

**TRANSCRIPT OF THE
SANTA FE COUNTY
SLDC HEARING OFFICER MEETING**

Santa Fe, New Mexico

October 9, 2025

1. Opening Business

A. Call to Order: This Santa Fe County Sustainable Land Development Code Hearing Officer meeting was called to order by Santa Fe County Hearing Officer Taylor Hartstein on the above-cited date at approximately 3:00 p.m.

Staff Present:

Alexandra Ladd, Growth Management Department, Director
Michael Vos, Land Use Administrator
Roger Prucino, Assistant County Attorney
Dominic Sisneros, Building & Development Services, Supervisor
Destiny Romero, Build & Development Services, Review Specialist
John Lovato, Building & Development Services, Supervisor

B. Approval of Agenda

HEARING OFFICER HARTSTEIN: There is one item on the agenda today. That is Case #25-5170, the Bonanza Creek Ranch, LLC., zoning map amendment. First, I will confirm with staff that there are no amendments to the agenda.

DOMINIC SISNEROS: Hearing Officer Hartstein, there are no changes to the agenda.

HEARING OFFICER HARTSTEIN: Thank you and in that case I will approve the agenda.

My name is Taylor Hartstein. I am the hearing officer appointed for the SLDC Hearing. I have been appointed by the Board of County Commissioners pursuant to Chapter 3, Section 5 of the Sustainable Land Development Code. [Meeting was paused as audio issues were addressed]

2. New Business

A. Case #25-5170 Bonanza Creek Ranch, LLC; Zoning map Amendment; Bonanza Creek Ranch, LLC, Applicant, through its agent, JenkinsGavin Inc., requests a Zoning map amendment for a 297.853-acre parcel to permit a broader range of uses than is currently permitted. The property is located at 4 Eliza Rd. (Commission District 5, SDA-1, Parcel No.

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99304435; hereafter the “Property”) and is zoned Mixed Use. The proposed zoning districts are Commercial General, Industrial General, Residential Community and Mixed-Use. County water and sewer infrastructure are both available on and adjacent to the Property [Exhibit G: Project Conceptual Plan]

HEARING OFFICER HARTSTEIN: At this point I will call the case at number 25-5170, Bonanza Creek, LLC, zoning map amendment. There is only one matter this afternoon so we shouldn't need to impose special procedural rules such as time limits. And I'll note that I've reviewed the staff report in this matter as well as amendments A through F thereto. At this point, I'd like to ask the staff for its presentation, please.

DESTINY ROMERO: Thank you. Hearing Officer Hartstein, Destiny Romero, Building and Development Review Specialist, Senior. Before I get started, Mr. Sisneros will be handing out the conceptual plan and staff would like to add it as part of the record.

HEARING OFFICER HARTSTEIN: Okay, I will admit that into the record and make sure the court reporter gets a copy of that. Thank you.

MS. ROMERO: Bonanza Creek Ranch LLC applicant through its agent JenkinsGavin requests a zoning map amendment for a 297.853-acre parcel to permit a broader range of uses than is currently permitted. The property is located at 4 Eliza Road, Commission District 5, SDA1, and is zoned mixed use. The proposed zoning districts are commercial general, industrial general, residential community, and mixed use. County water and sewer infrastructure are both available on and adjacent to the property. Applicant is also seeking approval of a conceptual plan for the parcel in question. Although the two applications will be consolidated when presented to the Board of County Commissioners, conceptual plans for parcels outside the plan development district and Community College District are not presented to this body per SLDC Table 4-1.

The applicant acquired the property by special warranty deed recorded as instrument #969724 in the Santa Fe County Clerk's Office on January 2, 1997. The property is undeveloped except for a mobile home residence at the northwest corner and some utility infrastructure.

Applicant has authorized JenkinsGavin Inc. to represent applicants in this process. The application to amend the property zoning was submitted in accordance with section 1.15 of the Sustainable Land Development Code. The proposed zoning for the property is approximately 80 acres as commercial general, 54 acres as industrial general, 69 acres as residential community, and 94 acres to remain mixed use.

On June 6, 2024, as required by SLDC table 4-1 and Section 4.4.3, the applicant presented the proposed preliminary and final plat to the Technical Advisory Committee at a regular scheduled meeting. Notice requirements were met as per SLDC Section 4.6.3, general notice of application requiring a public hearing. In advance of a hearing on the application, the applicant provided an affidavit confirming that public notice regarding the application was posted on the property for 15 days beginning on September 24, 2025. Additionally, notice of this hearing was published in the legal notice section of *The Santa Fe New Mexican* on September 24, 2025 as evidenced by a copy of that legal notice

contained in the record. Notice of the October 9, 2025 hearing was sent to owners of land within 500 feet of the property and to applicable registered organizations and community organizations. A list of persons, registered organizations, and community organizations sent a mailing is contained in the record.

The applicant has addressed the zoning map amendment criteria as outlined in the memo. Staff has determined that the application for a zoning map amendment is in compliance with the subdivision and design standards set forth in the SLDC. Staff recommends approval for the zoning map amendment subject to the following conditions.

Hearing Officer Hartstein, may I enter the conditions into the record?

HEARING OFFICER HARTSTEIN: Yes, please.

Conditions:

1. The Conceptual Plan shall be recorded with the County Clerk's Office.
2. The Conceptual Plan shall expire in 5 years unless extended by the BCC.
3. The boundaries of the development area shall be clearly marked on site with limits of disturbance (LOD) and fencing or construction barriers to be approved by Staff prior to any grading or clearing and before starting construction in accordance with submitted engineered Grading & Drainage Plan at the time of Preliminary and Final Plat.
4. Applicant must provide an approved Storm Water Pollution Prevention Plan (SWPPP) with the permit application for infrastructure construction at the time of Preliminary and Final Plat approval.
5. Mass grading of the site will be prohibited and noted as "Special Building Condition" on recorded Final Plat and transferred to any other plats associated with Bonanza Creek.
6. Limits of grading shall be shown on Final Grading & Drainage Plan at the time of Preliminary and Final Plat approval.
7. Applicant must comply with all Review Agencies' Comments and Approval Conditions.
8. At the time of Preliminary and Final Plat Applicant must submit for staff approval i) a cost estimate for all public and private infrastructure and landscaping and ii) a Financial Guaranty prior to Final Plat recordation..
9. At the time of Preliminary and Final Plat The Applicant shall enter into a Subdivision Improvement Agreement with the County for completion of all subdivision improvements on-site and off-site. The agreement shall be signed by the Administrator, recorded and referenced on the plat.
10. Water restrictions and conservation covenants shall be filed in the County Clerk's office and referenced on the plat at the time of Preliminary and Final Plat.
11. All staff redlines and comments shall be addressed prior to plat recordation.
12. At the time of Preliminary and Final Plat Affordable housing requirements shall be in accordance with the Affordable Housing Agreement, which must be filed prior to, or simultaneously with, the final plat.
13. Prior to Final Subdivision Plat for all phase an Affordable Housing Agreement shall be entered to and approved by the BCC.

MS. ROMERO: Thank you. Hearing Officer Hartstein, and just for the record, today it's just being heard for the approval of the zoning map amendment and not for the approval of the conceptual plan.

HEARING OFFICER HARTSTEIN: Okay. Thank you.

MS. ROMERO: Thank you. I stand for any questions.

HEARING OFFICER HARTSTEIN: I noted that both the staff report and the applicant statement addressed consistency with the Sustainable Growth Management Plan in the Sustainable Land Development Code a zoning map amendment should be consistent with the Sustainable Growth Management Plan but also with any applicable, I believe the language is, any applicable area, district or community plans which I don't think are addressed. And I just want to confirm that there are no applicable area, district or community plans that apply to the property in question today.

MS. ROMERO: Hearing Officer Hartstein, that is correct. This was sent over to Santa Fe County's Planning Division for the review as well to ensure it was in compliance and in accordance with the SGMP and they confirmed yes it was.

HEARING OFFICER HARTSTEIN: Okay. Excellent. And I should note, just for the record, that the conceptual plan which has been received into the record will be marked as Exhibit G. We already have A through F so that will be Exhibit G.

All right. And so you've mentioned that the conceptual plan is not before me as the Hearing Officer for a recommendation. That is going to be submitted separately to the Board of County Commissioners; is that right?

MS. ROMERO: That is correct.

HEARING OFFICER HARTSTEIN: Okay. I don't have any questions for you. Thank you.

MS. ROMERO: Thank you.

HEARING OFFICER HARTSTEIN: I'll excuse the staff and allow a witness for the applicant to present and please just wait to be sworn in before beginning.

[Duly sworn, Jennifer Jenkins testified as follows:]

JENNIFER JENKINS: Jennifer Jenkins, 130 Grant Avenue, Santa Fe.

Good afternoon, Hearing Officer Hartstein, I'm Jennifer Jenkins with JenkinsGavin here on behalf of Bonanza Creek LLC and joined by the Hughes family, Rick and Shannon Hughes and their grandson Eli is here as well. And I'm also joined by my colleague Angelica Reed, also with JenkinsGavin.

We do have a brief presentation and I just need to make sure it's queued up. We don't have we don't get to drive. So, we did send that over to the County. We could plug in our laptop. So, I'm going to go ahead while we'll figure that out and give a little give a little background. How's that?

HEARING OFFICER HARTSTEIN: Okay. Excellent. Thank you.

MS. JENKINS: So, this particular piece of property is just under 300 acres. It is located off of Highway 14 on the west side of Highway 14 and it is sandwiched between to the north the Valle Vista neighborhood and to the south the state penitentiary and the County's wastewater treatment plant. So, it's an unusual parcel just in terms of its context. And so when the SLDC was adopted by Santa Fe County at the end of 2015, at that time the County established more traditional kind of utilitarian zoning throughout Santa Fe County that hadn't existed before. And so because the Highway 14 corridor is a very diverse mix of land uses, there's institutional uses, residential,

commercial, it kind of runs the gamut. At that time the county designated the entire parcel as mixed-use zoning. Now, mixed-use zoning, it's a bit of a misnomer because it is primarily a residential zoning district that does allow and actually mandate a small percentage of commercial development. So, for this particular parcel, as Mr. Hughes was looking at what the development opportunities and what really made the most sense for this property, due to its context, it didn't make sense to really be in a primarily residential situation without more diverse uses, mix of uses, more commercial activity relative primarily to the Highway 14 corridor as well as our proximity to the penitentiary and the wastewater treatment plant.

So we really kind of took a step back and assessed the property and a lot of the mixed use does make sense there. We do see a very heavy residential component here. We're really trying to achieve a lot of diversity of housing types, which is really encouraged by the SGMP. [Internet connection is resumed] Something's happening. Well, we'll just wait and let that figure itself out.

And so we are retaining about 95 acres. So almost a third of the property will retain that mixed use zoning. There we go. That's fantastic. Does anybody have the clicker? Okay, perfect. If we could just enlarge that, that'd be great.

Alrighty. And do you have this on your screen as well, Hearing Officer Hartstein?

HEARING OFFICER HARTSTEIN: Due to the echo, I actually exited out of my screen and if you don't mind. I will just move a little bit down and then I'll come back on my finish.

MS. JENKINS: That sounds perfect. Thank you, Dominic. He's going to fix you up.

HEARING OFFICER HARTSTEIN: While that's going on, I may be able to log on, but please proceed.

MS. JENKINS: Okay, that sounds good. So, Just a few introductions. I already introduced myself and the property owners. Also civil engineering and traffic engineering services provided locally by Santa Fe Engineering Consultants.

So, this is the property that um we talked about again, just under 300 acres. We have Highway 14 on our east boundary. We have the Valle Vista community to the north. We have the Carlson subdivision to the west and of course the penitentiary. And this is the County's Wastewater Quill Treatment Plant Facility. And then to the east on the other side, this is all state land and this is the Santa Fe Studios film studio complex here. So, as I mentioned, it's a pretty diverse kind of area of the Highway 14 corridor.

These are the existing conditions. We do have um a flood plain here that is a 100-year flood plain that is identified. So of course that is an area that is not buildable and requires a 75-foot setback. You can see with the contour lines that this is kind of the ridge that kind of runs down the center of the property. So this property here kind of drains this direction and then what's down here is kind of draining towards this little tributary drainage here that feeds into the arroyo. So it's very developable not a lot of terrain issues. This area down here is the only area where we have a little bit of terrain to deal with but primarily a very developable site.

And then you can see – and this is probably not completely up to date because the County has done a lot of work and they just finished a couple years ago an \$8 million rehabilitation of the treatment plant. So this is probably not 100 percent current right now.

So this shows the existing utilities on the site. The beauty of this is we are served by existing Santa Fe County water and sewer infrastructure. So, we have County water here. We have County water here. We have easement and runs down the middle. And then we also have access to sewer. There is a new sewer line that was just constructed along our southwest corner connecting into the Quill to serve a property to the east. We have great access to public utilities and public infrastructure.

This property is in what is called Sustainable Development Area One which is the County's primary growth area and which is where the County invests -- the highest priority for investment in infrastructure as roads and utilities.

This is our zoning. So the pink is the mixed use zoning. What we see over to the east is the plan development district. That is the Community College District in the kind of the light pink color. And then we have the institutional zoning here to the south for these -- and, you know, the New Mexico National Guard is over here. And then we have our residential zoning here to the west. And then of course this is the intersection of 599 and Highway 14 here.

