Dwelling     | \$2,100  | \$1,214 | \$136 | \$48   | \$3,498  |
| (2,001 to 2,500 sq. ft.)                           | Dwelling     | \$2,183  | \$1,328 | \$150 | \$53   | \$3,714  |
| (2,501 to 3,000 sq. ft.)                           | Dwelling     | \$2,248  | \$1,379 | \$155 | \$55   | \$3,837  |
| (3,001 to 3,500 sq. ft.)                           | Dwelling     | \$2,309  | \$1,418 | \$159 | \$56   | \$3,942  |
| (3,501 to 4,000 sq. ft.)                           | Dwelling     | \$2,359  | \$1,444 | \$163 | \$58   | \$4,024  |
| (more than 4,000 sq. ft.)                          | Dwelling     | \$2,424  | \$1,495 | \$169 | \$59   | \$4,147  |
| Accessory Units (attached or detached)             |              |          |         |       |        |          |
| (0 to 500 sq. ft.)                                 | Dwelling     | \$518    | \$324   | \$37  | \$13   | \$892    |
| (501 to 1,000 sq. ft.)                             | Dwelling     | \$1,036  | \$647   | \$73  | \$26   | \$1,782  |
| (1,000 to 1,500 sq. ft.)                           | Dwelling     | \$1,554  | \$971   | \$110 | \$39   | \$2,674  |
| Other (Apts., Condos, S.F. Attached)               | Dwelling     | \$1,554  | \$971   | \$110 | \$39   | \$2,674  |
| Hotel/Motel  | Room         | \$1,203  | \$0     | \$82  | \$29   | \$1,314  |
| <b>Retail/Commercial (gross floor area)</b>        |              |          |         |       |        |          |
| Shopping Center/General Retail                     | 1000 sq. ft. | \$4,597  | \$0     | \$221 | \$78   | \$4,896  |
| Auto Sales/Service                                 | 1000 sq. ft. | \$2,180  | \$0     | \$221 | \$78   | \$2,479  |
| Bank   | 1000 sq. ft. | \$4,948  | \$0     | \$221 | \$78   | \$5,247  |
| Convenience Store w/Gas Sales                      | 1000 sq. ft. | \$8,778  | \$0     | \$221 | \$78   | \$9,077  |
| Health Club, Recreational                          | 1000 sq. ft. | \$4,394  | \$0     | \$221 | \$78   | \$4,693  |
| Movie Theater                                      | 1000 sq. ft. | \$10,412 | \$0     | \$221 | \$78   | \$10,711 |
| Restaurant, Packaged Food                          | 1000 sq. ft. | \$4,597  | \$0     | \$221 | \$78   | \$4,896  |
| Restaurant, Sit-Down                               | 1000 sq. ft. | \$5,083  | \$0     | \$221 | \$78   | \$5,382  |
| Restaurant, Fast Food                              | 1000 sq. ft. | \$11,064 | \$0     | \$221 | \$78   | \$11,363 |
| <b>Office/Institutional (gross floor area)</b>     |              |          |         |       |        |          |
| Office, General                                    | 1000 sq. ft. | \$2,429  | \$0     | \$124 | \$44   | \$2,597  |
| Medical Building                                   | 1000 sq. ft. | \$3,903  | \$0     | \$124 | \$44   | \$4,071  |
| Nursing Home                                       | 1000 sq. ft. | \$1,354  | \$0     | \$124 | \$44   | \$1,522  |
| Church   | 1000 sq. ft. | \$1,521  | \$0     | \$124 | \$44   | \$1,689  |
| Day Care Center                                    | 1000 sq. ft. | \$3,202  | \$0     | \$124 | \$44   | \$3,370  |
| Educational Facility                               | 1000 sq. ft. | \$586    | \$0     | \$124 | \$44   | \$754    |
| Educational Facility Dorm Room                     | 1000 sq. ft. | \$1,203  | \$0     | \$82  | \$29   | \$1,314  |
| <b>Industrial/Warehousing (gross floor area)</b>   |              |          |         |       |        |          |
| Industrial, Manufacturing                          | 1000 sq. ft. | \$1,610  | \$0     | \$74  | \$26   | \$1,710  |
| Warehouse  | 1000 sq. ft. | \$1,147  | \$0     | \$47  | \$16   | \$1,210  |
| Mini-Warehouse                                     | 1000 sq. ft. | \$417    | \$0     | \$47  | \$16   | \$480    |

Source: Santa Fe City Code, Sec. 14-8.14/E(a), as amended by Ordinance 2013-44 adopted February 27, 2014.

## Updated Fees

While the updated fees are generally lower than those calculated in the 2008 study, the 2008 fees were adopted at only 60% of the full proportionate-share amounts. Consequently, the updated fees are higher than the current adopted fees for most land uses, as shown in Table 2. Note that a 67% increase from current levels would be necessary to bring the fees up to the levels calculated in 2008 (while it may not be intuitive, if fees are adopted with a 40% reduction, it takes a 67% increase to get back to 100%). Because the updated fees are generally lower than those calculated in 2008, the maximum percentage increases from current adopted fees are generally significantly below 67%.

**Table 2. Updated Fees Compared to 2008 Calculated/Adopted Fees**

| Land Use Type                                   | Unit         | Roads   | Parks   | Fire  | Police | Total   |
|---|--------------|---------|---------|-------|--------|---------|
| Single-Family Detached (avg.)                   | Dwelling     | \$3,009 | \$1,552 | \$247 | \$104  | \$4,912 |
| 1,500 sq. ft. or less                           | Dwelling     | \$2,706 | \$1,381 | \$220 | \$92   | \$4,399 |
| 1,501-2,000 sq. ft.                             | Dwelling     | \$2,949 | \$1,443 | \$230 | \$97   | \$4,719 |
| 2,001-2,500 sq. ft.                             | Dwelling     | \$3,059 | \$1,583 | \$252 | \$106  | \$5,000 |
| 2,501-3,000 sq. ft.                             | Dwelling     | \$3,207 | \$1,661 | \$265 | \$111  | \$5,244 |
| 3,001 sq. ft. or more                           | Dwelling     | \$3,395 | \$1,769 | \$282 | \$119  | \$5,565 |
| Multi-Family                                    | Dwelling     | \$1,855 | \$1,350 | \$214 | \$90   | \$3,509 |
| Retail/Commercial                               | 1,000 sq. ft | \$5,723 | \$0     | \$384 | \$161  | \$6,268 |
| Office  | 1,000 sq. ft | \$3,431 | \$0     | \$180 | \$76   | \$3,687 |
| Industrial                                      | 1,000 sq. ft | \$2,651 | \$0     | \$78  | \$33   | \$2,762 |
| Warehouse                                       | 1,000 sq. ft | \$1,383 | \$0     | \$34  | \$14   | \$1,431 |
| Mini-Warehouse                                  | 1,000 sq. ft | \$535   | \$0     | \$31  | \$13   | \$579   |
| Public/Institutional                            | 1,000 sq. ft | \$2,086 | \$0     | \$162 | \$68   | \$2,316 |
| <b>Percent Change from 2008 Calculated Fees</b> |              |         |         |       |        |         |
| Single-Family Detached                          |              |         |         |       |        |         |
| 1,500 sq. ft. or less                           | Dwelling     | -12%    | -25%    | 5%    | 24%    | -16%    |
| 1,501-2,000 sq. ft.                             | Dwelling     | -16%    | -29%    | 1%    | 21%    | -19%    |
| 2,001-2,500 sq. ft.                             | Dwelling     | -16%    | -29%    | 1%    | 19%    | -19%    |
| 2,501-3,000 sq. ft.                             | Dwelling     | -14%    | -28%    | 3%    | 22%    | -18%    |
| 3,001 sq. ft. or more                           | Dwelling     | -12%    | -25%    | 6%    | 27%    | -15%    |
| Multi-Family                                    | Dwelling     | -28%    | -17%    | 17%   | 38%    | -21%    |
| Retail/Commercial                               | 1,000 sq. ft | -25%    | n/a     | 4%    | 24%    | -23%    |
| Office  | 1,000 sq. ft | -15%    | n/a     | -13%  | 4%     | -15%    |
| Industrial                                      | 1,000 sq. ft | -1%     | n/a     | -37%  | -25%   | -3%     |
| Warehouse                                       | 1,000 sq. ft | -28%    | n/a     | -56%  | -48%   | -29%    |
| Mini-Warehouse                                  | 1,000 sq. ft | -23%    | n/a     | -60%  | -52%   | -28%    |
| Public/Institutional                            | 1,000 sq. ft | -8%     | n/a     | -22%  | -7%    | -9%     |
| <b>Percent Change from Adopted Fees</b>         |              |         |         |       |        |         |
| Single-Family Detached                          |              |         |         |       |        |         |
| 1,500 sq. ft. or less                           | Dwelling     | 46%     | 24%     | 76%   | 109%   | 41%     |
| 1,501-2,000 sq. ft.                             | Dwelling     | 40%     | 19%     | 69%   | 102%   | 35%     |
| 2,001-2,500 sq. ft.                             | Dwelling     | 40%     | 19%     | 68%   | 100%   | 35%     |
| 2,501-3,000 sq. ft.                             | Dwelling     | 43%     | 20%     | 71%   | 102%   | 37%     |
| 3,001 sq. ft. or more                           | Dwelling     | 47%     | 25%     | 77%   | 113%   | 41%     |
| Multi-Family                                    | Dwelling     | 19%     | 39%     | 95%   | 131%   | 31%     |
| Retail/Commercial                               | 1,000 sq. ft | 24%     | n/a     | 74%   | 106%   | 28%     |
| Office  | 1,000 sq. ft | 41%     | n/a     | 45%   | 73%    | 42%     |
| Industrial                                      | 1,000 sq. ft | 65%     | n/a     | 5%    | 27%    | 62%     |
| Warehouse                                       | 1,000 sq. ft | 21%     | n/a     | -28%  | -13%   | 18%     |
| Mini-Warehouse                                  | 1,000 sq. ft | 28%     | n/a     | -34%  | -19%   | 21%     |
| Public/Institutional                            | 1,000 sq. ft | 54%     | n/a     | 31%   | 55%    | 52%     |

Source: Updated fees from Table 24 (roads), Table 36 (parks), Table 47 (fire/EMS) and Table 58 (police); percentage comparison to 2008 fees based on fees calculated in Duncan Associates, *Impact Fee Capital Improvements Plan and Land Use Assumptions for Roads, Parks, Fire and Police*, approved by the Santa Fe City Council on January 9, 2008 and adopted fees from Table 1 (comparison uses shopping center for retail/commercial, general office for office and nursing home for public/institutional).

Adoption of the updated fees at a 70% implementation rate would essentially be revenue-neutral (see Table 4). The updated total impact fees are very similar to current adopted fees for most land uses, as illustrated in Table 3. The Impact Fee Capital Improvements Advisory Committee (CIAC) recommends adoption of the updated fees at this percentage.

**Table 3. Updated Fees at 70% Compared to Adopted Fees**

| Land Use Type                           | Unit         | Roads   | Parks   | Fire  | Police | Total   |
|---|--------------|---------|---------|-------|--------|---------|
| Single-Family Detached (avg.)           | Dwelling     | \$2,106 | \$1,086 | \$173 | \$73   | \$3,438 |
| 1,500 sq. ft. or less                   | Dwelling     | \$1,894 | \$967   | \$154 | \$64   | \$3,079 |
| 1,501-2,000 sq. ft.                     | Dwelling     | \$2,064 | \$1,010 | \$161 | \$68   | \$3,303 |
| 2,001-2,500 sq. ft.                     | Dwelling     | \$2,141 | \$1,108 | \$176 | \$74   | \$3,499 |
| 2,501-3,000 sq. ft.                     | Dwelling     | \$2,245 | \$1,163 | \$186 | \$78   | \$3,672 |
| 3,001 sq. ft. or more                   | Dwelling     | \$2,377 | \$1,238 | \$197 | \$83   | \$3,895 |
| Multi-Family                            | Dwelling     | \$1,299 | \$945   | \$150 | \$63   | \$2,457 |
| Retail/Commercial                       | 1,000 sq. ft | \$4,006 | \$0     | \$269 | \$113  | \$4,388 |
| Office                                  | 1,000 sq. ft | \$2,402 | \$0     | \$126 | \$53   | \$2,581 |
| Industrial                              | 1,000 sq. ft | \$1,856 | \$0     | \$55  | \$23   | \$1,934 |
| Warehouse                               | 1,000 sq. ft | \$968   | \$0     | \$24  | \$10   | \$1,002 |
| Mini-Warehouse                          | 1,000 sq. ft | \$375   | \$0     | \$22  | \$9    | \$406   |
| Public/Institutional                    | 1,000 sq. ft | \$1,460 | \$0     | \$113 | \$48   | \$1,621 |
| <b>Percent Change from Adopted Fees</b> |              |         |         |       |        |         |
| Single-Family Detached                  |              |         |         |       |        |         |
| 1,500 sq. ft. or less                   | Dwelling     | 2%      | -13%    | 23%   | 45%    | -2%     |
| 1,501-2,000 sq. ft.                     | Dwelling     | -2%     | -17%    | 18%   | 42%    | -6%     |
| 2,001-2,500 sq. ft.                     | Dwelling     | -2%     | -17%    | 17%   | 40%    | -6%     |
| 2,501-3,000 sq. ft.                     | Dwelling     | 0%      | -16%    | 20%   | 42%    | -4%     |
| 3,001 sq. ft. or more                   | Dwelling     | 3%      | -13%    | 24%   | 48%    | -1%     |
| Multi-Family                            | Dwelling     | -16%    | -3%     | 36%   | 62%    | -8%     |
| Retail/Commercial                       | 1,000 sq. ft | -13%    | n/a     | 22%   | 45%    | -10%    |
| Office                                  | 1,000 sq. ft | -1%     | n/a     | 2%    | 20%    | -1%     |
| Industrial                              | 1,000 sq. ft | 15%     | n/a     | -26%  | -12%   | 13%     |
| Warehouse                               | 1,000 sq. ft | -16%    | n/a     | -49%  | -38%   | -17%    |
| Mini-Warehouse                          | 1,000 sq. ft | -10%    | n/a     | -53%  | -44%   | -15%    |
| Public/Institutional                    | 1,000 sq. ft | 8%      | n/a     | -9%   | 9%     | 7%      |

Source: 75% of updated fees from Table 2; percentage comparison to adopted fees from Table 1 (comparison uses shopping center for retail/commercial, general office for office and nursing home for public/institutional).

**Potential Revenue**

If the updated fees are adopted at 100% of the proportionate fair-share costs identified in this study, total impact fee revenues over the next seven years would be about \$14 million, assuming no residential fee waivers or reductions, other than for affordable housing. The revenue effects of 100%, 70% and 60% adoption rates are summarized in Table 4, based on the growth projections contained in the updated Land Use Assumptions, and compared to revenue from current fees.

**Table 4. Potential Impact Fee Revenue, 2014-2020**

| Fee Type     | Adoption Rates (No Waivers) |                    |                    | Current Fees        |
|--------------|-----------------------------|--------------------|--------------------|---------------------|
|              | 100%                        | 70%                | 60%                |                     |
| Roads        | \$10,352,347                | \$7,246,643        | \$6,211,408        | \$8,140,027         |
| Parks/Trails | \$2,674,647                 | \$1,872,253        | \$1,604,788        | \$2,192,480         |
| Fire/EMS     | \$774,244                   | \$541,971          | \$464,546          | \$455,399           |
| Police       | \$325,566                   | \$227,896          | \$195,340          | \$162,915           |
| <b>Total</b> | <b>\$14,126,804</b>         | <b>\$9,888,763</b> | <b>\$8,476,082</b> | <b>\$10,950,821</b> |

Source: Revenue for updated fees at 100% from Table 26 (roads), Table 38 (parks), Table 49 (fire/EMS) and Table 60 (police); revenue from current fees assumes single-family fee for 2,001-2,500 sq. ft. unit; 95% shopping center rate plus 5% fast-food restaurant rate (fast-food restaurant was actually 9% of retail square footage over the last two years) for retail, general office for office, average of industrial/warehouse for industrial/warehouse and nursing home for institutional.

## Recommendations

The consultant offers the following recommendations relating to the impact fee update:

1. **Consolidate/Reduce Number of Nonresidential Land Use Categories.** The City should consolidate the nonresidential land use categories as reflected in the updated fee schedules. Even though this is likely to result in slightly less revenue than would be received if the current detailed categories were retained, such consolidation will recognize that commercial land uses often change, avoid extremely high fees for a small number of land uses, eliminate most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplify impact fee administration.
2. **Consider Single-Family Flat Rate.** The City could also consider adopting flat rate for single-family detached units in place of the current differentiated fees by dwelling unit size. Both options have been calculated in this study, and both options would generate about the same amount of revenue. This would result in somewhat higher fees for smaller units and lower fees for larger units. However, the difference between fees for the smallest and largest single-family size categories has gone down from a theoretical maximum of \$3,089 when the differential fees were first calculated in 2003 to only \$1,166 in this update,<sup>2</sup> due to switch to more reliable regional data. The City may well decide that this relatively small differential is no longer worth the additional complexity.
3. **Adopt Fees at the Same Percentage for All Land Uses.** The updated fees may be adopted at a percentage less than the proportionate fair-share amounts documented in this study. Different adoption percentages could be applied to the different types of fees (e.g., roads or parks), but the percentage for each fee type should be applied uniformly to all land use types in order to retain the proportionality of the fees to the impact of various types of development. Adoption of all fees at 70% would produce about the same revenue as current fees.

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<sup>2</sup> Sum of road, park, fire and police fees, if adopted at 100% with no residential fee waivers.

## LEGAL FRAMEWORK

Impact fees are a way for local governments to require new developments to pay a proportionate share of the infrastructure costs they impose on the community. In contrast to traditional “negotiated” developer exactions, impact fees are charges that are assessed on new development using a standard formula based on objective characteristics, such as the number and type of dwelling units constructed. The fees are one-time, up-front charges, with the payment usually made at the time of building permit issuance. Impact fees require each new development project to pay its pro-rata share of the cost of new capital facilities required to serve that development.

Impact fees were pioneered by local governments in the absence of explicit state enabling legislation. Consequently, such fees were originally defended as an exercise of local government's broad “police power” to protect the health, safety and welfare of the community. The courts gradually developed guidelines for constitutionally-valid impact fees, based on a “rational nexus” that must exist between the regulatory fee or exaction and the activity that is being regulated. To date, 28 states have adopted impact fee enabling legislation. These acts have tended to embody the constitutional standards that have been developed by the courts. Impact fees in New Mexico are governed by the New Mexico *Development Fees Act* (Sec. 5-8-1, et. seq., New Mexico Revised Statutes).

### Service Area

The New Mexico *Development Fees Act* requires that Land Use Assumptions and Capital Improvements Plans must be prepared for each “service area.” A service area is a geographic area within which a set of capital facilities provides roughly equivalent benefit to all development located within the area. In general, impact fees collected within a service area will be spent within the same service area, although there may be instances where the facility that serves development in the service area is actually physically located outside the service area.

### Land Use Assumptions

An impact fee update must include land use assumptions (growth projections) for each service area. The *Development Fees Act* defines land use assumptions as “projections of changes in land uses, densities, intensities and population in the service area over at least a five-year period.” Because the Capital Improvements Plan that must be prepared for each service area must identify improvement needs for a period not to exceed ten years, a 5-to-10-year time-frame is appropriate for an impact fee study. A seven-year time frame is used for the land use assumptions and capital improvements plans in this study. The land use assumptions are provided in Appendix F.

### Capital Improvements Plan

According to the *Development Fees Act*, impact fees can only be spent on improvements identified in the Capital Improvements Plan. The Capital Improvements Plan required by the *Development Fees Act* is somewhat different from the traditional capital improvements program. Like a traditional capital improvements program, the Capital Improvements Plan required by the *Development Fees Act* must include a list of capital projects, their costs and anticipated sources of funding. However, the similarity stops there. Elements required in the Capital Improvements Plan but not found in a typical capital improvements program include an inventory of existing facilities, including an analysis of current usage and capacity of such facilities; a determination of the portion of the cost of planned improvements, as well as existing improvements with remaining excess capacity, that is attributable to growth; an equivalency table that estimates the service demand generated by different

land use types; and the projected growth in service demand based on the recommended Land Use Assumptions over a period not to exceed ten years. In essence, the impact fee Capital Improvements Plan is the impact fee study.

**Capital Facilities Plans**

While the Capital Improvements Plan includes much more than a list of planned projects, the project list has special relevance. Impact fees can only be spent on projects that are listed in the adopted Capital Improvements Plan. In addition, credits against the impact fees in return for dedications of land or improvements made by developers are only allowed if the dedication or improvement is listed in the Capital Improvements Plan. In order to distinguish between the full Capital Improvements Plan and the list of projects, the list of projects will be referred to as the Capital Facilities Plan. The Capital Facility Plans for each of the four fee types are provided in Appendix G.

**Level of Service**

The Act requires “an analysis of the total capacity [and] the level of current usage” of existing facilities, a relationship that is often referred to as “level of service” (although this term does not appear in the Act). The impact fee principle that is being referred to here is that new development should not be charged for a higher level of service than is being provided to existing development. If facilities are currently deficient with respect to the capacity standard that is being used to calculate the impact fees, a credit should be provided to new development to acknowledge tax or rate payments that will be made by new development and used to remedy the deficiency. In general, the necessity of providing a deficiency credit is avoided by basing the impact fees on the current level of service.

**Service Unit**

Both demand and capacity need to be expressed in terms of the same “service units” – defined by the Act as “a standardized measure of consumption, use, generation or discharge.” The service unit for parks, for example, might be acres of park land. In order to translate land use projections into additional demands for service, the Capital Improvements Plan must include “an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, and industrial.” Such a table, which relates various land use categories and the service demands associated with them, is the basis for the fee schedule. The equivalency table for road impact fees, for example, would specify the typical travel demand generated by a single-family unit, 1,000 square feet of office space, etc.

**Fee Schedule**

The fee schedule brings together all of the fee calculation components. These include the land use categories, service demands associated with a unit of development, cost per service unit and revenue credits. Although the Act does not specifically mention credits for other revenue contributions (e.g., gross receipts taxes used to pay debt service on the same facility), established case law clearly indicates that double-charging must be avoided and that such contributions must be credited in the impact fee formulation.

**Updates**

The *Development Fees Act* requires that the land use assumptions and capital improvements plan be updated within five years from the date that the last capital improvements plan was adopted.

## SERVICE AREAS

The New Mexico *Development Fees Act* defines “service area” as

*the area within the corporate boundaries or extraterritorial jurisdiction of a municipality or the boundaries of a county to be served by the capital improvements or facility expansions specified in the capital improvements plan designated on the basis of sound planning and engineering standards.*

The service area for the City’s current impact fees is the Santa Fe Urban Area (see Figure 1). The Urban Area is the geographic area that includes the City’s incorporated area as well as some additional unincorporated area that is likely to be annexed into the city at some time in the future. In the future, comparisons between the “city” and “urban area” may be unnecessary as the city annexes most of the urban area. However, the Agua Fria Traditional Historic Community, containing 2,800 residents and 1,134 housing units according to the 2010 Census, is located within the urban area and is expected to remain unincorporated. City impact fees are charged only within the corporate limits and unincorporated areas within the Urban Area where the City has building permit authority.

The City currently has a single service area for all of the fees. In general, multiple service areas should be avoided where possible. Each service area requires the preparation of separate land use assumptions, facility inventories, impact fee calculations and capital improvements plans. In addition, multiple service areas limit the City’s ability to accumulate sufficient funds to make improvements.

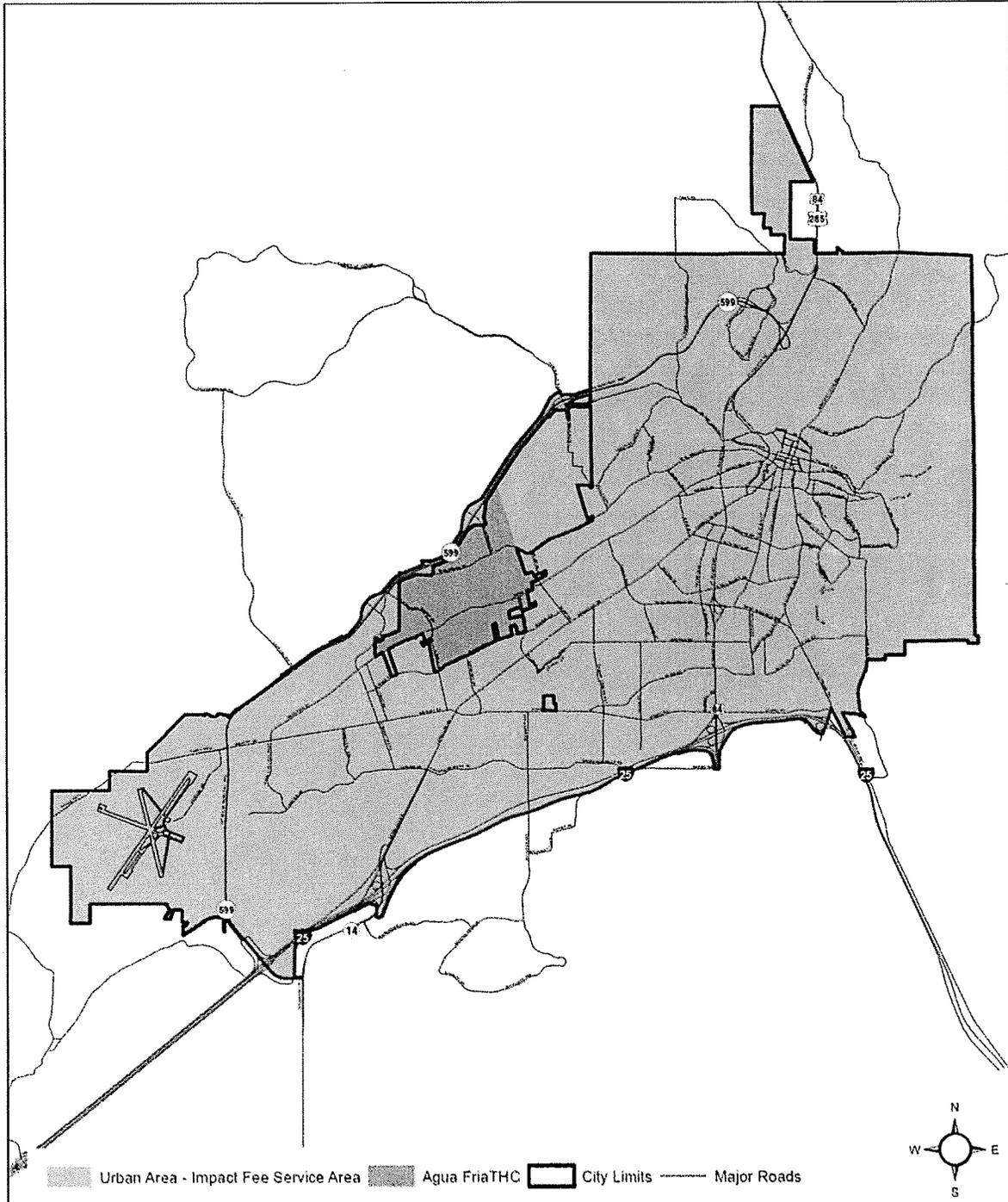
Multiple service areas are sometimes used to create fee differentials as an incentive to steer development to desired locations. Impact fee differentials by area, however, are unlikely to be large enough to have any significant effect on the location of development.

Benefit District Option. While multiple service areas are to be avoided, the City could consider the division of the service area (for one or more impact fee types) into two or more “benefit districts.” Benefit districts are not described in the State’s impact fee enabling act, but they are used in many impact fee systems around the country. A benefit district is simply a requirement that impact fees collected in a defined area be spent in the same area. Benefit districts use a requirement of geographic proximity to help ensure that the fees are spent on improvements that benefit the developments generating the fees.

Multiple benefit districts put the same restrictions on the expenditure of funds as multiple service areas would, but the preparation of separate land use assumptions, capital improvements plans and impact fee calculations for each benefit district is not required. Multiple benefit districts generally make the most sense for road and park impact fees. Fire and police facilities tend to be either more centralized (police) or more integrated (fire), and are generally not appropriate for multiple benefit districts.

The City has been experiencing significant growth in its recently-annexed southwest portion of the Urban Area, and some interest has been expressed in implementing two benefit districts (southwest/non-southwest) for road and park/trail impact fees.

Figure 1. Santa Fe Urban Area



**Roads**

The City's road impact fees fund improvements to the major roadway system, defined as arterial and collector roadways, excluding I-25 and NM 599. Because the major roadway system facilitates travel throughout the community, a single service area continues to be appropriate for road impact fees.

**Parks/Trails**

The City's park/trail impact fees fund improvements to the system of recreational facilities, including regional parks, neighborhood parks and trails. Regional parks and trails tend to serve relatively large areas, while neighborhood parks have more localized benefit. As long as the City makes a good faith effort to use park/trail impact fees to fund neighborhood park improvements in areas that are experiencing residential development, a single service area will continue to be appropriate for park/trail impact fees.

**Fire and Police**

A single service area continues to be appropriate for fire and police facilities. Police facilities tend to be centralized, and police protection is provided throughout the city from roving patrol cars. While fire facilities are by necessity more decentralized, responding units are not always located at the nearest station, and units respond to major incidents from all over the city. The City's fire and police facilities and equipment thus form integrated systems, and single service areas are appropriate.

## LAND USE ASSUMPTIONS

Land Use Assumptions for the impact fees are provided in Appendix F. The land use assumption report provides growth projections for the Santa Fe Urban Area, a unified service area within which the city may expend impact fee monies for eligible capital improvement projects. The New Mexico Development Fees Act (§§ 5-8-1 through 5-8-43, NMSA 1978), specifies that land use assumptions must be adopted for a period of at least five years. The land use assumptions cover a period of seven calendar years from the beginning of 2014 through the end of 2020. Over this period, the land use assumptions anticipate that the service area will gain 2,100 new dwelling units with approximately 3,500 new residents and approximately 1.23 million square feet of new nonresidential development. The growth projections for housing, population and nonresidential floor area from 2014 through 2020 are summarized in Table 5.

**Table 5. Land Use Assumptions Summary, 2014-2020**

|  | 2014          | 2020          | Increase     |
|--|---------------|---------------|--------------|
| Populaton                              | 86,500        | 90,000        | 3,500        |
| Single-Family Detached*                | 25,075        | 26,563        | 1,488        |
| Multi-Family**                         | 14,125        | 14,737        | 612          |
| Moble Home                             | 5,200         | 5,200         | 0            |
| <b>Total Housing Units</b>             | <b>44,400</b> | <b>46,500</b> | <b>2,100</b> |
| Retail (1,000 sf)                      | 10,198        | 10,898        | 700          |
| Office (1,000 sf)                      | 8,972         | 9,322         | 350          |
| Industrial (1,000 sf)                  | 4,360         | 4,465         | 105          |
| Institutional (1,000 sf)               | 2,960         | 3,030         | 70           |
| <b>Total Nonresidential (1,000 sf)</b> | <b>26,490</b> | <b>27,715</b> | <b>1,225</b> |

\* 85% of combined single-family detached and attached provided in the *Land Use Assumptions* (percentage from U.S. Census, American Community Survey, 2008-2012 for City of Santa Fe)

\*\* adjusted from *Land Use Assumptions* to include single-family attached, per note above

Source: City of Santa Fe Long Range Planning Division, *Santa Fe Urban Area, Impact Fee Land Use Assumptions 2014-2020*, August 2013 (see Appendix F).

## **METHODOLOGIES**

This section reviews the existing methodologies for all four facility types, identifies potential alternatives and makes recommendations for changes.

