

ITEM #: 36  
DATE: 09-22-15

### COUNCIL ACTION FORM

**REQUEST: PRELIMINARY PLAT FOR HAYDEN'S CROSSING  
CONSERVATION SUBDIVISION**

**BACKGROUND:**

Hunziker Land Development Company owns a 12-acre parcel at 5400 Grant Avenue between Ada Hayden Heritage Park on the east and Grant Avenue on the west. The site is just over a ¼ mile (1,500 feet) south of 190th Street. (See *Attachment A - Location Map*.) The owner proposes the development of a residential subdivision to be known as Hayden's Crossing and is requesting approval of a Preliminary Plat. The City annexed this land in December, 2013, and approved a rezoning request from Agriculture to Suburban Residential Low Density (FS-RL) with a Master Plan on August 25, 2015 (See *Attachment B - Zoning*). A complete analysis of the proposed preliminary plat is included in the attached addendum.

The rezoning of the site in August, 2015, included a Master Plan (See *Attachment C - Master Plan*) and Zoning Agreement defining the general arrangement of uses and conditions for development of the site. The master plan allows for single family development and identifies conservation areas. Zoning Agreement states that: 1) The Developer is responsible for frontage and intersection access improvements at the time of subdivision; 2) There is to be a single pedestrian access from the subdivision into Ada Hayden Heritage Park at the location shown on the Master Plan, and 3) The site is to include a 30-foot wide buffer of undevelopable open space to be located between the developed lots of Hayden's Crossing and Ada Hayden Heritage Park, shown on the Master Plan as "Open Space." Staff finds that the Preliminary Plat is consistent with the approved Master Plan and Zoning Agreement.

Ames Conservation Subdivision standards are part of Chapter 23 of the Municipal Code. **The intent of the standards is to protect the quality of water in Ada Hayden Lake, protect existing surface drainage systems, promote interconnected greenways, provide commonly-owned open space and conservation areas, and protect such areas in perpetuity.** Development of this site is the second project to request approval under the Conservation Subdivision standards of the *Ames Municipal Code*.

The proposed subdivision layout and supporting documents satisfactorily address the subdivision conservation and improvements standards, with the exception of one issue focused on street connectivity. The proposed Hayden's Crossing layout is designed as the first half of a loop street that will extend north and return back to Grant Avenue with development of the property to the north. The loop street's design will ultimately be the only street connection through the neighborhood. The design exceeds block length goals of 600 foot intersections and, while not a dead end street, will appear to exceed

the 1,320 length once it is extended back to Grant. The developer has included a trail connection to break up the length of the street and believes that a second street connection is not needed and that the loop design avoids a long cul-de-sac.

The private trail through the common area is a unique proposal by the developer in lieu of including a cross street. The Preliminary Plat shows a shared driveway as the link to a 10-foot stormwater maintenance access and trail facility. The Preliminary Plat shows a five-foot walk then running parallel to the driveway and connecting to the street and sidewalks (Attachment L). The developer desires to only build the shared driveway and allowed for pedestrian access without a separated sidewalk (Attachment M). Staff does not support this proposal of providing no separate sidewalk connection. Staff supports Exhibit L which clearly delineates the path for pedestrians and ensures there are no obstructions of the areas with the driveway.

**Planning and Zoning Commission Recommendation.** On September 2, 2015, the Commission considered the Preliminary Plat for Hayden's Crossing. The Commission reviewed the overall design and the issues of street design described above. Justin Dodge, representing the Developer for the project, stated that the 5-foot wide pedestrian walkway, located in a 10-foot easement on Lot 16, is not necessary. Mr. Dodge believes that the shared driveway for Lots 15 and 16, can easily function as a continuation of the pedestrian trail. He asserted that pedestrians could use the driveway as their connection with the trail that passes through Outlot B, since the volume of vehicular traffic using the driveway will be very low, and will not pose a conflict for pedestrians using the driveway as a trail.

Another concern expressed at the meeting by the Developer is the shared expense for left turn lanes required when the Rose Prairie subdivision is developed.

Catherine Scott, 1510 Roosevelt Avenue, asked if it would be desirable to continue the crushed rock surface as in Ada Hayden Park, or some form of permeable paving throughout the subdivision, instead of using concrete for trails in the subdivision.

Commission members had concerns about the Developer's proposal to use the driveway as a continuation of the pedestrian trail, which are summarized as follows:

- How would the homeowners know that their driveways are a public share use path?
- How would those using the pedestrian trail know they are welcome to use the driveway, as part of the trail, between the houses on Lots 15 and 16?
- How would the public path be demarcated on the driveway to make it clear that the public has the right, and is invited, to walk through the space?
- It seems dangerous, and awkward, for pedestrians, bikers and vehicles to all use the shared driveway.
- A separate, distinct sidewalk would be a better long-term option than a single strip of pavement with markings.