Our zoning map amendment includes three requests. We're requesting to rezone about 80 acres from mixed use to commercial, 54 acres from mixed use to industrial, and then 69 acres from mixed use to residential community. And as I mentioned, we're retaining about 94 acres or about a third of the property with the existing mixed use zoning. And as staff pointed out, accompanying this request was a conceptual plan for this mixed use community that will be heard by the Board of County Commissioners. So we're going to show you that, of course, because it's important, I think it's important context, but that action will be reserved to the BCC.

So this is the zoning plan. So starting at the east, what we see here is the commercial general area. Of course our Highway 14 frontage with that great visibility, the traffic volumes, it really lends itself to commercial development. We also wanted to support maybe more office or medical uses as you get a little further into the property and kind of this central area and up into here. And then down to the south in this area, again, really trying to respond contextually to our neighbor to the south. And industrial use really felt it really felt appropriate here. What we're envisioning is maybe office warehouse type uses and those are really important economic development drivers. That type of space is at a premium in the City of Santa Fe as well as in Santa Fe County. It's really important kind of incubation space for startup businesses. We can create maker space whether it's somebody who has a cabinet shop or something of that nature. We also think there our film industry also has a lot of need for those types of spaces. They could have a mill shop where they're building sets. They can they can have areas where they can store materials for production. And so we think that industrial zoning, like I said, it's a proper zoning relative to our neighbor to the south. And again, it really is an important economic development driver in the community. And then in this kind of central area is where we're retaining the mixed use zoning. So again, we see this being very heavily residential with some potential small either neighborhood amenity type uses or small-scale commercial uses. And then to the west is the residential community. The density here is one dwelling unit per acre, which we feel is appropriate given our neighbors to the west. It really aligns more with their land use pattern. So, as we move west, our intensity of development gradually decreases until you get to the residential community zoning on the far west.

We are proposing three access points. Two access points on Highway 14 and then we have another access point at our northwest corner. And then I'll show you this just leads right out to the I-25 Frontage Road. So it'll be providing some really good connectivity to the surrounding roadway network. We really see this road, this is road A. We called it Road A because we really see this as our primary entry. And we've been working very closely with the DOT on our access points and our design for the access. At a certain point a traffic signal will be warranted here. So that will be part of the development as things proceed that we will eventually see a traffic signal in this area.

So just kind of zooming out this shows the zoning and the context of our surroundings. As I mentioned, our connection point here at the northwest corner connects to Lewis Road that takes you right out to the I-25 Frontage Road with easy access up to the interchange with 599 here. And then we have our two access points right along Highway 14 here.

This is our phasing plan. So, our phasing is that we're planning generally to move from east to west. The phasing is not necessarily required to be sequential. We do have some homebuilders who are very anxious to have a presence here. So there could be a version of this story where, you know, early on we might have some commercial or industrial development kind of down here and then we might leapfrog over to phase three and we'll see some housing get developed here. We really like that because of course the housing supports the commercial and the commercial supports the housing. So having some of these uses develop in parallel with one another is really optimal.

You referenced compliance with the Sustainable Growth Management Plan. So we just touched on – you know, that's quite a voluminous exercise. So, we just touched on some high points here that speak to why does this collection of zoning districts within this conceptual plan, why does this make sense and why does it make sense for this particular piece of property in this particular location and also relative to the SGMP itself? So, policy 7.1 speaks to when we're in our priority growth areas, we should be looking at central mixed use, walkable centers, places that include job-housing balance. I mean, that's really key. We envision a place where people live and work within this community. And so, we're reducing car trips. We're encouraging people to get on the trail network and ride their bikes or walk to work. And so that's really the vision for the community. And then of course we need to be served by adequate facilities which we are. We have great access to the roadway network and access to public utilities. So 7.4 allow mixed-use development and direct large-scale commercial development to well-defined compact nodes and centers. So again, you know, the way we've laid out the commercial and everything relative to the residential we think really accomplishes this. And then this policy 11.3 really speaks to the industrial zoning and the importance of that relative to economic development. And it's just such an important land use that we don't have enough land availability in our community. There have been studies about how much industrial land do we really need and we're not and we're not there. So this is a great opportunity again with great access to I-25 which is really important for those types of uses. And then support and connect to centerness in existing and new communities. So again, our connecting to, you know, our roadway network to the west and to the east, but creating that internal connectivity and as each of these phases develop, we're going to have open space corridors, trail networks that will connect all of these uses together. And

then -- and we are going to be dedicating over 89 acres of open space. So that again that will support that connectivity among the various projects.

We of course conducted a traffic study. So this image here shows the intersections that we analyzed. We met with the County Public Works Department as well as the Department of Transportation. Highway 14 is their facility. So it was very important that they were in the conversation and we identified which intersections would be studied for the purposes of the traffic study. This shows them here starting at the top where this is the frontage road connection to 599. Then we have the 599 Highway 14 signal. We come down to the entrance to the Valle Vista neighborhood here. And then flipping to the other side, we have the Carlson subdivision, our neighbors to the west, and have two connections at the frontage road and then two internal connections here. So traffic studies are focused on intersections, right? Because those are the choke points in any roadway network. That's where delay happens. There's no intersections, you're just cruising right along nothing to stop you, right? So the Institute of Transportation Engineers establishes levels of service at intersections and the level of service is based upon how much delay is experienced at that intersection in the A.M. peak hour, the morning rush hour and the P.M. peak hour, the afternoon early evening rush hour. And so there's different standards whether it's a signalized intersection or an unsignalized intersection. But as you can see, level of service A, minimal delay. You're cruising through, come to a stop, look both ways, you're off. And so that is obviously, it's like a grading system and it goes down from there. And so then you get to level of service F where you get to an unacceptable delay and that is considered a failure and that would require some sort of improvements or mitigation to that particular intersection. And generally in urban areas that you know experience a fair amount of traffic, if you're in the C-D range that's considered really good level of service.

So these are the results of our study at all the intersections. So as you can see everything is operating really, really well except there is an issue here where Valle Vista connects to Highway 14. The traffic study looks at existing conditions and then we add our traffic generation on top of that and then we get the build condition. We also look at no build conditions. So we add, as we progress into the future, and of course this is a phased project, right? So there's going to be a certain condition in phase one, a certain condition in phase two, so on. So we have to add a background growth rate to the traffic. So if this project never happened, the assumption is the background traffic, the existing traffic is going to grow as the community grows. So the standard that we use is a 1 percent growth rate. So what it's showing here is that intersection at Valle Vista in 2033 will fail just on this -- it's basically people coming out trying to turn left onto Highway 14 as they go to work in the morning. It's essentially what we're talking about. And that will fail in 2033 whether Bonanza Creek develops or not. So it's kind of an existing issue. The DOT is very aware of that. We discussed it with them and they're aware. DOT, as this part of Santa Fe continues to grow, they're going to need to be taking a look at some of those access points along Highway 14 and what could be some mitigation measures. So, like I said, that's going to happen. It's not about us, but it is something that the DOT does have on their radar.

Our um primary entrance, which is our south entrance, Road A to Highway 14, it will be designed as full access. So, all the turning movements, right-in/right-out, left-in/left-out and we will be constructing a new right turn lane so cars can get out of the

through lane to turn right into the project. And then northbound, there'll be a dedicated left turn lane to go into the project. And so that's just obviously for safety purposes on the roadway. The north access is going to be limited, right-in/right-out. So um so anybody entering the project is going to go down to the south entrance. And I mean I'm sorry, anybody exiting that wants to go north is going to use the south entrance because and that'll be the signalized entrance. So it makes perfect sense. The north entrance as you're coming south on Highway 14, you can hang right in. If you're southbound, you can hang a right out.

And then again, as I mentioned, there will be a traffic signal there once those signal warrants are met. And then this is really important, we're at a conceptual plan stage right now. Our primary objective here is to establish the zoning and then we move forward with particular development applications within each of those zoning districts. The traffic study will be updated every single time with every phase of development. And that is really critical because we don't have a crystal ball. We have a land use program that we believe is reflective of current market conditions, reflective of the permissible uses, but they're assumptions and so this traffic study really becomes an organic document. So, with every phase, we come in with our first phase or first subphase, phase 1A. We're going to do a few commercial lots over on Highway 14, right at our main entrance, for example. Brand new traffic study in the door that says this is what's going on here. And we get down a little more into the weeds. So, we're at a little more at a high level on this right now, which is consistent with how it works with conceptual plans. And this will be updated so we always have current accurate information. We know how the traffic patterns are changing and how they might be increasing on the roadway network and then how the traffic we're producing and just to make sure we're addressing any impacts. And that completes my presentation. So I'd be happy to stand for any questions.

HEARING OFFICER HARTSTEIN: Does the addition of lanes in 14 create the left turn lane into the property at the southern access point and I believe a dedicated right turn lane I think also at the southern access point.

MS. JENKINS: Correct.

HEARING OFFICER HARTSTEIN: Does that require the widening of the road?

MS. JENKINS: Yeah, we will be adding some asphalt. I don't believe – I think there's enough because there's a striped median. So, we'll just stripe out that left turn lane. And if I'm remembering this correctly, but I can double check, but, yes, coming in south that right turn lane, we'll be adding new asphalt. There's plenty of right-of-way. There's plenty of space for it, but yes, we will be adding some additional width to the roadway there.

HEARING OFFICER HARTSTEIN: Okay. And that's also something that's been addressed with Department of Transportation.

MS. JENKINS: Correct. Yes. They received the traffic study. They did not have any – they did not express any concerns, but they are the ones who have to issue our access permits when it comes time to. So they have the final say on all things. But they were comfortable. Like I said, we worked really closely with them on how we were accessing the site and they were comfortable with it.

HEARING OFFICER HARTSTEIN: All right. I think you've adequately addressed consistency with the Sustainable Growth Management Plan. There are two

other factors in the test for a zoning map amendment and they're addressed in the applicant statement, but I just want to invite you if you have anything else to add on that. The first one is adverse impact on neighboring lands. I believe both the applicant statement and the staff report indicated that there would be no adverse impact. And then the other is suitability as presently zoned. And I think you addressed that a little bit when you were talking about kind of buffering moving from the east to the west, from commercial and industrial uses to more mixed use, and then residential moving east to west but particularly the adverse impact I'd like to invite you to address and then if there's anything else on suitability as perceived.

MS. JENKINS: Absolutely. We believe that this program actually is the antithesis of adverse impact because what really drove the design was, how do we respond meaningfully to our neighboring environments? Like for example, with the mixed use zoning going currently all the way to our west boundary, you can do a fair amount of density in that mixed use zoning. Not sure that's appropriate right next to that existing Carlson subdivision. So, we felt the residential community was more appropriate there to mitigate impact, a perceived impact to that community. And similarly I can't imagine that anything we are going to do would create a negative impact on the penitentiary or the wastewater treatment plant. But again that industrial zoning, there's an appropriateness there in terms of transitioning land uses. You wouldn't put houses down there. I mean that wouldn't make sense, right? So we're like if we're not putting houses down here, which in the mixed use zoning that's what you would do, so what makes sense here? So we're able to offer a transition from that use or those uses to the south into the rest of rest of the community.

HEARING OFFICER HARTSTEIN: Great. Well, thank you. And the applicant will, as always, get the last word, but next I'm going to open it up to members of the community. So you can take a seat for now. Thank you.

MS. JENKINS: Thank you, sir. Appreciate it.

HEARING OFFICER HARTSTEIN: All right. So, first I would like to invite any members of the public who are here present in person who would like to make a statement to do so. And not seeing anyone, I will move it to the video conference and invite anyone present on the video conference to make a statement.

MR. SISNEROS: So if there's anybody wishing to speak on this matter, if you'd please raise your virtual hand and then we can call on you. Hearing Officer, we have Tai Bixby online wishing to speak on this matter.

HEARING OFFICER HARTSTEIN: Right. Mr. Mr. Bixby, that's an assumption I'm going to make without being able to see you. But are you a representative of a community organization or are you within 500 feet of the property or are you speaking as a member of the public?

[The meeting was paused as IT connected Mr. Bixby to the proceedings.]

[Duly sworn, Tai Bixby, testified as follows:]

TAI BIXBY: Tai Bixby, 5 Calle Pinonora, Santa Fe, New Mexico. I am not speaking on behalf of any organization or association, just as a citizen of Santa Fe County.

HEARING OFFICER HARTSTEIN: All right, great. Please, make your statement.

MR. BIXBY: Thank you, Mr. Hearing Officer, and I just want to express my appreciation for the ability to call in remotely. Glad the technology is working. I just want to express my support for the project. I think the scale of the project is appropriate given what's going on in that part of Santa Fe County. It seems like it's in the path of development. It's on the edge of the developed part of the County. I appreciate the way that the zoning transitions from commercial uses to residential uses. That makes sense. And it appears that the project, the way that the applicant has presented it, meets the sustainability standards that the County has set in terms of open space density and the transect that it seems like the SLDC anticipates going from high density to low density uses. So I applaud the development team and the applicant and just want to express my support.

HEARING OFFICER HARTSTEIN: Excellent. Thank you, we appreciate you joining us today. And at this point would like to ask if there's anybody else on the video conference interested in making a statement?

MR. SISNEROS: Hearing Officer Hartstein, there's nobody else online wishing to speak on this matter.

HEARING OFFICER HARTSTEIN: Okay. Excellent. Then we're going to excuse Mr. Bixby and invite the agent for the applicant if she has any additional statement to make in support of the application. [Ms. Jenkins nods in the negative] Okay.

At that point, we'll close the public hearing and I'll ask the staff if they have anything to add on the basis of what has been entered in the record today, the testimony that's been received.