There are a variety of methodologies that can be employed to calculate impact fees. Any methodology, however, must comply with the fundamental principle of impact fees, which is that new development should not be charged for a higher level of service than existing development. Impact fees can be based on a higher level of service than currently exists, but if they are based on a higher level of service a funding plan must be put in place to remedy the existing deficiencies and a credit must be provided for the portion of the funding used to remedy the deficiencies that will be generated by new development.

### **Alternative Methodologies**

There are two basic types of impact fee methodologies: “standards-based” and “plan-based.” Standards-based methodologies use a generalized, system-wide level of service measure, such as the number of park acres per 1,000 residents. With such a standard, appropriate impact fees can be calculated based on the cost of maintaining the existing level of service without a master plan specifying specific improvements to be constructed. This approach gives the City flexibility to modify its Capital Improvements Plan to respond to changing conditions without triggering the need for an impact fee update.

A plan-based methodology relies on a list of planned capital improvements, and is basically calculated by dividing the cost of needed improvements over a period of time by the anticipated new service units over the same time period. The essential requirement for a plan-based fee is that it must demonstrate the nexus between the cost of the planned improvements and the amount of anticipated development. Some plan-based fees use a master plan to establish this nexus. The master plan approach is generally based on an improvement-specific or geographically-based level of service standard, such as “all major roadways shall operate at LOS D or better,” and often results in the identification of existing deficiencies. Other plan-based fees are based on a build-out plan or list of capital improvements that are not based on a master plan. These non-master plan approaches must generally be combined with a standards-based analysis that demonstrates that the plan-based fee does not exceed the existing level of service, in order to establish the nexus between the planned improvements and the amount of development to be served by those improvements.

### **Current Methodologies**

The City’s current impact fees are all based on a standards-based methodology, as described below. No changes from the basic methodologies are proposed.

#### **Roads**

The standards-based methodology for road impact fees is generally referred to as a “consumption-based” approach. In the standard consumption-based approach, the total cost of a representative set of improvements is divided by the capacity added by those improvements in order to determine an average cost per vehicle-mile of capacity (VMC). This cost per VMC is then multiplied by the

vehicle-miles of travel (VMT) generated by a unit of development of a particular land use type to determine the gross impact fee (i.e., before credits). A variant is the modified consumption-based approach, which uses a system-wide VMC/VMT ratio higher than the 1:1 ratio implicit in the standard approach.

The City's current road impact fees are based on the standard consumption-based methodology. This is a relatively conservative approach, because most roadway systems require a VMC/VMT ratio greater than one to operate effectively, due to the fact that vehicular travel does not always go where excess road capacity is located. Nevertheless, it is a widely-used, reliable approach to the calculation of road impact fees.

### **Parks**

The standards-based methodology is sometimes referred to as "incremental expansion," because it uses the existing level of service to determine the cost required to serve future development. It is based on the reasonable assumption that facilities will need to be expanded proportional to the amount of growth that occurs. This approach is appropriate for facilities that do not have a significant amount of excess capacity to serve future development.

Park impact fees are typically only assessed on residential development, because the need for parks is related to the number of people residing in the community. Some park impact fees use the ratio of park acres to population as the level-of-service measure. However, rather than using population as the service unit for parks, the current fees use Equivalent Dwelling Units (EDUs). A typical single-family home is 1.00 EDU, while the EDUs for other housing types are based on the average household size relative to a typical single-family unit. Using EDUs rather than population has the advantage of taking volatile occupancy rates out of the equation.

While a ratio of acres to population may be a useful level-of-service measure for park planning purposes, it is less appropriate as the basis for impact fee calculation. An acre developed with ball fields represents a much lower capital investment than an acre developed with a community center or a swimming pool. The current park methodology uses the inventory of actual improvements and current replacement costs to quantify the capital investment in existing facilities. The existing LOS is defined in terms of capital investment per EDU.

### **Fire and Police**

The current fire and police impact fees are also based on the incremental expansion approach, based on the existing city-wide level of service. The level of service is quantified in terms of the capital investment per service unit. The service unit for fire and police fees is "functional population." A functional person is similar to the concept of a full-time equivalent worker, and represents the equivalent of a person being present at the land use for 24 hours a day. The functional population approach is appropriate for fire and police services, since the demand for such services is strongly related to the number of people present at a land use.

## LAND USE CATEGORIES

This section contains the consultant's recommendations relating to the land use categories to be included in the updated impact fee schedule.

### Single-Family Fees by Unit Size

The analysis provided in Appendix B indicates that average household size does not increase for single-family detached units over about 3,000 square feet. Consequently, this update recommends collapsing the 3,001-3,500 square feet, 3,501-4,000 square feet, and over 4,000 square foot categories. Alternatively, the City Council could choose to charge single-family fees based on the average fee per dwelling unit.

### Nonresidential Land Use Categories

The consultant recommends reducing the number of nonresidential land use categories in the impact fee schedule. In hindsight, the categories we initially prepared for the City in 2003, and updated in 2008, are probably too detailed. In recent years, we have been encouraging clients to simplify their impact fee systems, including reducing the land uses in their fee schedules to fewer, more general, categories. Fewer, broader land use categories are just as defensible from a legal standpoint and offer several advantages, including avoiding extremely high fees for a small number of land uses (e.g., restaurants, convenience stores, medical offices), eliminating most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifying impact fee administration. We most recently applied this approach in our 2012 update of Albuquerque's impact fees.<sup>3</sup>

The major suggested change is to simplify and reduce the number of nonresidential land use categories included in the impact fee schedule. Including many land use categories seems on the face of it to be more accurate and to make it easier to classify proposed uses. After all, if a use is specifically listed, that should make it easier to assess fees when that particular use is proposed. The problem is that it is impossible to list all potential uses, and including many land use categories does not necessarily improve accuracy. For example, while the Institute of Transportation Engineers (ITE) *Trip Generation* manual provides trip rates for many categories, the land uses are often not well defined, many of the rates are based on very small samples, and data on pass-by rates and average trip lengths for most of those uses are not readily available. In addition, short-term accuracy can end up overcharging for long-term impacts, because commercial uses change frequently and impact fees are not refunded when a use is changed to one that generates less impact.

The alternative approach of listing fewer, broader categories in the fee schedule is becoming increasingly popular as a way to encourage the reuse of existing buildings and simplify impact fee administration. Such fee schedules list a few very general nonresidential categories, such as retail/commercial, office, public/institutional, industrial, warehouse and mini-warehouse. This approach may not generate as much revenue as the more detailed approach, but it is legally

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<sup>3</sup> Duncan Associates, *Impact Fee Land Use Assumptions and Capital Improvements Plan, 2012-2022, prepared for the City of Albuquerque, New Mexico*, September 2012 (<https://www.cabq.gov/council/documents/OC127.pdf>).

defensible, reasonable and simpler to administer. It recognizes that the use of buildings often changes over time, and it focuses on average long-term impacts. Short-term impacts in the immediate vicinity of a use are a legitimate focus for traffic impact analyses designed to determine impacts on nearby intersections, but are not necessarily the most appropriate for road impact fees. Most commercial uses tend to be located in shopping centers, and the ITE trip generation rates for shopping centers are based on a broad mix of land uses. Shopping centers often include high-traffic uses such as movie theaters, banks, medical offices and restaurants, and the ITE manual notes that some of the studies of shopping centers include trips generated from outparcels, which tend to be occupied by the highest-traffic uses, such as convenience stores, gas stations and fast food restaurants. This approach recognizes that commercial land uses often change, avoids extremely high fees for a small number of land uses (e.g., restaurants, convenience stores), eliminates most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifies impact fee administration.

The proposed land use categories are compared to the current categories in Figure 2. In addition, this update calculates an average impact fee for single-family detached units, which would allow the City to update the current single-family fees by size category or use a single, average fee.

**Figure 2. Current and Proposed Land Use Categories**

| <b>Proposed Land Use Categories</b> | <b>Current Land Use Categories</b> |                           |
|-------------------------------------|------------------------------------|---------------------------|
| Single Family Detached              | Single Family Detached             |                           |
| Up to 1,500 sq. ft.                 | Up to 1,500 sq. ft.                |                           |
| 1,501 - 2,000 sq. ft.               | 1,501 - 2,000 sq. ft.              |                           |
| 2,001 - 2,500 sq. ft.               | 2,001 - 2,500 sq. ft.              |                           |
| 2,501 - 3,000 sq. ft.               | 2,501 - 3,000 sq. ft.              |                           |
| More than 3,000 sq. ft.             | 3,001 - 3,500 sq. ft.              | 3,501 - 4,000 sq. ft.     |
|                                     | More than 4,000 sq. ft.            |                           |
| Guest Unit, 750 sf or less          | Guest Unit, 500 sf or less         | Guest Unit, 501-750 sf    |
| Multi-Family/Guest Unit > 750 sf    | Multi-Family/Other                 | Guest Unit, > 750 sf      |
| Retail/Commercial                   | Shopping Center/Gen. Retail        | Hotel/Motel               |
|                                     | Auto Sales/Service                 | Movie Theater             |
|                                     | Bank                               | Restaurant, Packaged Food |
|                                     | Conv. Store w/Gas Sales            | Restaurant, Sit-Down      |
|                                     | Health Club                        | Restaurant, Fast Food     |
| Office                              | Office, General                    | Medical Building          |
| Public/Institutional                | Nursing Home                       | Day Care Center           |
|                                     | Church                             | Educational Facility/Dorm |
| Industrial                          | Industrial                         |                           |
| Warehouse                           | Warehouse                          |                           |
| Mini-Warehouse                      | Mini-Warehouse                     |                           |

To estimate the potential revenue loss from moving to the more generalized nonresidential categories, permit data were reviewed for the last two years. Table 6 below shows the difference between the impact fees that would have been collected under the current adopted fee schedule (with no reduction or waiver of residential fees) versus under the proposed more general land use categories. Industrial and warehouse categories are not shown, because the City did not permit any developments of these types over the last two years. This comparison suggests that the more general land use categories would result in total impact fee revenue about 6% lower than under the more detailed categories.

**Table 6. Impact Fee Revenue, Detailed vs. General Nonresidential Categories**

| Land Use Categories               | Unit          | No. of Units Permitted | Impact Fee Revenue |                  |                  |                 |                    |
|-----------------------------------|---------------|------------------------|--------------------|------------------|------------------|-----------------|--------------------|
|                                   |               |                        | Roads              | Parks            | Fire             | Police          | Total              |
| Residential (all)                 | Dwelling      | 455                    | \$563,023          | \$604,240        | \$68,250         | \$24,115        | \$1,259,628        |
| Shopping Center/Gen. Retail       | 1,000 sq. ft. | 89.319                 | \$410,599          | \$0              | \$19,739         | \$6,967         | \$437,305          |
| Auto Sales                        | 1,000 sq. ft. | 8.852                  | \$19,297           | \$0              | \$1,956          | \$690           | \$21,943           |
| Bank                              | 1,000 sq. ft. | 6.267                  | \$31,009           | \$0              | \$1,385          | \$489           | \$32,883           |
| Restaurant, Sit-Down              | 1,000 sq. ft. | 22.321                 | \$113,458          | \$0              | \$4,933          | \$1,741         | \$120,132          |
| Restaurant, Fast Food             | 1,000 sq. ft. | 13.096                 | \$144,894          | \$0              | \$2,894          | \$1,021         | \$148,809          |
| Health Club                       | 1,000 sq. ft. | 2.740                  | \$12,040           | \$0              | \$606            | \$214           | \$12,860           |
| Office, General                   | 1,000 sq. ft. | 31.501                 | \$76,516           | \$0              | \$3,906          | \$1,386         | \$81,808           |
| Office, Medical                   | 1,000 sq. ft. | 3.328                  | \$12,989           | \$0              | \$413            | \$146           | \$13,548           |
| Nursing Home                      | 1,000 sq. ft. | 17.068                 | \$23,110           | \$0              | \$2,116          | \$751           | \$25,977           |
| Church                            | 1,000 sq. ft. | 32.897                 | \$50,036           | \$0              | \$4,079          | \$1,447         | \$55,562           |
| Mini-Warehouse                    | 1,000 sq. ft. | 3.106                  | \$1,295            | \$0              | \$146            | \$50            | \$1,491            |
| <b>Total, Detailed Categories</b> |               |                        | <b>\$1,458,266</b> | <b>\$604,240</b> | <b>\$110,423</b> | <b>\$39,017</b> | <b>\$2,211,946</b> |
| Residential (all)                 | Dwelling      | 455                    | \$563,023          | \$604,240        | \$68,250         | \$24,115        | \$1,259,628        |
| Retail/Commercial                 | 1,000 sq. ft. | 142.595                | \$655,509          | \$0              | \$31,513         | \$11,122        | \$698,144          |
| Office                            | 1,000 sq. ft. | 34.829                 | \$84,600           | \$0              | \$4,319          | \$1,532         | \$90,451           |
| Public/Institutional              | 1,000 sq. ft. | 49.965                 | \$29,279           | \$0              | \$6,196          | \$2,198         | \$37,673           |
| Mini-Warehouse                    | 1,000 sq. ft. | 3.106                  | \$1,295            | \$0              | \$146            | \$50            | \$1,491            |
| <b>Total, General Categories</b>  |               |                        | <b>\$1,333,706</b> | <b>\$604,240</b> | <b>\$110,424</b> | <b>\$39,017</b> | <b>\$2,087,387</b> |
| <b>Percentage Revenue Change</b>  |               |                        | <b>-8.5%</b>       | <b>0.0%</b>      | <b>0.0%</b>      | <b>0.0%</b>     | <b>-5.6%</b>       |

Note: Approximate two-year revenue, based on 22 months of residential permits (1/23/12-11/23/13) and nonresidential permits for 2012-2013 calendar years

Source: Residential permits and revenue from Table 7; nonresidential permits for calendar years 2012 and 2013 from City of Santa Fe Long Range Planning Division, February 21, 2014; impact fee revenue based on current fees for detailed land use categories from Table 1 and general categories based on shopping center for retail, general office for office, and education for public/institutional.

Most of the reduced revenue is attributable to fast food restaurants, which would pay significantly less under the more generalized retail/commercial category. However, this may be a function of the fact that the City experienced a lot of fast food restaurant development over the last two years, but not any development in some other high-fee categories, such as convenience store/gas sales and movie theaters. While the distribution of land use types developed may change, the percentage shown in the above table is a reasonable estimate of the relative amounts of revenue likely to be received under the detailed versus general nonresidential land use categories.

While only modest changes are proposed to the residential categories, the City also has the option of charging a flat rate for single-family detached, rather than the tiered rates by dwelling size. The 2008 study did not calculate an average single-family fee, but the current fee for the 1,501-2,000 square feet category is a reasonable approximation (the City has been issuing an equal number of permits for smaller and larger units). Accessory units are treated as multi-family in the general categories, because fees for accessory units were not calculated in the 2008 study and are not calculated in this update, due to the lack of data on impacts of accessory units. The analysis suggests that collapsing the residential categories would have very little revenue impact, as shown in Table 7 below.

**Table 7. Impact Fee Revenue, Detailed vs. General Residential Categories**

| Land Use Categories                       | Unit          | No. of Units Permitted | Impact Fee Revenue |                  |                 |                 | Total              |
|---|---------------|------------------------|--------------------|------------------|-----------------|-----------------|--------------------|
|   |               |                        | Roads              | Parks            | Fire            | Police          |                    |
| <b>Single Family Detached</b>             |               |                        |                    |                  |                 |                 |                    |
| (0 to 1,500 sq. ft.)                      | Dwelling      | 75                     | \$138,750          | \$83,325         | \$9,375         | \$3,300         | \$234,750          |
| (1,501 to 2,000 sq. ft.)                  | Dwelling      | 115                    | \$241,500          | \$139,610        | \$15,640        | \$5,520         | \$402,270          |
| (2,001 to 2,500 sq. ft.)                  | Dwelling      | 47                     | \$102,601          | \$62,416         | \$7,050         | \$2,491         | \$174,558          |
| (2,501 to 3,000 sq. ft.)                  | Dwelling      | 20                     | \$44,960           | \$27,580         | \$3,100         | \$1,100         | \$76,740           |
| (3,001 to 3,500 sq. ft.)                  | Dwelling      | 4                      | \$9,236            | \$5,672          | \$636           | \$224           | \$15,768           |
| (3,501 to 4,000 sq. ft.)                  | Dwelling      | 2                      | \$4,718            | \$2,888          | \$326           | \$116           | \$8,048            |
| (more than 4,000 sq. ft.)                 | Dwelling      | 3                      | \$7,272            | \$4,485          | \$507           | \$177           | \$12,441           |
| <b>Accessory Units (attached or det.)</b> |               |                        |                    |                  |                 |                 |                    |
| (0 to 500 sq. ft.)                        | Dwelling      | 3                      | \$1,554            | \$972            | \$111           | \$39            | \$2,676            |
| (501 to 1,000 sq. ft.)                    | Dwelling      | 6                      | \$6,216            | \$3,882          | \$438           | \$156           | \$10,692           |
| (1,000 to 1,500 sq. ft.)                  | Dwelling      | 4                      | \$6,216            | \$3,884          | \$440           | \$156           | \$10,696           |
| Multi-Family                              | Dwelling      | 176                    | \$273,504          | \$170,896        | \$19,360        | \$6,864         | \$470,624          |
| Nonresidential (all)                      | 1,000 sq. ft. | 230.495                | \$895,243          | \$0              | \$42,173        | \$14,902        | \$952,318          |
| <b>Total, Detailed Categories</b>         |               |                        | <b>\$1,731,770</b> | <b>\$505,610</b> | <b>\$99,156</b> | <b>\$35,045</b> | <b>\$2,371,581</b> |
| <b>Single-Family Detached</b>             |               |                        |                    |                  |                 |                 |                    |
| Single-Family Detached                    | Dwelling      | 266                    | \$558,600          | \$322,924        | \$36,176        | \$12,768        | \$930,468          |
| Multi-Family/Accessory                    | Dwelling      | 189                    | \$293,706          | \$183,519        | \$20,790        | \$7,371         | \$505,386          |
| Nonresidential (all)                      | 1,000 sq. ft. | 230.495                | \$895,243          | \$0              | \$42,173        | \$14,902        | \$952,318          |
| <b>Total, General Categories</b>          |               |                        | <b>\$1,747,549</b> | <b>\$506,443</b> | <b>\$99,139</b> | <b>\$35,041</b> | <b>\$2,388,172</b> |
| <b>Percentage Revenue Change</b>          |               |                        | <b>0.9%</b>        | <b>0.2%</b>      | <b>0.0%</b>     | <b>0.0%</b>     | <b>0.7%</b>        |

Note: Approximate two-year revenue, based on 22 months of residential permits (1/23/12-11/23/13) and nonresidential permits for 2012-2013 calendar years

Source: Nonresidential permits and revenue from Table 6; residential permits for the 22-month period from 1/23/12-11/23/13 from City of Santa Fe Land Use Department, November 27, 2013 memorandum; impact fee revenue based on current fees for detailed residential land use categories from Table 1 and general categories based on single-family detached (1,501-2,000 sq. ft.) and multi-family.

## **ROADS**

The New Mexico Development Fees Act authorizes local governments to impose impact fees for “roadway facilities,” including traffic signals. In the 2008 update, the arterial impact fee was expanded to include collector roads and was combined with the traffic signal impact fee into comprehensive road impact fee.

### **Service Area**

Road impact fees will be calculated in this section for the City’s Urban Area, which includes the incorporated area of the City of Santa Fe and unincorporated areas around the city that will likely be provided with City service and may ultimately be annexed by the City. The road impact fees will be collected by the City only within the city limits and unincorporated areas within the Urban Area where the City has building permit authority, and will be limited to being spent within the Urban Area.

### **Service Unit**

In impact fee analysis, capital costs, revenue credits and net costs are calculated on the basis of a “service unit,” which is a common unit of measurement of facility demand and capacity. An appropriate service unit for roadway capital cost analysis is vehicle-miles of travel (VMT). Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) that these vehicles travel. The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). Since available traffic counts are in the form of daily volumes, the impact fees will continue to be based on ADT.

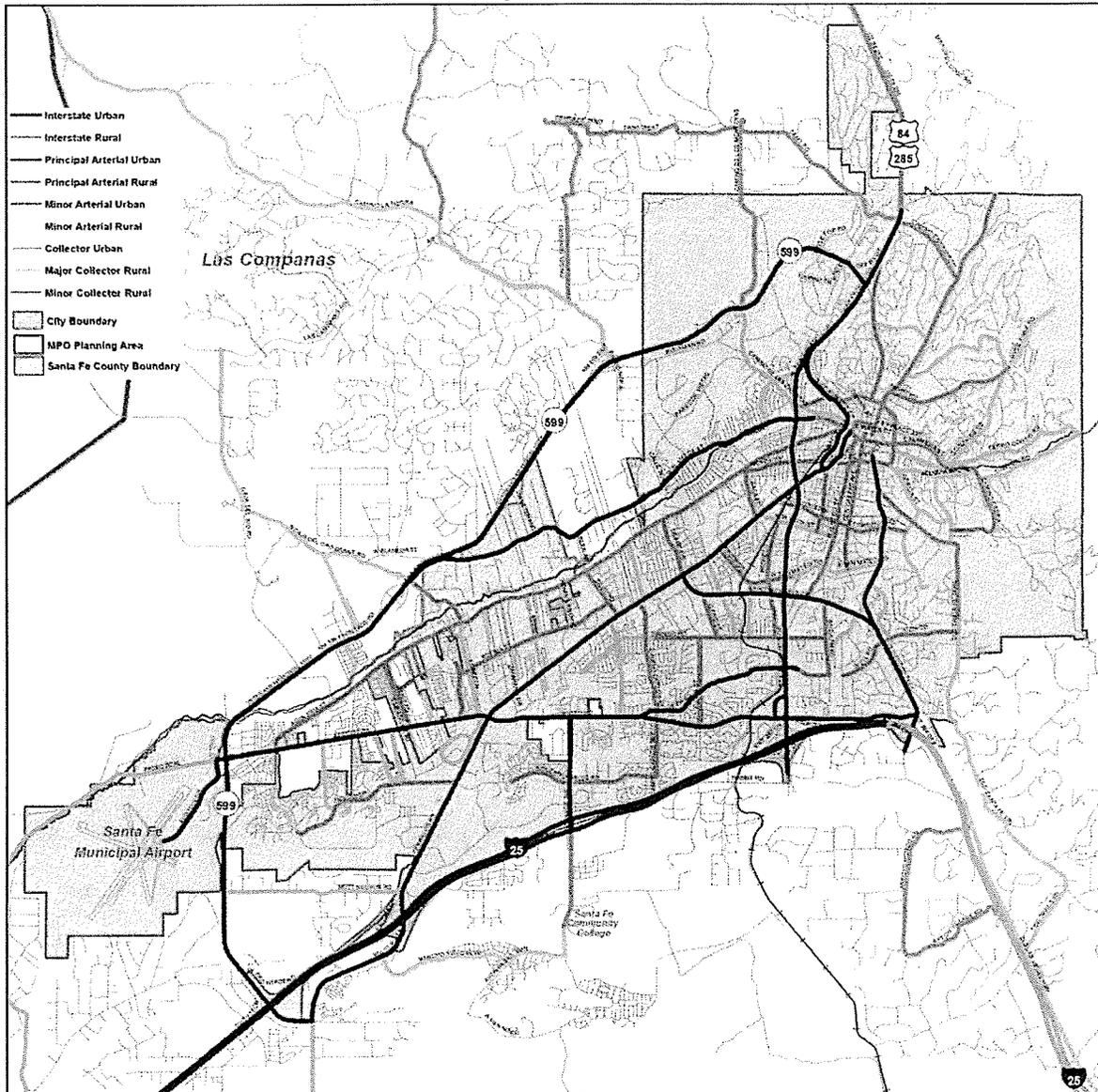
### **Major Road System**

The New Mexico Development Fees Act limits the use of transportation impact fees to “roadway facilities,” which are defined as:

*...arterial or collector streets or roads that have been designated on an officially adopted roadway plan of the municipality or county, including bridges, bike and pedestrian trails, bus bays, rights of way, traffic signals, landscaping and any local components of state or federal highways.*

The City’s road impact fee ordinance defines the major road system as all collector and arterial roads. The major road system excludes I-25, because this facility serves long-distance travel and it is unlikely that the City will make any contributions toward expanding its capacity. In this update, NM 599 is also excluded, because it is a State-maintained expressway that is on the border of its incorporated boundary. The City’s major roadway system is illustrated in Figure 3. Traffic signals and intersection improvements that are associated with the major road system can be funded with the road impact fee.

Figure 3. Major Roadway System



An inventory of the major roadway system was prepared as part of this update and presented in Table 61 in Appendix A. The major purpose of the inventory is to determine the total amount of travel on the major road system, expressed in vehicle-miles of travel (VMT), and system-wide capacity, expressed as vehicle-miles of capacity (VMC). The system-wide VMT is used to calibrate national travel demand factors to local conditions.

Road impact fees will only be allowed to be spent to make improvements to the major road system. By the same token, no credit should be given unless the developer is required to improve the major road system being funded by the fee.

## Methodology

As with the previous road impact fee calculation, the methodology for determining the road segment component of the road impact fee is based on a “consumption-based” model, which basically charges a new development the cost of replacing the capacity that it consumes on the major road system. That is, for every vehicle-mile of travel (VMT) generated by the development, the road impact fee charges the net cost to construct an additional vehicle-mile of capacity (VMC).

Since travel is never evenly distributed throughout a road system, actual road systems require more than one unit of capacity for every unit of demand in order for the system to function at an acceptable level of service. Suppose, for example, that the City completes a major arterial widening project. The completed arterial is likely to have a significant amount of excess capacity for some period of time. If the entire system has just enough capacity to accommodate all of the vehicle-miles of travel, then the excess capacity on this segment must be balanced by another segment being over-capacity. Clearly, road systems in the real world need more total aggregate capacity than the total aggregate demand, because the traffic does not always precisely match the available capacity. Consequently, the standard consumption-based model generally underestimates the full cost of accommodating new development at the existing level of service.

In most rapidly growing communities, some roads will be experiencing an unacceptable level of congestion at any given point in time. One of the principles of impact fees is that new development should not be charged for a higher level of service than is provided to existing development. In the context of road impact fees, this has sometimes been interpreted to mean that impact fees should not be spent on roads that are already over-capacity. However, it is not necessary to address existing deficiencies in a consumption-based system, which, unlike an improvements-driven system, is not designed to recover the full costs to maintain the desired LOS on all road segments. Instead, it is only designed to maintain a minimum one-to-one overall ratio between system demand and system capacity. Virtually all major road systems have more capacity (VMC) than demand (VMT) on a system-wide basis. Consequently, under a consumption-based system, the level of service standard is really a system-wide VMC/VMT ratio of one.

The existing system-wide VMC/VMT ratio is considerably higher than one, as shown in Table 8. Because the City’s major road system currently operates at better than a one-to-one ratio, there are no existing deficiencies on a system-wide basis.

**Table 8. System-Wide Ratio of Road Capacity to Demand**

|  |             |
|--|-------------|
| Daily Vehicle-Miles of Capacity (VMC)    | 2,813,450   |
| ÷ Daily Vehicle-Miles of Travel (VMT)    | 1,324,631   |
| <b>System-Wide Capacity/Demand Ratio</b> | <b>2.12</b> |

Source: Table 61 in Appendix A.

The road impact fee formula is presented in Figure 4.

**Figure 4. Road Impact Fee Formula**

|              |   |   |
|--------------|---|---|
| FEE          | = | VMT X NET COST/VMT  |
| Where:       |   |   |
| VMT          | = | TRIPS x % NEW x LENGTH x ADJUST                               |
| TRIPS        | = | 1/2 average daily trip ends during weekday                    |
| % NEW        | = | Percent of trips that are primary trips                       |
| LENGTH       | = | Average length of a trip                                      |
| ADJUST       | = | Local travel demand adjustment factor                         |
| NET COST/VMT | = | COST/VMT - CREDIT/VMT   |
| COST/VMT     | = | COST/VMC X VMC/VMT  |
| COST/VMC     | = | Average cost per new VMC                                      |
| VMC/VMT      | = | Ratio of vehicle-miles of capacity to vehicle-miles of travel |
| CREDIT/VMT   | = | Credit per VMT based on revenues generated                    |

The traffic signal portion of the road impact fee is based on the ratio of existing traffic demand to existing signals. The current traffic signal level of service is shown in Table 9.

**Table 9. Traffic Signal Level Of Service**

|  |               |
|--|---------------|
| Existing Vehicle-Miles of Travel (VMT) | 1,324,631     |
| ÷ Existing Traffic Signals             | 119           |
| <b>Existing VMT per Signal</b>         | <b>11,131</b> |

*Source:* Existing Urban Area VMT from Table 8; existing signals from City of Santa Fe Long Range Planning Division, October 25, 2013.

**Travel Demand**

The travel demand generated by specific land use types is a product of three factors: 1) trip generation, 2) percent new trips and 3) trip length. The first two factors are well documented in the professional literature, and the average trip generation characteristics identified in studies of communities around the nation should be reasonably representative of trip generation characteristics in Santa Fe. In contrast, trip lengths are much more likely to vary between communities, depending on the geographic size and shape of the community and its major street system.

**Trip Generation**

Trip generation rates are based on information published in the most recent edition of the Institute of Transportation Engineers’ (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single one-way trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over-counting, all trip rates have been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double-charging for any particular trip.

As with the current impact fee schedule, the road impact fees calculated in this report will vary by the size of the dwelling unit for single-family detached units. The average household size of single-family detached units by unit size is available from the 2008-2012 American Community Survey

conducted by the U.S. Census Bureau for Santa Fe. This information is combined with the trip rate data by household size provided by the National Cooperative Highway Research Program to derive daily trip generation rates, as shown in Table 10.

**Table 10. Single-Family Trip Generation Rates**

| Single-Family Unit Size<br>(Heated Living Area) | Average<br>HH Size | Daily<br>Trips |
|---|--------------------|----------------|
| 1,500 sq. ft. or less                           | 1.95               | 8.56           |
| 1,501-2,000 sq. ft.                             | 2.04               | 9.33           |
| 2,001-2,500 sq. ft.                             | 2.23               | 9.68           |
| 2,501-3,000 sq. ft.                             | 2.35               | 10.15          |
| 3,001 sq. ft. or more                           | 2.50               | 10.74          |
| <b>All Single-Family Detached Units</b>         | <b>2.19</b>        | <b>9.52</b>    |
| Guest Unit, 750 sq. ft. or less                 | 1.66               | 5.80           |

*Source:* Average household sizes from Table 65; daily trips derived from Transportation Research Board, NCHRP Report 365, "Travel Estimation Techniques for Urban Planning," Washington, D.C.: National Academy Press, Table 9 (for urban areas with populations of 50,000 to 199,999), 1998.

**New Trip Factor**

Trip rates also need to be adjusted by a "new trip factor" to exclude pass-by and diverted-link trips. This adjustment avoids over-counting by only including primary trips generated by the development. Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a particular development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-link trip is similar to a pass-by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass-by and diverted-link trips was drawn from ITE and other published information.

**Average Trip Length**

In the context of a road impact fee based on a consumption-based methodology, it is important to determine the average length of a trip on the local major road system. The point of departure in developing local trip lengths is to utilize national data. The U.S Department of Transportation's 2009 National Household Travel Survey identifies average trip lengths for specific land uses and trip purposes. However, these trip lengths are unlikely to be representative of travel on the major road system utilized in this study for Santa Fe, since the major road system does not include local roads or the interstate highway system. An adjustment factor for local trip lengths can be derived by dividing the VMT that is actually observed on the major road system by the VMT that would be expected using national average trip lengths and trip generation rates.