The Commission recommended approval of the Preliminary Plat with the separated sidewalk as shown in Attachment L by a vote of 5 to 1. This recommendation included

the condition for the pro rata share for the intersection and support for the separate sidewalk along the shared driveway as recommended by the Staff. Commissioner Tillo opposed the motion to recommend approval of the Preliminary Plat by the City Council because he favors the use of a demarcated pedestrian lane driveway (as shown in Attachment M) that will serve Lots 15 and 16, while acknowledging that it would be unusual and could be confusing for people.

**ALTERNATIVES:**

1. The City Council can approve the Preliminary Plat for Hayden’s Crossing at 5400 Grant Avenue with the separate sidewalk along the shared driveway, with the following condition:
  - A. That the City Council approve a Developer’s Agreement to fund the pro rata share of costs of future intersection improvements necessary at the intersection of Grant Avenue and Audubon Drive.
2. The City Council can approve the Preliminary Plat for Hayden’s Crossing at 5400 Grant Avenue, with modified conditions.
3. The City Council can deny the Preliminary Plat for Hayden’s Crossing at 5400 Grant Avenue, by finding that the preliminary plat does not meet the requirements of Section 23.302(3)(b) or Section 23.603 of the Ames Municipal Code and by setting forth its reasons to disprove or modify the proposed preliminary plat as required by Section 23.302(4) of the Ames Municipal Code. Code sections are found in *Attachment N – Applicable Subdivision Law*.
4. The City Council can defer action on this request to no later than October 2, 2015 and refer it back to City staff and/or the applicant for additional information.

**CITY MANAGER'S RECOMMENDED ACTION:**

The Hayden’s Crossing Preliminary Plat demonstrates how the development will carry out the low-impact policies and techniques required by the Conservation Subdivision and will thus protect the quality of surface water flowing into Ada Hayden Lake, as was envisioned when the park land was acquired.

The Hayden’s Crossing Subdivision will carry the native landscaping characteristic of the park into the residential area up to more than 80% of the lots. It will include an integrated pedestrian and bicycle path system through and connected to the park’s system. It will also provide sites for 20 new homes in the community.

The Preliminary Plat for Hayden’s Crossing is consistent with the approved master plan and zoning agreement in many respects in terms of general distribution of homes and the density of development. The access points, circulation system, conservation areas and open space are also consistent with the Master Plan

**Therefore, it is the recommendation of the City Manager that the City Council act in accordance with Alternative #1 approving the Preliminary Plat for Hayden's Crossing at 5400 Grant Avenue with the separated sidewalk connection (as shown in Attachment L) and a condition to share the cost of the Grant Avenue and Audubon Drive intersection.**

## ADDENDUM

**Project Description.** The proposed Preliminary Plat (*See Attachment G - Proposed Improvements*) includes 20 lots for single-family detached homes and additional outlots for open space and future development. Individual home lots are typically between 7,000 square feet and 10,000 square feet. All lots meet minimum size requirements, and frontage requirements for the FS-RL zoning district.

There are five outlots in the proposed subdivision, which total 6.12 acres. Outlots A and B, which include 4.01 acres, will function as open space with a conservation easement placed over each outlot. On the Final Plat, Outlots A and B will include public utility and surface water flowage easements over each entire outlot, and Outlot B will serve as the location for storm water conveyance, treatment and detention, and include a storm sewer easement over the entire outlot. Outlot A also serves as open and natural space for the development with selected trees that are in good condition to be preserved as part of the amenities of this subdivision (*See Attachment J – Natural Resource Inventory*). Outlot A also includes the trail connection to Ada Hayden Park as was agreed upon with the rezoning Master Plan.

Outlot XX is intended for use as a temporary turn-around for fire trucks, and any other emergency vehicles, until such time that Audubon Drive is extended beyond the subdivision boundary to intersect with a street (yet to be platted and constructed) to the north. Outlots YY and ZZ are reserved for future low density residential development. The developer owns the adjacent land to the north, but has not sought rezoning and subdivision approval at this time.

**Lot Layout and Density.** Density calculations (*See Attachment E- Typical Sections & General Notes*) have been based upon subtracting the area of all outlots and private land in the subdivision that will be dedicated to the city as public street right-of-way for Audubon Drive and Grant Avenue. With this method of subtracting out the area reserved for future development, the net density is 5.09 dwelling units per net acre. This exceeds the minimum required net density of 3.75 dwelling units per net acre of the FS-RL Zone.

**Traffic and Street Connections.** Grant Avenue is being rebuilt this fall as a rural collector street, designed with two travel lanes, curb and gutter, and street lights. The cost of Grant Road improvements is shared by the City and three development interests with the aforementioned Assessment District. Completion of Grant Avenue road improvements will occur by the end of this fall. Site specific access improvements are part of the individual subdivision review and not incorporated into the basic Grant Road improvements. This means that individual intersection improvements are the responsibility of each development as they occur.