MR. SISNEROS: Hearing Officer Hartstein, staff has nothing to add on this case right now.

HEARING OFFICER HARTSTEIN: All right. In that case, the next step is for me to prepare a findings of fact and conclusions of law and a recommendation and I will do so within 15 business days. But with that being said, thank you everyone for coming and participating, we appreciate it. And with that, the hearing is adjourned.

3. Next Scheduled Meeting: November 13, 2025

4. Concluding Business

A. Adjournment

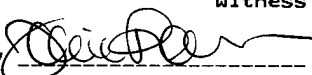
Hearing Officer Hartstein adjourned the hearing at approximately 3:43 p.m.

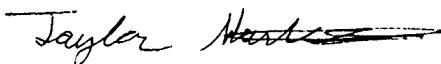
COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

SLDC HEARING OFFICER M
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Approved by:

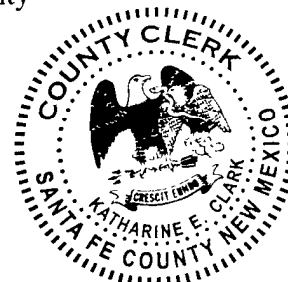
I Hereby Certify That This Instrument Was Filed for
Record On The 31ST Day Of October, 2025 at 11:27:59 AM
And Was Duly Recorded as Instrument # 2070499
Of The Records Of Santa Fe County

Deputy  Witness My Hand And Seal Of Office
Katharine E. Clark
County Clerk, Santa Fe, NM

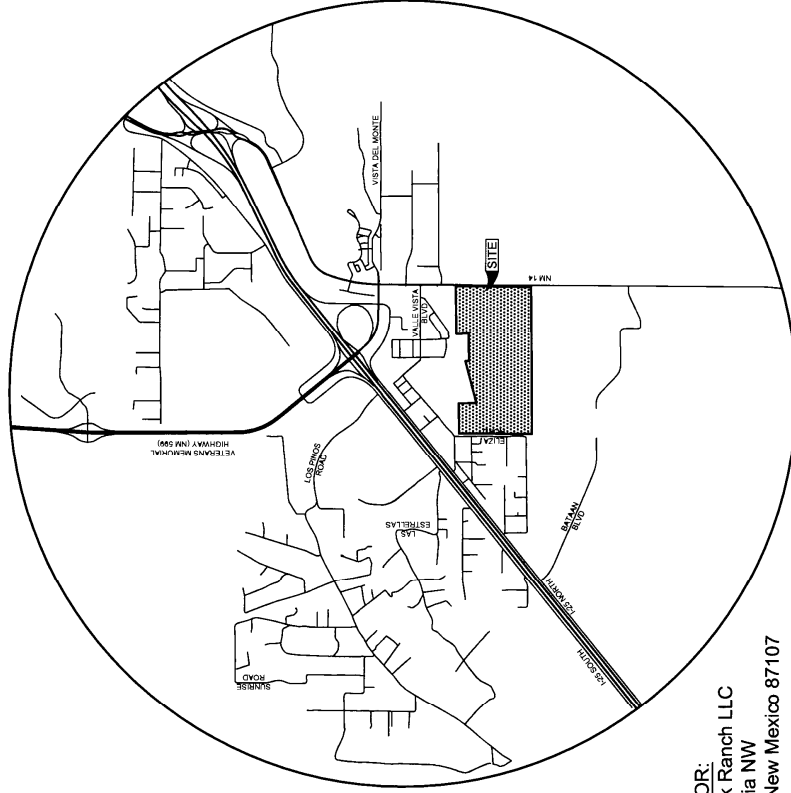

Taylor Hartstein, SLDC Hearing Officer
Santa Fe County

10/29/2025

SFC CLERK RECORDED



BONANZA CREEK CONCEPTUAL PLAN



PREPARED FOR:
Bonanza Creek Ranch LLC
2321 Candelaria NW
Albuquerque, New Mexico 87107

JULY 2025

SANTA FE COUNTY, NEW MEXICO
SECTION 35, TOWNSHIP 16 N, RANGE 8 E NMPM

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4-1	CONCEPTUAL UTILITY PLAN
5-1	CONCEPTUAL GRADING AND DRAINAGE PLAN
6-1 TO 6-5	SLOPE ANALYSIS MAPS
7-1 TO 7-3	TYPICAL SECTIONS, NOTES, AND DETAILS
8-1	CONCEPTUAL OFFSITE IMPROVEMENTS

*INDICATES SHEETS TO BE RECORDED



JENKINSGAVIN
LAND USE/PROJECT MANAGEMENT

SFC CLERK RECORDED 10/31/2025
130 Grant Avenue Suite 101

S Santa Fe Engineering
F Consultants, LLC
E 1599 St. Francis Drive, Suite B
C Santa Fe, N. M. 87505
(505) 982-2845 Fax (505) 982-2641
<http://www.SFENGR.com>

FOR BONANZA CREEK RANCH A LIMITED LIABILITY COMPANY
SECTION 35, TOWNSHIP 16 NORTH, RANGE 8 EAST, N.M.P.M. SANTA FE COUNTY, NEW MEXICO



VICINITY MAP
NOT TO SCALE

① (S)
 ② (P)
 ③ (F)
 ④ (Z)
 ⑤ (L)

K&S TV
UNIVERSITY
7 CALLE DE LA SALLE, NEW MEXICO 87101
TEL: (505) 255-1111
WWW.K&STVUNIVERSITY.COM

ASTRA PROJECT #

SAVED BY

SAVED DATE

SHEET
1 OF 1

SHEET 2-1

SFC CLERK RECORDED 10/31/2025

NEW MEXICO STATE PENITENTIARY
NOW OR FORMERLY
STATE OF NEW MEXICO
PARCEL ID: 910011012
CURRENT DEED BOOK/PAGE 208/294

NOTICE OF LIABILITY
THIS IS NOT A BOUNDARY SURVEY. ANY OTHER USE, BENEFIT OR RELIANCE BY ANY OTHER PARTY IS STRICTLY
PROHIBITED AND RESTRICTED. SURVEYOR HEREBY DISCLAIMS ANY OTHER LIABILITY AND HEREBY RESTRICTS
THE RIGHTS OF ANY OTHER INDIVIDUAL OR FIRM TO USE THIS EXHIBIT, WITHOUT EXPRESS WRITTEN
CONSENT OF THE SURVEYOR.

BONANZA CREEK RANCH LLC
PARCEL ID: 99304435
UPC: 1-047-091-277-392
CURRENT DEED BOOK/PAGE: 1334/933
LOT 1
144.42 ac.

BONANZA CREEK RANCH LLC
PARCEL ID: 99304435
UPC 1-047-091-277-392
CURRENT DEED BOOK/PAGE: 1334/932-933

NEW MEXICO STATE HIGHWAY 14
ROW 150'

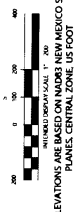
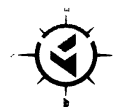
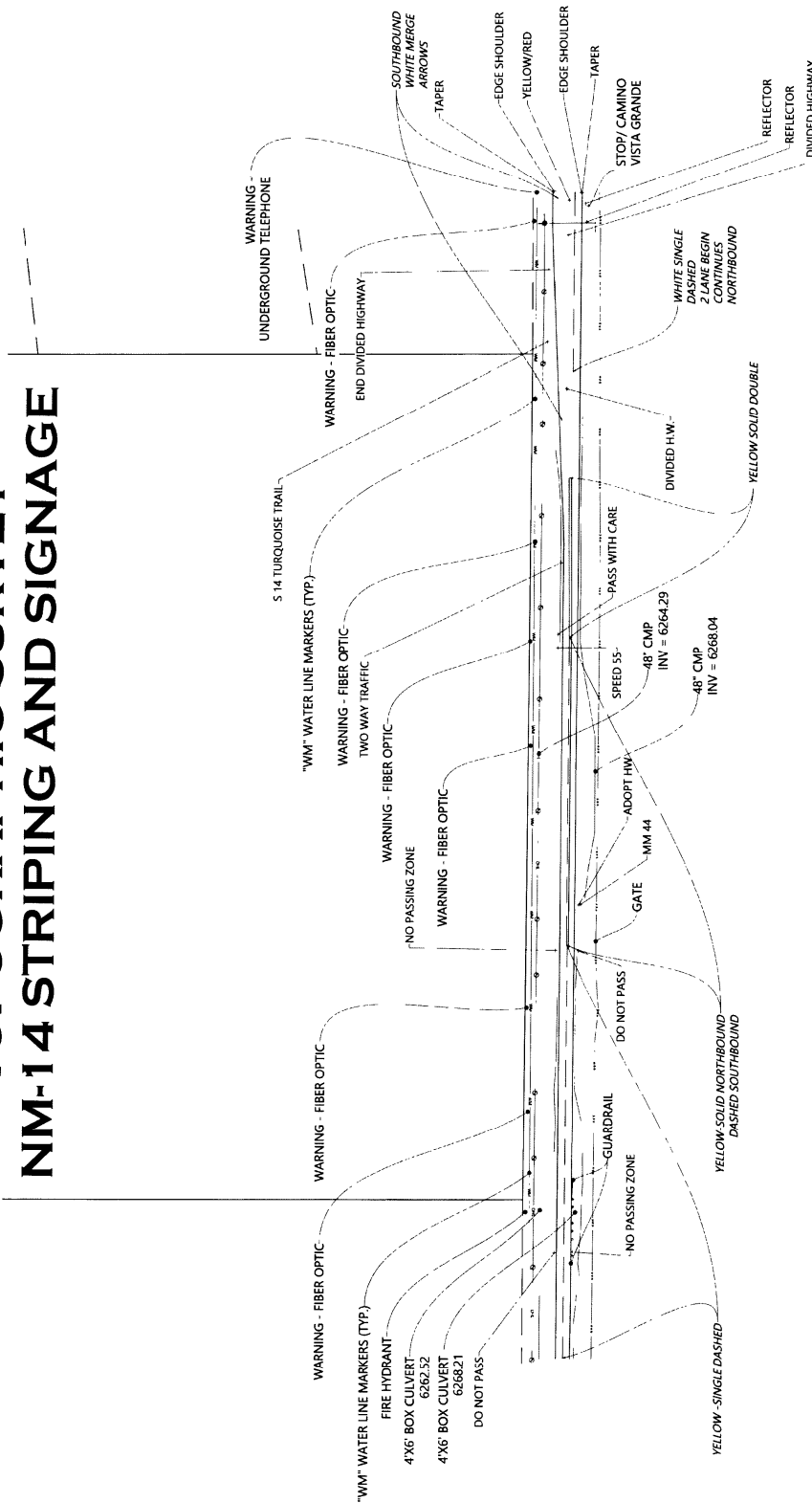
JANUARY 14

TOPOGRAPHIC SURVEY NM-14 STRIPING AND SIGNAGE

1 SCOTT A. MARTIN & NEW MEXICO LICENSED PROFESSIONAL SURVEYOR
DATE: 10/31/2025
PROJECT: NM-14 STRIPING AND SIGNAGE
SHEET: 1 OF 2

ASTRA
SURVEYING
7 CALLE DEL SOL, SUITE 100, ALBUQUERQUE, NM 87102
WWW.ASTRASURVEYING.COM

TOPOGRAPHIC SURVEY
CITY AND COUNTY OF SANTA FE, NEW MEXICO
DRAWING NUMBER: 24-004
SHEET NUMBER: 1 OF 2
DRAWING DATE: 10/31/2025