The first step in developing the adjustment factor for local travel demand is to estimate the total daily vehicle-miles of travel (VMT) that would be expected on Santa Fe's major road system based on national travel demand characteristics. Existing land use data from the Land Use Assumptions are multiplied by average daily trip generation rates, percent of primary trips and national average trip lengths and summed to estimate total city-wide VMT. As shown in Table 11, existing service area land uses, using national trip generation and trip length data, would be expected to generate approximately 2.9 million VMT every day.

**Table 11. Expected Vehicle-Miles of Travel**

| Land Use Type             | Unit     | Existing Units | Trip Rate | New Trips | Trip Length | Expected VMT     |
|---------------------------|----------|----------------|-----------|-----------|-------------|------------------|
| Single-Family Detached    | Dwelling | 25,075         | 9.52      | 100%      | 9.75        | 1,163,731        |
| Multi-Family              | Dwelling | 14,125         | 6.65      | 100%      | 8.62        | 404,844          |
| Mobile Home/RV Park       | Space    | 5,200          | 4.99      | 100%      | 6.03        | 78,233           |
| Retail/Commercial         | 1,000 sf | 10,198         | 42.70     | 42%       | 6.27        | 573,363          |
| Office                    | 1,000 sf | 8,972          | 11.03     | 100%      | 9.61        | 475,508          |
| Industrial/Warehouse*     | 1,000 sf | 4,360          | 5.20      | 100%      | 11.98       | 135,805          |
| Public/Institutional      | 1,000 sf | 2,960          | 7.60      | 100%      | 8.47        | 95,271           |
| <b>Total Expected VMT</b> |          |                |           |           |             | <b>2,926,755</b> |

\* Trip rate is average of industrial and warehouse from Table 14

Source: Existing units from Table 5; trip rates and percent new trips from Table 14; national average trip lengths from Table 13.

The next step in developing the local trip length adjustment factor is to determine actual service area VMT on the City of Santa Fe's major road system. Road segment lengths and recent traffic counts from Table 61 in Appendix A are used to determine actual daily VMT.

Annualized average daily traffic (AADT) volumes were obtained from the Santa Fe Metropolitan Planning Organization. Traffic volumes from 2008 and 2011 were available, with the most recent segment volume utilized in the analysis of system-wide volume. Lack of traffic counts for some road segments required use of estimated volumes; arterial road volume estimates were based on 75 percent of the volume for roads with counts, while collector road volume estimates were based on 50 percent of the volume for roads with counts. Where this occurred, it has been noted in the road inventory in Table 61 in Appendix A.

An adjustment of total VMT is sometimes necessary to take into account trips that travel on the major road system without an origin or destination in the urban area. However, since this study excludes I-25 and NM 599, which carry the vast majority of through trips, an adjustment is not deemed necessary.

The expected system-wide VMT based on existing land use data and national travel demand characteristics over-estimates VMT actually observed on the major road system. This is not surprising, given that the major road system excludes all local roads, I-25 and NM 599. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local trip length adjustment factor is the ratio of actual to projected VMT on the major road system. As shown in Table 12, the average trip length for each land use should be multiplied by a local adjustment factor of 0.453.

**Table 12. Local Trip Length Adjustment Factor**

|   |              |
|---|--------------|
| Actual Daily VMT on Major Road System     | 1,324,631    |
| ÷ Expected Daily VMT on Major Road System | 2,926,755    |
| <b>Ratio of Expected to Actual VMT</b>    | <b>0.453</b> |

Source: Actual daily VMT from Table 8; expected VMT from Table 11.

The U.S. Department of Transportation's 2009 National Household Travel Survey identifies average trips lengths for residential housing types and for specific trip purposes, including home-to-work trips, doctor/dentist, school/church and shopping trips. The national average trip lengths by trip

purpose have been adjusted by the local adjustment factor calculated in the preceding table to derive local trip lengths, as shown in Table 13.

**Table 13. Average Trip Length by Trip Purpose**

| Land Use Type          | Trip Type              | National<br>(miles) | Ratio of<br>Local/National | Local<br>(miles) |
|------------------------|------------------------|---------------------|----------------------------|------------------|
| Single-Family Detached | Single-Family Detached | 9.75                | 0.453                      | 4.42             |
| Multi-Family           | Multi-Family           | 8.62                | 0.453                      | 3.90             |
| Mobile Home            | Mobile Home            | 6.03                | 0.453                      | 2.73             |
| Retail/Commercial      | Shopping               | 6.27                | 0.453                      | 2.84             |
| Office                 | Medical/Dental         | 9.61                | 0.453                      | 4.35             |
| Industrial             | To or From Work        | 11.98               | 0.453                      | 5.43             |
| Warehouse              | To or From Work        | 11.98               | 0.453                      | 5.43             |
| Mini-Warehouse         | Family/Personal        | 6.61                | 0.453                      | 2.99             |
| Public/Institutional   | School/Church          | 8.47                | 0.453                      | 3.84             |

Source: National average trip lengths from US. Department of Transportation, National Household Travel Survey, 2009; local adjustment factor from Table 12.

### Travel Demand Schedule

The result of combining trip generation rates, primary trip factors and average trip lengths is a travel demand schedule that establishes the VMT during the average weekday generated by various land use types per unit of development for Santa Fe. The recommended travel demand schedule is presented in Table 14.

**Table 14. Travel Demand Schedule**

| Land Use Type                 | Unit          | ITE<br>Code | Trip<br>Rate | New<br>Trips | Trip<br>Length | VMT/<br>Unit |
|-------------------------------|---------------|-------------|--------------|--------------|----------------|--------------|
| Single-Family Detached (avg.) | Dwelling      | 210         | 9.52         | 100%         | 4.42           | 21.04        |
| 1,500 sq. ft. or less         | Dwelling      | 210         | 8.56         | 100%         | 4.42           | 18.92        |
| 1,501-2,000 sq. ft.           | Dwelling      | 210         | 9.33         | 100%         | 4.42           | 20.62        |
| 2,001-2,500 sq. ft.           | Dwelling      | 210         | 9.68         | 100%         | 4.42           | 21.39        |
| 2,501-3,000 sq. ft.           | Dwelling      | 210         | 10.15        | 100%         | 4.42           | 22.43        |
| 3,001 sq. ft. or more         | Dwelling      | 210         | 10.74        | 100%         | 4.42           | 23.74        |
| Guest Unit, 750 sf or less    | Dwelling      | n/a         | 5.80         | 100%         | 3.90           | 11.31        |
| Multi-Family                  | Dwelling      | 220         | 6.65         | 100%         | 3.90           | 12.97        |
| Mobile Home/RV Park           | Space         | 240         | 4.99         | 100%         | 2.73           | 6.81         |
| Retail/Commercial             | 1,000 sq. ft. | 820         | 42.70        | 66%          | 2.84           | 40.02        |
| Office                        | 1,000 sq. ft. | 710         | 11.03        | 100%         | 4.35           | 23.99        |
| Industrial                    | 1,000 sq. ft. | 130         | 6.83         | 100%         | 5.43           | 18.54        |
| Warehousing                   | 1,000 sq. ft. | 150         | 3.56         | 100%         | 5.43           | 9.67         |
| Mini-Warehouse                | 1,000 sq. ft. | 151         | 2.50         | 100%         | 2.99           | 3.74         |
| Public/Institutional          | 1,000 sq. ft. | 620         | 7.60         | 100%         | 3.84           | 14.59        |

Source: Trip rate is average daily trip ends during a weekday from Institute of Transportation Engineers (ITE), *Trip Generation*, 9th ed., 2012; trip rates for single-family by unit size from Table 10; new trip factor for shopping center from ITE, *Trip Generation Handbook*, 2004; average trip lengths from Table 13 (small guest unit uses multi-family trip length).

### Cost per Service Unit

The road impact fee is designed to cover the cost of adding capacity to the road system and major intersections. All of the normal components of a road expansion or intersection improvement project are eligible for impact fee funding, including construction of new lanes, reconstruction of

existing lanes and relocation of utilities where necessary as part of a widening project, traffic signals and installation of sidewalks, street lighting, and landscaping along new roads and at intersections. However, transportation impact fees should not be used for ancillary components of an expansion project when not part of a capacity-expanding improvement. For example, installing sidewalks along an existing road, landscaping an existing median or reconstructing an existing road would not be eligible improvements.

The road segment component of the impact fee calculation is based on the cost of new capacity added by recent and planned road widening and extension projects. The road improvement costs exclude the cost of traffic signals, which are addressed in the calculation of the traffic signal component of the transportation impact fee calculation. Recent and planned road improvements are summarized in Table 15. The average cost of the capacity added by these projects, without the two Cerrillos Road projects, is \$345 per vehicle-mile of capacity (VMC). This is double the cost per VMC identified in the 2008 study. The increase may be due in part to the fact that the projects are relatively short (all under one mile), and consequently lack economies of scale. In consideration of this, a more conservative estimate of \$200 per VMC will be used in the impact fee calculations. Under the standard consumption-based methodology, the cost per VMC does not need to be adjusted by the actual VMC/VMT ratio to determine the cost per VMT, because a ratio of one-to-one is assumed.

**Table 15. Road Segment Cost per Service Unit**

| Road Improvement                             | Miles       | Lanes | Capacity |        | New VMC       | Cost                | Cost/ VMC    |
|--|-------------|-------|----------|--------|---------------|---------------------|--------------|
|  |             |       | Before   | After  |               |                     |              |
| Siler Rd, Agua Fria-W Alameda St (2010)      | 0.68        | 0-2   | 0        | 14,800 | 10,064        | \$4,000,000         | \$397        |
| S Meadows, Agua Fria-NM 599 (2012)           | 0.91        | 0-2   | 0        | 14,800 | 13,468        | \$3,925,000         | \$291        |
| Cerrillos, Cielo Ct-Camino Carlos Rey (2012) | 0.57        | 6-8   | 50,000   | 67,300 | 9,861         | \$6,906,677         | \$700        |
| Cerrillos, Camino Carlos Rey-St. Michaels    | 0.57        | 6-8   | 50,000   | 67,300 | 9,861         | \$10,300,000        | \$1,045      |
| Calle P'o Ae Pi, Airport Rd-Rufina St        | 0.09        | 0-2   | 0        | 14,800 | 1,332         | \$500,000           | \$375        |
| Rufina St, Harrison-Camino Carlos Rey        | 0.07        | 0-2   | 0        | 14,800 | 1,036         | \$500,000           | \$483        |
| <b>Total</b>                                 | <b>2.89</b> |       |          |        | <b>45,622</b> | <b>\$26,131,677</b> | <b>\$573</b> |
| <b>Total without Cerrillos</b>               | <b>1.75</b> |       |          |        | <b>25,900</b> | <b>\$8,925,000</b>  | <b>\$345</b> |
| <b>Assumed in Fee Calculations</b>           |             |       |          |        |               |                     | <b>\$200</b> |

Source: City of Santa Fe Long Range Planning Division, February 13, 2014; generalized daily capacity estimates from Florida Department of Transportation, 2011 *Quality/Level of Service Handbook*, Table 1.

The traffic signal improvement component of the road impact fee calculation is based on the average cost of traffic signals, which is estimated to be \$350,000. The cost per service unit is calculated by dividing the average cost of a traffic signal by the existing level of service, which is expressed as the ratio of existing traffic to existing traffic signals. As shown in Table 16, the traffic signal cost per service unit is \$31 per VMT.

**Table 16. Traffic Signal Cost per Service Unit**

|   |             |
|---|-------------|
| Average Cost per Traffic Signal               | \$350,000   |
| ÷ Existing Vehicle-Miles of Travel per Signal | 11,131      |
| <b>Traffic Signal Cost per VMT</b>            | <b>\$31</b> |

Source: Cost per signal from City of Santa Fe Public Works Department, October 25, 2013; VMT per signal from Table 9.

The combined cost for the road segment and traffic signal components of the impact fee is \$231 per VMT, as shown in Table 17.

**Table 17. Total Road Cost per Service Unit**

|  |              |
|--|--------------|
| Road Segment Cost per Vehicle-Mile of Travel (VMT) | \$200        |
| Traffic Signal Cost per VMT                        | \$31         |
| <b>Total Road Cost per VMT</b>                     | <b>\$231</b> |

Source: Road segment cost per VMT from Table 15; traffic signal cost per VMT from Table 16.

### Capital Facilities Plan

Projected growth from the Land Use Assumptions can be translated into projected impact on the major road system by multiplying existing and projected development in each major land use category by daily vehicle-miles of travel (VMT) associated with each land use. In Table 18, existing and future land uses within Santa Fe’s Urban Area have been multiplied by VMT rates and summed to determine reasonable estimates of new daily travel demand that will be generated by anticipated new development within the Urban Area. As can be seen, new development is expected to increase travel demand by 78,160 daily VMT in the service area over the next seven years.

**Table 18. Total Daily Travel Demand, 2014-2020**

| Land Use Type          | Unit          | Projected Units |        | VMT/<br>Unit | Projected VMT    |                  |               |
|------------------------|---------------|-----------------|--------|--------------|------------------|------------------|---------------|
|                        |               | 2014            | 2020   |              | 2014             | 2020             | New           |
| Single-Family Detached | Dwelling      | 25,075          | 26,563 | 21.04        | 527,578          | 558,886          | 31,308        |
| Multi-Family           | Dwelling      | 14,125          | 14,737 | 12.97        | 183,201          | 191,139          | 7,938         |
| Mobile Home            | Dwelling      | 5,200           | 5,200  | 6.81         | 35,412           | 35,412           | 0             |
| Retail/Commercial      | 1,000 sq. ft. | 10,198          | 10,898 | 40.02        | 408,124          | 436,138          | 28,014        |
| Office                 | 1,000 sq. ft. | 8,972           | 9,322  | 23.99        | 215,238          | 223,635          | 8,397         |
| Industrial/Warehouse*  | 1,000 sq. ft. | 4,360           | 4,465  | 14.11        | 61,520           | 63,001           | 1,481         |
| Public/Institutional   | 1,000 sq. ft. | 2,960           | 3,030  | 14.59        | 43,186           | 44,208           | 1,022         |
| <b>Total</b>           |               |                 |        |              | <b>1,474,259</b> | <b>1,552,419</b> | <b>78,160</b> |

Source: Projected development units from Table 5; VMT per unit from Table 14 (industrial/warehouse is average).

A conservative method of estimating growth-related capital needs uses an approach that is consistent with the consumption-based methodology used to calculate road impact fees in this study. This approach is to multiply new VMT by the capital cost per VMT to get an estimate of the cost of expanding the capacity of the major road system to accommodate projected growth. This technique is applied in Table 19, and it results in estimated capital road needs in the Urban Area of \$18.1 million over the next seven years.

**Table 19. Major Road Capital Needs, 2014-2020**

|  |                     |
|--|---------------------|
| New Vehicle-Miles of Travel, 2014-2020 | 78,160              |
| x Capital Cost per VMT                 | \$231               |
| <b>Road Capital Needs, 2014-2020</b>   | <b>\$18,054,960</b> |

Source: New VMT from Table 18; road and signal cost per VMT from Table 17.

The planned road, intersection and traffic signal improvements over the next seven years are summarized in Table 80 in Appendix G. The cost of the planned improvements (\$24.8\$24.8

million) exceeds the anticipated capital cost attributed to growth. The actual pace of development may be faster or slower than anticipated by the Land Use Assumptions, resulting in greater or lesser growth-related capital needs. In addition, the planned capital projects and estimated costs may change over time, and some of the costs may be funded from other sources.

**Net Cost per Service Unit**

In the calculation of the impact of new development on infrastructure costs, credit should be given for non-local funding that will be generated by new development and used to pay for capacity-related capital improvements. Credit should also be provided for taxes that will be paid by new development and used to retire outstanding debt for past major road improvements.

Over the 2011-2014 fiscal year period, approximately \$30.2 million in State and Federal highway funding was available to help pay for capacity-expanding improvements to the major road system in the urban area, as summarized in Table 20.

**Table 20. Federal and State Transportation Funding, FY 2011-2014**

| Project Name   | Fed/State           |
|--|---------------------|
| Design and Construction of the NM599/County Road 62 Interchange 1              | \$7,304,000         |
| NM475/Washington Ave Intersection Reconstruction 1                             | \$2,731,456         |
| Cerrillos Road Reconstruction Phase IIC - Camino Carlos Rey to St Michaels Dr  | \$11,000,000        |
| Design and Construction of improvements to the I-25/Cerrillos Rd Interchange 2 | \$9,060,683         |
| Design of Guadalupe St & Defouri St Bridge Improvements                        | \$150,000           |
| <b>Total, Road Funding</b>   | <b>\$30,246,139</b> |

Source: City of Santa Fe Public Works Department, October 22, 2013.

Based on recent trends, the projected annual State and Federal funding for capacity-expanding road projects is approximately \$7.6 million. Dividing the anticipated annual State and Federal funding by existing travel on the major road system yields the annual State and Federal capital funding per VMT. Multiplying annual capacity funding per service unit by the appropriate present value factor provides the equivalent current value of the future stream of funding over the next 25 years, a period that generally corresponds to the period used for long-term debt repayment. The result is a Federal/State funding credit of \$84 per VMT, as shown in Table 21.

**Table 21. Federal/State Funding Credit per Service Unit**

|  |              |
|--|--------------|
| Federal and State Funding for Capacity, FY 2011-2014 | \$30,246,139 |
| ÷ Years in Funding Period                            | 4            |
| Annual Federal/State Capacity Funding                | \$7,561,535  |
| ÷ Existing VMT                                       | 1,324,631    |
| Annual Federal/State Capacity Funding per VMT        | \$5.71       |
| x Net Present Value Factor (25 years)                | 14.68        |
| <b>Federal/State Funding Credit per VMT</b>          | <b>\$84</b>  |

Source: Federal/State capacity funding from Table 20; existing road VMT from Table 8; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at <http://www.federalreserve.gov/releases/h15/data/Monthly>.

The City of Santa Fe has some outstanding debt for past street improvements. The principal and interest payments on the outstanding debt are funded with revenues from the City’s one-half cent gross receipts tax dedicated for capital improvements. Dividing the City’s outstanding debt by existing travel demand on the major road system results in a debt credit of \$4 per service unit, as

shown in Table 22. This puts existing and new development on the same footing with respect to the portion of their attributable costs that will be paid through future debt service payments made by both existing and new development.

**Table 22. Road Debt Credit**

|  |             |
|--|-------------|
| Total Outstanding Eligible Debt                            | \$5,100,580 |
| ÷ Existing Major Road System Vehicle-Miles of Travel (VMT) | 1,324,631   |
| <b>Road Debt Credit per VMT</b>                            | <b>\$4</b>  |

Source: Outstanding debt principal from Table 74; total VMT from Table 8.

Deducting the Federal/State funding credit per VMT and the debt credit per VMT from the capital cost per VMT yields the net cost per service unit, as summarized in Table 23.

**Table 23. Road Net Cost per Service Unit**

|  |              |
|--|--------------|
| Road Cost per Vehicle-Mile of Travel (VMT) | \$231        |
| – Federal/State Funding Credit per VMT     | -\$84        |
| – Debt Credit per VMT                      | -\$4         |
| <b>Road Net Cost per VMT</b>               | <b>\$143</b> |

Source: Road cost per VMT from Table 17; federal/state funding credit per VMT from Table 21; debt credit per VMT from Table 22.

## Potential Fee Schedule

The maximum road impact fees that could be charged by the City, based on the data, methodology and assumptions utilized in this report, are presented in Table 24. The updated fees are calculated by multiplying the daily vehicle-miles of travel (VMT) generated by the development by the net cost per VMT calculated above.

**Table 24. Road Net Cost Schedule**

| Land Use Type                 | Unit          | VMT/<br>Unit | Net Cost/<br>VMT | Net Cost/<br>Unit |
|-------------------------------|---------------|--------------|------------------|-------------------|
| Single-Family Detached (avg.) | Dwelling      | 21.04        | \$143            | \$3,009           |
| 1,500 sq. ft. or less         | Dwelling      | 18.92        | \$143            | \$2,706           |
| 1,501-2,000 sq. ft.           | Dwelling      | 20.62        | \$143            | \$2,949           |
| 2,001-2,500 sq. ft.           | Dwelling      | 21.39        | \$143            | \$3,059           |
| 2,501-3,000 sq. ft.           | Dwelling      | 22.43        | \$143            | \$3,207           |
| 3,001 sq. ft. or more         | Dwelling      | 23.74        | \$143            | \$3,395           |
| Guest Unit, 750 sf or less    | Dwelling      | 11.31        | \$143            | \$1,617           |
| Multi-Family                  | Dwelling      | 12.97        | \$143            | \$1,855           |
| Mobile Home/RV Park           | Space         | 6.81         | \$143            | \$974             |
| Retail/Commercial             | 1,000 sq. ft. | 40.02        | \$143            | \$5,723           |
| Office                        | 1,000 sq. ft. | 23.99        | \$143            | \$3,431           |
| Industrial                    | 1,000 sq. ft. | 18.54        | \$143            | \$2,651           |
| Warehousing                   | 1,000 sq. ft. | 9.67         | \$143            | \$1,383           |
| Mini-Warehouse                | 1,000 sq. ft. | 3.74         | \$143            | \$535             |
| Public/Institutional          | 1,000 sq. ft. | 14.59        | \$143            | \$2,086           |

Source: Daily VMT per unit from Table 14; net cost per VMT from Table 23.

## Comparative Road Fees

The updated road impact fees calculated in this report are compared with the City's current fees in Table 25. In general, the updated fees are lower than the fees calculated in the 2008 study. However, because the current fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are higher than the current adopted fees for most land uses. The comparison to adopted fees does not include the temporary 50% fee reduction for residential uses.

**Table 25. Road Impact Fee Comparisons**

| Land Use Type                  | Unit          | 2008 Net Cost/Unit | Adopted Fee (60%) | Updated Fee/Unit | % Change From      |                   |
|--------------------------------|---------------|--------------------|-------------------|------------------|--------------------|-------------------|
|                                |               |                    |                   |                  | 2008 Net Cost/Unit | Adopted Fee (60%) |
| <b>Single Family Detached</b>  |               |                    |                   |                  |                    |                   |
| Up to 1,500 sq. ft.            | Dwelling      | \$3,084            | \$1,850           | \$2,706          | -12%               | 46%               |
| 1,501 - 2,000 sq. ft.          | Dwelling      | \$3,500            | \$2,100           | \$2,949          | -16%               | 40%               |
| 2,001 - 2,500 sq. ft.          | Dwelling      | \$3,639            | \$2,183           | \$3,059          | -16%               | 40%               |
| 2,501 - 3,000 sq. ft.          | Dwelling      | \$3,746            | \$2,248           | \$3,207          | -14%               | 43%               |
| 3,001 - 3,500 sq. ft.          | Dwelling      | \$3,848            | \$2,309           | \$3,395          | -12%               | 47%               |
| 3,501 - 4,000 sq. ft.          | Dwelling      | \$3,932            | \$2,359           | \$3,395          | -14%               | 44%               |
| More than 4,000 sq. ft.        | Dwelling      | \$4,040            | \$2,424           | \$3,395          | -16%               | 40%               |
| Multi-Family                   | Dwelling      | \$2,590            | \$1,554           | \$1,855          | -28%               | 19%               |
| <b>Retail/Commercial</b>       |               |                    |                   |                  |                    |                   |
| Shopping Center/General Retail | 1,000 sq. ft. | \$7,661            | \$4,597           | \$5,723          | -25%               | 24%               |
| Auto Sales/Service             | 1,000 sq. ft. | \$3,634            | \$2,180           | \$5,723          | 57%                | 163%              |
| Bank                           | 1,000 sq. ft. | \$8,246            | \$4,948           | \$5,723          | -31%               | 16%               |
| Convenience Store w/Gas Sales  | 1,000 sq. ft. | \$14,630           | \$8,778           | \$5,723          | -61%               | -35%              |
| Health Club                    | 1,000 sq. ft. | \$7,324            | \$4,394           | \$5,723          | -22%               | 30%               |
| Movie Theater                  | 1,000 sq. ft. | \$17,354           | \$10,412          | \$5,723          | -67%               | -45%              |
| Restaurant, Sit-Down           | 1,000 sq. ft. | \$8,471            | \$5,083           | \$5,723          | -32%               | 13%               |
| Restaurant, Fast Food          | 1,000 sq. ft. | \$18,440           | \$11,064          | \$5,723          | -69%               | -48%              |
| <b>Office</b>                  |               |                    |                   |                  |                    |                   |
| Office, General                | 1,000 sq. ft. | \$4,049            | \$2,429           | \$3,431          | -15%               | 41%               |
| Medical Office                 | 1,000 sq. ft. | \$6,505            | \$3,903           | \$3,431          | -47%               | -12%              |
| <b>Industrial/Warehouse</b>    |               |                    |                   |                  |                    |                   |
| Industrial                     | 1,000 sq. ft. | \$2,683            | \$1,610           | \$2,651          | -1%                | 65%               |
| Warehouse                      | 1,000 sq. ft. | \$1,912            | \$1,147           | \$1,383          | -28%               | 21%               |
| Mini-Warehouse                 | 1,000 sq. ft. | \$695              | \$417             | \$535            | -23%               | 28%               |
| <b>Public/Institutional</b>    |               |                    |                   |                  |                    |                   |
| Nursing Home                   | 1,000 sq. ft. | \$2,256            | \$1,354           | \$2,086          | -8%                | 54%               |
| Church                         | 1,000 sq. ft. | \$2,535            | \$1,521           | \$2,086          | -18%               | 37%               |
| Day Care Center                | 1,000 sq. ft. | \$5,336            | \$3,202           | \$2,086          | -61%               | -35%              |
| Elementary/Sec. School         | 1,000 sq. ft. | \$976              | \$586             | \$2,086          | 114%               | 256%              |

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 24.

## Potential Revenue

Based on forecast residential and nonresidential construction, the City might expect the road impact fee revenue adopted at the full rate calculated in this report to generate \$10.4 million over the next seven years, as shown in Table 26. These revenue projections assume that the fees are adopted at 100% and that there are no residential waivers or fee reductions, other than for affordable housing.

**Table 26. Potential Road Impact Fee Revenue, 2014-2020**

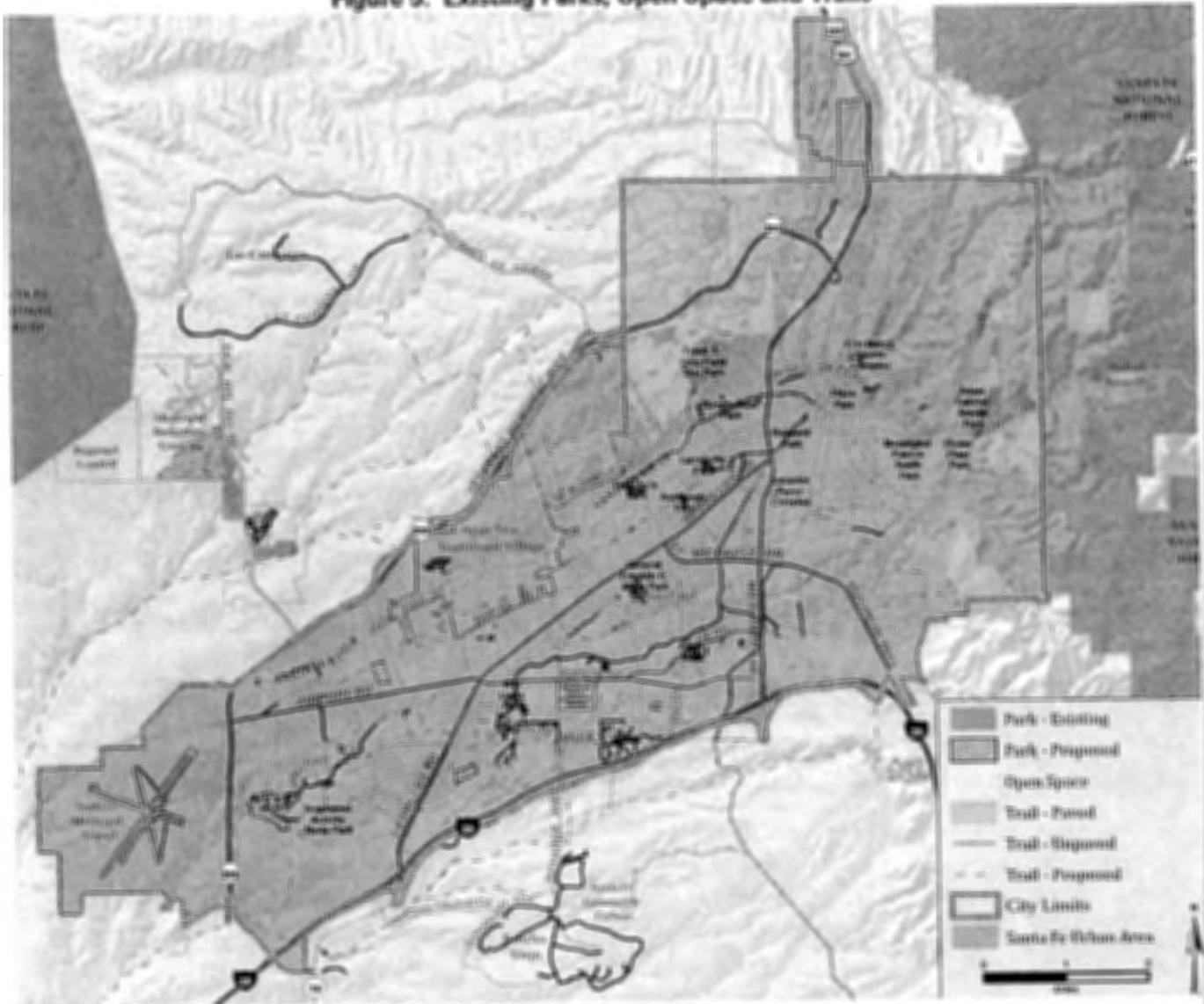
| Land Use Type            | Unit          | New Units | Fee/Unit | Potential Revenue   |
|--------------------------|---------------|-----------|----------|---------------------|
| Single-Family Detached   | Dwelling      | 1,488     | \$3,009  | \$3,819,215         |
| Multi-Family             | Dwelling      | 612       | \$1,855  | \$968,377           |
| Subtotal, Residential    |               |           |          | \$4,787,592         |
| Retail/Commercial        | 1,000 sq. ft. | 700       | \$5,723  | \$4,006,100         |
| Office                   | 1,000 sq. ft. | 350       | \$3,431  | \$1,200,850         |
| Industrial/Warehouse     | 1,000 sq. ft. | 105       | \$2,017  | \$211,785           |
| Public/Institutional     | 1,000 sq. ft. | 70        | \$2,086  | \$146,020           |
| Subtotal, Nonresidential |               |           |          | \$5,564,755         |
| <b>Total</b>             |               |           |          | <b>\$10,352,347</b> |

*Source:* New units from Table 5; fee per unit from Table 24 (industrial/warehouse is average of the two); potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014.

# PARKS/TRAILS

This section of the study updates the City’s park/trail impact fee. The primary purpose of this study is to update the fees to reflect the current level of service and current costs to provide park facilities. As is currently the practice, this study recommends that the entire Urban Area be included in the service area. The locations of the City’s existing parks, open space and trails are illustrated in Figure 5.

**Figure 5. Existing Parks, Open Space and Trails**



## Service Unit

Disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for park facilities. This unit of measurement is called a “service unit.” The most common service unit used in park impact fee analysis is population. Population estimates are based on three factors: the number of dwelling units, average household sizes for various types of units and occupancy rates. The number of dwelling units can be estimated with some degree of precision, and average household size has been declining somewhat predictably but has been stabilizing in recent years. Occupancy rates, on the other hand, tend to vary significantly over time, and not in predictable directions. Consequently, this report recommends the use of a service unit that avoids the need to make assumptions about occupancy rates. This service unit is the “equivalent dwelling unit” or EDU, which represents the impact of a typical single-family dwelling. By definition, a typical single-family unit represents, on average, one EDU. Other types of units each represent a fraction of an EDU, based on their relative average household sizes.

Because the level of service for park facilities is measured in terms of population, demand for park facilities is proportional to the number of people in a dwelling unit. Consequently, data on average household size for various types of units is a critical component of a park impact fee. These data are presented and analyzed in Appendix B.

As described earlier, the service unit for Santa Fe’s park/trail impact fees is defined as an equivalent dwelling unit, or EDU. An EDU is a unit that has an average household size equivalent to a typical single-family unit in Santa Fe. The EDUs associated with each housing type and unit size category are shown in Table 27.

**Table 27. Park/Trail Equivalent Dwelling Unit Multipliers**

| Housing Type                    | Avg. HH Size | EDUs/Unit |
|---------------------------------|--------------|-----------|
| Single-Family Detached (avg.)   | 2.19         | 1.00      |
| 1,500 sq. ft. or less           | 1.95         | 0.89      |
| 1,501-2,000 sq. ft.             | 2.04         | 0.93      |
| 2,001-2,500 sq. ft.             | 2.23         | 1.02      |
| 2,501-3,000 sq. ft.             | 2.35         | 1.07      |
| 3,001 sq. ft. or more           | 2.50         | 1.14      |
| Guest Unit, 750 sq. ft. or less | 1.66         | 0.76      |
| Multi-Family                    | 1.90         | 0.87      |
| Mobile Home                     | 3.04         | 1.39      |

*Source:* Average household size for single-family detached (average), multi-family and mobile home from Table 63; average household sizes by square feet for single-family units from Table 65.

The number of existing and future park/trail service units, as well as the growth in service units, based on the Land Use Assumptions can be determined by multiplying the number of dwelling units by housing type by the park/trail service units per dwelling unit for each housing type. As shown in Table 28, a total of 2,020 new park/trail service units is projected to be added in the Santa Fe Urban Area between 2014 and 2020.

**Table 28. Park/Trail Service Units, 2014-2020**

| Housing Type           | Dwelling Units |               | EDUs/<br>Unit | Park Service Units (EDUs) |               |              |
|------------------------|----------------|---------------|---------------|---------------------------|---------------|--------------|
|                        | 2014           | 2020          |               | 2014                      | 2020          | New          |
| Single-Family Detached | 25,075         | 26,563        | 1.00          | 25,075                    | 26,563        | 1,488        |
| Multi-Family           | 14,125         | 14,737        | 0.87          | 12,289                    | 12,821        | 532          |
| Mobile Home            | 5,200          | 5,200         | 1.39          | 7,228                     | 7,228         | 0            |
| <b>Total</b>           | <b>44,400</b>  | <b>46,500</b> |               | <b>44,592</b>             | <b>46,612</b> | <b>2,020</b> |

Source: Dwelling units from Table 5; EDUs/unit from Table 27.

### Cost per Service Unit

This study bases the park/trail impact fees on the existing level of service for parks, open space and trails. The level of service is measured in terms of the ratio of the replacement value of existing facilities to the number of existing service units, or park EDUs. The level of service used in calculating the park/trail impact fee relies on the replacement value of existing park land and improvements, rather than on acres, since, for example, an acre of intensively-developed park land is not equivalent to an acre of open space or passive recreation land.

An initial step in determining the current level of service is to identify the current inventory of parks, open space and trails currently provided by the City. A detailed inventory of existing City parks, trails and open space is presented in Appendix D. Based on current unit costs provided by the City, the total replacement cost of existing park land and facilities is about \$128 million, as summarized in Table 29.

**Table 29. Park/Trail Replacement Cost**

| Type of Park Capital Facility          | Units    | Unit Cost    | Total Cost           |
|--|----------|--------------|----------------------|
| Park Land and Open Space (acres)       | 3,073.26 | \$16,260     | \$49,971,208         |
| Playground                             | 32       | \$60,300     | \$1,929,600          |
| Picnic Area                            | 41       | \$54,300     | \$2,226,300          |
| Activity Area                          | 12       | \$24,100     | \$289,200            |
| Tennis Court                           | 25       | \$72,400     | \$1,810,000          |
| Soccer Field                           | 9        | \$241,200    | \$2,170,800          |
| Basketball Court                       | 22       | \$48,200     | \$1,060,400          |
| Baseball Field                         | 15       | \$253,300    | \$3,799,500          |
| Softball Field                         | 8        | \$253,300    | \$2,026,400          |
| Trails - Paved ( per mile)             | 26.09    | \$800,000    | \$20,872,000         |
| Trails - Soft Surface (per mile)       | 69.36    | \$10,000     | \$693,600            |
| Handball Court                         | 1        | \$36,200     | \$36,200             |
| Volleyball Court                       | 5        | \$42,200     | \$211,000            |
| Skateboard Park                        | 2        | \$313,600    | \$627,200            |
| Bicentennial Pool                      | 1        | \$1,929,600  | \$1,929,600          |
| Salvador Perez Pool and Fitness Center | 1        | \$3,376,800  | \$3,376,800          |
| Genoveva Chavez Community Center       | 1        | \$30,150,000 | \$30,150,000         |
| Fort Marcy Recreation Center           | 1        | \$5,065,200  | \$5,065,200          |
| <b>Total Replacement Cost</b>          |          |              | <b>\$128,245,008</b> |

Source: Acres and number of facilities from Appendix D, Table 70; miles of trail from Table 71; unit costs from City of Santa Fe Parks Department, January 7, 2014 (pools and community/recreation center costs are estimated replacement costs).

The cost to maintain the existing park level of service is the ratio of the total replacement cost of existing park land and improvements divided by the existing service units. The park cost per service unit is summarized in Table 30.

**Table 30. Park/Trail Cost Per Service Unit**

|                                      |                |
|--------------------------------------|----------------|
| Total Replacement Cost               | \$128,245,008  |
| ÷ Existing Park Service Units (EDUs) | 44,592         |
| <b>Park Cost per EDU</b>             | <b>\$2,876</b> |

Source: Cost from Table 29; existing EDUs from Table 28.

**Capital Facilities Plan**

A reasonable method of estimating growth-related capital needs is one that is consistent with the methodology used to calculate park/trail impact fees in this study. This approach is to multiply the projected new park EDUs by the capital cost per EDU to get an estimate of the cost of expanding the capacity of the park system to accommodate projected growth. As shown in Table 31, this results in estimated growth-related park capital improvement need over the next seven years of \$5.8 million.

**Table 31. Park/Trail Capital Needs, 2014-2020**

|  |                    |
|--|--------------------|
| New Park Service Units (EDUs), 2014-2020 | 2,020              |
| x Park Cost per EDU                      | \$2,876            |
| <b>Park Capital Needs, 2014-2020</b>     | <b>\$5,809,520</b> |

Source: New park EDUs from Table 28; cost per EDU from Table 30.

Park improvements currently planned over the next seven years are summarized in Table 81 in Appendix G. The cost of the planned improvements (\$37.1 million) far exceeds the projected capital cost attributable to growth over the next seven years. The actual pace of development may be faster or slower than anticipated by the Land Use Assumptions, resulting in greater or lesser growth-related capital needs. In addition, the planned capital projects and estimated costs may change over time, and some of the costs may be funded from other sources.

**Net Cost per Service Unit**

As noted earlier, to avoid double-charging, credit against impact fees should be provided to account for debt service payments by new development that will be used to retire outstanding debt on existing facilities and for outside funding sources available to pay a portion of the capital costs of growth.

The City’s primary funding source for park-related capital improvements is revenue bonds repaid primarily with revenues from the City’s half-cent capital improvement gross receipts tax (GRT). An analysis of the City’s outstanding debt indicates that the debt attributable to past park-related improvements equals 32% of the total estimated replacement cost of all of the City’s parks, open space and recreational facilities. In order to account for the outstanding debt, the impact fees must be reduced to ensure that new development is placed on the same footing as existing development in terms of the portion of park costs funded through debt. As shown in Table 32, the debt credit is \$917 per service unit.

**Table 32. Park/Trail Debt Credit**

|                                      |              |
|--------------------------------------|--------------|
| Total Outstanding Debt Principal     | \$40,885,335 |
| ÷ Existing Park Service Units (EDUs) | 44,592       |
| <b>Park Debt Credit per EDU</b>      | <b>\$917</b> |

Source: Outstanding debt from Table 73; EDUs from Table 28.

Although future grant funding is difficult to predict, it is reasonable to assume that the level of funding received over the next seven years will continue to the extent that growth rates are constant. Actual funding received over the last six fiscal years is shown in Table 35 on the following page.

As noted above, it is reasonable to assume that the grant funding received per park/trail service unit in the recent past will continue in the future. Based on this assumption, the City should receive the current present value equivalent of \$407 in grant funding for parks, open space and trails for each new single-family home or park/trail service unit equivalent over the next 25 years, as shown in Table 33.

**Table 33. Park/Trail Grant Funding Credit**

|   |              |
|---|--------------|
| State/County Funding for Capacity, FY 2008-2013 | \$7,411,295  |
| ÷ Years in Funding Period                       | 6            |
| Annual State/County Capacity Funding            | \$1,235,216  |
| ÷ Existing Park Service Units (EDUs)            | 44,592       |
| Annual State/County Capacity Funding per EDU    | \$27.70      |
| x Net Present Value Factor (25 years)           | 14.68        |
| <b>State/County Funding Credit per EDU</b>      | <b>\$407</b> |

Source: Capacity funding from Table 35; existing park EDUs from Table 28; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at <http://www.federalreserve.gov/releases/h15/data/Monthly>.

The City does not have any additional dedicated funding for park capital improvements. As shown in Table 34, deducting the credits for outstanding debt and park grants results in a net park cost of \$1,552 per service unit.

**Table 34. Park/Trail Net Cost Per Service Unit**

|                                  |                |
|----------------------------------|----------------|
| Park Cost per Service Unit (EDU) | \$2,876        |
| – Debt Credit per EDU            | -\$917         |
| – Grant Funding Credit per EDU   | -\$407         |
| <b>Park Net Cost per EDU</b>     | <b>\$1,552</b> |

Source: Park cost per EDU from Table 30; debt credit from Table 32; grant credit from Table 33.

**Table 35. Park/Trail Grant Funding, FY 2008-2013**

| <b>Fiscal Year</b>                 | <b>Funding Source</b> | <b>Project Description</b>       | <b>Amount</b>      |
|------------------------------------|-----------------------|----------------------------------|--------------------|
| 2011                               | County                | Acequia Trails                   | \$94,322           |
| 2008                               | State                 | Alto Park                        | \$50,000           |
| 2010                               | State                 | Arroyo Chamiso Trail             | \$80,000           |
| 2011                               | County                | Arroyo Chamiso Trail             | \$75,868           |
| 2012                               | State                 | Arroyo Chamiso Trail             | \$122,811          |
| 2013                               | State                 | Arroyo Chamiso Trail             | \$6,321            |
| 2008                               | State                 | Bikeways/Horse Trails, Grant     | \$489,640          |
| 2009                               | State                 | Bikeways/Horse Trails, Grant     | \$1,570,592        |
| 2010                               | State                 | Bikeways/Horse Trails, Grant     | \$1,119,244        |
| 2011                               | State                 | Bikeways/Horse Trails, Grant     | \$310,164          |
| 2008                               | State                 | Cathedral Park                   | \$40,013           |
| 2008                               | State                 | Fort Marcy                       | \$150,000          |
| 2008                               | State                 | Franklin Miles Park Improvements | \$40,000           |
| 2009                               | State                 | Franklin Miles Park Improvements | \$25,000           |
| 2008                               | State                 | Genoveva Chavez Center           | \$144,606          |
| 2009                               | State                 | Genoveva Chavez Center           | \$286,548          |
| 2010                               | State                 | Genoveva Chavez Center           | \$17,029           |
| 2013                               | State                 | Gonzales Road Pedestrian Trail   | \$258,330          |
| 2008                               | State                 | La Tierra Trails                 | \$20,468           |
| 2008                               | State                 | Larragoite Park                  | \$105,000          |
| 2010                               | State                 | Old Pecos Trail Design           | \$160,000          |
| 2011                               | State                 | Old Pecos Trail Design           | \$150,000          |
| 2009                               | State                 | Ortiz Park                       | \$15,493           |
| 2009                               | State                 | Ragle Park Expansion             | \$67,714           |
| 2008                               | State                 | Santa Fe River and Rail Trails   | \$36,594           |
| 2008                               | County                | Santa Fe River and Rail Trails   | \$226,066          |
| 2009                               | County                | Santa Fe River and Rail Trails   | \$54,035           |
| 2010                               | State                 | Santa Fe River and Rail Trails   | \$610,840          |
| 2011                               | State                 | Santa Fe River and Rail Trails   | \$89,160           |
| 2012                               | State                 | Santa Fe River and Rail Trails   | \$4,899            |
| 2009                               | State                 | Santa Fe River Trail             | \$224,070          |
| 2010                               | State                 | Santa Fe River Trail             | \$192,757          |
| 2011                               | State                 | Santa Fe River Trail             | \$331,928          |
| 2008                               | State                 | Tierra Contenta Spine Trail      | \$94,130           |
| 2008                               | County                | Trails and Bike Paths            | \$1,975            |
| 2010                               | State                 | Trails                           | \$30,000           |
| 2011                               | County                | Trails and Bike Paths            | \$102,282          |
| 2013                               | State                 | Trails and Bike Paths            | \$11,634           |
| 2013                               | State                 | Trails and Bike Paths            | \$1,762            |
| <b>Total Funding, FY 2008-2013</b> |                       |                                  | <b>\$7,411,295</b> |

Source: City of Santa Fe Finance Department, February 20, 2014.

**Potential Fee Schedule**

The maximum park fees that can be adopted by the City based on this study are derived by multiplying the number of equivalent dwelling units (EDUs) represented by each dwelling unit by the net cost per EDU, as shown in Table 36.

**Table 36. Park/Trail Net Cost Schedule**

| Land Use Type                 | Unit     | EDU/<br>Unit | Net Cost/<br>EDU | Net Cost/<br>Unit |
|-------------------------------|----------|--------------|------------------|-------------------|
| Single-Family Detached (avg.) | Dwelling | 1.00         | \$1,552          | \$1,552           |
| 1,500 sq. ft. or less         | Dwelling | 0.89         | \$1,552          | \$1,381           |
| 1,501-2,000 sq. ft.           | Dwelling | 0.93         | \$1,552          | \$1,443           |
| 2,001-2,500 sq. ft.           | Dwelling | 1.02         | \$1,552          | \$1,583           |
| 2,501-3,000 sq. ft.           | Dwelling | 1.07         | \$1,552          | \$1,661           |
| 3,001 sq. ft. or more         | Dwelling | 1.14         | \$1,552          | \$1,769           |
| Guest Unit, 750 sf or less    | Dwelling | 0.76         | \$1,552          | \$1,180           |
| Multi-Family                  | Dwelling | 0.87         | \$1,552          | \$1,350           |

Source: EDUs per unit from Table 27; net cost per EDU from Table 34.

**Comparative Fees**

The updated park/trail impact fees calculated in this report are compared with the City’s current fees in Table 37. In general, the updated fees are significantly lower than the fees calculated in the 2008 study, due to higher credits for outstanding debt and grant funding. Because the 2008 fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are higher than the current adopted fees. The comparison to adopted fees does not include the temporary 50% fee reduction for residential uses.

**Table 37. Park/Trail Impact Fee Comparisons**

| Land Use Type           | Unit     | 2008 Net<br>Cost/Unit | Adopted<br>Fee (60%) | Updated<br>Fee/Unit | % Change From         |                      |
|-------------------------|----------|-----------------------|----------------------|---------------------|-----------------------|----------------------|
|                         |          |                       |                      |                     | 2008 Net<br>Cost/Unit | Adopted<br>Fee (60%) |
| Single Family Detached  |          |                       |                      |                     |                       |                      |
| Up to 1,500 sq. ft.     | Dwelling | \$1,852               | \$1,111              | \$1,381             | -25%                  | 24%                  |
| 1,501 - 2,000 sq. ft.   | Dwelling | \$2,023               | \$1,214              | \$1,443             | -29%                  | 19%                  |
| 2,001 - 2,500 sq. ft.   | Dwelling | \$2,214               | \$1,328              | \$1,583             | -29%                  | 19%                  |
| 2,501 - 3,000 sq. ft.   | Dwelling | \$2,299               | \$1,379              | \$1,661             | -28%                  | 20%                  |
| 3,001 - 3,500 sq. ft.   | Dwelling | \$2,363               | \$1,418              | \$1,769             | -25%                  | 25%                  |
| 3,501 - 4,000 sq. ft.   | Dwelling | \$2,406               | \$1,444              | \$1,769             | -26%                  | 23%                  |
| More than 4,000 sq. ft. | Dwelling | \$2,491               | \$1,495              | \$1,769             | -29%                  | 18%                  |
| Multi-Family            | Dwelling | \$1,618               | \$971                | \$1,350             | -17%                  | 39%                  |

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 36.

**Potential Revenue**

Under the updated fee structure, the City would expect to receive about \$2.7 million in park/trail impact fees over the next seven years. This estimate assumes that the updated fees are adopted at the full net cost, that development occurs as anticipated in the Land Use Assumptions, that all new residential development in the Urban Area falls under the City’s building permit authority, and that there are no residential fee waivers or reductions, other than for affordable housing.

**Table 38. Potential Park/Trail Impact Fee Revenue, 2014-2020**

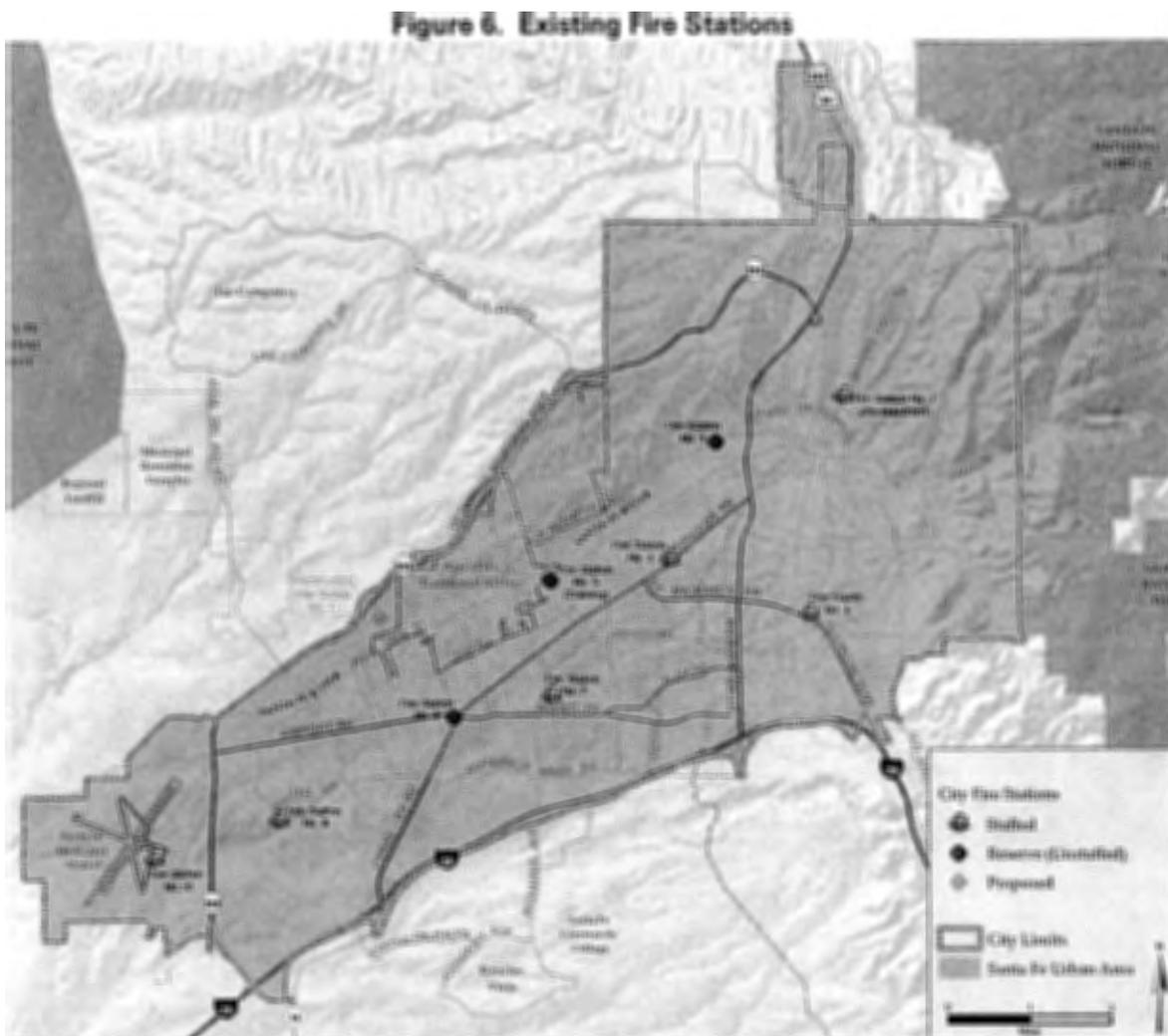
| Housing Type           | Unit     | New Units | Fee/Unit | Potential Revenue  |
|------------------------|----------|-----------|----------|--------------------|
| Single-Family Detached | Dwelling | 1,488     | \$1,552  | \$1,969,898        |
| Multi-Family           | Dwelling | 612       | \$1,350  | \$704,749          |
| <b>Total</b>           |          |           |          | <b>\$2,674,647</b> |

*Source:* New units from Table 28; fee per unit from Table 34; potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014.

## FIRE/EMS

This section updates the City of Santa Fe fire/EMS impact fee. The scope of this update incorporates all eligible firefighting equipment as defined in the New Mexico Development Fees Act, which authorizes cities to establish impact fees for “buildings for fire, police and rescue, and essential equipment costing \$10,000 or more and having a ten-year life expectancy.”

The City of Santa Fe Fire Department operates five primary fire stations, one airport station that houses the aircraft rescue and firefighting apparatus, two supplemental facilities and a repair service center/ training facility. The existing fire/EMS facilities are shown in Figure 6.



Supplemental facilities provide back-up for the primary facilities. One of the supplemental facilities, located on West Alameda Street, is primarily a Police Department substation; the Fire Department uses it for the staging of an additional fire truck that can be used in the event of a major fire. The

other supplemental facility, located on Camino Entrada, was originally a primary fire station, but became a supplemental facility upon completion of the new Station #8 on Jaguar Drive. Fire Station #10 is located at the airport, and consists of one fire truck located in aircraft hangar space that is provided to the Fire Department.

In addition to fire suppression, the Fire Department provides emergency medical services (EMS), enforces City fire codes, reviews building plans, investigates fires and provides fire safety and injury prevention education. The Department is also responsible for response to and initial mitigation of reported hazardous materials incidents, technical rescues that include high angle rescue, trench rescue, swift-water rescue and building collapse and Wildland Urban Interface Fires to initiate incident command and initial fire attack.

## **Service Area**

While fire and rescue units and ambulances may be dispatched from a station primarily to calls within that station's fire district, which is the station's primary response area, these units also respond to calls in neighboring districts when needed. In addition, the headquarters and training facilities are centralized. Consequently, fire/EMS facilities constitute an interrelated system that provides service throughout the City's jurisdiction, which is appropriately defined as a single service area.

## **Service Unit**

Disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for fire/EMS service. This common unit of measurement is referred to as a "service unit." Service units create the link between the supply of fire capital facilities and the demand for such facilities generated by new development.

The two most common methodologies used in calculating fire/EMS impact fees are the "calls-for-service" approach and the "functional population" approach. While annual call data are available for fire/EMS calls, this study continues to use functional population. Typically, the majority of fire calls are responses to emergencies, which are associated with the presence of people, rather than structural fires. In addition, almost 40 percent of calls in Santa Fe's Fire Department are not directly attributed to a land use; such calls are likely responses to motor-vehicle accidents, which are related to movement between land uses.

The functional population approach is a more generalized approach than calls-for-service, and it presumes that the demand for fire services is strongly related to the presence of people at the site of a land use. Functional population is analogous to the concept of "full-time equivalent" employees. It represents the number of "full-time equivalent" people present at the site of a land use, and it is used for the purpose of determining the impact of a particular development on the need for fire facilities. For residential development, functional population is simply average household size times the percent of time people are assumed to spend at home. For nonresidential development, functional population is based on a formula that factors trip generation rates, average vehicle occupancy and average number of hours spent by visitors at a land use. Functional population multipliers by land use type and total existing and projected functional population for the Urban Area are presented in Appendix C.

## Cost per Service Unit

Fire/EMS impact fees are designed to charge new development the cost of providing the same level of service that is provided to existing development. The existing level of service for fire/EMS facilities is based on the replacement cost of existing facilities. The replacement cost of the existing Fire Department facilities can be determined based on the most recent construction costs related to the construction of Station No. 3. Based on the actual construction cost, this station cost \$294 per square foot. However, because this station required a significant amount of site work, the Department estimates that the two new stations will cost somewhat less, about \$238 per square foot. The total building and land replacement cost for the Fire Department's existing City-owned facilities is \$19.4 million, as shown in Table 39.

**Table 39. Fire/EMS Facility Replacement Cost**

| Station No.  | Address                     | Building Sq. Feet | Land Acres   | Building Value      | Land Value         | Total Value         |
|--------------|-----------------------------|-------------------|--------------|---------------------|--------------------|---------------------|
| 1            | 200 Murales Road            | 11,440            | 1.20         | \$2,718,373         | \$204,000          | \$2,922,373         |
| 3A           | 1751 Cerrillos Road         | 3,124             | 1.00         | \$742,325           | n/a                | \$742,325           |
| 3            | 1751 Cerrillos Road         | 10,605            | 1.00         | \$2,519,960         | \$189,600          | \$2,709,560         |
| 4            | 1130 Arroyo Chamiso         | 8,242             | 1.00         | \$1,958,464         | \$169,600          | \$2,128,064         |
| 5            | 1130 Siler Road             | 10,156            | 5.00         | \$2,413,269         | \$749,000          | \$3,162,269         |
| 6            | 1030 W. Alameda             | 470               | 0.20         | \$111,681           | \$34,000           | \$145,681           |
| 7            | 2391 Richards Ave           | 14,440            | 2.25         | \$3,431,233         | \$382,500          | \$3,813,733         |
| 8            | 6796 Jaguar Drive           | 10,241            | 2.52         | \$2,433,466         | \$342,000          | \$2,775,466         |
| 9            | 2501 Camino Entrada         | 2,100             | 3.00         | \$499,002           | \$540,000          | \$1,039,002         |
| 10           | 121 Aviation Drive (leased) | n/a               | n/a          | n/a                 | n/a                | n/a                 |
| <b>Total</b> |                             | <b>70,818</b>     | <b>17.17</b> | <b>\$16,827,773</b> | <b>\$2,610,700</b> | <b>\$19,438,473</b> |

Source: Building square feet from City of Santa Fe Fire Department, November 4, 2013; land and land value from City of Santa Fe Fire Department, March 13, 2014; building value based on \$237.62 per square foot from City of Santa Fe Fire Department, November 4, 2013.

The New Mexico Development Fees Act authorizes the use of impact fees for all essential fire-fighting and EMS equipment costing \$10,000 or more and having a life expectancy of at least ten years. Table 40 lists the current capital equipment that is eligible for impact fee funding under the New Mexico Development Fees Act. The total replacement cost for eligible equipment is \$8.3 million.

**Table 40. Fire/EMS Equipment Replacement Cost**

| Apparatus/Equipment           | Units | Cost per Unit | Total Cost         |
|-------------------------------|-------|---------------|--------------------|
| Pumper                        | 8     | \$450,000     | \$1,500,000        |
| Quint                         | 3     | \$750,000     | \$1,400,000        |
| Ambulance                     | 10    | \$175,000     | \$175,000          |
| Rescue Vehicle                | 1     | \$750,000     | \$175,000          |
| Brush Truck                   | 3     | \$160,000     | \$2,800,000        |
| Haz. Mat. Truck & Trailer     | 1     | \$550,000     | \$1,100,000        |
| Pump Simulator                | 1     | \$90,000      | \$750,000          |
| Tire Machine                  | 1     | \$10,000      | \$280,000          |
| Posi-Check                    | 1     | \$15,000      | \$90,000           |
| Service Truck                 | 1     | \$65,000      | \$10,000           |
| <b>Total Replacement Cost</b> |       |               | <b>\$8,280,000</b> |

Source: Fire/EMS equipment, number of units and cost per unit from City of Santa Fe Fire Department, November 4, 2013.

The fire/EMS impact fee is based on the replacement value of existing capital facilities divided by the total number of service units associated with the City’s functional population. As shown in Table 41, the replacement cost for fire and EMS facilities and equipment is \$299 per service unit.

**Table 41. Fire/EMS Cost Per Service Unit**

|   |              |
|---|--------------|
| Fire/EMS Facility Replacement Cost      | \$19,438,473 |
| Fire/EMS Equipment Replacement Cost     | \$8,280,000  |
| Total Fire/EMS Replacement Cost         | \$27,718,473 |
| ÷ Existing Functional Population        | 92,577       |
| Fire/EMS Cost per Functional Population | \$299        |

Source: Fire/EMS facility replacement cost from Table 39; fire/EMS equipment replacement cost from Table 40; existing functional population from Table 69.

### Capital Facilities Plan

The magnitude of growth-related fire/EMS capital needs can be estimated by multiplying the anticipated growth in service units associated by the existing level of service cost per unit. As shown in Table 42, this results in estimated fire/EMS capital improvement needs over the next seven years of about \$1.4 million.

**Table 42. Fire/EMS Capital Needs, 2014-2020**

|   |             |
|---|-------------|
| New Functional Population, 2014-2020      | 4,557       |
| x Fire/EMS Cost per Functional Population | \$299       |
| Fire/EMS Capital Needs, 2014-2020         | \$1,362,543 |

Source: New functional population Table 69, Appendix C; cost per functional population from Table 41.

According to the Fire Department, existing fire/EMS facilities and equipment are only marginally adequate based on the population served, travel distance, and call volume. Current plans call for the construction of one or two additional fire stations over the next seven years to better serve the expanding southern and southwestern areas, and to remodel and expand Station No. 5. New fire-fighting apparatus will be needed to equip the proposed stations.

As summarized in Table 82 in Appendix G, planned fire/EMS improvements identified and eligible to receive impact fee funding over the next seven years total about \$7.4 million. All of the identified improvements would be eligible for funding with fire/EMS impact fees. However, only about 18% of the planned project costs can be attributed to projected growth over the next seven years, based on the Land Use Assumptions and the existing level of service.

**Net Cost per Service Unit**

In the calculation of the impact of new development on infrastructure costs, credit should be given for non-local funding that will be generated by new development and used to pay for capacity-related capital improvements. Credit should also be provided for taxes that will be paid by new development and used to retire outstanding debt for past fire/EMS facility improvements.

The City of Santa Fe has some outstanding debt for past fire/EMS capital improvements, including construction of a fire station and purchase of fire apparatus. As shown in Table 43, dividing the outstanding debt by existing service units results in the debt credit per service unit. This puts existing and new development on the same footing with respect to the portion of their attributable costs that will be paid through future debt service payments made by both existing and new development.

**Table 43. Fire/EMS Debt Credit**

|   |             |
|---|-------------|
| Total Outstanding Eligible Debt                       | \$3,895,495 |
| ÷ Existing Functional Population                      | 92,577      |
| <b>Fire/EMS Debt Credit per Functional Population</b> | <b>\$42</b> |

Source: Outstanding fire-related debt from Table 74 in Appendix E; existing functional population from Table 69, Appendix C.