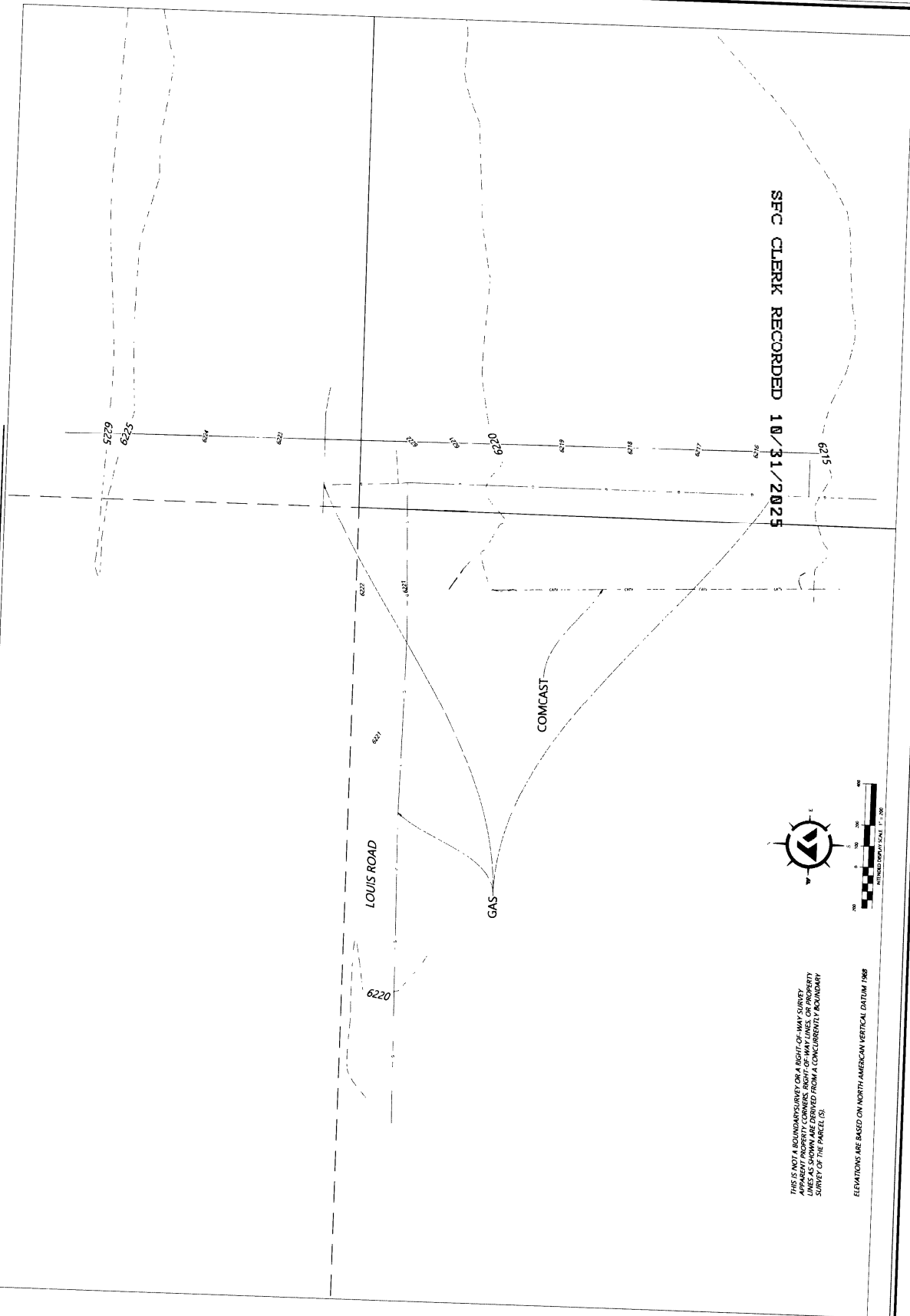
SFC CLERK RECORDED 10/31/2025

NOTES:
1) SKETCH OF DESCRIPTION ONLY, NOT A BOUNDARY SURVEY. 2) PUBLIC RECORDS HAVE NOT BEEN SEARCHED FOR RIGHTS OF WAYS, EASEMENTS, RESTRICTIONS, RESERVATIONS AND/OR OTHER EXCLUSIVE BENEFIT TO THE PARTIES NAMED HEREIN AND SKETCH HAS BEEN PREPARED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE PARTIES NAMED HEREIN. 3) THIS SURVEY IS NOT TO BE USED FOR ANY PURPOSES AFFECTING EASEMENT SHOWN HEREON IF ANY, NOT LOCATED. 4) THIS SURVEY IS NOT TO BE USED FOR ANY PURPOSES AFFECTING EASEMENT SHOWN HEREON IF ANY, NOT LOCATED. 5) ELEVATIONS ARE BASED ON NAD83 NEW MEXICO STATE PLANE, CENTRAL ZONE, US FOOT.

THIS IS NOT A BOUNDARY SURVEY OR A RIGHT-OF-WAY SURVEY. APPARENT SHOWN ARE DERIVED FROM A CONCURRENT BOUNDARY SURVEY OF THE PARCEL(S).
DRAWING NUMBER: 24-004
SHEET NUMBER: 1 OF 2
DRAWING DATE: 10/31/2025

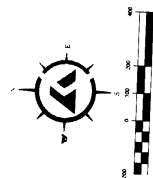
SHEET 2-3

TOPOGRAPHIC SURVEY



THIS IS NOT A BOUNDARY SURVEY OR A RIGHT-OF-WAY SURVEY
APPEARANT PROPERTY CORNERS, RIGHT-OF-WAY LINES, OR PROPERTY
LINES AS SHOWN ARE DERIVED FROM A CONCURRENTLY BOUNDARY
SURVEY OF THE PARCEL (S).

ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM 1988



SHEET 2-4

D:\01 NEW MEXICO\PROJECTS\5 24 09 4 ELIZA RD\5 24 09 4 ELIZA RD TOPO 5 22 25 DWG

TOPOGRAPHIC SURVEY		PROJECT	
4 ELIZA ROAD			
CITY AND COUNTY OF SANTA FE, NEW MEXICO			
DRAWN BY		CHECKED BY	
DATE		SCALE	
SHEET NO.		SHEET TOTAL	

DATE		REVISION		BY

ASTRA
SUBVYING
WWW.ASTRAVYING.COM
7 CALHOUN ROAD UNIT A-11 PHOS 1210
SAVANNAH, GA 31404
P (909) 963-9025

LAKEHURST, N.J.

STATE OF NEW MEXICO
COUNTY OF SAGUARO
I, SCOTT A. MARTIN, a duly qualified and licensed
Professional Surveyor in the State of New Mexico,
do hereby certify that the foregoing survey
was made by me or under my direction and
control, and that the same is a true and correct
statement of the facts as the same appear
from the records of the Surveyor General's
Office.

BONANZA CREEK CONCEPTUAL PLAN ZONING DISTRICT BOUNDARIES

LOT 2
NOW OR FORMERLY
HOPE UNLIMITED CHURCH SANTA FE INC
PARCEL ID: 78801016
CURRENT DEED BOOK/PAGE 194463

TRACT 3 A
NOW OR FORMERLY
PARCEL ID: 910005405
CURRENT DEED BOOK/PAGE 1985700

LIFT STATION EASEMENT
NOW OR FORMERLY
SANTA FE
PARCEL ID: 9930454
CURRENT DEED BOOK/PAGE 730734

SEWAGE DISPOSAL AREA
NOW OR FORMERLY
VALLE VISTA HEIGHTS S/D LLC
PARCEL ID: 99306453
CURRENT DEED BOOK/PAGE 29015

VALLE VISTA DRAINAGE EASEMENT
NOW OR FORMERLY
VALLE VISTA HEIGHTS S/D LLC
PARCEL ID: 99306453
CURRENT DEED BOOK/PAGE 29015

TRACT 2
NOW OR FORMERLY
MMSKY LP
PARCEL ID: 68900734
CURRENT DEED BOOK/PAGE 280182

LINE #	BEARING	LENGTH
L24	S89°20'06"W	1087.43
L25	S89°20'06"W	470.53
L27	S10°54'59"W	80.00
L28	S00°00'00"E	737.19
L29	S89°43'33"W	667.35
L30	N00°13'00"W	433.33
L31	N89°43'09"E	1742.25
L32	S00°19'16"W	2645.24
L33	S89°43'33"W	500.26
L34	N00°00'00"E	493.57
L35	N45°34'32"E	60.00
L37	N00°52'37"E	182.60
L40	S73°48'44"W	443.43
L42	S89°20'06"W	111.27
L43	N00°31'54"W	80.00
L44	S89°42'24"W	2199.44
L45	S89°56'41"W	811.91

LINE #	BEARING	LENGTH
L1	N89°42'11"E	109.16
L2	S00°31'19"E	699.91
L3	S66°04'23"W	1134.7
L4	S23°55'37"E	524.92
L5	S66°04'23"W	80.00
L7	S34°19'38"E	50.00
L8	N79°50'00"E	14.01
L9	S00°00'00"E	1291.67
L10	S89°43'33"W	1177.39
L11	N00°13'00"E	2644.66
L12	N4°48'44"E	135.54
L13	S00°15'46"E	135.54
L14	N89°43'00"E	999.27
L15	S00°13'00"E	441.82
L16	S17°12'21"E	80.12
L17	N76°40'33"E	99.59
L21	S07°10'44"E	278.76
L22	S01°32'59"E	114.64

CURVE #	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD DISTANCE
C1	32.42'	107°18'11"	60.71'	S79°01'17"W	52.22'
C2	28.95'	86°17'12"	43.60'	S60°10'47"E	39.60'
C3	315.31'	47°32'41"	251.64'	S2°43'47"W	254.20'
C4	377.92'	38°32'32"	254.22'	S12°25'52"W	249.45'
C5	28.00'	90°00'00"	43.98'	S44°28'06"W	39.60'
C6	1000.00'	17°25'53"	304.53'	N81°46'28"W	303.35'
C7	303.00'	43°13'31"	230.31'	N2°29'07"E	224.80'
C8	28.00'	90°00'00"	43.98'	M44°07'23"W	39.60'
C9	1012.79'	18°18'51"	323.73'	S87°01'38"W	322.35'
C10	1000.00'	15°39'22"	295.11'	S81°36'25"W	294.19'

MIXED USE
(CURRENT ZONING)
4107168.73 SQ FT
OR
94.29 AC±

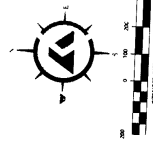
RESIDENTIAL
COMMUNITY
300788.75 SQ FT
OR
69.05 AC±

INDUSTRIAL
2361395.81 SQ FT
OR
54.21 AC±

COMMERCIAL
GENERAL
3493349.26 SQ FT
OR
80.20 AC±

BONANZA CREEK RANCH LLC
PARCEL ID: 99304435
UPC: 1-047-091-277-392
CURRENT DEED BOOK/PAGE: 1334/932-933

NEW MEXICO STATE PENITENTIARY
NOW OR FORMERLY
STATE OF NEW MEXICO
PARCEL ID: 51001101
CURRENT DEED BOOK/PAGE 208/294



THIS IS NOT A BOUNDARY SURVEY OR A RIGHT-OF-WAY SURVEY.
BOUNDARY SURVEYS, RIGHT-OF-WAY LINES, OR PROPERTY
LINES AS SHOWN ARE DERIVED FROM A CONCURRENT BOUNDARY
SURVEY OF THE PARCEL(S).

SFC CLERK RECORDED 10/31/2025

ASTRA
SURVEYING
7 CALLENT ROAD UNIT 5-11 PHO 3310
SANTA FE, NM 87505
WWW.ASTRASURVEYING.COM

DATE	REVISION	BY

BONANZA CREEK CONCEPTUAL PLAN
ZONING DISTRICT BOUNDARIES
PROJECT
CITY AND COUNTY OF SANTA FE, NEW MEXICO
DRAWN BY
CHECKED BY
DATE

DRAWING NUMBER
55-24-99
SHEET NUMBER
1 OF 1

DEDICATION
I, THE UNDERSIGNED, HEREBY DEDICATE TO THE
PUBLIC THE FOLLOWING LANDS, TOGETHER WITH
ALL RIGHTS AND INTERESTS THEREIN, FOR THE
USE AND BENEFIT OF THE PEOPLE OF THE
COUNTY OF SANTA FE, NEW MEXICO.
IN WITNESS WHEREOF, I HAVE HEREUNTO
SET MY HAND AND SEAL OF OFFICE, AT
SANTA FE, NEW MEXICO, THIS _____ DAY
OF _____, 2005.

OWNER
(OWNER TITLE)
THIS INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY
XXXXXX THIS _____ DAY OF 20____
MY COMMISSION EXPIRES ON _____

APPROVALS
APPROVED BY THE SANTA FE BOARD OF COUNTY
COMMISSIONERS AT THEIR MEETING OF _____

CHAIRPERSON
ATTESTED BY _____ DATE _____

COUNTY CLERK
COUNTY DEVELOPMENT PERMIT NO. _____ DATE _____

APPROVED BY
COUNTY LAND USE ADMINISTRATOR _____ DATE _____

COUNTY FIRE MARSHAL _____ DATE _____

COUNTY PUBLIC WORKS DIRECTOR _____ DATE _____

RURAL ADDRESSING _____ DATE _____

STATE OF NEW MEXICO
COUNTY OF SANTA FE

HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR
RECORD ON THE _____ DAY OF _____

AT _____ O'CLOCK _____ M AND WAS DULY
PAGE _____ OF THE RECORDS OF SANTA FE COUNTY

WITNESS MY HAND AND SEAL OF OFFICE
KATHARINE E. CLARK
COUNTY CLERK, SANTA FE COUNTY, NM
DEPUTY

REVISIONS
DATE

ENGINEERS SEAL

DATE

SCALE: 1" = 200'

0 100 200 400

130' GAVIN ROAD (SANTA FE BLVD.)