The City has received some grants for fire protection, EMS and related services in recent years. However, some of these grants were for operating costs, or for equipment that is not eligible for impact fee funding under the Development Fees Act. Deducting the amounts for operational costs or minor equipment, the eligible grant amounts received over last six years for impact fee-eligible capital totaled \$2.6 million, as shown in Table 44.

**Table 44. Fire/EMS Grant Funding, FY 2008-2013**

| Fiscal Year                        | Funding Source | Project Description              | Amount             |
|------------------------------------|----------------|----------------------------------|--------------------|
| 2008                               | Federal        | Assistance to Firefighters Grant | \$137,167          |
| 2008                               | State          | Fire Protection                  | \$471,847          |
| 2009                               | State          | Fire Protection                  | \$461,076          |
| 2010                               | State          | Fire Protection                  | \$398,504          |
| 2011                               | State          | Fire Protection                  | \$616,322          |
| 2009                               | State          | Fire Station #3                  | \$138,600          |
| 2009                               | State          | Fire Station #3                  | \$346,500          |
| 2009                               | State          | Emergency Medical Service        | \$20,000           |
| 2010                               | State          | Emergency Medical Service        | \$29,000           |
| <b>Total Funding, FY 2008-2013</b> |                |                                  | <b>\$2,619,016</b> |

Source: City of Santa Fe Finance Department, February 20, 2014.

Assuming that the grant funding received over the last six years for impact fee-eligible fire/EMS capital improvements will continue to increase proportional to the amount of development in Santa Fe, the City will receive the present value equivalent of \$69 per service unit over the next 25 years, as shown in Table 45.

**Table 45. Fire/EMS Grant Funding Credit Per Service Unit**

|  |             |
|--|-------------|
| Federal and State Funding for Capacity, FY 2008-2013   | \$2,619,016 |
| ÷ Years in Funding Period                              | 6           |
| Annual Federal/State Capacity Funding                  | \$436,503   |
| ÷ Existing Functional Population                       | 92,577      |
| Annual Federal/State Funding per Functional Population | \$4.72      |
| x Net Present Value Factor (25 years)                  | 14.68       |
| Federal/State Funding Credit per Functional Population | \$69        |

Source: Grant funding from Table 44; existing functional population from Table 69 in Appendix C; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at <http://www.federalreserve.gov/releases/h15/data/Monthly>.

Deducting the credits for outstanding debt and grants from the capital cost yields the net fire/EMS cost per service unit, as summarized in Table 46.

**Table 46. Fire/EMS Net Cost Per Service Unit**

|  |       |
|--|-------|
| Fire/EMS Cost per Functional Population          | \$299 |
| - Debt Credit per Functional Population          | -\$42 |
| - Grant Funding Credit per Functional Population | -\$69 |
| Fire/EMS Net Cost per Functional Population      | \$188 |

Source: Cost from Table 41; debt credit from Table 43; grant credit from Table 44.

### Potential Fee Schedule

The maximum fire/EMS impact fees that may be charged by the City of Santa Fe based on the data, assumptions and methodology used in this report are shown in Table 47.

**Table 47. Fire/EMS Net Cost Schedule**

| Land Use Type                 | Unit          | Func. Pop/<br>Unit | Net Cost/<br>Func. Pop. | Net Cost/<br>Unit |
|-------------------------------|---------------|--------------------|-------------------------|-------------------|
| Single-Family Detached (avg.) | Dwelling      | 1.314              | \$188                   | \$247             |
| 1,500 sq. ft. or less         | Dwelling      | 1.170              | \$188                   | \$220             |
| 1,501-2,000 sq. ft.           | Dwelling      | 1.224              | \$188                   | \$230             |
| 2,001-2,500 sq. ft.           | Dwelling      | 1.338              | \$188                   | \$252             |
| 2,501-3,000 sq. ft.           | Dwelling      | 1.410              | \$188                   | \$265             |
| 3,001 sq. ft. or more         | Dwelling      | 1.500              | \$188                   | \$282             |
| Guest Unit, 750 sf or less    | Dwelling      | 0.996              | \$188                   | \$187             |
| Multi-Family                  | Dwelling      | 1.140              | \$188                   | \$214             |
| Mobile Home/RV Park           | Space         | 1.824              | \$188                   | \$343             |
| Retail/Commercial             | 1,000 sq. ft. | 2.041              | \$188                   | \$384             |
| Office                        | 1,000 sq. ft. | 0.959              | \$188                   | \$180             |
| Industrial                    | 1,000 sq. ft. | 0.416              | \$188                   | \$78              |
| Warehousing                   | 1,000 sq. ft. | 0.180              | \$188                   | \$34              |
| Mini-Warehouse                | 1,000 sq. ft. | 0.167              | \$188                   | \$31              |
| Public/Institutional          | 1,000 sq. ft. | 0.863              | \$188                   | \$162             |

Source: Functional population per unit from Table 68 in Appendix C; net cost per functional population from Table 46.

## Comparative Fees

The updated fire/EMS impact fees calculated in this report are compared with the City's current fees in in Table 48. In general, the updated fees are slightly higher than the fees calculated in the 2008 study for residential and retail uses and lower for other nonresidential uses. Because the 2008 fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are significantly higher than the current adopted fees most land uses other than warehouse and mini-warehouse. The comparison to adopted fees does not include the temporary 50% fee reduction for residential uses.

**Table 48. Fire/EMS Impact Fee Comparisons**

| Land Use Type           | Unit          | 2008 Net<br>Cost/Unit | Adopted<br>Fee (60%) | Updated<br>Fee/Unit | % Change From         |                      |
|-------------------------|---------------|-----------------------|----------------------|---------------------|-----------------------|----------------------|
|                         |               |                       |                      |                     | 2008 Net<br>Cost/Unit | Adopted<br>Fee (60%) |
| Single Family Detached  |               |                       |                      |                     |                       |                      |
| Up to 1,500 sq. ft.     | Dwelling      | \$209                 | \$125                | \$220               | 5%                    | 76%                  |
| 1,501 - 2,000 sq. ft.   | Dwelling      | \$227                 | \$136                | \$230               | 1%                    | 69%                  |
| 2,001 - 2,500 sq. ft.   | Dwelling      | \$250                 | \$150                | \$252               | 1%                    | 68%                  |
| 2,501 - 3,000 sq. ft.   | Dwelling      | \$258                 | \$155                | \$265               | 3%                    | 71%                  |
| 3,001 - 3,500 sq. ft.   | Dwelling      | \$265                 | \$159                | \$282               | 6%                    | 77%                  |
| 3,501 - 4,000 sq. ft.   | Dwelling      | \$271                 | \$163                | \$282               | 4%                    | 73%                  |
| More than 4,000 sq. ft. | Dwelling      | \$281                 | \$169                | \$282               | 0%                    | 67%                  |
| Multi-Family            | Dwelling      | \$183                 | \$110                | \$214               | 17%                   | 95%                  |
| Retail/Commercial       | 1,000 sq. ft. | \$368                 | \$221                | \$384               | 4%                    | 74%                  |
| Office                  | 1,000 sq. ft. | \$207                 | \$124                | \$180               | -13%                  | 45%                  |
| Industrial              | 1,000 sq. ft. | \$124                 | \$74                 | \$78                | -37%                  | 5%                   |
| Warehouse               | 1,000 sq. ft. | \$78                  | \$47                 | \$34                | -56%                  | -28%                 |
| Mini-Warehouse          | 1,000 sq. ft. | \$78                  | \$47                 | \$31                | -60%                  | -34%                 |
| Public/Institutional    | 1,000 sq. ft. | \$207                 | \$124                | \$162               | -22%                  | 31%                  |

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 47.

## Potential Revenue

If adopted at the full updated amounts, the fire/EMS impact fees could generate \$0.77 million over the next seven years, based on the development projected in the Land Use Assumptions, as shown in Table 49. These revenue projections assume no residential waivers or fee reductions, other than for affordable housing.

**Table 49. Potential Fire/EMS Impact Fee Revenue, 2014-2020**

| <b>Land Use Type</b>     | <b>Unit</b>   | <b>New Units</b> | <b>Fee/Unit</b> | <b>Potential Revenue</b> |
|--------------------------|---------------|------------------|-----------------|--------------------------|
| Single-Family Detached   | Dwelling      | 1,488            | \$247           | \$313,508                |
| Multi-Family             | Dwelling      | 612              | \$214           | \$111,716                |
| Subtotal, Residential    |               |                  |                 | \$425,224                |
| Retail/Commercial        | 1,000 sq. ft. | 700              | \$384           | \$268,800                |
| Office                   | 1,000 sq. ft. | 350              | \$180           | \$63,000                 |
| Industrial/Warehouse     | 1,000 sq. ft. | 105              | \$56            | \$5,880                  |
| Public/Institutional     | 1,000 sq. ft. | 70               | \$162           | \$11,340                 |
| Subtotal, Nonresidential |               |                  |                 | \$349,020                |
| <b>Total</b>             |               |                  |                 | <b>\$774,244</b>         |

*Source:* New units from Table 5; fee/unit from Table 47; potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014..

## **POLICE**

This section updates the City of Santa Fe police impact fee. The Santa Fe Police Department was originally founded in 1851, and is responsible for upholding the law within the jurisdictional boundaries of the City of Santa Fe. The Police Department utilizes the “community policing” concept by operating two neighborhood community substations. Current substations include the Administrative Complex at Siringo Road and the West Alameda station. The West Alameda substation is a shared facility; the Fire Department stages a fire truck at this facility for use in cases of emergencies. In addition to utilizing community substations, the Police Department maintains two other facilities, the main headquarters and the professional standards/internal affairs building.

### **Service Area**

While police substations do have a primary response area, officers respond to calls on a community-wide basis. In addition, the headquarters and training facilities are centralized. Consequently, police facilities constitute an interrelated system that provides service throughout the City’s jurisdiction, which, combined with the City’s Urban Area, is appropriately defined as a single service area.

### **Service Unit**

Disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for police protection. This common unit of measurement is referred to as a “service unit.” Service units create the link between the supply of capital facilities and the demand for such facilities generated by new development.

The two most common methodologies used in calculating police impact fees are the “calls-for-service” approach and the “functional population” approach. While annual call data are available for police calls, this study uses functional population in order to allocate police capital costs among more specific land-use categories. The functional population approach is a more generalized approach than calls-for-service, and it presumes that the demand for police services is strongly related to the presence of people at the site of a land use. Functional population is analogous to the concept of “full-time equivalent” employees. It represents the number of “full-time equivalent” people present at the site of a land use, and it is used for the purpose of determining the impact of a particular development on the need for police facilities. For residential development, functional population is simply average household size times the percent of time people are assumed to spend at home. For nonresidential development, functional population is based on a formula that factors trip generation rates, average vehicle occupancy and average number of hours spent by visitors at a land use. Functional population multipliers by land use type and total existing and projected functional population for the Urban Area are presented in Appendix C.

### **Cost per Service Unit**

Police impact fees are designed to charge new development the cost of providing the same level of service that is provided to existing development. The existing level of service for police facilities is based on the replacement cost of existing facilities. The total building and land replacement cost for the Police Department’s existing facilities is \$10.45 million, as shown in Table 50.

**Table 50. Police Facility Replacement Cost**

| Station                     | Location             | Building<br>(sq. ft. ) | Land<br>(acres) | Building<br>Value  | Land<br>Value      | Total<br>Value      |
|-----------------------------|----------------------|------------------------|-----------------|--------------------|--------------------|---------------------|
| Police Records              | 2651 Siringo Rd.     | 2,610                  | 1.00            | \$430,650          | \$212,500          | \$643,150           |
| Alameda Substation          | 1030 West Alameda St | 760                    | 0.90            | \$125,400          | \$191,250          | \$316,650           |
| Frenchy's Park Substation   | 2011 Agua Fria St.   | 558                    | 0.20            | \$78,120           | \$40,000           | \$118,120           |
| Internal Affairs            | 2509 Camino Entrada  | 1680                   | 0.60            | \$277,200          | \$112,500          | \$389,700           |
| Police Headquarters         | 2515 Camino Entrada  | 25,560                 | 2.30            | \$4,734,900        | \$2,761,875        | \$7,496,775         |
| Police Evidence Impound Lot | 4201 Huey Road       | 3,684                  | 1.18            | \$1,300,000        | \$184,994          | \$1,484,994         |
| <b>Total</b>                |                      | <b>34,852</b>          | <b>6.18</b>     | <b>\$6,946,270</b> | <b>\$3,503,119</b> | <b>\$10,449,389</b> |

Source: City of Santa Fe Facility Division, November 4, 2013.

The New Mexico Development Fees Act authorizes the use of impact fees for all essential police equipment costing \$10,000 or more and having a life expectancy of at least ten years. The table below lists the current capital equipment that is eligible for impact fee funding under the New Mexico Development Fees Act. As shown in Table 51, the total replacement cost for eligible equipment is \$2.02 million.

**Table 51. Police Equipment Replacement Cost**

| Major Equipment               | Total Cost         |
|-------------------------------|--------------------|
| Firearms Training System      | \$91,000           |
| Firearms Moving Target System | \$14,000           |
| SWAT Rescue Truck             | \$55,000           |
| SWAT Equipment                | \$390,000          |
| EOD Equipment                 | \$663,000          |
| FARBER Mobile Command Post    | \$600,000          |
| Mobile Crime Scene Truck      | \$202,674          |
| <b>Total</b>                  | <b>\$2,015,674</b> |

Source: City of Santa Fe Police Department, November 4, 2013.

The police protection impact fee is based on the replacement value of existing capital facilities divided by the total number of service units associated with the City's functional population. As shown in Table 52, the replacement cost for police facilities and equipment is \$135 per service unit.

**Table 52. Police Cost Per Service Unit**

|  |                     |
|--|---------------------|
| Police Facility Replacement Cost             | \$10,449,389        |
| Police Equipment Replacement Cost            | \$2,015,674         |
| <b>Total Police Replacement Cost</b>         | <b>\$12,465,063</b> |
| ÷ Existing Functional Population             | 92,577              |
| <b>Police Cost per Functional Population</b> | <b>\$135</b>        |

Source: Police facility replacement cost from Table 50; police equipment replacement cost from Table 51; existing functional population from Table 69 in Appendix C.

## Capital Facilities Plan

The magnitude of growth-related police protection capital needs can be estimated by multiplying the anticipated growth in service units by the existing level of service cost per unit. As shown in Table 53, this results in estimated police protection capital improvement needs over the next seven years of about \$0.6 million.

**Table 53. Police Capital Needs, 2014-2020**

|   |                  |
|---|------------------|
| New Functional Population, 2014-2020    | 4,557            |
| x Police Cost per Functional Population | \$135            |
| <b>Police Capital Needs, 2014-2020</b>  | <b>\$615,195</b> |

Source: New functional population Table 69, Appendix C; cost per functional population from Table 52.

According to the Police Department, existing police facilities and equipment are only marginally adequate based on the population served and call volume. Current plans call for the construction of a new substation, expansion of professional standards and records facilities, and Phase III of the addition to the main police facility over the next seven years.

As summarized in Table 83 in Appendix G, planned police improvements identified and eligible to receive impact fee funding over the next seven years total about \$0.65 million. All of the identified improvements would be eligible for funding with police impact fees. However, only about 95% of the planned project costs can be attributed to projected growth over the next seven years, based on the Land Use Assumptions and the existing level of service.

**Net Cost per Service Unit**

In the calculation of the impact of new development on infrastructure costs, credit should be given for non-local funding that will be generated by new development and used to pay for capacity-related capital improvements. Credit should also be provided for taxes that will be paid by new development and used to retire outstanding debt for past police facility improvements.

The City of Santa Fe has some outstanding debt for past police protection capital improvements. As shown in Table 54, dividing the outstanding debt by existing service units results in the debt credit per service unit. This puts existing and new development on the same footing with respect to the portion of their attributable costs that will be paid through future debt service payments made by both existing and new development.

**Table 54. Police Debt Credit**

|   |             |
|---|-------------|
| Total Outstanding Eligible Debt                     | \$2,465,460 |
| ÷ Existing Functional Population                    | 92,577      |
| <b>Police Debt Credit per Functional Population</b> | <b>\$27</b> |

Source: Outstanding police-related debt from Table 74 in Appendix E; existing functional population from Table 69, Appendix C.

The City has received some grants for police protection in recent years. However, some of these grants were for operating costs, or for equipment that is not eligible for impact fee funding under the Development Fees Act. Deducting the amounts for operational costs or minor equipment, the eligible grant amounts received over last six years for impact fee-eligible capital totaled \$1.1 million, as shown in Table 55.

**Table 55. Police Grant Funding, FY 2008-2013**

| Fiscal Year                 | Funding Source | Project Description                           | Amount      |
|-----------------------------|----------------|---|-------------|
| 2008                        | State          | Public Safety Building (Police Main Facility) | \$691,502   |
| 2009                        | State          | Public Safety Building (Police Main Facility) | \$298,498   |
| 2013                        | State          | Santa Fe Police Station                       | \$107,766   |
| Total Funding, FY 2008-2013 |                |   | \$1,097,766 |

Source: City of Santa Fe Finance Department, February 20, 2014.

Assuming that the grant funding received over the last six years for impact fee-eligible police protection capital improvements will continue to increase proportional to the amount of development in Santa Fe, the City will receive the present value equivalent of \$29 per service unit over the next 25 years, as shown in Table 56.

**Table 56. Police Grant Funding Credit Per Service Unit**

|  |             |
|--|-------------|
| Federal and State Funding for Capacity, FY 2008-2013   | \$1,097,766 |
| ÷ Years in Funding Period                              | 6           |
| Annual Federal/State Capacity Funding                  | \$182,961   |
| ÷ Existing Functional Population                       | 92,577      |
| Annual Federal/State Funding per Functional Population | \$1.98      |
| x Net Present Value Factor (25 years)                  | 14.68       |
| Federal/State Funding Credit per Functional Population | \$29        |

Source: Grant funding from Table 55; existing functional population from Table 69 in Appendix C; discount rate for present value factor is the average interest rate on state and local bonds for November 2013 from the Federal Reserve at <http://www.federalreserve.gov/releases/h15/data/Monthly>.

Deducting the credits for outstanding debt and grants from the capital cost yields the net police cost per service unit, as summarized in Table 57.

**Table 57. Police Net Cost Per Service Unit**

|  |       |
|--|-------|
| Police Cost per Functional Population            | \$135 |
| – Debt Credit per Functional Population          | -\$27 |
| – Grant Funding Credit per Functional Population | -\$29 |
| Police Net Cost per Functional Population        | \$79  |

Source: Cost from Table 52; debt credit from Table 54; grant credit from Table 55.

## Potential Fee Schedule

The maximum police impact fees that may be charged by the City of Santa Fe based on the data, assumptions and methodology used in this report are shown in Table 58.

**Table 58. Police Net Cost Schedule**

| Land Use Type                 | Unit          | Func. Pop/<br>Unit | Net Cost/<br>Func. Pop. | Net Cost/<br>Unit |
|-------------------------------|---------------|--------------------|-------------------------|-------------------|
| Single-Family Detached (avg.) | Dwelling      | 1.314              | \$79                    | \$104             |
| 1,500 sq. ft. or less         | Dwelling      | 1.170              | \$79                    | \$92              |
| 1,501-2,000 sq. ft.           | Dwelling      | 1.224              | \$79                    | \$97              |
| 2,001-2,500 sq. ft.           | Dwelling      | 1.338              | \$79                    | \$106             |
| 2,501-3,000 sq. ft.           | Dwelling      | 1.410              | \$79                    | \$111             |
| 3,001 sq. ft. or more         | Dwelling      | 1.500              | \$79                    | \$119             |
| Guest Unit, 750 sf or less    | Dwelling      | 0.996              | \$79                    | \$79              |
| Multi-Family                  | Dwelling      | 1.140              | \$79                    | \$90              |
| Mobile Home/RV Park           | Space         | 1.824              | \$79                    | \$144             |
| Retail/Commercial             | 1,000 sq. ft. | 2.041              | \$79                    | \$161             |
| Office                        | 1,000 sq. ft. | 0.959              | \$79                    | \$76              |
| Industrial                    | 1,000 sq. ft. | 0.416              | \$79                    | \$33              |
| Warehousing                   | 1,000 sq. ft. | 0.180              | \$79                    | \$14              |
| Mini-Warehouse                | 1,000 sq. ft. | 0.167              | \$79                    | \$13              |
| Public/Institutional          | 1,000 sq. ft. | 0.863              | \$79                    | \$68              |

Source: Functional population per unit from Table 68 in Appendix C; net cost per functional population from Table 57.

## Comparative Fees

The updated police impact fees calculated in this report are compared with the City's current fees in in Table 59. In general, the updated fees are higher than the fees calculated in the 2008 study for residential and retail uses and the same or lower for other nonresidential uses. Because the 2008 fees were adopted at only 60% of the proportionate fair-share costs identified in the 2008 study, the updated fees are significantly higher than the current adopted fees for all land uses other than warehouse and mini-warehouse.

**Table 59. Police Impact Fee Comparisons**

| Land Use Type           | Unit          | 2008 Net<br>Cost/Unit | Adopted<br>Fee (60%) | Updated<br>Fee/Unit | % Change From         |                      |
|-------------------------|---------------|-----------------------|----------------------|---------------------|-----------------------|----------------------|
|                         |               |                       |                      |                     | 2008 Net<br>Cost/Unit | Adopted<br>Fee (60%) |
| Single Family Detached  |               |                       |                      |                     |                       |                      |
| Up to 1,500 sq. ft.     | Dwelling      | \$74                  | \$44                 | \$92                | 24%                   | 109%                 |
| 1,501 - 2,000 sq. ft.   | Dwelling      | \$80                  | \$48                 | \$97                | 21%                   | 102%                 |
| 2,001 - 2,500 sq. ft.   | Dwelling      | \$89                  | \$53                 | \$106               | 19%                   | 100%                 |
| 2,501 - 3,000 sq. ft.   | Dwelling      | \$91                  | \$55                 | \$111               | 22%                   | 102%                 |
| 3,001 - 3,500 sq. ft.   | Dwelling      | \$94                  | \$56                 | \$119               | 27%                   | 113%                 |
| 3,501 - 4,000 sq. ft.   | Dwelling      | \$96                  | \$58                 | \$119               | 24%                   | 105%                 |
| More than 4,000 sq. ft. | Dwelling      | \$99                  | \$59                 | \$119               | 20%                   | 102%                 |
| Multi-Family            | Dwelling      | \$65                  | \$39                 | \$90                | 38%                   | 131%                 |
| Retail/Commercial       | 1,000 sq. ft. | \$130                 | \$78                 | \$161               | 24%                   | 106%                 |
| Office                  | 1,000 sq. ft. | \$73                  | \$44                 | \$76                | 4%                    | 73%                  |
| Industrial              | 1,000 sq. ft. | \$44                  | \$26                 | \$33                | -25%                  | 27%                  |
| Warehouse               | 1,000 sq. ft. | \$27                  | \$16                 | \$14                | -48%                  | -13%                 |
| Mini-Warehouse          | 1,000 sq. ft. | \$27                  | \$16                 | \$13                | -52%                  | -19%                 |
| Public/Institutional    | 1,000 sq. ft. | \$73                  | \$44                 | \$68                | -7%                   | 55%                  |

Source: 2008 net cost per unit is 1.67 times adopted fees from Table 1; updated fees from Table 58.

## Potential Revenue

If adopted at the full updated amounts, police impact fees could generate \$0.33 million over the next seven years, based on the development projected in the Land Use Assumptions, as shown in Table 60. These revenue projections assume no residential waivers or fee reductions, other than for affordable housing.

**Table 60. Potential Police Impact Fee Revenue, 2014-2020**

| Land Use Type            | Unit          | New Units | Fee/Unit | Potential Revenue |
|--------------------------|---------------|-----------|----------|-------------------|
| Single-Family Detached   | Dwelling      | 1,488     | \$104    | \$132,003         |
| Multi-Family             | Dwelling      | 612       | \$90     | \$46,983          |
| Subtotal, Residential    |               |           |          | \$178,986         |
| Retail/Commercial        | 1,000 sq. ft. | 700       | \$161    | \$112,700         |
| Office                   | 1,000 sq. ft. | 350       | \$76     | \$26,600          |
| Industrial/Warehouse     | 1,000 sq. ft. | 105       | \$24     | \$2,520           |
| Public/Institutional     | 1,000 sq. ft. | 70        | \$68     | \$4,760           |
| Subtotal, Nonresidential |               |           |          | \$146,580         |
| <b>Total</b>             |               |           |          | <b>\$325,566</b>  |

*Source:* New units from Table 5; fee/unit from Table 58; potential revenue is units times fee per unit, except that residential revenue is reduced by 14.7%, which is the percentage of residential units from 2008-2013 that were exempted as affordable housing from City of Santa Fe Long Range Planning Division, March 11, 2014.

## APPENDIX A: ROAD INVENTORY

Table 61. Major Roadway Inventory

| Street Name          | Street Segment                | Lns | Mi.  | Cap.   | AADT   | VMC    | VMT    |
|----------------------|-------------------------------|-----|------|--------|--------|--------|--------|
| Agua Fria            | Airport-Jemez                 | 2   | 1.61 | 14,800 | 6,125  | 23,828 | 9,861  |
| Agua Fria            | Jemez-Lopez                   | 2   | 0.98 | 14,800 | 3,257  | 14,504 | 3,192  |
| Agua Fria            | Lopez-Henry Lynch             | 2   | 1.23 | 14,800 | 11,900 | 18,204 | 14,637 |
| Agua Fria            | Henry Lynch-Siler             | 2   | 0.38 | 14,800 | 11,900 | 5,624  | 4,522  |
| Agua Fria            | Siler-Osage                   | 2   | 1.08 | 14,800 | 13,033 | 15,984 | 14,076 |
| Agua Fria            | Osage-Cam. Alire              | 2   | 1.17 | 14,800 | 12,003 | 17,316 | 14,044 |
| Agua Fria            | Cam. Alire-St Francis         | 2   | 0.57 | 14,800 | 10,225 | 8,436  | 5,828  |
| Agua Fria            | St Francis-Guadalupe          | 2   | 0.57 | 14,800 | 6,100  | 8,436  | 3,477  |
| Airport Rd           | NM 599-Agua Fria Rd           | 4   | 0.52 | 32,400 | 10,800 | 16,848 | 5,616  |
| Airport Rd           | Agua Fria Rd-Country Club     | 4   | 0.50 | 32,400 | 17,200 | 16,200 | 8,600  |
| Airport Rd           | Country Club-S Meadows Rd     | 4   | 1.00 | 32,400 | 17,200 | 32,400 | 17,200 |
| Airport Rd           | S Meadows-Jemez Rd            | 4   | 0.12 | 32,400 | 28,012 | 3,888  | 3,361  |
| Airport Rd           | Jemez Rd-Cerrillos            | 4   | 0.91 | 32,400 | 28,012 | 29,484 | 25,491 |
| Alameda              | NM 599-Chicoma Vista          | 2   | 0.95 | 14,800 | 1,050  | 14,060 | 998    |
| Alameda              | Chicoma Vista-Calle Nopal     | 2   | 1.42 | 14,800 | 5,300  | 21,016 | 7,526  |
| Alameda              | Calle Nopal-Cam. Alire        | 2   | 0.95 | 14,800 | 6,400  | 14,060 | 6,080  |
| Alameda              | Cam. Alire-St Francis         | 2   | 0.85 | 14,800 | 11,404 | 12,580 | 9,693  |
| Alameda              | St Francis-Guadalupe          | 2   | 0.57 | 14,800 | 8,050  | 8,436  | 4,589  |
| Alameda              | Guadalupe-Paseo de Peralta    | 2   | 0.66 | 14,800 | 3,800  | 9,768  | 2,508  |
| Alameda              | Paseo de Peralta-Canyon Rd    | 2   | 0.95 | 14,800 | 3,800  | 14,060 | 3,610  |
| Alta Vista           | Cerrillos-St Francis          | 2   | 0.38 | 14,800 | 3,056  | 5,624  | 1,161  |
| Alta Vista           | St Francis-Galisteo           | 2   | 0.51 | 14,800 | 3,056  | 7,548  | 1,559  |
| Armenta              | Old Pecos Trail-Cam. Corrales | 2   | 0.25 | 14,800 | 2,592  | 3,700  | 648    |
| Baca Street          | Hickox-Cerrillos              | 2   | 0.57 | 14,800 | 6,865  | 8,436  | 3,913  |
| Bishop's Lodge Rd    | Paseo Peralta-Cam. Encantado  | 2   | 1.70 | 14,800 | 2,169  | 25,160 | 3,687  |
| Bishop's Lodge Rd    | Cam. Encantado-City Limits    | 2   | 1.04 | 14,800 | 2,430  | 15,392 | 2,527  |
| Botulph Rd           | Siringo Rd-Zia St             | 2   | 0.40 | 14,800 | 4,200  | 5,920  | 1,680  |
| Botulph Rd           | Zia-St Michael's              | 2   | 0.85 | 14,800 | 4,200  | 12,580 | 3,570  |
| Camino Carlos Rey    | Gov. Miles-Rodeo              | 2   | 0.76 | 14,800 | 3,900  | 11,248 | 2,964  |
| Camino Carlos Rey    | Rodeo-Zia                     | 4   | 0.09 | 32,400 | 4,200  | 2,916  | 378    |
| Camino Carlos Rey    | Zia-Siringo                   | 2   | 0.85 | 14,800 | 5,600  | 12,580 | 4,760  |
| Camino Carlos Rey    | Siringo-Cerrillos             | 2   | 0.47 | 14,800 | 11,300 | 6,956  | 5,311  |
| Camino Alire         | Alameda-Agua Fria             | 2   | 0.38 | 14,800 | 7,137  | 5,624  | 2,712  |
| Camino Cabra         | Cam. Cruz Blanca-Canyon       | 2   | 0.66 | 14,800 | 3,000  | 9,768  | 1,980  |
| Camino Cruz Blanca   | Cam. Monte Sol-Cam. Cabra     | 2   | 0.38 | 14,800 | 3,000  | 5,624  | 1,140  |
| Camino del Monte Sol | Cam. Cruz Blanca-Old Santa Fe | 2   | 0.15 | 14,800 | 4,337  | 2,220  | 651    |
| Cerrillos Rd         | Beckner-Jaguar                | 6   | 1.14 | 50,000 | 25,650 | 57,000 | 29,241 |
| Cerrillos Rd         | Jaguar-Airport                | 6   | 0.85 | 50,000 | 26,458 | 42,500 | 22,489 |
| Cerrillos Rd         | Airport-Richards              | 6   | 1.17 | 50,000 | 45,991 | 58,500 | 53,809 |
| Cerrillos Rd         | Richards-St Michael's         | 6   | 1.65 | 50,000 | 46,375 | 82,500 | 76,519 |
| Cerrillos Rd         | St Michael's-2nd St           | 4   | 0.50 | 32,400 | 35,100 | 16,200 | 17,550 |
| Cerrillos Rd         | 2nd St-Alta Vista             | 4   | 0.60 | 32,400 | 33,700 | 19,440 | 20,220 |
| Cerrillos Rd         | Alta Vista-St Francis         | 4   | 0.54 | 32,400 | 28,903 | 17,496 | 15,608 |
| Cerrillos Rd         | St Francis-Galisteo           | 4   | 0.76 | 32,400 | 9,250  | 24,624 | 7,030  |