NEW MEXICO STATE HIGHWAY 14 - R.O.W. 150'

30' PUBLIC ACCESS AND UTILITY EASEMENT

30.00' SANITARY SEWER EASEMENT

AREA = 3,465,342.28 SF
12.57 ACRES

AREA = 2,340,088.15 SF
6.81 ACRES

AREA = 1,120,787.55 SF
3.27 ACRES

AREA = 3,007,886.75 SF
8.72 ACRES

50' NEW MEXICO GAS COMPANY EASEMENT

PROPOSED DRAINAGE EASEMENT

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

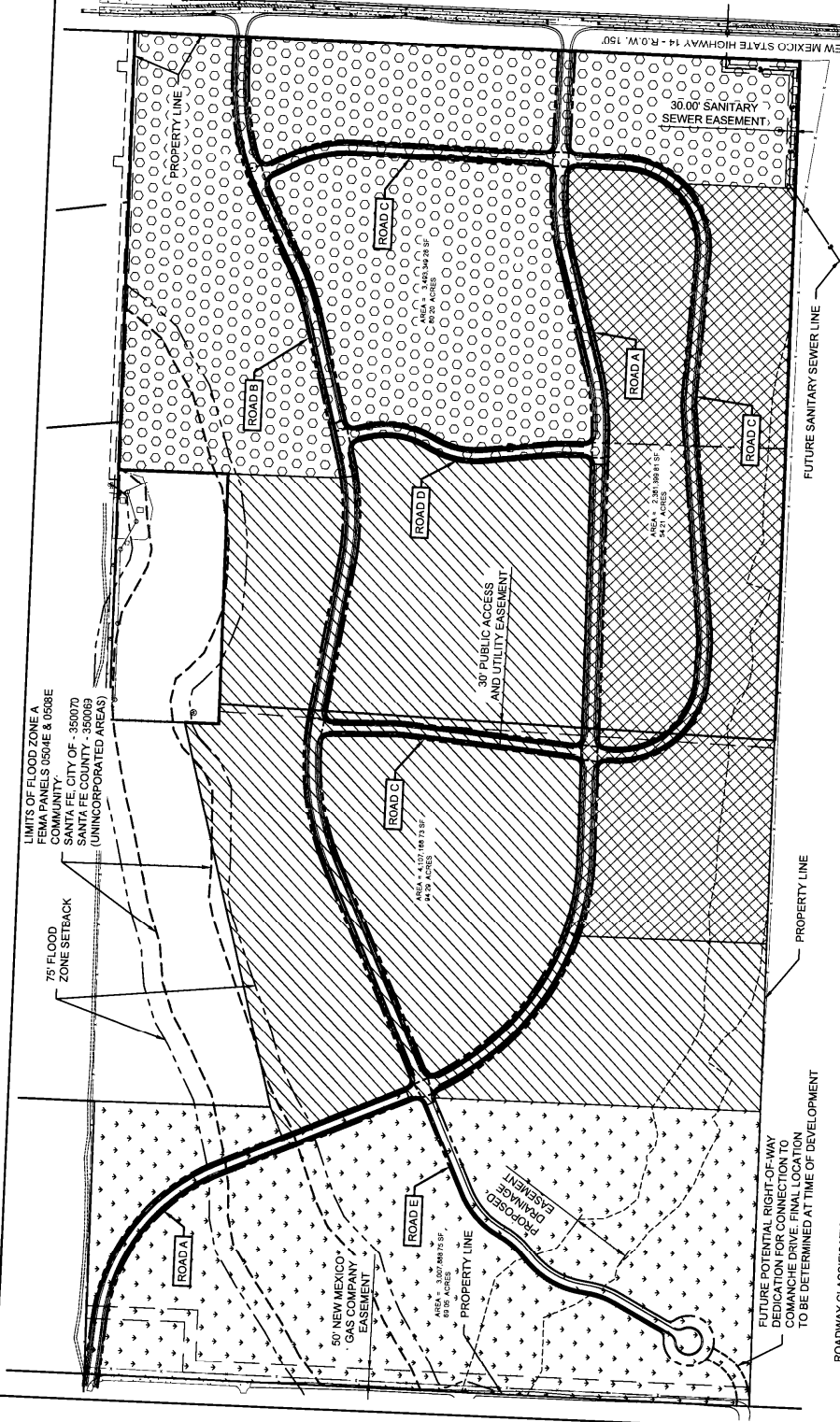
PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE



SITE AREA = 297.73 AC±

LAND USE LEGEND

MIXED USE (CURRENT ZONING) 94.29 AC±

COMMERCIAL GENERAL 80.20 AC±

RESIDENTIAL COMMUNITY 69.05 AC±

SEC 27
CLERK RECORDED 10-31-2025

CONCEPTUAL PLAN
SCALE: 1" = 200'

ROADWAY CLASSIFICATIONS

ROAD A, B
PROPOSED COLLECTOR ROAD
POSTED SPEED LIMIT = 35 MPH, MIN. RADIUS = 510', ROW = 80'

ROAD C, D
PROPOSED SUBCOLLECTOR ROAD
POSTED SPEED LIMIT = 30 MPH, MIN. RADIUS = 333', ROW = 60'

ROAD E
PROPOSED LOCAL ROAD
POSTED SPEED LIMIT = 25 MPH, MIN. RADIUS = 198', ROW = 50'

PHASING NOTES
PROPOSED DEVELOPMENT DEVELOPED IN FOUR (4) PHASES, WHICH MAY
INCLUDE SUBSEQUENT REQUESTS TO MODIFY THE PHASING
PLAN ARE SUBJECT TO AN ADMINISTRATIVE CONCEPTUAL PLAN
AMENDMENT IN ACCORDANCE WITH SLDG SECTION 4.9.9.1.
PHASES / SUB-PHASES MAY BE DEVELOPED CONCURRENTLY
OR OUT OF SEQUENCE.
SEE SHEET 3-2 FOR PHASING PLAN

OPEN SPACE NOTES
10% OF THE PROPERTY IS RESERVED AS
OPEN SPACE AS SHOWN ON SHEET 3-3. EACH
INDIVIDUAL DEVELOPMENT SHALL PROVIDE
20% OF OPEN SPACE IN ORDER TO ACHIEVE A
TOTAL OF 30% OPEN SPACE AS REQUIRED
PER SLDG 7.15.3.3.



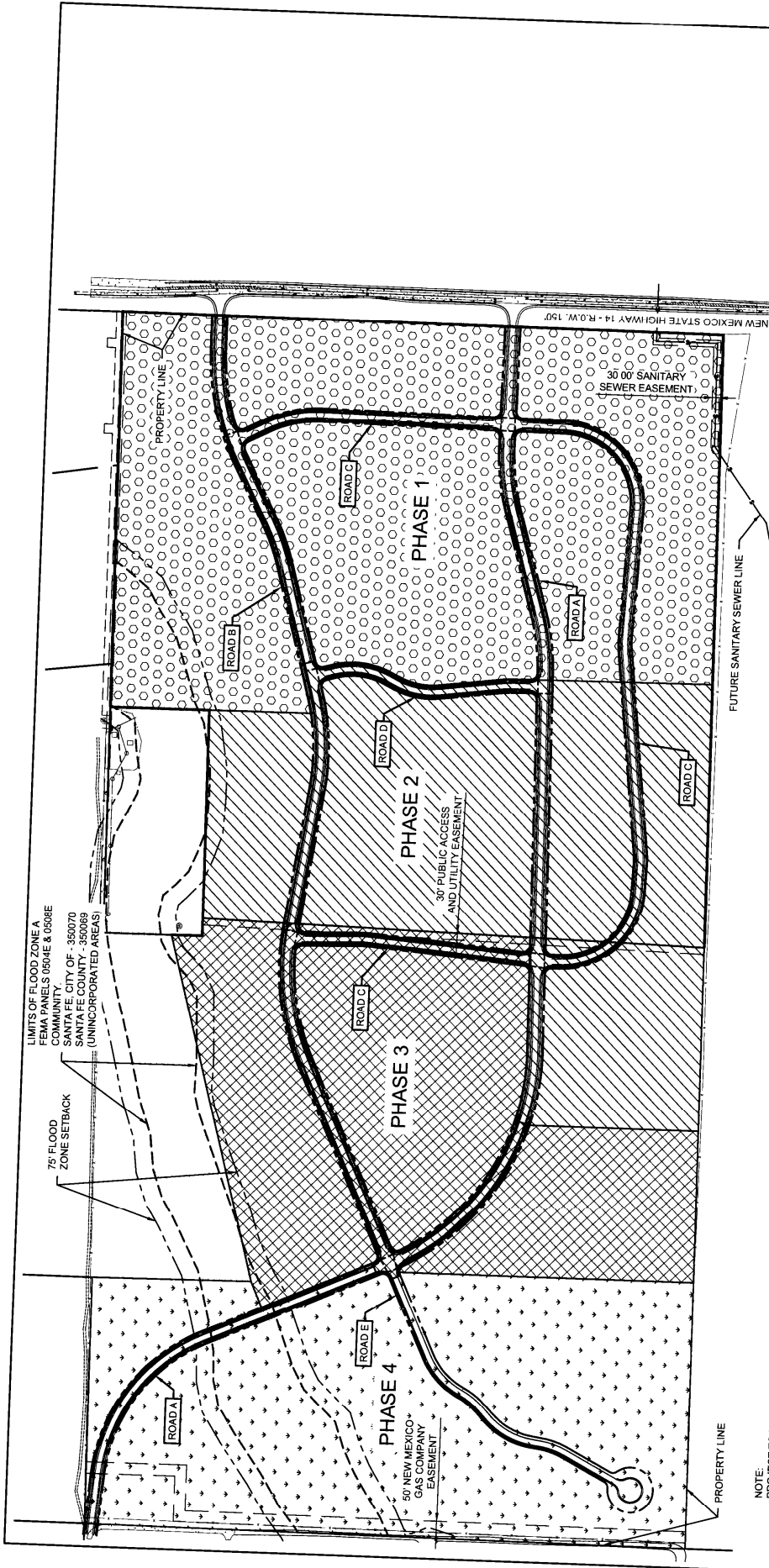
BONANZA CREEK
CONCEPTUAL PLAN

CONCEPTUAL PLAN

DATE
JULY 2005

SCALE
1" = 200'

SHEET
3-1

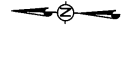


NOTE:
PROJECT TO BE DEVELOPED IN FOUR (4) PHASES, WHICH MAY
INCLUDE SUBPHASES. REQUESTS TO MODIFY THE PHASING
PLAN ARE SUBJECT TO ADMINISTRATIVE CONCEPTUAL PLAN
AMENDMENT IN ACCORDANCE WITH SDC SECTION 4 9 9 B.1.
PHASES / SUB-PHASES MAY BE DEVELOPED CONCURRENTLY
OR OUT OF SEQUENCE

PHASING LEGEND

	PHASE 1 (2033)	AREA = 97.60 AC±
	PHASE 2 (2035)	AREA = 70.20 AC±
	PHASE 3 (2038)	AREA = 60.99 AC±

PHASING PLAN
SCALE 1" = 200'



REVISIONS	DATE	ENGINEER'S SEAL

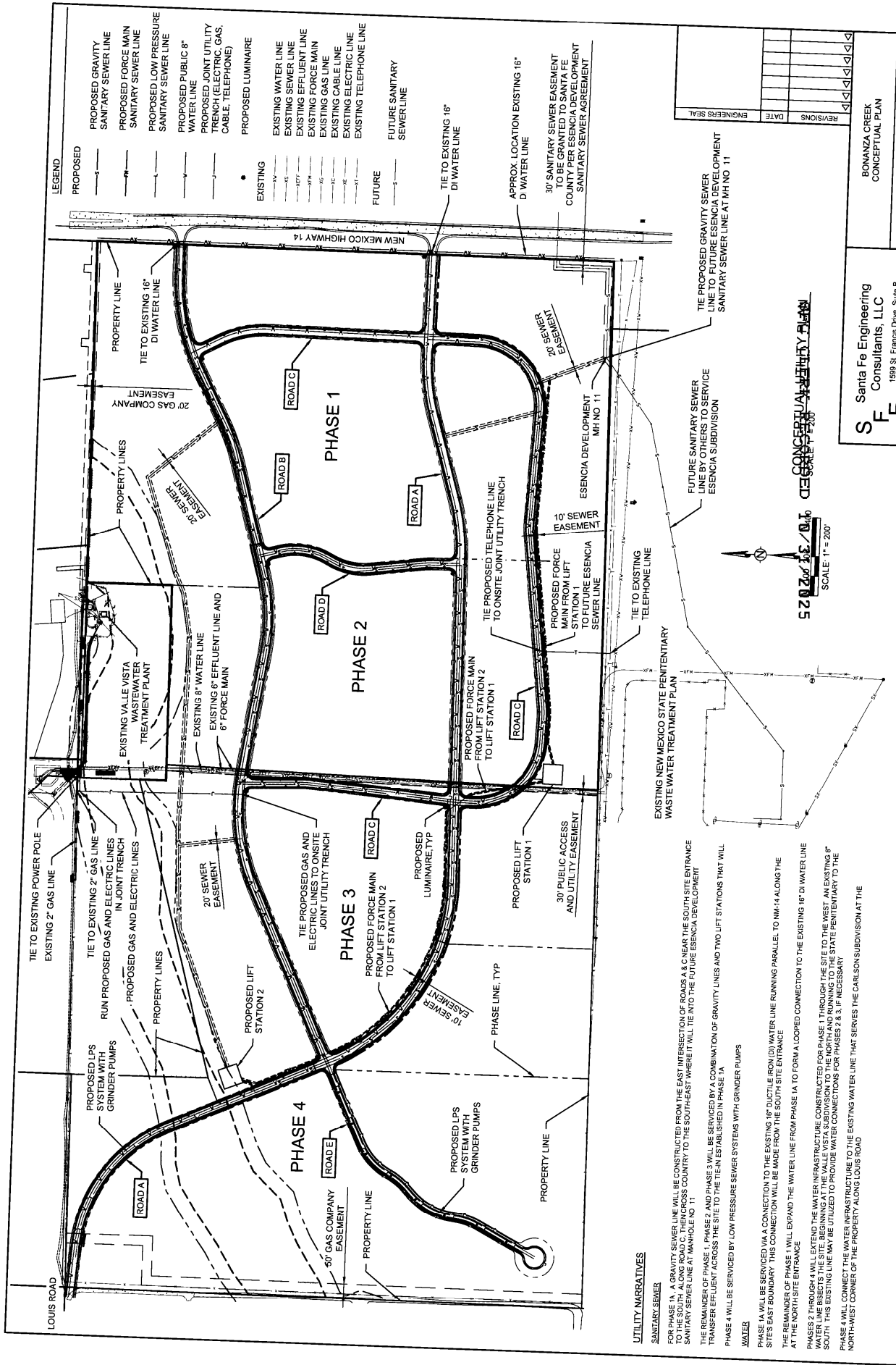
JENKINSGAVIN
LAND SURVEYORS & ENGINEERS, P.C.
1300 Grand Avenue, Suite 200
 Santa Fe, NM 87501
 505.825.7444

**BONANZA CREEK
CONCEPTUAL PLAN**

PHASING PLAN

DATE
JULY 2025
SCALE
1" = 200'
SHEET
3/2

SFC CLERM RECORDS 10/31/2025



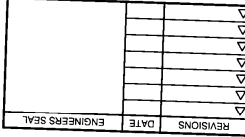
S Santa Fe Engineering Consultants, LLC
 1599 St. Francis Drive, Suite B
 Santa Fe, N. M. 87505
 (505) 982-2845 Fax (505) 982-2841
<http://www.SFENGR.com>

BONANZA CREEK
 CONCEPTUAL PLAN

CONCEPTUAL UTILITY PLAN

DATE: JULY 2005
 SCALE: 1" = 200'
 SHEET: 4-1

520203/01
 CONCEPTUAL UTILITY PLAN
 SCALE 1" = 200'



 DENOTES CHECK DAM
 DENOTES CULVERT
 DENOTES DRAINAGE DIVIDE
 DENOTES POND

1. Ponding shown hereon is provided to accommodate stormwater flows from the roadways only. Each individual development is required to manage stormwater on-site in accordance with SDC requirements
2. All cut slopes are 1 vertical on 2 horizontal. All fill slopes are 1 vertical on 3 horizontal
3. ponds are to be no deeper than 3 feet Ponds shall drain within 24 hours
4. Ponds and swales are to be used for passive water harvesting

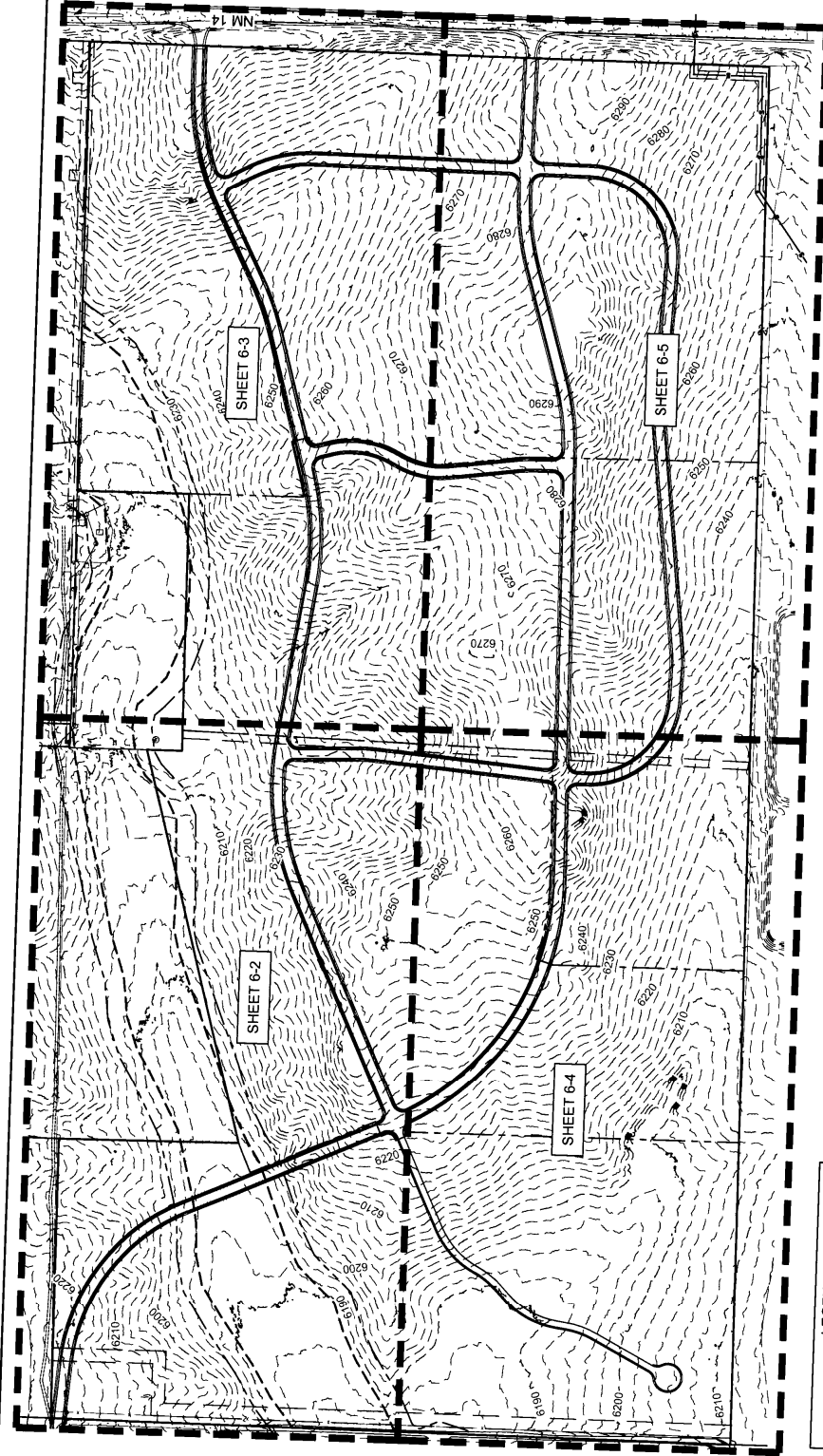
SFC CLERK RECORDED AND INDEXED
 CONCEPTUAL GRADING AND DRAINAGE PLAN
 SCALE 1" = 200', CONTOUR INTERVAL = 1'

S Santa Fe Engineering
F Consultants, LLC
E 1599 St Francis Drive, Suite B
C Santa Fe, N M 87505
(505) 982-2845 Fax (505) 982-
<http://www.SFENGR.com>

BONANZA CREEK
CONCEPTUAL PLAN

CONCEPTUAL GRADING AND
DRAINAGE PLAN

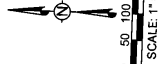
DATE	SCALE	SHEET
JULY 2025	1" = 200'	5-1



LEGEND

- AREA OF 0% TO 15% SLOPE
- AREA OF 15% TO 20% SLOPE
- AREA OF 20% TO 25% SLOPE
- AREA OF 25% TO 30% SLOPE
- AREA OF 30% AND GREATER SLOPE

SLOPE ANALYSIS MAP IS BASED UPON A TWO FOOT CONTOUR INTERVAL



SLOPE ANALYSIS MAP
 SCALE: 1" = 100'
 CONTOUR INTERVAL = 2'

- NOTES**
1. SHEETS 4-2 TO 4-5 HAVE BEEN ENLARGED IN ORDER TO BETTER SEE SLOPES.
 2. SLOPE ANALYSIS IS BASED UPON A TWO FOOT CONTOUR INTERVAL.

SFC CLERK RECORDED 10/31/2025

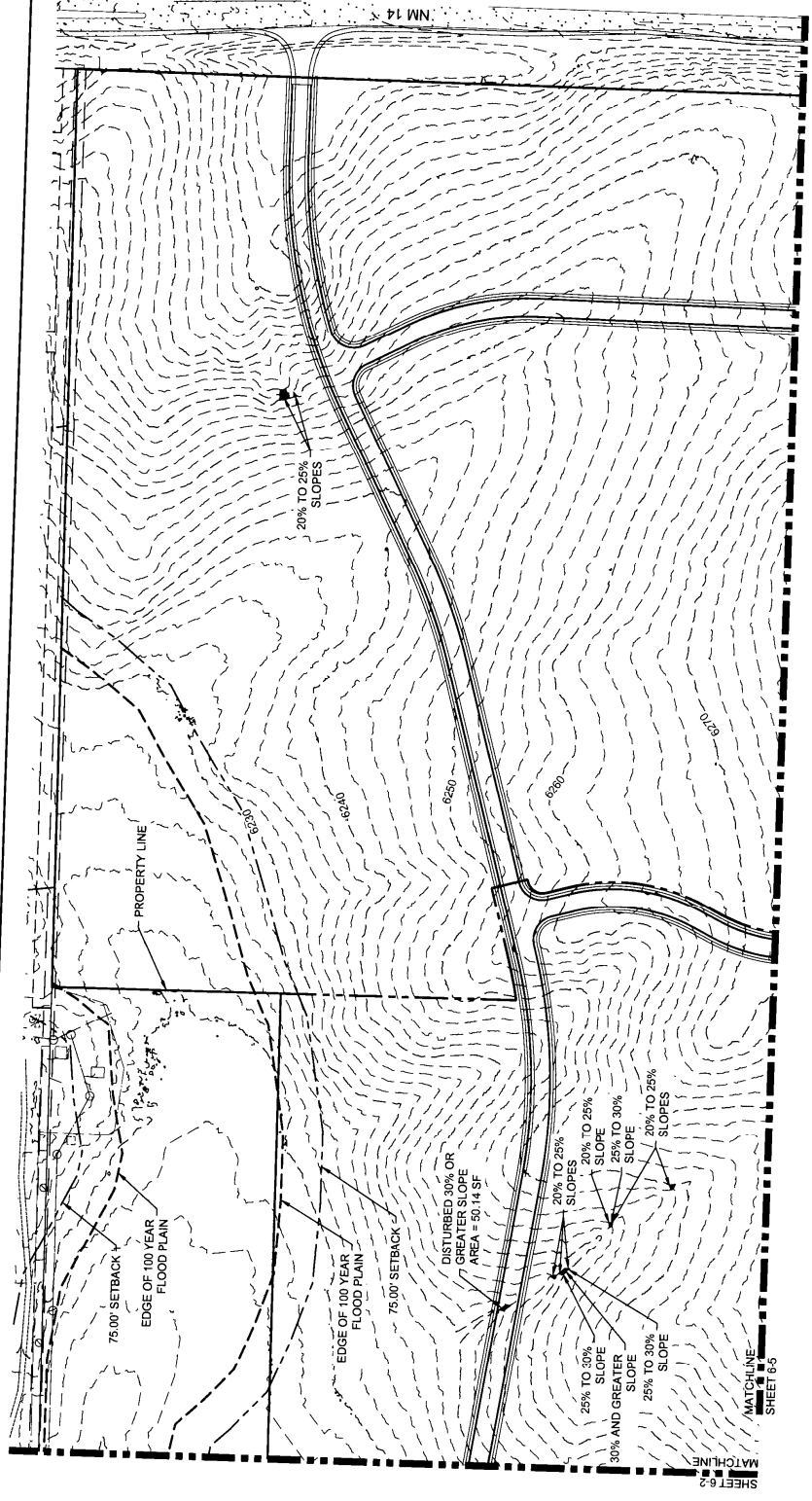
REVISIONS	DATE	ENGINEER'S SEAL

S Santa Fe Engineering
F Consultants, LLC
E 1599 St. Francis Drive, Suite B
C Santa Fe, N.M. 87505
 (505) 982-2945 Fax (505) 982-2841
 http://www.SFENGR.com

**BONANZA CREEK
 CONCEPTUAL PLAN**

SLOPE ANALYSIS MAP OVERALL

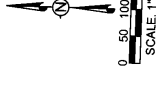
DATE: JULY 2, 2025
 SCALE: 1" = 200'
 SHEET: 6-1



LEGEND

[White Box]	AREA OF 0% TO 15% SLOPE
[Light Gray Box]	AREA OF 15% TO 20% SLOPE
[Medium Gray Box]	AREA OF 20% TO 25% SLOPE
[Dark Gray Box]	AREA OF 25% TO 30% SLOPE
[Black Box]	AREA OF 30% AND GREATER SLOPE