**Appendix A: Road Inventory**

**Table 61. Continued**

| <b>Street Name</b> | <b>Street Segment</b>            | <b>Lns</b> | <b>Mi.</b> | <b>Cap.</b> | <b>AADT</b> | <b>VMC</b> | <b>VMT</b> |
|--------------------|----------------------------------|------------|------------|-------------|-------------|------------|------------|
| Cordova            | Cerrillos-St Francis             | 4          | 0.27       | 32,400      | 19,356      | 8,748      | 5,226      |
| Cordova            | St Francis-Don Diego             | 4          | 0.28       | 32,400      | 9,017       | 9,072      | 2,525      |
| Cordova            | Don Diego-Old Pecos Trail        | 4          | 0.80       | 32,400      | 9,017       | 25,920     | 7,214      |
| Country Club       | Airport-Jaguar                   | 2          | 0.76       | 14,800      | 5,400       | 11,248     | 4,104      |
| Galisteo           | St Michael's-Cordova             | 2          | 0.95       | 14,800      | 9,350       | 14,060     | 8,883      |
| Galisteo           | Cordova-Alameda                  | 2          | 0.95       | 14,800      | 3,216       | 14,060     | 3,055      |
| Galisteo           | Zia-Rodeo                        | 2          | 0.73       | 14,800      | 3,306       | 10,804     | 2,413      |
| Governor Miles     | Cerrillos-Walking Sky            | 2          | 1.00       | 14,800      | 2,829       | 14,800     | 2,829      |
| Governor Miles     | Walking Sky-Richards             | 2          | 0.74       | 14,800      | 1,900       | 10,952     | 1,406      |
| Governor Miles     | Richards-Cliff Palace            | 2          | 0.57       | 14,800      | 11,250      | 8,436      | 6,413      |
| Governor Miles     | Cliff Palace-Cam. Carlos Rey     | 2          | 0.38       | 14,800      | 11,250      | 5,624      | 4,275      |
| Guadalupe          | Cerrillos-Alameda                | 2          | 0.57       | 14,800      | 10,661      | 8,436      | 6,077      |
| Guadalupe          | Alameda-Paseo de Peralta         | 4          | 0.38       | 32,400      | 14,709      | 12,312     | 5,589      |
| Guadalupe          | Paseo de Peralta-84/285          | 4          | 0.38       | 32,400      | 14,709      | 12,312     | 5,589      |
| Henry Lynch Rd     | Rufina-Agua Fria                 | 2          | 0.47       | 14,800      | 3,700       | 6,956      | 1,739      |
| Hickox St          | Agua Fria-St Francis             | 2          | 0.57       | 14,800      | 8,800       | 8,436      | 5,016      |
| Hyde Park Rd       | Bishop's Lodge-Gonzales          | 2          | 1.38       | 14,800      | 4,050       | 20,424     | 5,589      |
| Hyde Park Rd       | Gonzales-City Limits             | 2          | 1.70       | 14,800      | 3,150       | 25,160     | 5,355      |
| Jaguar Dr          | NM599-Country Club               | 2          | 1.33       | 14,800      | 3,000       | 19,684     | 3,990      |
| Jaguar Dr          | Country Club-S Meadows           | 2          | 1.14       | 14,800      | 5,942       | 16,872     | 6,774      |
| Jaguar Dr          | S Meadows-Cerrillos              | 2          | 0.38       | 14,800      | 3,000       | 5,624      | 1,140      |
| Jemez Rd           | Agua Fria-Airport                | 2          | 0.80       | 14,800      | 3,477       | 11,840     | 2,782      |
| Llano              | Siringo-St Michaels              | 2          | 0.53       | 14,800      | 4,876       | 7,844      | 2,584      |
| Lopez Ln.          | Agua Fria-Airport                | 2          | 1.10       | 14,800      | 5,300       | 16,280     | 5,830      |
| Old Pecos Trail    | Rodeo Rd-Arroyo Chamiso          | 4          | 1.52       | 32,400      | 11,040      | 49,248     | 16,781     |
| Old Pecos Trail    | Arroyo Chamiso-Cordova           | 2          | 0.95       | 14,800      | 14,125      | 14,060     | 13,419     |
| Old Pecos Trail    | Cordova-Old Santa Fe Trail       | 2          | 0.42       | 14,800      | 7,382       | 6,216      | 3,100      |
| Old Santa Fe Trail | City Limits-Zia Rd               | 2          | 1.14       | 14,800      | 2,746       | 16,872     | 3,130      |
| Old Santa Fe Trail | Zia-Cam. del Monte Sol           | 2          | 1.08       | 14,800      | 2,550       | 15,984     | 2,754      |
| Old Santa Fe Trail | Cam. del Monte Sol-Paseo Peralta | 2          | 1.42       | 14,800      | 12,939      | 21,016     | 18,373     |
| Osage              | Agua Fria-Cerrillos              | 2          | 0.66       | 14,800      | 5,373       | 9,768      | 3,546      |
| Pacheco St         | Siringo-St Michael's             | 2          | 0.51       | 14,800      | 9,318       | 7,548      | 4,752      |
| Pacheco St         | St Michael's-Cam. Monte Rey      | 2          | 0.47       | 14,800      | 4,705       | 6,956      | 2,211      |
| Pacheco St         | Cam. de Monte Rey-Alta Vista     | 2          | 0.41       | 14,800      | 4,705       | 6,068      | 1,929      |
| Paseo de Peralta   | St Francis-Cerrillos             | 4          | 0.47       | 32,400      | 8,825       | 15,228     | 4,148      |
| Paseo de Peralta   | Cerrillos-Acequia Madre          | 4          | 0.63       | 32,400      | 16,350      | 20,412     | 10,301     |
| Paseo de Peralta   | Acequia Madre-Alameda            | 4          | 0.25       | 32,400      | 8,667       | 8,100      | 2,167      |
| Paseo de Peralta   | Alameda-Palace                   | 2          | 0.15       | 14,800      | 9,200       | 2,220      | 1,380      |
| Paseo de Peralta   | Palace-Washington                | 2          | 0.32       | 14,800      | 8,050       | 4,736      | 2,576      |
| Paseo de Peralta   | Washington-St Francis            | 4          | 1.04       | 32,400      | 13,350      | 33,696     | 13,884     |
| Paseo del Sol      | Airport-Jaguar                   | 2          | 0.75       | 14,800      | 11,200      | 11,100     | 8,400      |
| Paseo del Sol      | Jaguar-Herrera                   | 2          | 0.25       | 14,800      | 3,000       | 3,700      | 750        |
| Richards Ave       | Rodeo-I-25                       | 2          | 1.14       | 14,800      | 8,834       | 16,872     | 10,071     |
| Richards Ave       | Cerrillos-Rufina                 | 4          | 0.32       | 32,400      | 8,090       | 10,368     | 2,589      |
| Rodeo Rd           | Cerrillos-Richards               | 4          | 0.95       | 32,400      | 29,004      | 30,780     | 27,554     |
| Rodeo Rd           | Richards-Camino Carlos Rey       | 4          | 1.00       | 32,400      | 29,004      | 32,400     | 29,004     |
| Rodeo Rd           | Camino Carlos Rey-Galisteo       | 2          | 1.04       | 14,800      | 12,650      | 15,392     | 13,156     |
| Rodeo Rd           | Galisteo-Sawmill                 | 4          | 0.28       | 32,400      | 8,025       | 9,072      | 2,247      |
| Rodeo Rd           | Sawmill-Old Pecos Trail          | 2          | 1.70       | 14,800      | 4,323       | 25,160     | 7,349      |

## Appendix A: Road Inventory

**Table 61. Continued**

| Street Name              | Street Segment                      | Lns | Mi.   | Cap.   | AADT   | VMC       | VMT       |
|--------------------------|-------------------------------------|-----|-------|--------|--------|-----------|-----------|
| Rufina St                | S Meadows Rd-Jemez                  | 2   | 0.20  | 14,800 | 9,800  | 2,960     | 1,960     |
| Rufina St                | Jemez-Lopez                         | 2   | 0.91  | 14,800 | 11,482 | 13,468    | 10,449    |
| Rufina St                | Lopez-Richards                      | 2   | 1.40  | 14,800 | 5,850  | 20,720    | 8,190     |
| Rufina St                | Richards-Siler                      | 2   | 0.55  | 14,800 | 5,016  | 8,140     | 2,759     |
| Rufina St                | Siler-Jorgensen Rd                  | 2   | 0.25  | 14,800 | 9,800  | 3,700     | 2,450     |
| San Mateo Rd             | Calle Lorca-St Francis              | 2   | 0.42  | 14,800 | 3,200  | 6,216     | 1,344     |
| San Mateo Rd             | St Francis-Galisteo                 | 2   | 0.47  | 14,800 | 4,450  | 6,956     | 2,092     |
| San Mateo Rd             | Galisteo-Old Pecos Trail            | 2   | 0.66  | 14,800 | 9,900  | 9,768     | 6,534     |
| Second Street            | Cerrillos-Calle Lorca               | 2   | 0.57  | 14,800 | 3,200  | 8,436     | 1,824     |
| Siler Rd                 | Agua Fria-Cerrillos                 | 4   | 0.64  | 32,400 | 15,250 | 20,736    | 9,760     |
| Siler Rd                 | Agua Fria-West Alameda              | 2   | 0.40  | 14,800 | 3,000  | 5,920     | 1,200     |
| Siringo Rd               | Richards-Camino Carlos              | 2   | 0.91  | 14,800 | 7,700  | 13,468    | 7,007     |
| Siringo Rd               | Cam. Carlos Rey-Llano               | 2   | 0.63  | 14,800 | 12,504 | 9,324     | 7,878     |
| Siringo Rd               | Llano-St Francis                    | 2   | 0.98  | 14,800 | 13,700 | 14,504    | 13,426    |
| Siringo Rd               | St Francis-Botulph                  | 2   | 0.47  | 14,800 | 3,500  | 6,956     | 1,645     |
| South Meadows            | Jaguar-Airport                      | 2   | 0.66  | 14,800 | 3,925  | 9,768     | 2,591     |
| South Meadows            | Airport-Agua Fria                   | 2   | 0.80  | 14,800 | 3,800  | 11,840    | 3,040     |
| South Meadows            | Agua Fria-NM 599                    | 2   | 1.00  | 14,800 | 3,000  | 14,800    | 3,000     |
| St Francis               | Rodeo-Siringo                       | 4   | 0.95  | 32,400 | 45,212 | 30,780    | 42,951    |
| St Francis               | Siringo-San Mateo                   | 4   | 0.70  | 32,400 | 43,687 | 22,680    | 30,581    |
| St Francis               | San Mateo-Cerrillos                 | 6   | 0.98  | 50,000 | 42,162 | 49,000    | 41,319    |
| St Francis               | Cerrillos-Paseo de Peralta          | 6   | 0.28  | 50,000 | 44,850 | 14,000    | 12,558    |
| St Francis               | Paseo de Peralta-Agua Fria          | 6   | 0.20  | 50,000 | 37,300 | 10,000    | 7,460     |
| St Francis               | Agua Fria-Alameda                   | 6   | 0.31  | 50,000 | 36,500 | 15,500    | 11,315    |
| St Francis               | Alameda-Alamo                       | 6   | 0.57  | 50,000 | 20,450 | 28,500    | 11,657    |
| St Francis               | Alamo-NM599                         | 6   | 1.33  | 50,000 | 33,450 | 66,500    | 44,489    |
| St Francis               | NM599-Tano Rd                       | 4   | 0.76  | 32,400 | 37,800 | 24,624    | 28,728    |
| St Francis               | Tano Rd-1st Tesuque Exit            | 4   | 1.33  | 32,400 | 36,400 | 43,092    | 48,412    |
| St Michael's Dr          | Cerrillos-St Francis                | 6   | 1.29  | 50,000 | 25,472 | 64,500    | 32,859    |
| St Michael's Dr          | St Francis-Old Pecos Trail          | 4   | 1.04  | 32,400 | 23,150 | 33,696    | 24,076    |
| Yucca                    | Rodeo-Zia                           | 2   | 0.40  | 14,800 | 5,000  | 5,920     | 2,000     |
| Yucca                    | Zia-Siringo                         | 2   | 0.63  | 14,800 | 5,322  | 9,324     | 3,353     |
| Zafrano                  | Cerrillos-Rodeo                     | 4   | 0.27  | 32,400 | 11,250 | 8,748     | 3,038     |
| Zia Rd                   | Rodeo- St Francis                   | 4   | 1.70  | 32,400 | 14,635 | 55,080    | 24,880    |
| Zia Rd                   | St Francis-Botulph                  | 2   | 0.51  | 14,800 | 3,674  | 7,548     | 1,874     |
| Subtotal, Arterial Roads |                                     |     | 95.84 |        |        | 2,140,736 | 1,216,683 |
| 2nd St                   | Cerrillos Rd-W San Mateo Rd         | 2   | 0.43  | 13,300 | 1,700  | 5,719     | 731       |
| 5th St                   | Cerrillos Rd-Saint Michaels Dr      | 2   | 0.43  | 13,300 | 3,711  | 5,719     | 1,596     |
| 5th St                   | Saint Michaels Dr-Siringo Rd        | 2   | 0.52  | 13,300 | 1,700  | 6,916     | 884       |
| Acequia Madre            | Paseo de Peralta-Garcia St          | 2   | 0.14  | 13,300 | 1,700  | 1,862     | 238       |
| Acequia Madre            | Garcia St-Camino del Monte Sol      | 2   | 0.48  | 13,300 | 1,700  | 6,384     | 816       |
| Acequia Madre            | Camino del Monte Sol-Canyon Rd      | 2   | 0.25  | 13,300 | 1,700  | 3,325     | 425       |
| Alamo Dr                 | Camino de las Crucitas-Rio Vista St | 2   | 0.47  | 13,300 | 1,700  | 6,251     | 799       |
| Alamo Dr                 | Camino de las Crucitas-Rio Vista St | 2   | 0.23  | 13,300 | 1,700  | 3,059     | 391       |
| Alamo Dr                 | Rio Vista St-N St Francis Dr        | 2   | 0.07  | 13,300 | 1,700  | 931       | 119       |
| Alamo Dr                 | N Saint Francis Dr-N Guadalupe St   | 2   | 0.13  | 13,300 | 1,700  | 1,729     | 221       |
| Alto St                  | Camino Alire-N Saint Francis        | 2   | 0.72  | 13,300 | 1,700  | 9,576     | 1,224     |
| Arroyo Chamiso Rd        | Botulph Rd-Old Arroyo Chamiso Rd    | 2   | 0.28  | 13,300 | 1,700  | 3,724     | 476       |
| Arroyo Chamiso Rd        | Old Arroyo Chamiso Rd-St Michaels   | 2   | 0.30  | 13,300 | 1,700  | 3,990     | 510       |

Table 61. Continued

| Street Name           | Street Segment                         | Lns | Mi.  | Cap.   | AADT  | VMC    | VMT   |
|-----------------------|--|-----|------|--------|-------|--------|-------|
| Arroyo Chamiso Rd     | Saint Michaels Dr-Old Pecos Trail      | 2   | 0.15 | 13,300 | 1,700 | 1,995  | 255   |
| Ave de las Campanas   | Siringo Rd-Rodeo Rd                    | 2   | 0.84 | 13,300 | 1,700 | 11,172 | 1,428 |
| Avenida Rincon        | N Ridgetop Rd-NM 599                   | 2   | 0.41 | 13,300 | 1,700 | 5,453  | 697   |
| Avenida Rincon        | NM 599-Calle David                     | 2   | 0.63 | 13,300 | 1,700 | 8,379  | 1,071 |
| Buckman Rd            | Paseo Nopal-Camino de los Montoyas     | 2   | 1.60 | 13,300 | 1,700 | 21,280 | 2,720 |
| Buckman Rd            | Cam Los Montoyas-Cam Las Crucitas      | 2   | 0.12 | 13,300 | 1,700 | 1,596  | 204   |
| Caja del Oro Grant Rd | Agua Fria St-Alameda Frontage Rd       | 2   | 0.81 | 13,300 | 4,550 | 10,773 | 3,686 |
| Calle de Leon         | Calle de Sebastian-Conejo Dr           | 2   | 0.20 | 13,300 | 1,700 | 2,660  | 340   |
| Calle de Sebastian    | Old Pecos Trail-Calle de Leon          | 2   | 0.40 | 13,300 | 1,700 | 5,320  | 680   |
| Calle de Sebastian    | Calle de Leon-E Zia Rd                 | 2   | 0.37 | 13,300 | 1,700 | 4,921  | 629   |
| Calle del Cielo       | Siringo Rd-Cerrillos                   | 2   | 0.26 | 13,300 | 2,499 | 3,458  | 650   |
| Calle Estado          | Bishops Lodge Rd-Old Taos Hwy          | 2   | 0.68 | 13,300 | 1,700 | 9,044  | 1,156 |
| Calle Nopal           | W Alameda St-Paseo de Vistas           | 2   | 0.34 | 13,300 | 1,700 | 4,522  | 578   |
| Camino Carlos Real    | Agua Fria St-W Alameda St              | 2   | 0.42 | 13,300 | 1,700 | 5,586  | 714   |
| Camino Corrales       | Fort Union Dr-Armenta St               | 2   | 0.57 | 13,300 | 1,700 | 7,581  | 969   |
| Camino Corrales       | Armenta St-Old Santa Fe Trail          | 2   | 0.15 | 13,300 | 1,700 | 1,995  | 255   |
| Camino Corrales       | Old Santa Fe Trail-Garcia St           | 2   | 0.18 | 13,300 | 1,700 | 2,394  | 306   |
| Cam de las Crucitas   | Buckman-Alamo Dr                       | 2   | 2.03 | 13,300 | 1,700 | 26,999 | 3,451 |
| Cam de las Crucitas   | Alamo Dr-Rio Vista St                  | 2   | 2.00 | 13,300 | 1,700 | 26,600 | 3,400 |
| Cam de las Crucitas   | Vista St-N Saint Francis Dr            | 2   | 0.13 | 13,300 | 1,700 | 1,729  | 221   |
| Cam de los Arroyos    | Zafarano Dr-Vegas Verde Dr             | 2   | 0.22 | 13,300 | 1,700 | 2,926  | 374   |
| Cam de los Montoyas   | Buckman-NM 599                         | 2   | 0.53 | 13,300 | 1,700 | 7,049  | 901   |
| Cam de los Montoyas   | NM 599-Avenida de Sevilla              | 2   | 1.70 | 13,300 | 1,700 | 22,610 | 2,890 |
| Camino Encantado      | Circle Dr-Bishops Lodge Rd             | 2   | 0.97 | 13,300 | 1,781 | 12,901 | 1,728 |
| Camino La Canada      | Paseo de La Conquist.-Ave Chris. Colon | 2   | 0.54 | 13,300 | 1,700 | 7,182  | 918   |
| Canyon Rd             | Garcia St-Camino del Monte Sol         | 2   | 0.48 | 13,300 | 2,106 | 6,384  | 1,011 |
| Canyon Rd             | Camino del Monte Sol-E Palace Ave      | 2   | 0.09 | 13,300 | 1,700 | 1,197  | 153   |
| Canyon Rd             | E Palace Ave-Acequia Madre             | 2   | 0.14 | 13,300 | 1,700 | 1,862  | 238   |
| Canyon Rd             | Acequia Madre-E Palace Ave             | 2   | 0.24 | 13,300 | 1,700 | 3,192  | 408   |
| Canyon Rd             | E Alameda St-Camino Cabra              | 2   | 0.10 | 13,300 | 1,700 | 1,330  | 170   |
| Canyon Rd             | Camino Cabra-Cerro Gordo Rd            | 2   | 1.30 | 13,300 | 3,800 | 17,290 | 4,940 |
| Cerro Gordo Rd        | Canyon Rd-Gonzales Rd                  | 2   | 1.73 | 13,300 | 1,723 | 23,009 | 2,981 |
| Cerro Gordo Rd        | Gonzales Rd- E Palace Ave              | 2   | 0.11 | 13,300 | 1,700 | 1,463  | 187   |
| Conejo Dr             | E Zia Rd-Calle de Leon                 | 2   | 0.33 | 13,300 | 1,700 | 4,389  | 561   |
| Conejo Dr             | Calle de Leon-Fort Union Dr            | 2   | 0.39 | 13,300 | 1,700 | 5,187  | 663   |
| Don Diego Ave         | Cordova Rd-Cam. de los Marquez         | 2   | 0.08 | 13,300 | 7,793 | 1,064  | 623   |
| Don Diego Ave         | Camino de los Marquez-Cerrillos        | 2   | 0.50 | 13,300 | 7,793 | 6,650  | 3,897 |
| Don Gaspar Ave        | E San Mateo Rd-Cordova Rd              | 2   | 0.50 | 13,300 | 1,700 | 6,650  | 850   |
| Don Gaspar Ave        | Cordova Rd-Paseo de Peralta            | 2   | 0.80 | 13,300 | 1,801 | 10,640 | 1,441 |
| Don Gaspar Ave        | Paseo de Peralta-W Alameda St          | 2   | 0.23 | 13,300 | 3,425 | 3,059  | 788   |
| Don Gaspar Ave        | W Alameda St-E Water St                | 2   | 0.10 | 13,300 | 4,250 | 1,330  | 425   |
| Don Gaspar Ave        | E Water St-W San Francisco St          | 2   | 0.05 | 13,300 | 1,700 | 665    | 85    |
| E de Vargas Rd        | Paseo de Peralta-Garcia St             | 2   | 0.07 | 13,300 | 1,700 | 931    | 119   |
| E Palace Ave          | Washington Ave Cathedral Pl            | 2   | 0.06 | 13,300 | 1,700 | 798    | 102   |
| E Palace Ave          | Cathedral Pl-Paseo de Peralta          | 2   | 0.17 | 13,300 | 5,000 | 2,261  | 850   |
| E Palace Ave          | Paseo de Peralta-Cerro Gordo           | 2   | 0.71 | 13,300 | 3,026 | 9,443  | 2,148 |
| E Palace Ave          | Cerro Gordo Rd-E Alameda St            | 2   | 0.07 | 13,300 | 3,026 | 931    | 212   |
| E Palace Ave          | E Alameda St-Canyon Rd                 | 2   | 0.04 | 13,300 | 3,026 | 532    | 121   |
| E Zia Rd              | Old Pecos Tr-Calle de Sebastian        | 2   | 0.09 | 13,300 | 1,700 | 1,197  | 153   |
| E Zia Rd              | Calle de Sebastian-Conejo Dr           | 2   | 0.28 | 13,300 | 1,700 | 3,724  | 476   |

**Appendix A: Road Inventory**

**Table 61. Continued**

| <b>Street Name</b>          | <b>Street Segment</b>                  | <b>Lns</b> | <b>Mi.</b>    | <b>Cap.</b> | <b>AADT</b>  | <b>VMC</b>       | <b>VMT</b>       |
|-----------------------------|--|------------|---------------|-------------|--------------|------------------|------------------|
| E Zia Rd                    | Conejo Dr-Old Santa Fe Trail           | 2          | 0.52          | 13,300      | <i>1,700</i> | 6,916            | 884              |
| Fort Union Dr               | Conejo Dr-Camino Corrales              | 2          | 0.18          | 13,300      | <i>1,700</i> | 2,394            | 306              |
| Garcia St                   | Cam. del Monte Sol-Cam. Corrales       | 2          | 0.41          | 13,300      | <i>1,700</i> | 5,453            | 697              |
| Garcia St                   | Camino Corrales-Acequia Madre          | 2          | 0.53          | 13,300      | <i>3,182</i> | 7,049            | 1,686            |
| Garcia St                   | Acequia Madre-Canyon Rd                | 2          | 0.20          | 13,300      | <i>1,700</i> | 2,660            | 340              |
| Gonzales Rd                 | Vallecita Dr-Hyde Park Rd              | 2          | 0.61          | 13,300      | <i>1,168</i> | 8,113            | 712              |
| Gonzales Rd                 | Hyde Park Rd-Cerro Gordo Rd            | 2          | 1.26          | 13,300      | <i>1,700</i> | 16,758           | 2,142            |
| Gonzales Rd                 | Cerro Gordo Rd-E Alameda St            | 2          | 0.07          | 13,300      | <i>1,700</i> | 931              | 119              |
| Harrison Rd                 | Cerrillos Rd-Agua Fria Rd              | 2          | 0.65          | 13,300      | <i>2,650</i> | 8,645            | 1,723            |
| Herrera Drive               | Cerrillos Road-Paseo del Sol           | 2          | 0.50          | 13,300      | <i>1,700</i> | 6,650            | 850              |
| Maez Rd                     | Cerrillos Rd-Agua Fria Rd              | 2          | 0.69          | 13,300      | <i>1,700</i> | 9,177            | 1,173            |
| Murales Rd                  | Bishops Lodge Rd-Old Taos Hwy          | 2          | 0.29          | 13,300      | <i>1,700</i> | 3,857            | 493              |
| Ocate Rd                    | Cerrillos Rd-Calle Caridad             | 2          | 0.43          | 13,300      | <i>1,700</i> | 5,719            | 731              |
| Old Arroyo Chamiso          | Arroyo Chamiso Rd-W Zia Rd             | 2          | 0.48          | 13,300      | <i>1,700</i> | 6,384            | 816              |
| Old Taos Hwy                | Paseo de Peralta-Murales Rd            | 2          | 0.39          | 13,300      | <i>1,684</i> | 5,187            | 657              |
| Old Taos Hwy                | Murales Rd-Calle Estado                | 2          | 0.55          | 13,300      | <i>1,684</i> | 7,315            | 926              |
| Old Taos Hwy                | Calle Estado-Calle Largo               | 2          | 0.47          | 13,300      | <i>1,684</i> | 6,251            | 791              |
| Paseo Conquistadora         | Camino Alire-Camino La Canada          | 2          | 0.63          | 13,300      | <i>1,700</i> | 8,379            | 1,071            |
| Paseo Conquistadora         | Camino La Canada-Alejandro St          | 2          | 0.20          | 13,300      | <i>1,700</i> | 2,660            | 340              |
| Paseo de Vistas             | Calle Nopal-Rincon de Torreon          | 2          | 1.02          | 13,300      | <i>4,700</i> | 13,566           | 4,794            |
| Paseo de Vistas             | Rincon de Torreon-Cam. de las Crucitas | 2          | 0.74          | 13,300      | <i>4,700</i> | 9,842            | 3,478            |
| Paseo Nopal                 | Paseo de Vistas-NM 599                 | 2          | 1.40          | 13,300      | <i>3,084</i> | 18,620           | 4,318            |
| Ridgetop Rd                 | NM 599-Avenida Rincon                  | 2          | 0.45          | 13,300      | <i>1,700</i> | 5,985            | 765              |
| Ridgetop Rd                 | Avenida Rincon-Tano Rd                 | 2          | 0.49          | 13,300      | <i>1,700</i> | 6,517            | 833              |
| Rincon de Torreon           | W Alameda St-Paseo de Vistas           | 2          | 0.74          | 13,300      | <i>1,700</i> | 9,842            | 1,258            |
| Rio Vista St                | Solana Dr-Alamo Dr                     | 2          | 0.05          | 13,300      | <i>1,700</i> | 665              | 85               |
| Rio Vista St                | Alamo Dr-Camino de las Crucitas        | 2          | 0.37          | 13,300      | <i>1,700</i> | 4,921            | 629              |
| Rio Vista St                | Camino de las Crucitas-Alamo           | 2          | 0.30          | 13,300      | <i>1,700</i> | 3,990            | 510              |
| S Meadows Rd                | Agua Fria St-Rufina St                 | 2          | 2.27          | 13,300      | <i>1,700</i> | 30,191           | 3,859            |
| S Ridgetop Rd               | Camino Francisca-NM 599                | 2          | 0.38          | 13,300      | <i>1,700</i> | 5,054            | 646              |
| Sawmill Rd                  | Rodeo Rd-S Saint Francis Dr            | 2          | 0.32          | 13,300      | <i>4,286</i> | 4,256            | 1,372            |
| Sawmill Rd                  | S Saint Francis Dr-Rodeo Rd            | 2          | 0.68          | 13,300      | <i>1,700</i> | 9,044            | 1,156            |
| Solana Dr                   | W Alameda St-Rio Vista St              | 2          | 0.08          | 13,300      | <i>1,700</i> | 1,064            | 136              |
| Tano Rd                     | N Ridgetop Rd-Opera Dr                 | 2          | 0.69          | 13,300      | <i>1,700</i> | 9,177            | 1,173            |
| Vallecita Dr                | Valley Dr-Gonzales Rd                  | 2          | 0.76          | 13,300      | <i>1,700</i> | 10,108           | 1,292            |
| Valley Dr                   | Bishops Lodge Rd-Vallecita Dr          | 2          | 0.38          | 13,300      | <i>1,700</i> | 5,054            | 646              |
| Vegas Verde Dr              | Camino de los Arroyos-Cerrillos        | 2          | 0.22          | 13,300      | <i>1,700</i> | 2,926            | 374              |
| W Palace Ave                | Grant Ave-Lincoln Ave                  | 2          | 0.11          | 13,300      | <i>1,700</i> | 1,463            | 187              |
| W Palace Ave                | Lincoln Ave-Old Santa Fe Trail         | 2          | 0.05          | 13,300      | <i>1,700</i> | 665              | 85               |
| W Palace Ave                | Old Santa Fe Trail-Washington Ave      | 2          | 0.01          | 13,300      | <i>1,700</i> | 133              | 17               |
| W Zia Rd                    | Old Arroyo Chamiso Rd-Old Pecos Tr     | 2          | 0.65          | 13,300      | <i>2,500</i> | 8,645            | 1,625            |
| <b>Subtotal, Collectors</b> |  |            | <b>50.58</b>  |             |              | <b>672,714</b>   | <b>107,948</b>   |
| <b>Total</b>                |  |            | <b>146.42</b> |             |              | <b>2,813,450</b> | <b>1,324,631</b> |

Source: City of Santa Fe Long Range Planning Division, November 25, 2013; generalized daily capacity estimates from Florida Department of Transportation, *2013 Quality/Level of Service Handbook*, Table 1: Generalized Annual Average Daily Volumes for Florida's Urbanized Areas; AADT is annualized averaged daily traffic from Santa Fe Metropolitan Planning Organization, *Santa Fe Traffic Counts*, 2011 (2008 if 2011 count not available); volume in italics are estimated based on 75% of the average AADT for 2, 4 and 6-lane arterials with counts and 50% of the average AADT for 2-lane collector roads.

## APPENDIX B: AVERAGE HOUSEHOLD SIZE

The 2000 U.S. Census provided data on average household sizes by housing types based on a robust sample consisting of one in six dwelling units. The 2000 household sizes for the City of Santa Fe are shown in Table 62.

**Table 62. Average Household Size by Housing Type, 2000**

| Housing Type           | Household Population | Occupied Units | Average HH Size |
|------------------------|----------------------|----------------|-----------------|
| Single-Family Detached | 38,868               | 16,410         | 2.37            |
| Single-Family Attached | 5,177                | 2,913          | 1.78            |
| Multi-Family           | 13,047               | 7,131          | 1.83            |
| Mobile Home            | 3,239                | 1,065          | 3.04            |
| <b>Total</b>           | <b>60,331</b>        | <b>27,519</b>  | <b>2.19</b>     |

Source: 2000 U.S. Census SF-3 data (1-in-6 sample) for the City of Santa Fe.

The Census Bureau has since replaced the sample data collected during the decennial census with the annual American Housing Survey, which conducts a sample of 1% of dwelling units each year. The most current data from the American Housing Survey are provided in a 5% sample dataset, consisting of 1% samples collected in 2008 through 2012. These data do not provide household population for single-family detached units separately from single-family attached units (i.e., townhouses). However, the 2000 Census data presented in the preceding table shows that single-family attached units in Santa Fe have an average household size that is very similar to other types of multi-family units, such as apartments and condominiums. Using this knowledge, updated average household sizes by housing type for Santa Fe can be derived from the American Community Survey data, as shown in Table 63.