SLOPE ANALYSIS MAP IS BASED UPON A TWO FOOT CONTOUR INTERVAL



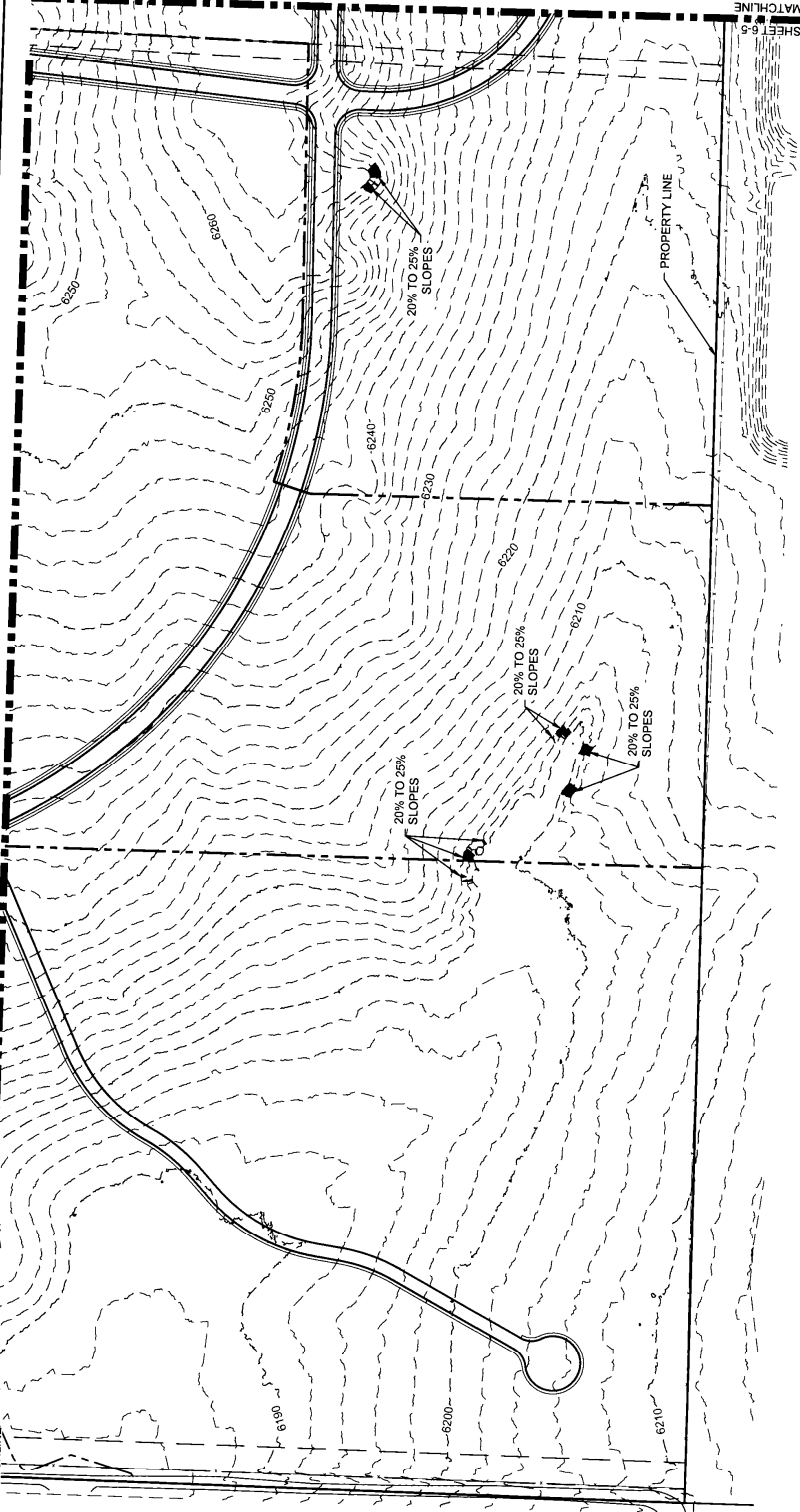
SLOPE ANALYSIS MAP
 SCALE: 1" = 100'
 CONTOUR INTERVAL = 2'

SFC CLERK RECORDED 10/31/2025

S Santa Fe Engineering F Consultants, LLC E 1599 St. Francis Drive, Suite B C Santa Fe, N.M. 87505 (505) 982-2845 Fax (505) 982-2841 http://www.sfc-engineer.com	BONANZA CREEK CONCEPTUAL PLAN	
	SLOPE ANALYSIS MAP (CONTD)	
	DATE: JULY 2, 2025	SCALE: 1" = 100'

REVISIONS	DATE	ENGINEER'S SEAL

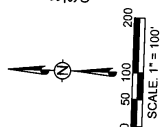
SHEET 6-2
MATCHLINE



LEGEND

[White Box]	AREA OF 0% TO 15% SLOPE
[Light Gray Box]	AREA OF 15% TO 20% SLOPE
[Medium Gray Box]	AREA OF 20% TO 25% SLOPE
[Dark Gray Box]	AREA OF 25% TO 30% SLOPE
[Black Box]	AREA OF 30% AND GREATER SLOPE

SLOPE ANALYSIS MAP IS BASED UPON A TWO FOOT CONTOUR INTERVAL



SLOPE ANALYSIS MAP
SCALE: 1" = 100'
CONTOUR INTERVAL = 2'

SFC CLERK RECORDED 10/31/2025

REVISIONS	DATE	ENGINEERS SEAL

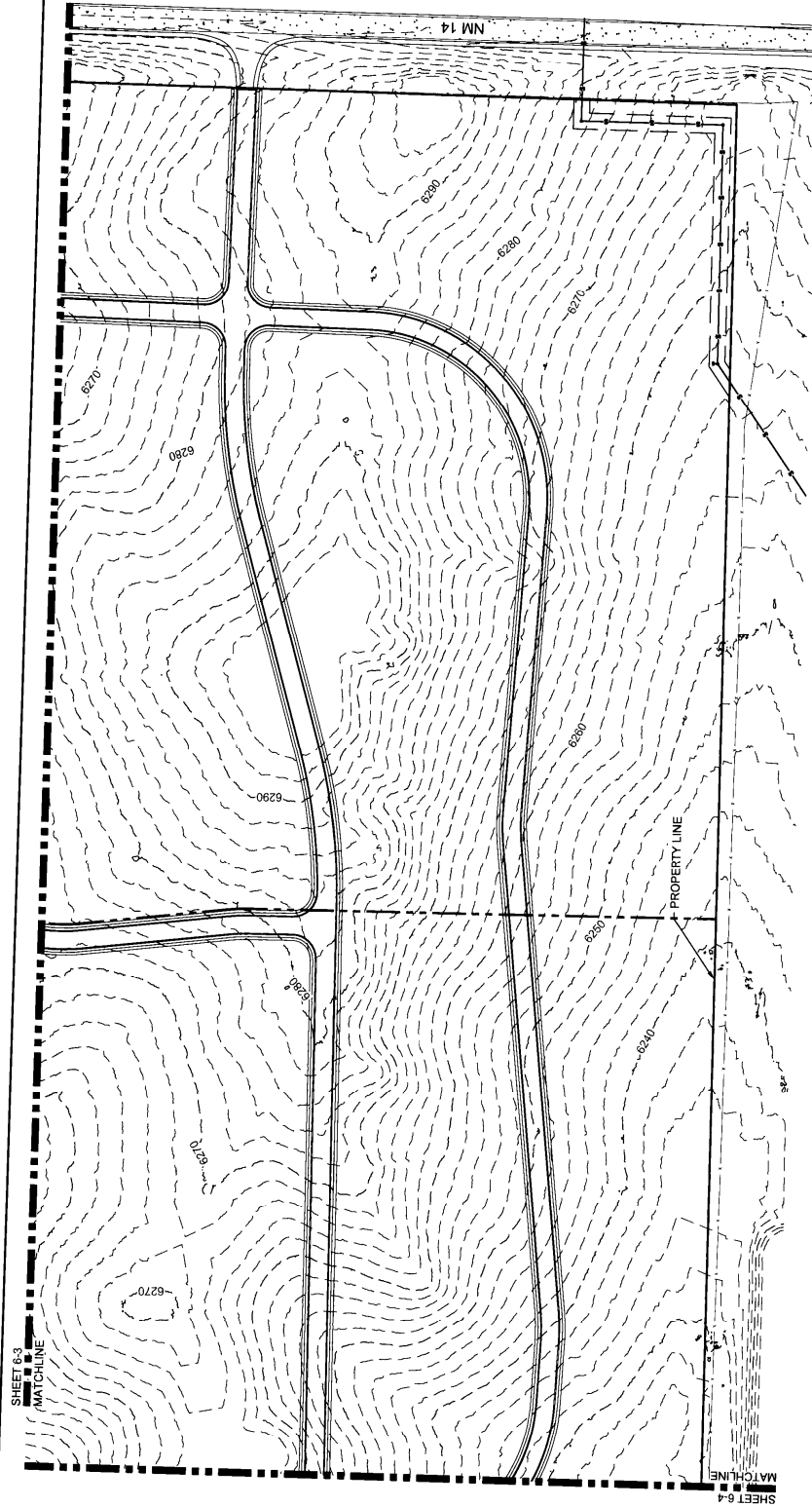
S Santa Fe Engineering
F Consultants, LLC
E 1595 St. Francis Drive, Suite B
C Santa Fe, N.M. 87505
(505) 982-2845 Fax (505) 982-2841
http://www.SFENGR.com

BONANZA CREEK
CONCEPTUAL PLAN

SLOPE ANALYSIS MAP (CONTD)

DATE: JULY 2025
SCALE: 1" = 100'

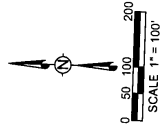
SHEET 6-4



LEGEND

- AREA OF 0% TO 15% SLOPE
- AREA OF 15% TO 20% SLOPE
- AREA OF 20% TO 25% SLOPE
- AREA OF 25% TO 30% SLOPE
- AREA OF 30% AND GREATER SLOPE

SLOPE ANALYSIS MAP IS BASED UPON A TWO FOOT CONTOUR INTERVAL



SLOPE ANALYSIS MAP
 SCALE 1" = 100'
 CONTOUR INTERVAL = 2'

NOTES
 1 THERE ARE NO SLOPES GREATER THAN 15% SHOWN ON THIS SHEET

SFC CLERK RECORDED 10/31/2025

REVISIONS	DATE	ENGINEER'S SEAL

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BONANZA CREEK
 CONCEPTUAL PLAN

SLOPE ANALYSIS MAP (CONTD)

DATE: JULY 2025
 SCALE: 1" = 100'
 SHEET: 8-5

1 ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF SANTA FE COUNTY SUSTAINABLE
2 LAND DEVELOPMENT ACT (SUDMA) AND ALL APPLICABLE ORDINANCES OF THE APWA'S 'NEW MEXICO'
3 STANDARD SPECIFICATIONS SHALL CONFORM TO APPLICABLE EDITIONS OF THE APWA'S 'NEW MEXICO'
4 STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2008 EDITION, INCLUDING LATEST
5 PUBLISHED AMENDMENTS (APWA)

6 DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE
7 CONSTRUCTION, 2016 EDITION, INCLUDING LATEST PUBLISHED AMENDMENTS (SSHBIC)
8 THE ORDER OF PRECEDENCE SHALL BE LISTED IN THE HIGHEST PRECEDENCE THE PLANS,
9 SUPPLEMENTAL PROJECT SPECIFICATIONS, SUDC, APWA, AND THE HIGHEST PRECEDENCE THE PLANS,
10 USING THE CASE OF CONFLICTS CONFLICTS ARE DETERMINED BY THE PROJECT ENGINEER AND
11 APPROVED BY THE PROJECT ENGINEER. THE CONTRACTOR IS ENCOURAGED TO SUBMIT WRITTEN
12 REQUESTS FOR INFORMATION (RFI) TO THE PROJECT ENGINEER TO RESOLVE THESE CONFLICTS
13 BASE COURSE SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY. CONTROL OF
14 1800 SUBGRADE PREPARATION SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY. CONTROL OF
15 THESE ARE BLINDING OF SOME SOILS AT THE SITE MAY HAVE A PLOT OF DENSITY
16 INCREASE WITH ASTM D-1557 50% OF AT LEAST 95% OF MAXIMUM DENSITY. CONTROL OF
17 MOISTURE, BLENDING OF MATERIALS, AND REWORKING OF MATERIAL FOR ASPHALT REMOVAL AND
18 REPLACEMENT AND NO SEPARATE MEASUREMENT OR PRICE FOR ASPHALT REMOVAL AND
19 REWORKING MATERIAL TO MEET MOISTURE AND DENSITY REQUIREMENTS FOR CONSTRUCTION
20 OF SLOPES. THE CONTRACTOR SHALL MARK SLOPES WHERE NECESSARY. TO STAY
21 WITHIN THE WAY OR CONSTRUCTION EASEMENT LIMITS THIS SHALL BE CONSIDERED
22 INCIDENTAL TO PROJECT COMPLETION AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE
23 MADE

24 THE CONTRACTOR SHALL NOT STORE EQUIPMENT OR MATERIAL WITHIN THE CLEAR ZONE OR
25 ROADWAYS, UNLESS THE EQUIPMENT OR MATERIAL IS PROPERLY SHIELDED, LIGHTING CURRENT
26 DESIGN AND INSTALLATION METHODS. THE DESIGN FOR SHIELDING SHALL BE APPROVED BY
27 THE CONTRACTOR AND MUST BE APPROVED BY THE PROJECT ENGINEER BEFORE IMPLEMENTATION.
28 THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO
29 SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE

30 THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT HORIZONTAL AND VERTICAL. CONTROL
31 SURVEY MONUMENTS (MARK) FROM DAMAGE PRIOR TO INITIATING CONSTRUCTION. DURING THE
32 COURSE OF CONSTRUCTION OPERATIONS, THE CONTRACTOR DISURBS OR DESTROY MARK, THE
33 CONTRACTOR SHALL RE-ESTABLISH A NEW MARK IN COMPLIANCE WITH THE STANDARDS AND
34 PROCEDURES SET FORTH 1990 CONSTRUCTION MARK PRESERVATION GUIDEBOOK, NATIONAL
35 GEODETIC SURVEY, MARK 1990 CONSTRUCTION MARK PRESERVATION GUIDEBOOK, NATIONAL
36 PROPERTY OF THE COUNTY WHEN THE WORK IS COMPLETED. DOCUMENTATION WILL BECOME THE
37 DOCUMENTATION TO THE PROJECT ENGINEER. SUBMIT EARTHWORK CALCULATIONS TO THE PROJECT
38 ENGINEER FOR REVIEW AND APPROVAL. THE PROJECT ENGINEER SHALL REVIEW AND APPROVE THE
39 ENGINEER PROFESSIONAL SHALL COMPLETE THAT PHASE OF WORK. ENSURE A NEW MEXICO
40 LICENSED PROFESSIONAL SHALL COMPLETE THAT PHASE OF WORK. ENSURE A NEW MEXICO
41 QUANTITIES AND ALL SUBMITTALS. THE CONTRACTOR SHALL ACCEPT EARTHWORK QUANTITIES UNTIL
42 THE PROJECT ENGINEER REVIEWS AND APPROVES THESE ACCEPT EARTHWORK QUANTITIES UNTIL
43 CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR CONSTRUCTION STAKING AND NO
44 SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE

45 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL, DISPOSAL AND HAUL OF MATERIALS
46 REQUIRED TO COMPLETE THE PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO
47 COMPLETION OF THE PROJECT

48 SALVAGEABLE MATERIALS FROM THIS PROJECT ARE TO BE HAULED AND STOCKPILED AT A
49 LOCATION AS DESIGNATED BY THE PROJECT ENGINEER. HAUL OF SUCH MATERIAL SHALL BE
50 COMPLETED DURING NORMAL WORKING HOURS AS DIRECTED BY THE PROJECT ENGINEER. THIS
51 WORK SHALL BE CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT

52 THE CONTRACTOR MAY ASSIGN THE PROJECT ENGINEER TO COMPLETION OF THE PROJECT
53 TRAFFIC CONTROL MANAGEMENT FOR THE ONE TRAFFIC CONTROL SUPERVISOR (TCS) TO PROVIDE
54 PROVIDE TRAFFIC CONTROL MANAGEMENT, SUBMIT TO ASSIGNING MORE THAN ONE TCS TO
55 SCHEDULE IDENTIFYING WHO SHALL BE IN CHARGE OF PROVIDING PLANS AND A CURB OF
56 THE MUTED. PROVIDE THE TCS WITH A SET OF TRAFFIC CONTROL PLANS AND A CURB OF
57 THE MUTED. PROVIDE THE TCS WITH A SET OF TRAFFIC CONTROL PLANS AND A CURB OF
58 PROVIDE TRAFFIC CONTROL. POSSESS THESE AT ALL TIMES. IF USING A SUBCONTRACTOR TO
59 CONTRACT, THE CONTRACTOR MAY ASSIGN THE PROJECT ENGINEER TO COMPLETION OF THE PROJECT
60 ASSIST THE TCS IN INSPECTION AND MAINTENANCE OF ROAD TRAFFIC CONTROL. TECHNICIAN (TCT) TO
61 PROJECT COMPLETION, THE CONTRACTOR SHALL PROVIDE AREAS FOR ROAD TRAFFIC CONTROL DEVICES
62 OF THE PROJECT ACTIVITY. REVEGETATION SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION
63 OF THE PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT
64 WIDTHS AND CONTROL POINTS PRIOR TO FIELD VERIFY ALL DIMENSIONS, ELEVATIONS, LENGTHS,
65 WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR CONSTRUCTION STAKING AND NO
66 ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE

67 REASONABLE, SLOPE AND EMBANKMENT FOR THE ROADWAY. INTERSECTIONS, AND ENTRANCES TO
68 LIMITS WITHOUT THE APPROVAL OF THE PROJECT ENGINEER. ENSURE THE TOP TWO FEET OF THE PROJECT
69 FINISHED SUB-GRADE CONTAINS MATERIALS OF DESIGN R-VALUE. PRESERVE THE MATERIAL
70 BELOW AND BEYOND THE LINES AND GRADES WHILE CONDUCTING EARTHWORK OPERATIONS
71 BEFORE BEGINNING EXCAVATION, GRADING, AND EMBANKMENT OPERATIONS. PRESERVE THE
72 GRUBBING, CLEARING AND GRUBBING IN ACCORDANCE WITH SSBBIC SECTION 501.00. ON THE
73 TAKE CROSS SECTION ELEVATION PROJECT ENGINEER BEFORE OPENING EXCAVATION OR BROW AREAS
74 BORROW AREAS. THIS SHALL BE CONSIDERED TO COORDINATE COMPLETION OF THE PROJECT
75 THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE COMPLETION OF THE PROJECT
76 RESPECTIVE UTILITY OWNERS. THIS WORK WILL BE CONSIDERED INCLUDED IN THE CONTRACT
77 PRICE FOR CONSTRUCTION STAKING AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE

78 THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN WATER FOR CONSTRUCTION. THIS SHALL BE
79 CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT
80 OR PAYMENT WILL BE MADE

[illegible]

THE CONTRACTOR SURVEYOR SHALL COORDINATE WITH THE CONTRACTOR FOR SHALL VERIFY PROPOSED GRADES, INVERT ELEVATIONS, FLOW LINES, ALIGNMENTS, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DATA PRIOR TO CONSTRUCTION. ANY DEVIATIONS SHALL BE REPORTED TO THE PROJECT ENGINEER.

IT IS SOLELY THE CONTRACTORS RESPONSIBILITY TO MEET OSHA REQUIREMENTS AND TO MAINTAIN A SAFE WORKING CONDITION.

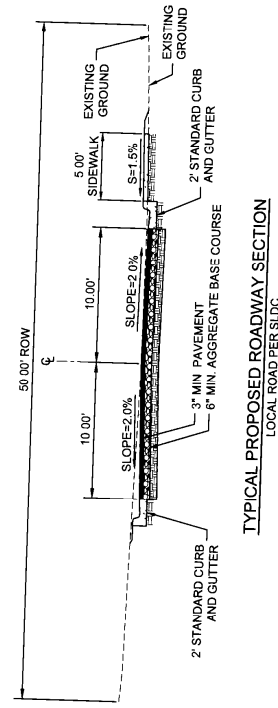
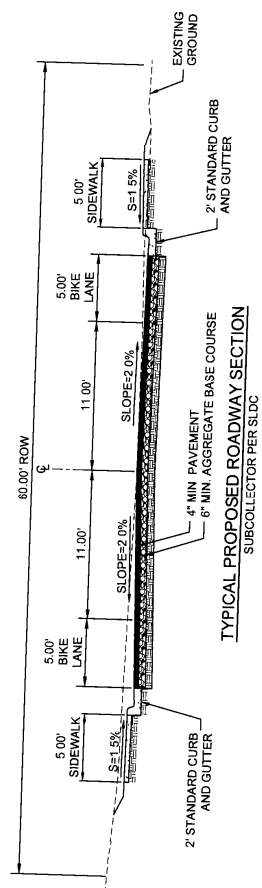
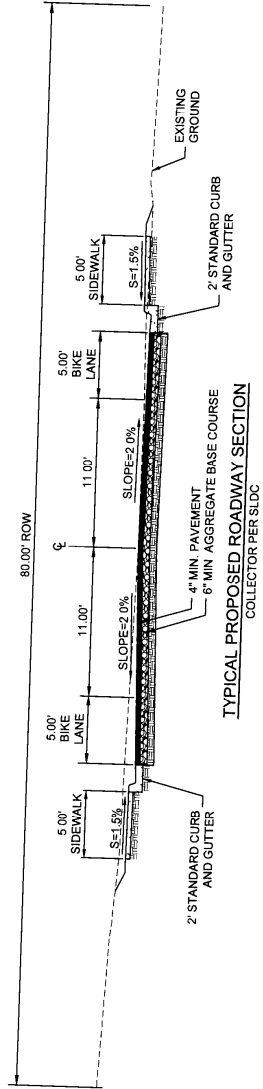
THE CONTRACTOR SHALL OBTAIN CONSULTING, INC. WAIVES ANY AND ALL RESPONSIBILITY AND IS NOT LIABLE FOR ANY ERRORS OR OMISSIONS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS. SPECIFICATIONS AND THE DATA WHICH ARISE FROM THE CONVEY OR DRAINAGE SURVEYING. FROM FAILURE TO OBTAIN AND/OR ANY OF THE RECOMMENDATIONS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES OR CONFLICTS OF THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE TO CORRECT ANY ERRORS IN THE EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS. HAVE BEEN COMPILED FROM AVAILABLE SOURCES, INCLUDING UTILITY LOCATES, AND FIELD SURVEYS. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY AND POTHOLE ANY POTENTIAL UTILITY CONFLICTS. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES OF PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.

THE EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS HAVE BEEN COMPILED FROM MULTIPLE SOURCES, INCLUDING UTILITY LOCATES, AND FIELD SURVEYS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY AND POTHOLE ANY POTENTIAL UTILITY CONFLICTS. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO PUBLIC OR PRIVATE PROPERTY, INCLUDING UTILITIES.

BONANZA CREEK
CONCEPTUAL PLAN

71
33HS

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33HS



SFC CLERK RECORDED 10/31/2025

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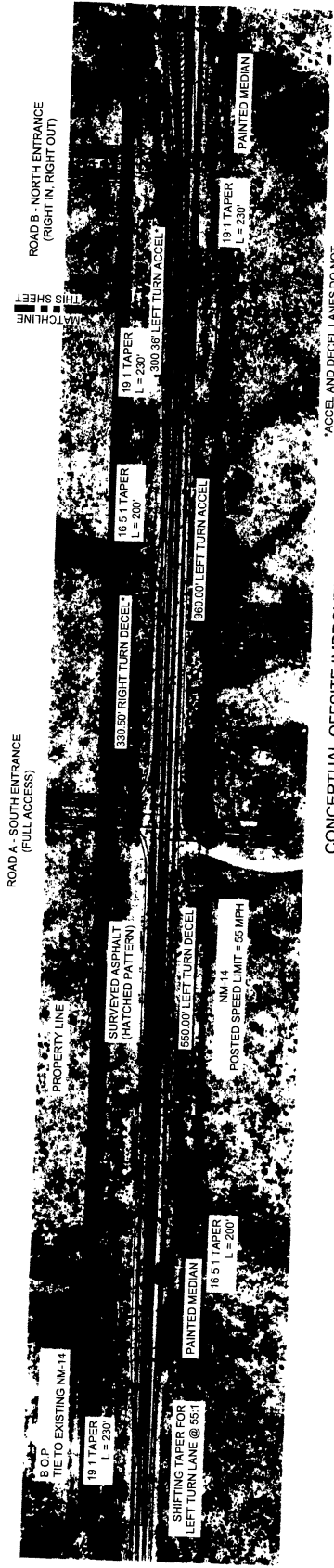
BONANZA CREEK
CONCEPTUAL PLAN

TYPICAL SECTIONS

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DATE JULY 2025	SCALE NTS	SHEET 7-2
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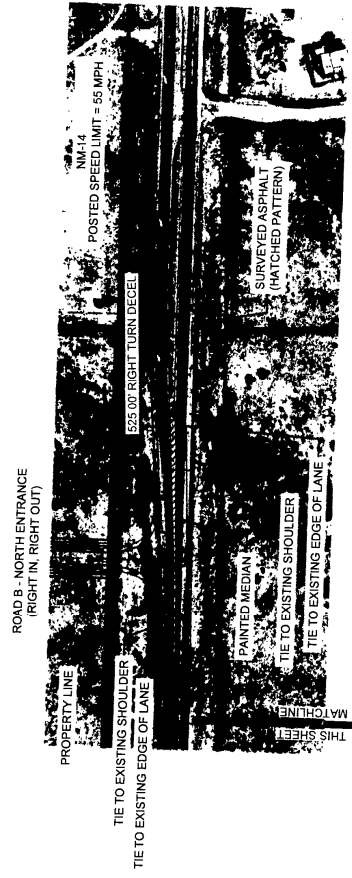
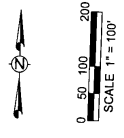
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CONCEPTUAL OFFSITE IMPROVEMENTS
SCALE: 1" = 100'

AERIAL PHOTOGRAPHY REFERENCE:
GOOGLE EARTH PRO IMAGE DATE
4/2024

*ACCEL AND DECEL LANES DO NOT
MEET SAMM REQUIREMENTS;
LENGTHS HAVE BEEN ADJUSTED TO FIT



CONCEPTUAL OFFSITE IMPROVEMENTS (CONT'D)
SCALE: 1" = 100'

Table 18.1-1
Deceleration and Acceleration Lengths (feet)

Speed Change Lane	25	30	35	40	45	50	55	60	65	70
Deceleration	150	200	250	300	350	400	450	500	550	600
Acceleration	150	175	200	225	250	275	300	325	350	375
Length for 1.5-lane Lane	50	75	100	125	150	175	200	225	250	275
Length for 2-lane Lane	75	112.5	150	187.5	225	262.5	300	337.5	375	412.5
Length for 3-lane Lane	100	150	200	250	300	350	400	450	500	550
Length for 4-lane Lane	125	187.5	250	312.5	375	437.5	500	562.5	625	687.5
Length for 5-lane Lane	150	225	300	375	450	525	600	675	750	825
Length for 6-lane Lane	175	262.5	350	437.5	525	612.5	700	787.5	875	962.5
Length for 7-lane Lane	200	300	400	500	600	700	800	900	1000	1100
Length for 8-lane Lane	225	337.5	450	562.5	675	787.5	900	1012.5	1125	1237.5
Length for 9-lane Lane	250	375	500	625	750	875	1000	1125	1250	1375
Length for 10-lane Lane	275	412.5	550	687.5	825	962.5	1100	1237.5	1375	1512.5

SOURCE: STATE ACCESS MANAGEMENT MANUAL (SAMM),
PREPARED BY NEW MEXICO STATE HIGHWAY AND
TRANSPORTATION DEPARTMENT (NMSHTD),
DATED 2001

REVISIONS	DATE	ENGINEER'S SEAL

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BONANZA CREEK
CONCEPTUAL PLAN

CONCEPTUAL OFFSITE IMPROVEMENTS

DATE: JULY 2025
SCALE: 1" = 100'

SHEET 6-1

SFC CLERK RECORDED 10/31/2025