**Table 63. Average Household Size by Housing Type, 2008-2012**

| Housing Type                    | Household Population | Occupied Units | Average HH Size |
|---------------------------------|----------------------|----------------|-----------------|
| Single-Family Detached          | n/a                  | 18,618         | 2.19            |
| Single-Family Attached          | n/a                  | 2,980          | 1.90            |
| Single-Family Detached/Attached | 46,361               | 21,598         | 2.15            |
| Other Multi-Family              | 15,417               | 8,102          | 1.90            |
| Mobile Home                     | 4,707                | 1,546          | 3.04            |
| <b>Total</b>                    | <b>66,485</b>        | <b>31,246</b>  | <b>2.13</b>     |

Source: U.S. Census, American Community Survey, 2008-2012 for City of Santa Fe (single-family attached assigned same average household size as other multi-family).

In the 2008 study, average household sizes by square footage ranges for single-family units were estimated using (1) census micro data for Santa Fe County and Los Alamos County to determine average household size by bedrooms (normalized for the City of Santa Fe overall average household size), and (2) realtor listings of homes for sale to determine average dwelling unit size by bedrooms. The two data sets were combined by taking the realtor data set and assuming the average household size for the number of bedrooms in the unit (e.g., each 3-bedroom unit was assumed to have the average number of residents for all 3-bedroom units). Finally, linear regression analysis was performed to develop an equation relating average household size to unit square feet, and the midpoints of the size categories was used as the average household size for each size range.

While the approach used in the 2008 study was reasonable and had the advantage of relying solely on local data, its weakness is that neither data set contains both of the key variables – the census data lack information on the size of the unit, and the realtor data lack information on the number of persons in the unit. Consequently, the 2008 analysis had to utilize an intervening variable – the number of bedrooms in the unit.

A simpler and more direct approach is to utilize regional or national data from the American Housing Survey, sponsored by the U.S. Department of Housing and Urban Development and conducted by the U.S. Census Bureau. The most recent survey was done in 2011. This survey provides data on the number of residents and the square footage of a sample of individual housing units. Regional data for the Western Census Region, which includes New Mexico, can also be used and shows a very similar pattern. Average household sizes by dwelling unit size can be converted to Equivalent Dwelling Units (EDUs), with one EDU representing the average number of persons residing in an occupied single-family detached unit. These national and regional EDU multipliers are compared to those used in the 2008 study in Table 64.

**Table 64. Equivalent Dwelling Unit Multipliers**

| Single-Family Unit Size<br>(Heated Living Area) | 2008<br>Study | Amer. Housing Survey |                |
|---|---------------|----------------------|----------------|
|   |               | Western<br>Region    | Entire<br>U.S. |
| 1,500 sq. ft. or less                           | 0.87          | 0.89                 | 0.88           |
| 1,501-2,000 sq. ft.                             | 0.95          | 0.93                 | 0.94           |
| 2,001-2,500 sq. ft.                             | 1.04          | 1.02                 | 1.01           |
| 2,501-3,000 sq. ft.                             | 1.08          | 1.07                 | 1.07           |
| 3,001-3,500 sq. ft.                             | 1.11          | 1.16                 | 1.12           |
| 3,501-4,000 sq. ft.                             | 1.13          | 1.13                 | 1.11           |
| 4,001 sq. ft. or more                           | 1.17          | 1.13                 | 1.11           |
| Average, All Units                              | 1.00          | 1.00                 | 1.00           |
| 3,001 sq. ft. or more                           | n/a           | 1.14                 | 1.11           |

*Note:* EDU multipliers by unit size are ratios of average household size to overall average household size for all single-family detached units.

*Source:* 2008 study data from Duncan Associates, *Impact Fee Capital Improvements Plan and Land Use Assumptions for the City of Santa Fe, 2008*; American Housing Survey data for units built 1990 or later from the *2011 American Housing Survey*.

The national and regional data are consistent with the 2008 study results for units up to 3,500 square feet. However, the national and regional data clearly show that household size plateaus at about 3,000 square feet. It is recommended that updated average household sizes by unit size categories be based on American Housing Survey data and that the upper size category include all units larger than 3,000 square feet, as shown in Table 65.

A similar approach is used to determine average household sizes for accessory or guest units built as attached or detached additions to single-family units. The current ordinance provides for fees that vary by the size of the guest unit, but the basis for these fees is unclear. In general, the multi-family fee would be reasonable to use for guest units, but consideration could be made for smaller guest units. Analysis of American Housing Survey data indicates that guest units of 750 square feet or less would have somewhat fewer residents than the average of all multi-family units, as shown in Table 65.

**Table 65. Single-Family Average Household Size by Unit Size**

| Single-Family Unit Size<br>(Heated Living Area) | EDU<br>Multiplier | Avg. HH<br>Size |
|---|-------------------|-----------------|
| 1,500 sq. ft. or less                           | 0.89              | 1.95            |
| 1,501-2,000 sq. ft.                             | 0.93              | 2.04            |
| 2,001-2,500 sq. ft.                             | 1.02              | 2.23            |
| 2,501-3,000 sq. ft.                             | 1.07              | 2.35            |
| 3,001 sq. ft. or more                           | 1.14              | 2.50            |
| All Single-Family Detached                      | 1.00              | 2.19            |
| Guest Unit, 750 sq. ft. or less                 | 0.76              | 1.66            |

*Source:* EDU multipliers for western U.S. from Table 64 (EDU multiplier for guest house of 750 sq. ft. or less derived from American Housing Survey data for multi-family units built in the Western Region in 1990 or later from the *2011 American Housing Survey*); average household size for all single-family detached units in Santa Fe from Table 63; household sizes by unit size for Santa Fe based on EDU multipliers.

## APPENDIX C: FUNCTIONAL POPULATION

As previously mentioned, this study modifies the approach for determining service demand for fire/EMS and police impact fee calculations from a service call basis to a “functional population” approach. Under this approach, functional population is calculated for each major land use and then converted into “equivalent dwelling units.” The equivalent dwelling unit, or EDU, represents the impact of a typical single-family dwelling on the demand for police and fire/EMS services.

To a large extent, the demand for police and fire/EMS functions are proportional to the presence of people. The functional population concept is analogous to the concept of “full-time equivalent” employees. It represents the number of “full-time equivalent” people present at the site of a land use.

The residential functional population is considerably simpler than the nonresidential component. It is assumed that people spend 12 hours per day at home during week days and 20 hours per day during weekends. In total, people are assumed to spend 100 hours per week, or 60 percent of their time, at home. The other 40 percent of their time spent away from home accounts for working, shopping and other away-from-home activities. For residential uses, then, equivalent dwelling units are calculated by first multiplying average household size by 60 percent to determine functional population per unit. The functional population per unit multipliers for residential uses are shown in Table 66.

**Table 66. Residential Functional Population per Unit**

| Housing Type                  | Unit      | Average<br>HH Size | Occupancy | Func.<br>Pop./Unit |
|-------------------------------|-----------|--------------------|-----------|--------------------|
| Single-Family, Detached (All) | Dwelling  | 2.19               | 0.60      | 1.314              |
| Less than 1,500 sf            | Dwelling  | 1.95               | 0.60      | 1.170              |
| 1,500 to 1,999 sf             | Dwelling  | 2.04               | 0.60      | 1.224              |
| 2,000 to 2,499 sf             | Dwelling  | 2.23               | 0.60      | 1.338              |
| 2,500 to 2,999 sf             | Dwelling  | 2.35               | 0.60      | 1.410              |
| 3,000 sf or greater           | Dwelling  | 2.50               | 0.60      | 1.500              |
| Guest Unit, 750 sf or less    | Dwelling  | 1.66               | 0.60      | 0.996              |
| Multi-Family                  | Dwelling  | 1.90               | 0.60      | 1.140              |
| Mobile Home/RV Park           | Pad/Space | 3.04               | 0.60      | 1.824              |

Source: Overall single-family, multi-family and mobile home average household size from Table 63; single-family average household size by housing size from Table 65; occupancy factor estimated (see text above).

### Nonresidential Functional Population

The functional population methodology for nonresidential uses is based on trip generation data utilized in developing the transportation demand schedule prepared for the updated transportation impact fee update. Functional population per 1,000 square feet is derived by dividing the total number of hours spent by employees and visitors during a weekday by 24 hours. Employees are estimated to spend eight hours per day at their place of employment, and visitors are estimated to spend one-half to one hour per visit depending on land use. The formula used to derive the nonresidential functional population estimates is summarized in Figure 7.

**Figure 7. Nonresidential Functional Population Formula**

Functional population/1000 sf = (employee hours/1000 sf + visitor hours/1000 sf) ÷ 24 hours/day

Where:

Employee hours/1000 sf = employees/1000 sf x 8 hours/day

Visitor hours/1000 sf (retail/office/public) = visitors/1000 sf x 1 hour/visit

Visitors hours/1000 sf (industrial/warehouse) = visitors/1000 sf x 1/2 hour/visit

Visitors/1000 sf = ADT/1000 sf x avg. vehicle occupancy - employees/1000 sf

ADT/1000 sf = average daily trips (1/2 trip ends) on a weekday per 1000 sf

Using this formula and information on trip generation rates used in this study for the transportation impact fee update, vehicle occupancy rates from the *National Household Travel Survey* and other sources and assumptions, nonresidential functional population estimates per 1,000 square feet of gross floor area are calculated. Table 67 presents the results of these calculations for a number of nonresidential land use categories.

**Table 67. Nonresidential Functional Population per Unit**

| Land Use             | Unit          | Trip Rate | Persons/Trip | Employee/Unit | Visitors/Unit | Functional Pop./Unit |
|----------------------|---------------|-----------|--------------|---------------|---------------|----------------------|
| Retail/Commercial    | 1,000 sq. ft. | 21.35     | 1.96         | 1.02          | 40.83         | 2.041                |
| Office               | 1,000 sq. ft. | 5.52      | 1.24         | 2.31          | 4.53          | 0.959                |
| Industrial           | 1,000 sq. ft. | 3.42      | 1.24         | 1.05          | 3.19          | 0.416                |
| Warehouse            | 1,000 sq. ft. | 1.78      | 1.24         | 0.43          | 1.78          | 0.180                |
| Mini Warehouse       | 1,000 sq. ft. | 1.25      | 1.24         | 0.43          | 1.12          | 0.167                |
| Public/Institutional | 1,000 sq. ft. | 3.80      | 1.86         | 1.95          | 5.11          | 0.863                |

Source: Trip rates are one-half trip ends from Table 14; persons/trip is average vehicle occupancy from Federal Highway Administration, *Nationwide Household Travel Survey*, 2009; employees/unit from U.S. Department of Energy, *Commercial Buildings Energy Consumption Survey*, 2003; visitors/unit is trips times persons/trip minus employees/unit; functional population/unit calculated based on formula from Figure 7.

**Functional Population Summary**

The functional population multipliers for the residential and nonresidential land use categories are summarized in Table 68.

**Table 68. Functional Population Multipliers**

| Land Use                      | Unit          | Functional Pop./Unit |
|-------------------------------|---------------|----------------------|
| Single-Family, Detached (All) | Dwelling      | 1.314                |
| Less than 1,500 sf            | Dwelling      | 1.170                |
| 1,500 to 1,999 sf             | Dwelling      | 1.224                |
| 2,000 to 2,499 sf             | Dwelling      | 1.338                |
| 2,500 to 2,999 sf             | Dwelling      | 1.410                |
| 3,000 sf or greater           | Dwelling      | 1.500                |
| Guest Unit, 750 sf or less    | Dwelling      | 0.996                |
| Multi-Family                  | Dwelling      | 1.140                |
| Mobile Home/RV Park           | Pad/Space     | 1.824                |
| Retail/Commercial             | 1,000 sq. ft. | 2.041                |
| Office                        | 1,000 sq. ft. | 0.959                |
| Industrial                    | 1,000 sq. ft. | 0.416                |
| Warehouse                     | 1,000 sq. ft. | 0.180                |
| Mini Warehouse                | 1,000 sq. ft. | 0.167                |
| Public/Institutional          | 1,000 sq. ft. | 0.863                |

Source: Residential dwelling unit functional population per unit from Table 66; nonresidential functional population per unit from Table 67.

Existing and projected total functional population for the Urban Area are derived based on existing and projected land uses from the Land Use Assumptions and functional population per unit multipliers summarized above. The results are displayed in Table 69.

**Table 69. Total Functional Population, 2014-2020**

| Land Use                          | Unit          | No. of Units | Functional Pop. |        |
|-----------------------------------|---------------|--------------|-----------------|--------|
|                                   |               |              | per Unit        | Total  |
| <b>Existing (2014)</b>            |               |              |                 |        |
| Single-Family Detached            | Dwelling      | 29,500       | 1.314           | 38,763 |
| Multi-Family                      | Dwelling      | 9,700        | 1.140           | 11,058 |
| Mobile Home                       | Dwelling      | 5,200        | 1.824           | 9,485  |
| Retail/Commercial                 | 1,000 sq. ft. | 10,198       | 2.041           | 20,814 |
| Office                            | 1,000 sq. ft. | 8,972        | 0.959           | 8,604  |
| Industrial/Warehouse              | 1,000 sq. ft. | 4,360        | 0.298           | 1,299  |
| Public/Institutional              | 1,000 sq. ft. | 2,960        | 0.863           | 2,554  |
| Total Functional Population, 2014 |               |              |                 | 92,577 |
| <b>Projected (2020)</b>           |               |              |                 |        |
| Single-Family Detached            | Dwelling      | 31,250       | 1.314           | 41,063 |
| Multi-Family                      | Dwelling      | 10,050       | 1.140           | 11,457 |
| Mobile Home                       | Dwelling      | 5,200        | 1.824           | 9,485  |
| Retail/Commercial                 | 1,000 sq. ft. | 10,898       | 2.041           | 22,243 |
| Office                            | 1,000 sq. ft. | 9,322        | 0.959           | 8,940  |
| Industrial/Warehouse              | 1,000 sq. ft. | 4,465        | 0.298           | 1,331  |
| Public/Institutional              | 1,000 sq. ft. | 3,030        | 0.863           | 2,615  |
| Total Functional Population, 2020 |               |              |                 | 97,134 |

New Functional Population, 2014-2020 4,557

Source: Existing and projected land uses from Table 5; functional population per unit from Table 68; total functional population is product of units and functional population per unit.

## APPENDIX D: PARK/TRAIL INVENTORY

Table 70. Inventory of Existing Parks and Open Space

| Park Facility                       | Acres         | Play-<br>grnd | Picnic    | Activ.<br>Area | Tennis<br>Court | Hand-<br>ball | Soccer<br>Field | Bskt-<br>ball | Base-<br>ball | Soft-<br>ball | Vball<br>Ct | Skate-<br>board | Swim<br>Pool |
|-------------------------------------|---------------|---------------|-----------|----------------|-----------------|---------------|-----------------|---------------|---------------|---------------|-------------|-----------------|--------------|
| Arroyo Sonrisa Park                 | 0.26          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Cielo Vista                         | 1.20          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Canada Gardens                      | 0.89          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| City Hall Park                      | 0.68          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Don Diego Entrada Park              | 0.31          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Espinacitas Park                    | 0.16          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Gregory Lopez Park                  | 1.87          | 1             | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Guadalupe Neighborhood Parcel       | 0.17          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| John F. Griego Park (Vietnam Vets)  | 0.92          | 1             | 1         |                |                 |               |                 | 1             |               |               |             |                 |              |
| Kiva Center                         | 0.72          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| La Farge Library                    | 1.20          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| La Villa Serena Park                | 1.28          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Los Milagros Park                   | 1.16          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Maclovía Park                       | 1.19          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Main Library                        | 0.93          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Malcoof Park                        | 2.62          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Melendez Park                       | 0.45          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Monica Roybal Center                | 0.81          | 2             | 1         | 1              |                 |               |                 | 2             |               |               |             |                 |              |
| Dancing Ground Community Park       | 1.66          | 1             | 1         | 1              |                 |               |                 |               |               |               |             |                 |              |
| Orlando Fernandez Park              | 0.46          |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Peralta Park                        | 0.78          |               |           | 1              |                 |               |                 |               |               |               |             |                 |              |
| Plaza Entrada                       | 0.22          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Rancho Del Sol Phase II Park        | 0.48          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Rancho Siringo Park                 | 0.31          | 1             | 1         |                |                 |               |                 | 1             |               |               |             |                 |              |
| Resolana Park                       | 1.58          | 1             | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe Riverside Park             | 0.72          |               | 1         | 1              |                 |               |                 |               |               |               |             |                 |              |
| South Meadows                       | 1.64          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Sunnyslope Meadows                  | 0.41          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Thomas Macaione Park                | 0.40          |               |           | 1              |                 |               |                 |               |               |               |             |                 |              |
| Valentine Park                      | 0.67          | 1             | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Young Park                          | 0.91          | 1             | 1         |                |                 |               |                 | 1             |               |               |             |                 |              |
| <b>Subtotal, Pocket Parks</b>       | <b>27.06</b>  | <b>9</b>      | <b>9</b>  | <b>3</b>       | <b>0</b>        | <b>0</b>      | <b>0</b>        | <b>5</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>    | <b>0</b>        | <b>0</b>     |
| Adam Gabriel Armijo Park            | 5.68          | 1             | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Alvarado Park                       | 4.85          | 1             | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Amelia E White Park                 | 2.97          |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Calle Lorca Park                    | 6.94          | 1             | 1         |                |                 |               |                 | 2             |               |               |             |                 |              |
| Candelerio Park                     | 6.60          | 1             | 1         |                | 2               |               |                 | 1             |               |               |             |                 |              |
| Frank S. Ortiz Park Playground      | 6.19          | 1             | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Herb Martinez Park                  | 7.64          |               | 1         |                | 6               |               |                 | 2             | 1             |               |             |                 |              |
| Las Acequias Park                   | 5.59          | 2             | 1         | 1              |                 |               |                 | 2             |               |               |             |                 |              |
| Las Acequias Park - Phase 4         | 2.47          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Las Estanclas #1                    | 2.07          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Los Hermanos Rodríguez Park         | 3.76          | 1             | 1         |                |                 |               |                 | 1             |               |               |             |                 |              |
| Martin Luther King Park             | 1.21          | 1             | 1         | 1              |                 |               |                 |               |               |               |             |                 |              |
| Mark Brandt Park                    | 5.27          |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Monica Lucero Park                  | 10.75         | 1             | 1         |                |                 |               |                 |               | 1             |               |             |                 |              |
| Monsignor Patrick Smith Park        | 4.63          | 1             | 1         |                |                 |               | 1               | 2             |               |               |             |                 |              |
| Parque Del Rio                      | 4.00          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Pueblos del Sol                     | 5.30          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe Estates                    | 6.33          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Torreon Park                        | 3.44          | 2             | 1         |                |                 |               |                 | 2             |               |               |             |                 |              |
| Villa Caballero Park                | 4.83          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| <b>Subtotal, Neighborhood Parks</b> | <b>100.52</b> | <b>13</b>     | <b>14</b> | <b>2</b>       | <b>8</b>        | <b>0</b>      | <b>1</b>        | <b>12</b>     | <b>1</b>      | <b>1</b>      | <b>0</b>    | <b>0</b>        | <b>0</b>     |
| Ashbaugh Park                       | 16.12         |               | 1         |                |                 |               |                 | 1             |               |               | 1           |                 |              |
| Bicentennial Park                   | 15.92         | 1             | 1         |                | 4               |               |                 | 1             | 3             |               |             |                 |              |
| Fort Marcy Complex                  | 25.32         | 1             | 1         | 1              | 2               |               | 2               |               | 1             |               |             |                 |              |
| General Franklin E. Miles Park      | 28.60         | 2             | 1         |                |                 |               |                 | 2             | 7             |               | 2           | 1               |              |
| Larragoite Park                     | 11.52         | 1             | 1         |                | 2               |               |                 | 1             |               | 1             | 1           |                 |              |
| Ragle Park                          | 38.41         | 1             | 1         |                |                 | 1             |                 |               |               | 4             |             |                 |              |
| Salvador Perez Park / Patio Park    | 15.12         | 2             | 1         | 1              | 4               |               | 1               |               | 3             | 2             | 1           |                 |              |
| Villa Linda Park                    | 16.12         | 1             | 1         |                |                 |               | 1               |               |               |               |             |                 |              |
| <b>Subtotal, Community Parks</b>    | <b>167.13</b> | <b>9</b>      | <b>8</b>  | <b>2</b>       | <b>12</b>       | <b>1</b>      | <b>4</b>        | <b>4</b>      | <b>14</b>     | <b>7</b>      | <b>5</b>    | <b>1</b>        | <b>0</b>     |

Table 70. Continued

| Park Facility                           | Acres           | Play-<br>grnd | Picnic    | Activ.<br>Area | Tennis<br>Court | Hand-<br>ball | Soccer<br>Field | Bskt-<br>ball | Base-<br>ball | Soft-<br>ball | Vball<br>Ct | Skate-<br>board | Swim<br>Pool |
|---|-----------------|---------------|-----------|----------------|-----------------|---------------|-----------------|---------------|---------------|---------------|-------------|-----------------|--------------|
| Municipal Recreation Complex            | 428.38          |               |           |                |                 |               | 4               |               |               |               |             |                 |              |
| <b>Subtotal, Regional Parks</b>         | <b>428.38</b>   | <b>0</b>      | <b>0</b>  | <b>0</b>       | <b>0</b>        | <b>0</b>      | <b>4</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>    | <b>0</b>        | <b>0</b>     |
| Boys and Girls Club                     | 1.59            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Cathedral Park                          | 0.62            |               | 1         | 1              |                 |               |                 |               |               |               |             |                 |              |
| Cornell Park (Rose Garden)              | 2.06            |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Cross of the Martyrs                    | 2.35            |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| De Vargas Park (East/West)              | 2.93            |               | 1         | 1              |                 |               |                 |               |               |               |             | 1               |              |
| Dr Richard Engle Tennis Courts          | 0.72            |               |           |                |                 | 3             |                 |               |               |               |             |                 |              |
| Frank S. Ortiz Park                     | 134.29          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Plaza Park                              | 1.07            |               |           | 1              |                 |               |                 |               |               |               |             |                 |              |
| Prince Park                             | 10.13           |               | 1         | 1              |                 |               |                 |               |               |               |             |                 |              |
| Power Plant Park                        | 3.40            | 1             |           |                |                 |               |                 |               |               |               |             |                 |              |
| Railyard Park                           | 10.54           |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe River Park                     | 6.91            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe River Park Downtown East       | 2.29            |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe River Park Downtown West       | 1.06            |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe River Park East                | 9.98            |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe River Park West                | 11.21           |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| <b>Subtotal, Special Use Parks</b>      | <b>201.15</b>   | <b>0</b>      | <b>9</b>  | <b>4</b>       | <b>3</b>        | <b>0</b>      | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>    | <b>1</b>        | <b>0</b>     |
| Baca Street Cristobal Colon Parcels     | 1.27            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Bicentennial Pool                       | 0.80            |               |           |                |                 |               |                 |               |               |               |             |                 | 1            |
| Boys and Girls Club                     | 0.70            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Fort Marcy Rec. Center*                 | 2.67            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Galisteo Tennis Courts                  | 0.66            |               |           |                | 2               |               |                 |               |               |               |             |                 |              |
| Genoveva Chavez Community Center*       | 3.74            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Monica Roybal Center                    | 0.40            |               |           |                |                 |               |                 | 1             |               |               |             |                 |              |
| Salvador Perez Pool                     | 1.33            |               |           |                |                 |               |                 |               |               |               |             |                 | 1            |
| Senior Citizens Center                  | 1.15            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| <b>Subtotal, Recreation Facilities*</b> | <b>12.72</b>    | <b>0</b>      | <b>0</b>  | <b>0</b>       | <b>2</b>        | <b>0</b>      | <b>0</b>        | <b>1</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>    | <b>0</b>        | <b>2</b>     |
| Airport Rd Open Space (Lot 9 Sec 7)     | 1.69            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Cerro Gordo O.s.                        | 2.41            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Frenchy's Field Park & Commons          | 16.53           | 1             |           | 1              |                 |               |                 |               |               |               |             |                 |              |
| Genoveva Chavez Park Land               | 17.29           |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| La Paz Open Space                       | 3.82            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Mountain View Apartments Dedication     | 0.03            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Mountain View Apartments Dedication     | 0.11            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Municipal Recreation Center             | 1,291.94        |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| N Tract W Portion of Ne Quad. Of Sf     | 141.58          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Nava Ade                                | 8.46            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Parque Escudero                         | 0.65            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Pueblos Del Sol                         | 64.30           |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Rio Vista                               | 4.86            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Santa Fe Estates Open Space             | 25.63           |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Sierra Del Norte                        | 58.96           |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Tierra Contenta                         | 452.18          |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Tierra Escondida Drainage Pond          | 0.47            |               | 1         |                |                 |               |                 |               |               |               |             |                 |              |
| Tract A; E of Alameda Public Housing    | 0.12            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Vista De La Sierra Drainage and Rec     | 1.16            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Vista Del Prado Openspace               | 2.07            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Vista Del Sol                           | 28.79           |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Vistas De Santa Fe                      | 0.90            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Wuest Parcel                            | 0.83            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Yucca Park                              | 2.07            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| Zia Vista                               | 9.45            |               |           |                |                 |               |                 |               |               |               |             |                 |              |
| <b>Subtotal, Open Space</b>             | <b>2,136.30</b> | <b>1</b>      | <b>1</b>  | <b>1</b>       | <b>0</b>        | <b>0</b>      | <b>0</b>        | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>    | <b>0</b>        | <b>0</b>     |
| Total, Neighborhood & Pocket Parks      | 127.58          | 22            | 23        | 5              | 8               | 0             | 1               | 17            | 1             | 1             | 0           | 0               | 0            |
| Total, Community/Reg./Rec./Sp. Use      | 809.38          | 9             | 17        | 6              | 17              | 1             | 8               | 5             | 14            | 7             | 5           | 2               | 2            |
| Total, Open Space                       | 2,136.30        | 1             | 1         | 1              | 0               | 0             | 0               | 0             | 0             | 0             | 0           | 0               | 0            |
| <b>Grand Total, All Parks</b>           | <b>3,073.26</b> | <b>32</b>     | <b>41</b> | <b>12</b>      | <b>25</b>       | <b>1</b>      | <b>9</b>        | <b>22</b>     | <b>15</b>     | <b>8</b>      | <b>5</b>    | <b>2</b>        | <b>2</b>     |

\* recreational facilities subtotal includes land but excludes facilities for Fort Marcy and Genoveva Chavez Community Center

Source: City of Santa Fe Long Range Planning, December 17, 2013.

**Table 71. Existing Trail Inventory**

| <b>Trails</b>                           | <b>Miles</b> |
|---|--------------|
| Acequia Trail                           | 3.60         |
| Arroyo Chamisos Trail                   | 5.68         |
| Botolph Rd. Trail                       | 0.25         |
| Gonzales Road Trail                     | 1.00         |
| Marc Brandt Park - Siringo Rd           | 0.50         |
| Museum Hill Trail                       | 0.50         |
| Nava Ade Trails                         | 2.25         |
| Old Pecos Trail ROW Trail               | 1.00         |
| Pueblos del Sol Trails                  | 1.60         |
| Rail Trail                              | 4.00         |
| Santa Fe River Trail                    | 3.21         |
| St. Francis Drive Trail                 | 1.00         |
| Tierra Contenta                         | 1.50         |
| <b>Subtotal, Paved Trails</b>           | <b>26.09</b> |
| Arroyo Mascaras Trail                   | 0.33         |
| Arroyo Mora (Polai) Trail               | 1.63         |
| Atalaya Wilderness Trail                | 5.16         |
| Dale Ball Trails                        | 22.22        |
| De Vargas Heights Bridle Paths          | n/a          |
| Dorothy Stewart Trail                   | 1.45         |
| Fullerton Legacy                        | 0.27         |
| La Tierra Trail System                  | 25.00        |
| Las Estrellas Trails - Santa Fe Estates | 3.00         |
| MRC Trails                              | 7.00         |
| MRC to Agua Fria                        | 2.00         |
| Prince Park Trail                       | 1.00         |
| Visto Del Prado                         | n/a          |
| Zocalo                                  | 0.30         |
| <b>Subtotal, Soft Surface Trails</b>    | <b>69.36</b> |
| <b>Total All Trails</b>                 | <b>95.45</b> |

Source: City of Santa Fe Long Range Planning, December 17, 2013.

## APPENDIX E: OUTSTANDING DEBT

The City of Santa Fe's outstanding gross receipts tax (GRT) and general obligation (GO) bonds are summarized in Table 72. The 2013 GO bonds and the portion of the 2012A GRT bonds not used for refunding are not included, because none of the projects funded by these bond issues have been included in the existing facility inventories for the road, park, fire and police impact fee analyses. The debt for land acquisition for general government purposes, convention center, solid waste, wastewater and the Railyard are unrelated to the impact fee facilities and are excluded from the remainder of this analysis.

**Table 72. Outstanding Non-Utility Debt Summary**

| Bond Issue                     | Purpose        | Original      | Outstanding  |
|--------------------------------|----------------|---------------|--------------|
| GRT Rev. Bonds 2006A           | CIP            | \$17,710,000  | \$3,045,000  |
| GRT Rev. Bonds 2008            | CIP            | \$20,135,000  | \$19,840,000 |
| GRT Refunding Bonds 2010A      | Refund 2002    | \$15,005,000  | \$9,415,000  |
| GRT Refunding Bonds 2012A*     | Refund 2004A   | \$14,390,000  | \$14,390,000 |
| GRT Rev. Bonds 2012A*          | CIP            | \$18,335,000  | \$18,335,000 |
| GRT Refunding Bonds 2013A      | Refund 2006A   | \$10,880,000  | \$10,880,000 |
| MRC 2005 Refunding Bonds       | Parks          | \$15,315,000  | \$9,165,000  |
| NMFA - Land Acquisition        | Land Purch.    | \$3,610,000   | \$2,965,784  |
| Total from 1/2% GRT            |                | \$115,380,000 | \$88,035,784 |
|                                |                |               |              |
| General Obligation 2008        | Parks          | \$20,000,000  | \$17,070,000 |
| General Obligation 2010        | Parks          | \$10,300,000  | \$9,440,000  |
| Total from Property Tax        |                | \$30,300,000  | \$26,510,000 |
|                                |                |               |              |
| GRT Rev. Bonds 2008-Con. Ctr   | Conv. Ctr.     | \$8,570,000   | \$7,725,000  |
| NMFA - Conv. Center (+ fees)   | Conv. Ctr.     | \$42,220,000  | \$37,625,000 |
| Total from Lodger's Tax        |                | \$50,790,000  | \$45,350,000 |
|                                |                |               |              |
| GRT Refunding Bonds 2006B      | Solid Waste    | \$15,160,000  | \$10,190,000 |
| Total from MGRT Infrastructure |                | \$15,160,000  | \$10,190,000 |
|                                |                |               |              |
| GRT Rev. Ref. Bonds 2012B      | WW             | \$14,280,000  | \$12,540,000 |
| GRT/WW Bonds 2006C             | WW             | \$9,780,000   | \$6,070,000  |
| Total from MGRT Env & WW Rev   |                | \$24,060,000  | \$18,610,000 |
|                                |                |               |              |
| GRT Refunding Bonds 2010B      | Railyard       | \$10,490,000  | \$9,785,000  |
| GRT Refunding Bonds 2013B      | Parking Garage | \$13,780,000  | \$13,780,000 |
| GRT Rev Bonds 2012C            | Market Station | \$4,685,000   | \$4,685,000  |
| Total from Railyard GRT        |                | \$28,955,000  | \$28,250,000 |

\* \$32,725,000 bond split between refunding and new capital projects

Source: City of Santa Fe Finance Department, October 15, 2013.

## Appendix E: Outstanding Debt

The outstanding debt amounts attributable to refunding issues, as well as to original issues that funded a variety of improvement types, are allocated among facility types based on the original planned project costs for each bond issue. Only debt that was incurred for capacity-expanding improvements is included. The analysis of the individual bond issues is provided at the end of this appendix. The resulting distributions by facility type are summarized in Table 73.

**Table 73. Distribution of Debt by Facility Type**

| Bond Issue                             | Streets     | Parks       | Police      | Fire        | Other        | Total        |
|--|-------------|-------------|-------------|-------------|--------------|--------------|
| <b>Planned Project Costs</b>           |             |             |             |             |              |              |
| GRT Revenue Bonds 2002                 | \$250,000   | \$0         | \$0         | \$150,000   | \$17,595,000 | \$17,995,000 |
| GRT Revenue Bonds 2004 A               | \$2,200,000 | \$3,960,000 | \$0         | \$1,700,000 | \$10,800,000 | \$18,660,000 |
| GRT Revenue Bonds 2006 A               | \$1,740,000 | \$3,900,000 | \$670,000   | \$460,000   | \$11,730,000 | \$18,500,000 |
| MRC 2005 Refunding                     | \$0         | \$6,126,000 | \$0         | \$0         | \$9,189,000  | \$15,315,000 |
| GRT Rev. Bonds 2008                    | \$1,200,000 | \$2,450,000 | \$2,000,000 | \$2,200,000 | \$12,285,000 | \$20,135,000 |
| GRT Rev. Bonds 2012A                   | \$430,000   | \$2,300,000 | \$0         | \$0         | \$19,270,000 | \$22,000,000 |
| <b>Percentage of Bond Project Cost</b> |             |             |             |             |              |              |
| GRT Revenue Bonds 2002                 | 1.4%        | 0.0%        | 0.0%        | 0.8%        | 97.8%        | 100.0%       |
| GRT Revenue Bonds 2004 A               | 11.8%       | 21.2%       | 0.0%        | 9.1%        | 57.9%        | 100.0%       |
| GRT Revenue Bonds 2006 A               | 9.4%        | 21.1%       | 3.6%        | 2.5%        | 63.4%        | 100.0%       |
| MRC 2005 Refunding                     | 0.0%        | 40.0%       | 0.0%        | 0.0%        | 60.0%        | 100.0%       |
| GRT Rev. Bonds 2008 - CIP              | 6.0%        | 12.2%       | 9.9%        | 10.9%       | 61.0%        | 100.0%       |
| GRT Rev. Bonds 2012A (CIP)             | 2.0%        | 10.5%       | 0.0%        | 0.0%        | 87.6%        | 100.0%       |

*Source:* Original planned project costs from the following tables: GRT 2002 (Table 75), GRT 2004A (Table 76), GRT 2006A (Table 77), GRT 2008 (Table 78) and GRT 2012A (CIP portion, Table 79); MRC 2005 refunding bond issued to refund the 1996C and 1998 MRC bonds that were used for parks (60% attributed to golf courses per City of Santa Fe Finance Department, August 15, 2002 – classified as “other”).

The distributions from the table above are multiplied by the total outstanding debt for those mixed-facility bond issues to determine outstanding debt for each impact fee facility type.

**Table 74. Outstanding Debt by Facility Type**

| Bond Issue (Refunded Issue) | Streets            | Parks               | Police             | Fire               | Total                |
|-----------------------------|--------------------|---------------------|--------------------|--------------------|----------------------|
| GRT Refunding 2010A (2002)  | \$131,810          | \$0                 | \$0                | \$75,320           | \$9,415,000          |
| GRT Refunding 2012A (2004A) | \$1,698,020        | \$3,050,680         | \$0                | \$1,309,490        | \$14,390,000         |
| GRT Refunding 2013A (2006A) | \$1,022,720        | \$2,295,680         | \$391,680          | \$272,000          | \$10,880,000         |
| GRT 2006A                   | \$286,230          | \$642,495           | \$109,620          | \$76,125           | \$3,045,000          |
| GRT 2008                    | \$1,190,400        | \$2,420,480         | \$1,964,160        | \$2,162,560        | \$19,840,000         |
| GRT 2012A                   | \$430,000          | \$2,300,000         | \$0                | \$0                | \$18,335,000         |
| MRC 2005 Refunding          | \$0                | \$3,666,000         | \$0                | \$0                | \$9,165,000          |
| General Obligation 2008     | \$341,400          | \$17,070,000        | \$0                | \$0                | \$17,070,000         |
| General Obligation 2010     | \$0                | \$9,440,000         | \$0                | \$0                | \$9,440,000          |
| <b>Total</b>                | <b>\$5,100,580</b> | <b>\$40,885,335</b> | <b>\$2,465,460</b> | <b>\$3,895,495</b> | <b>\$111,580,000</b> |

*Source:* Total outstanding principal from Table 72; outstanding amount by facility for mixed-facility issues based on percent of original debt from Table 73.

**Table 75. 2002 Gross Receipts Tax Bond Projects**

| <b>Project</b>                     | <b>Amount</b>       | <b>Eligible</b>  |
|------------------------------------|---------------------|------------------|
| Traffic Calming                    | \$1,500,000         | \$0              |
| Intersection Safety                | \$250,000           | \$250,000        |
| Repaving                           | \$1,000,000         | \$0              |
| Unpaved Streets Rehabilitation     | \$150,000           | \$0              |
| Small Sidewalks                    | \$100,000           | \$0              |
| Bridge Rehabilitation              | \$50,000            | \$0              |
| Recycled Asphalt                   | \$50,000            | \$0              |
| Preventative Asphalt               | \$100,000           | \$0              |
| <b>Subtotal, Streets</b>           | <b>\$3,200,000</b>  | <b>\$250,000</b> |
| Fire Station #8 Design             | \$150,000           | \$150,000        |
| <b>Subtotal, Fire</b>              | <b>\$150,000</b>    | <b>\$150,000</b> |
| Water Management/ Conservation     | \$700,000           | \$0              |
| Turf Rehabilitation                | \$870,000           | \$0              |
| <b>Subtotal, Parks</b>             | <b>\$1,570,000</b>  | <b>\$0</b>       |
| Maez Road Drainage                 | \$500,000           | n/a              |
| Municipal Repairs                  | \$600,000           | n/a              |
| Building Infrastructure Technology | \$500,000           | n/a              |
| ITS Infrastructure                 | \$200,000           | n/a              |
| Small Drainage                     | \$100,000           | n/a              |
| Affordable Housing                 | \$500,000           | n/a              |
| Arts                               | \$180,000           | n/a              |
| Social Services Facility           | \$500,000           | n/a              |
| Water System Improvements          | \$10,500,000        | n/a              |
| <b>Total</b>                       | <b>\$18,500,000</b> | <b>\$400,000</b> |

Source: City of Santa Fe Finance Department, June 15, 2002.

**Table 76. 2004A Gross Receipts Tax Bond Projects**

| <b>Project</b>                  | <b>Amount</b>       | <b>Eligible</b>    |
|---------------------------------|---------------------|--------------------|
| Parks and Median Maint.         | \$400,000           | \$0                |
| Water Management                | \$500,000           | \$0                |
| Artificial Turf                 | \$500,000           | \$0                |
| Tennis Court Rehab              | \$200,000           | \$0                |
| Alto Park, Phase II             | \$700,000           | \$700,000          |
| Trails                          | \$1,500,000         | \$1,500,000        |
| Railyard Infrastructure         | \$350,000           | \$350,000          |
| Tierra Contenta Park            | \$200,000           | \$200,000          |
| La Cieneguita Park              | \$200,000           | \$200,000          |
| Plaza Improvements              | \$500,000           | \$500,000          |
| State Game and Fish Property    | \$450,000           | \$450,000          |
| Amelia White Park               | \$60,000            | \$60,000           |
| <b>Subtotal, Parks</b>          | <b>\$5,560,000</b>  | <b>\$3,960,000</b> |
| Traffic Safety Improvements     | \$300,000           | \$300,000          |
| Re-paving                       | \$1,250,000         | \$0                |
| Unpaved Rehab.                  | \$150,000           | \$0                |
| Small Sidewalks                 | \$100,000           | \$0                |
| Bridge Rehab.                   | \$200,000           | \$0                |
| Recycled Asphalt Paving Program | \$250,000           | \$0                |
| Siler Road Extension Design     | \$400,000           | \$400,000          |
| Alire Bridge Rehab.             | \$400,000           | \$0                |
| Traffic Calming                 | \$1,500,000         | \$1,500,000        |
| <b>Subtotal, Streets</b>        | <b>\$4,550,000</b>  | <b>\$2,200,000</b> |
| Fire Station #8                 | \$1,700,000         | \$1,700,000        |
| <b>Subtotal, Fire</b>           | <b>\$1,700,000</b>  | <b>\$1,700,000</b> |
| ADA Improvements                | \$300,000           | n/a                |
| Municipal Facility Repair       | \$600,000           | n/a                |
| Cerrillos Road IT Conduit       | \$100,000           | n/a                |
| Airport Matching Funds          | \$285,000           | n/a                |
| Small Drainage                  | \$100,000           | n/a                |
| Ortiz Landfill Re-mediation     | \$200,000           | n/a                |
| South Side Library              | \$4,800,000         | n/a                |
| Affordable Housing              | \$500,000           | n/a                |
| Arts                            | \$180,000           | n/a                |
| <b>Total</b>                    | <b>\$18,875,000</b> | <b>\$7,860,000</b> |

Source: City of Santa Fe Finance Department, March 8, 2007.

**Table 77. 2006A Gross Receipts Tax Bond Projects**

| <b>Project</b>                     | <b>Amount</b>       | <b>Eligible</b>    |
|------------------------------------|---------------------|--------------------|
| Parks and Median Maint.            | \$400,000           | \$0                |
| Water Management                   | \$300,000           | \$0                |
| Turf Rehabilitation                | \$300,000           | \$0                |
| Tennis Court Rehab                 | \$200,000           | \$0                |
| Alto Park                          | \$500,000           | \$500,000          |
| Sports Facilities Improvements     | \$600,000           | \$600,000          |
| Railyard Park Offsite Improvements | \$800,000           | \$800,000          |
| Santa Fe River Trail               | \$750,000           | \$750,000          |
| Santa Fe Railyard Park             | \$250,000           | \$250,000          |
| Amelia White Park                  | \$100,000           | \$100,000          |
| Dog Parks                          | \$150,000           | \$150,000          |
| Trails (Citywide)                  | \$500,000           | \$500,000          |
| Franklin Miles Park Improvements   | \$250,000           | \$250,000          |
| <b>Subtotal, Parks</b>             | <b>\$5,100,000</b>  | <b>\$3,900,000</b> |
| Intersection/Signal Improvements   | \$350,000           | \$350,000          |
| Traffic Safety Improvements        | \$300,000           | \$300,000          |
| Signal Maint.                      | \$200,000           | \$0                |
| Sign and Striping Maint.           | \$200,000           | \$0                |
| Paved Street Rehab.                | \$3,905,000         | \$0                |
| Unpaved Rehab.                     | \$150,000           | \$0                |
| Small Sidewalks                    | \$300,000           | \$0                |
| Bridge Rehab.                      | \$500,000           | \$0                |
| Recycled Asphalt Paving Program    | \$100,000           | \$0                |
| Camino Alire Bridge                | \$700,000           | \$700,000          |
| Carson St. Bridge                  | \$40,000            | \$40,000           |
| Area Traffic Plan on Galisteo St.  | \$100,000           | \$100,000          |
| Traffic Calming                    | \$250,000           | \$250,000          |
| <b>Subtotal, Streets</b>           | <b>\$7,095,000</b>  | <b>\$1,740,000</b> |
| Main Station Improvements          | \$600,000           | \$600,000          |
| Alameda Substation Parking         | \$70,000            | \$70,000           |
| <b>Subtotal, Police</b>            | <b>\$670,000</b>    | <b>\$670,000</b>   |
| Fire Vehicle Access, Station #8    | \$300,000           | \$300,000          |
| Fire Station #3 Design             | \$160,000           | \$160,000          |
| Fleet Mechanic                     | \$200,000           | \$0                |
| <b>Subtotal, Fire</b>              | <b>\$660,000</b>    | <b>\$460,000</b>   |
| ADA Improvements                   | \$1,000,000         | n/a                |
| Municipal Facility Repair          | \$600,000           | n/a                |
| Telecommunications Improvements    | \$1,000,000         | n/a                |
| Airport Matching Funds             | \$100,000           | n/a                |
| Small Drainage                     | \$300,000           | n/a                |
| Property Control-City Hall         | \$250,000           | n/a                |
| Fleet Expansion                    | \$300,000           | n/a                |
| Night Sky Implementation           | \$200,000           | n/a                |
| Solid Waste Landfill Closure       | \$200,000           | n/a                |
| Community Services                 | \$400,000           | n/a                |
| Warehouse 21                       | \$200,000           | n/a                |
| La Familia                         | \$100,000           | n/a                |
| PLUD Software                      | \$25,000            | n/a                |
| Women's Health Services            | \$100,000           | n/a                |
| Arts                               | \$200,000           | n/a                |
| <b>Total</b>                       | <b>\$18,500,000</b> | <b>\$7,900,000</b> |

Source: City of Santa Fe Finance Department, February 26, 2007.

**Table 78. 2008 Gross Receipts Tax Bond Projects**

| <b>Project</b>                          | <b>Amount</b>       | <b>Eligible</b>    |
|---|---------------------|--------------------|
| Intersection Safety                     | \$350,000           | \$0                |
| Safety Misc. Projects                   | \$300,000           | \$0                |
| Signal Maintenance                      | \$200,000           | \$0                |
| Sight, Paint & Signal                   | \$200,000           | \$0                |
| Municipal Facilities Repair             | \$600,000           | \$0                |
| Paved Street Rehab.                     | \$3,230,000         | \$0                |
| Unpaved Street Rehab.                   | \$150,000           | \$0                |
| Small Sidewalks                         | \$150,000           | \$0                |
| Small Drainage                          | \$300,000           | \$0                |
| Bridge Rehab.                           | \$500,000           | \$0                |
| Cerrillos Road                          | \$1,000,000         | \$1,000,000        |
| Airport Road Safety Project             | \$100,000           | \$0                |
| Paseo de Vista Prelim Design            | \$200,000           | \$200,000          |
| <b>Subtotal, Streets</b>                | <b>\$7,280,000</b>  | <b>\$1,200,000</b> |
| Park Maintenance                        | \$400,000           | \$0                |
| Parks/Water Mgt.                        | \$300,000           | \$0                |
| Turf Rehab.                             | \$300,000           | \$0                |
| Bicentennial Pool                       | \$300,000           | \$300,000          |
| Santa Fe Railyard Park & Plaza          | \$1,000,000         | \$1,000,000        |
| Trails City Wide (incl. Santa Fe Trail) | \$1,000,000         | \$1,000,000        |
| Old Power Plant Building & Park         | \$150,000           | \$150,000          |
| <b>Subtotal, Parks</b>                  | <b>\$3,450,000</b>  | <b>\$2,450,000</b> |
| Fire Station #3                         | \$2,000,000         | \$2,000,000        |
| Fire Station #4 (#9 Design NWQ)         | \$200,000           | \$200,000          |
| <b>Subtotal, Fire</b>                   | <b>\$2,200,000</b>  | <b>\$2,200,000</b> |
| Police Facility Design (Main Station)   | \$2,000,000         | \$2,000,000        |
| <b>Subtotal, Police</b>                 | <b>\$2,000,000</b>  | <b>\$2,000,000</b> |
| Effluent Line for SW Sector             | \$500,000           | n/a                |
| CIP for the Arts                        | \$370,000           | n/a                |
| ADA Improvements                        | \$300,000           | n/a                |
| Telecomm Imp City Wide                  | \$500,000           | n/a                |
| Airport Matching Funds                  | \$100,000           | n/a                |
| Court Rehab.                            | \$200,000           | n/a                |
| GCCC-CIP Bond                           | \$250,000           | n/a                |
| City Hall Renovations                   | \$600,000           | n/a                |
| Warehouse 21 (Youth Center)             | \$1,000,000         | n/a                |
| Tino Griego Teen Ctr (La Farge Lib.)    | \$500,000           | n/a                |
| Farmers Market                          | \$200,000           | n/a                |
| Affordable Housing                      | \$500,000           | n/a                |
| Zona del Sol (Youth Consortium)         | \$750,000           | n/a                |
| ITT                                     | \$300,000           | n/a                |
| <b>Total</b>                            | <b>\$21,000,000</b> | <b>\$7,850,000</b> |

Source: City of Santa Fe Finance Department, February 7, 2014.

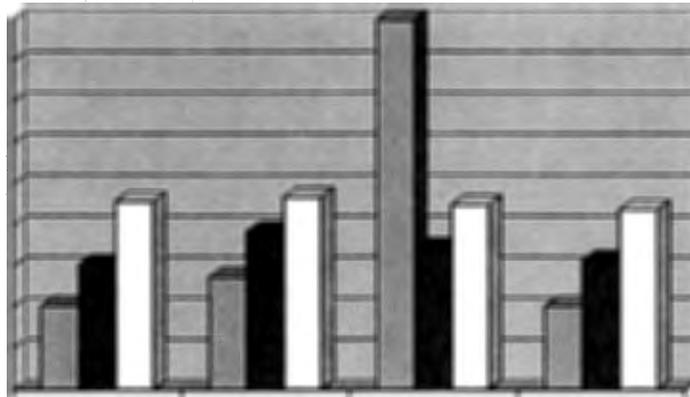
**Table 79. 2012A Gross Receipts Tax Bond Projects**

| <b>Project</b>                           | <b>Amount</b>       | <b>Eligible</b>    |
|--|---------------------|--------------------|
| Intersection Safety                      | \$350,000           | \$0                |
| Traffic Miscellaneous Safety             | \$300,000           | \$0                |
| Paved Street Rehabilitation              | \$4,000,000         | \$0                |
| Unpaved Street Rehabilitation            | \$2,000,000         | \$0                |
| Small Sidewalks                          | \$500,000           | \$0                |
| Small Drainage                           | \$300,000           | \$0                |
| Bridge Rehabilitation                    | \$500,000           | \$0                |
| Signal Replacement/Repair                | \$340,000           | \$0                |
| Signing and Striping                     | \$260,000           | \$0                |
| Paseo de Peralta/Washington Intersection | \$230,000           | \$230,000          |
| Road Sharrows                            | \$250,000           | \$0                |
| Airport Road Landscaping                 | \$200,000           | \$200,000          |
| Butulph Rd Shoulders/Pedestrian Safety   | \$250,000           | \$0                |
| LED Streetlights at Traffic Signals      | \$120,000           | \$0                |
| <b>Total, Streets</b>                    | <b>\$9,600,000</b>  | <b>\$430,000</b>   |
| Parks and Medians                        | \$2,000,000         | \$2,000,000        |
| Poof Roof/HVAC Renovations               | \$300,000           | \$0                |
| Gonzales Road Pedestrian Trail           | \$300,000           | \$300,000          |
| <b>Total, Parks</b>                      | <b>\$2,600,000</b>  | <b>\$2,300,000</b> |
| Municipal Facilities                     | \$600,000           | n/a                |
| City Roofs                               | \$200,000           | n/a                |
| GCCC                                     | \$500,000           | n/a                |
| Airport Matching Funds                   | \$200,000           | n/a                |
| Transit Matching Funds                   | \$500,000           | n/a                |
| Rodeo de SF Arena & Ag Disaster Relief   | \$100,000           | n/a                |
| Effluent Line SW Sector                  | \$1,000,000         | n/a                |
| ITT Citywide                             | \$1,000,000         | n/a                |
| Court ITT Improvements                   | \$300,000           | n/a                |
| Zona del Sol                             | \$100,000           | n/a                |
| ADA Improvements                         | \$300,000           | n/a                |
| Bus Replacement                          | \$2,000,000         | n/a                |
| Santa Fe Railyard                        | \$600,000           | n/a                |
| 2% for Arts                              | \$400,000           | n/a                |
| Solar Loan Program                       | \$200,000           | n/a                |
| Affordable Housing                       | \$800,000           | n/a                |
| Broadband Infrastructure                 | \$1,000,000         | n/a                |
| <b>Total</b>                             | <b>\$22,000,000</b> | <b>\$2,730,000</b> |

Source: City of Santa Fe Finance Department, February 10, 2014.

**APPENDIX F: LAND USE ASSUMPTIONS**

**Santa Fe Urban Area**  
*Impact Fee Land Use Assumptions*  
*2014–2020*



City of Santa Fe  
Housing & Community Development Department  
Long Range Planning Division  
August, 2013

**INTRODUCTION**

This report provides land use assumptions (growth projections) for the Santa Fe Urban Area, a unified service area, within which the city is planning to annex land and therefore expend impact fee monies for eligible capital improvement projects (see map). The New Mexico *Development Fees Act* (§§ 5-8-1 through 5-8-43, NMSA 1978), specifies that land use assumptions must be adopted for a period of at least five years. These land use assumptions cover a period of seven years from the beginning of 2014 through the end of 2020.

The projections assume that urban area growth through 2020 will generally reflect slower growth than occurred during the last decade (2000-2010), due to the slow recovery from the depth of the Great Recession and slower population growth.

**Residential and Non-Residential Development, 2014–2020**

The following table summarizes anticipated growth from the beginning of 2014 through 2020.

**Table 1. Residential & Non-Residential Development, 2014–2020**

| <i>Housing Units</i>  |                  |               |                  |                      |
|---|------------------|---------------|------------------|----------------------|
|   | <u>2014</u>      | <u>Added</u>  | <u>2020</u>      | <u>(Annual Avg.)</u> |
| City/Urban Area Total   | 44,400           | 2,100         | 46,500           | 300                  |
| <i>Population</i>   |                  |               |                  |                      |
|   | <u>2014</u>      | <u>Added</u>  | <u>2020</u>      | <u>(Annual Avg.)</u> |
| City/Urban Area Total   | 86,500           | 3,500         | 90,000           | 500                  |
| <i>Housing Units, By Type</i>                                   |                  |               |                  |                      |
|   | <u>2014</u>      | <u>Added</u>  | <u>2020</u>      | <u>(Annual Avg.)</u> |
| Single-Family (Detached; Attached)                              | 29,500           | 1,750         | 31,250           | 250                  |
| Multi-Family  | 9,700            | 350           | 10,050           | 50                   |
| Mobile Homes  | <u>5,200</u>     | <u>0</u>      | <u>5,200</u>     | <u>0</u>             |
| City/Urban Area Total   | 44,400           | 2,100         | 46,500           | 300                  |
| <i>Commercial Development (square feet of gross floor area)</i> |                  |               |                  |                      |
| <u>Land Use Category</u>  | <u>2014</u>      | <u>Added</u>  | <u>2020</u>      | <u>(Annual Avg.)</u> |
| Retail  | 10,198,000       | 700,000       | 10,898,000       | 100,000              |
| Office  | 8,972,000        | 350,000       | 9,322,000        | 50,000               |
| Industrial  | 4,360,000        | 105,000       | 4,465,000        | 15,000               |
| Institutional   | <u>2,960,000</u> | <u>70,000</u> | <u>3,030,000</u> | <u>10,000</u>        |
| Commercial Total  | 26,490,000       | 1,225,000     | 27,715,000       | 175,000              |

Source: *Santa Fe Trends, 2013*; city and county building permit data through July, 2013.

**Housing & Population Assumptions**

Housing in the city/urban area will continue to grow slowly based on continued lower demand for new housing both from within the community and from those moving here from other places. Larger master-planned developments in the city will continue to account for much of the new housing. Projections of population growth are based on assumptions about the average number of new housing units built each year and the number of occupants in each new unit. The overall average number of occupants in each new housing unit is projected to be 1.67.

**Commercial Assumptions**

Commercial construction, which for these purposes includes all non-residential construction, is projected to continue at a modest, but healthy, annual average of 175,000 square feet. This represents the annual average of new commercial development from 2006-2012. Though much of this period includes the Great Recession, it is anticipated that an oversupply of commercial floor area leading up to the recession and the increase of computer-based retail sales will keep the annual levels of construction of commercial space moderate through the rest of the decade.

**Historical Housing and Population Growth, 2000-2010**

From 2000-2010, city population growth represented nearly all of the urban area growth, a dramatic change from the 1990s when the city accounted for less than half of the total urban area population growth. Meanwhile, city housing growth represented 97% of total urban area housing growth from 2000-2010 (compared to only 73% during the 1990s). When comparing the 2000 and 2010 Census, the city and urban area experienced the following population and housing growth:

*Note: In the future, comparisons between the "city" and "urban area" may be unnecessary as the city annexes most of the urban area. The Agua Fria Traditional Historic Community (2,800 residents and 1,134 housing units; 2010 Census) located within the urban area is expected to remain part of county jurisdiction.*

**Table 2. Population & Housing Growth, 2000-2010**

|                  | Total Population |        | 2000-2010<br>Growth | Annual<br>Average | Urban Area<br>Growth |
|------------------|------------------|--------|---------------------|-------------------|----------------------|
|                  | 2000             | 2010   |                     |                   |                      |
| City of Santa Fe | 62,203           | 67,947 | +5,744              | 574               | 99%                  |
| Outside the City | 16,897           | 16,930 | + 33                | 3                 | 1%                   |
| Urban Area Total | 79,100           | 84,877 | +5,777              | 577               | 100%                 |

|                  | Total Housing Units |        | 2000-2010<br>Growth | Annual<br>Average | Urban Area<br>Growth |
|------------------|---------------------|--------|---------------------|-------------------|----------------------|
|                  | 2000                | 2010   |                     |                   |                      |
| City of Santa Fe | 30,533              | 37,200 | +6,667              | 667               | 97%                  |
| Outside the City | 6,046               | 6,205  | + 159               | 16                | 3%                   |
| Urban Area Total | 36,579              | 43,405 | +6,826              | 683               | 100%                 |

|                  | Persons per Housing Unit |      |                                    |
|------------------|--------------------------|------|------------------------------------|
|                  | 2000                     | 2010 |                                    |
| City of Santa Fe | 2.04                     | 1.82 | <i>(not Persons-per-Household)</i> |
| Outside the City | 2.79                     | 2.73 |                                    |
| Urban Area Total | 2.16                     | 1.95 |                                    |

Source: U.S. Census

## APPENDIX G: CAPITAL FACILITY PLANS

**Table 80. Planned Major Road Improvements, 2014-2020**

| <b>Project Name</b>                                   | <b>Location</b>                       | <b>Cost Estimate</b> |
|---|---------------------------------------|----------------------|
| Cerrillos Rd, Phase IIC                               | Camino Carlos Rey to St. Michaels Dr. | \$10,300,000         |
| Calle P'o Ae Pi                                       | Airport Road to Rufina St.            | \$500,000            |
| Bike Lanes/Sidewalks                                  | Reconstruction / Expansion            | \$4,000,000          |
| Rufina St.  | Harrison Rd. to Camino Carlos Rey     | \$500,000            |
| West Alameda St.                                      | La Joya Road to Siler Road            | \$3,000,000          |
| Zia Station Infrastructure                            | Zia Road Rail Station                 | \$300,000            |
| <b>Total, Road Improvements</b>                       |                                       | <b>\$18,600,000</b>  |
|   |                                       |                      |
| Agua Fria / South Meadows                             |                                       | \$1,000,000          |
| Agua Fria / Cottonwood                                |                                       | \$1,000,000          |
| Airport Road / Ca P'o Ae Pi                           |                                       | \$350,000            |
| Airport Road / Jemez                                  |                                       | \$100,000            |
| Cerrillos / Sandoval / Manhattan                      |                                       | \$1,000,000          |
| Galisteo / St. Michaels                               |                                       | \$350,000            |
| Galisteo / Rodeo                                      |                                       | \$350,000            |
| Galisteo / San Mateo                                  |                                       | \$350,000            |
| Paseo de Peralta / Marcy                              |                                       | \$350,000            |
| Rufina / Ca P'o Ae Pi                                 |                                       | \$350,000            |
| Rufina / Lopez  |                                       | \$500,000            |
| Sandoval / Montezuma                                  |                                       | \$500,000            |
| <b>Total, Intersection/Signalization Improvements</b> |                                       | <b>\$6,200,000</b>   |
|   |                                       |                      |
| <b>Total, All Road Projects</b>                       |                                       | <b>\$24,800,000</b>  |

*Source:* Planned improvements and costs from City of Santa Fe Long Range Planning Division, November 5, 2013 and April 1, 2014.

**Table 81. Planned Park/Trail Improvements, 2014-2020**

| Project Name   | Cost Estimate       |
|--|---------------------|
| Colonia Prisma Park  | \$50,000            |
| Las Acequias Park Phase 2  | \$89,000            |
| Los Soleras Park   | \$7,250,000         |
| Nava Ade Park Development (Phase 2- South Park)                    | \$2,115,000         |
| San Isidro Park  | \$20,000            |
| Southwest Activity Node (SWAN - Tierra Contenta) Ph 2-4            | \$18,670,000        |
| Small Parks (new)  | \$500,000           |
| Play Equipment (new)   | \$200,000           |
| <b>Neighborhood &amp; Community Park, Subtotal</b>                 | <b>\$28,894,000</b> |
| <br>   |                     |
| Acequia Trail - Underpass at St. Francis/Cerrillos                 | \$3,500,000         |
| Acequia Trail - Otowi Rd. to Harrison Rd.                          | \$535,000           |
| Arroyo Chamiso Trail - Villa Linda Park to Governor Miles Road     | \$610,000           |
| Cañada Rincon Trail - Calle Mejia to Cam. Francisca/Ave. Rincon    | \$250,000           |
| Dale Ball Trail Improvements and Extensions                        | \$50,000            |
| La Tierra Trail - Connections to Camino de las Crucitas & Montoyas | \$800,000           |
| MRC Trail Improvements and Extension                               | \$225,000           |
| Rail Trail - Pen Road to Alta Vista                                | \$660,000           |
| River Trail & Parkway - St. Francis Drive to Canyon Road           | \$1,000,000         |
| Tierra Contenta Trail - Buffalo Grass Road to Camino Entrada       | \$600,000           |
| <b>Trails, Subtotal</b>  | <b>\$8,230,000</b>  |
| <br>   |                     |
| <b>Parks &amp; Trails, Total</b>                                   | <b>\$37,124,000</b> |

Source: City of Santa Fe Long Range Planning Division, November 15, 2013.

**Table 82. Planned Fire/EMS Improvements, 2014-2020**

| Improvement                       | Building Sq. Feet |               | Building Cost      | Equipment Cost     | Total Eligible Cost |
|-----------------------------------|-------------------|---------------|--------------------|--------------------|---------------------|
|                                   | Existing          | Proposed      |                    |                    |                     |
| New Southwest (Agua Fria) Station | 0                 | 10,605        | \$2,520,000        | \$673,000          | \$3,193,000         |
| Fire Station No. 5 Remodel*       | 10,156            | 15,000        | \$1,151,050        | \$0                | \$1,151,050         |
| New Las Soleras Station           | 0                 | 10605         | \$2,520,000        | \$525,000          | \$3,045,000         |
| <b>Total</b>                      | <b>10156</b>      | <b>36,210</b> | <b>\$6,191,050</b> | <b>\$1,198,000</b> | <b>\$7,389,050</b>  |

\* Construction cost represents share of expansion only.

Source: City of Santa Fe Fire Department, November 4, 2013 and February 17, 2014.

**Table 83. Planned Police Improvements, 2014-2020**

| Improvement                           | Cost             |
|---------------------------------------|------------------|
| Professional Standards-Camino Entrada | \$125,000        |
| Police Records                        | \$220,000        |
| Police Main Facility/Evidence Room    | \$300,000        |
| <b>Total</b>                          | <b>\$645,000</b> |

Source: City of Santa Fe Police Department, November 4, 2013 and April 10, 2014.