It is not known, at this time, where the location of an intersection will be on Grant Avenue with the Rose Prairie Subdivision on the west side of Grant Avenue across from this site. **If the Grant Avenue/Audubon Drive intersection becomes an access point for future development west of Grant Avenue, the Developer of this**

**subdivision, Hayden's Crossing, will be responsible for a pro rata share of costs related to turning lane improvements.** This responsibility for costs associated with street improvements and turning lanes needs to be documented in a Development Agreement entered into between the City and the Developer of Hayden's Crossing. This is a condition of approval of the Preliminary Plat.

**On-site Street Layout/Sidewalks.** The developer requests approval of Audubon Drive as a loop street with an eventual connection back to Grant Avenue to the north with the future development of the abutting parcel to the north. No additional cross streets are proposed by the developer. The length of Audubon Drive in this preliminary plat is approximately 1,100 feet. The developer proposes the trail connection to split the block length up, as is required by FS-RL zoning for blocks exceeding 660 feet.

The main issue for consideration of the street layout is how the eventual loop street design meets the City's expectations for connectivity of streets. The FS zoning and the Subdivision Code standards strive for a block length not to exceed 600 feet and to ensure that streets do not exceed 1,320 feet and to minimize cul-de-sacs and dead end. The loop street concept creates one long continuous roadway that exceeds a street block standard of 1,320 feet, but itself is not a dead end street. The loop street design is not a common circulation design within Ames, which is more typically curvilinear blocks with regularly spaced intersections.

**In this instance the developer believes the loop street avoids creating an undesirable public street connection within the proposed lot layout, avoids additional grading, and it helps to avoid creating a cul-de-sac at the end street. Staff believes a cross street would normally be a required component of the subdivision of this type, but in this case the loop road could be found to conform to the general site design standards of the Subdivision Code. Staff does have some ongoing concern of how connectivity is viewed in the future with subdivision proposals that minimize internal connectivity for efficiency. Staff believes the intent of the Codes is for connectivity principally, balanced with efficiency in layout.**

The street width for the proposed Audubon Drive (*See Attachment G – Proposed Improvements*) meets the standard for a local residential street, that is, a 26-foot pavement width as measured from the back of the curb within a 55-foot right-of-way, accommodating parking on one side. Audubon Drive will include a 5-foot wide sidewalk on both sides of the street. The street layout also includes a mid-block crossing for pedestrians as required by FS-RL zoning when a block face exceeds 600 feet.

**Pedestrian Connections.** The proposed pedestrian trail is another element of the subdivision design that establishes an interconnected system of conservation areas and open space for use by the future residents of Hayden's Crossing. Sidewalks, at a width of 5 feet will be used along both sides of Audubon Drive, and along the west perimeter of the subdivision, next to Grant Avenue, to provide connectivity in lieu of additional trails.

A pedestrian trail connection is planned with the existing upland trail in the Ada Hayden Heritage Park. The trail is shown as extending through Outlot A of the subdivision, crossing Audubon Drive, and extending to the north boundary of Outlot B. The portion of the trail through the open space in Outlot A will have a crushed rock surface to match the trail it connects to in Ada Hayden Heritage Park.

Where the trail crosses Lots 15 and 16, a separate concrete walkway is shown on the Preliminary Plat (5 feet wide) in a 10-foot wide pedestrian easement running along the east edge of the shared driveway for Lots 15 and 16. The pedestrian trail extends through the full width of Outlot B as a 10-foot wide concrete walkway, and ends at the boundary between Outlot B and Outlot ZZ. At the time Outlot ZZ is divided into additional residential lots, the easements, the walkway and driveway planned for Lots 15 and 16 will be repeated to cross the two new lots, and connect to a street serving those lots.

There was much discussion at the Planning and Zoning Commission meeting, on September 2, 2015, concerning the design for vehicular access to Lots 15 and 16, in combination with pedestrian access through Lot 16, as a continuation of the trail that crosses through Outlots A and B. Justin Dodge, representing the Developer for the project, noted that the 5-foot wide pedestrian walkway, located in a 10-foot easement on Lot 16, is not necessary (*See Attachment L – Proposed Trail Connection, As Shown on the Preliminary Plat*). Mr. Dodge stated that the Developer believes the shared driveway for Lots 15 and 16, can easily function as a continuation of the pedestrian trail. He asserted that pedestrians could use the driveway as their connection with the trail that passes through Outlot B, since the volume of vehicular traffic using the driveway will be very low, and will not pose a conflict for pedestrians using the driveway as a trail. The Developer asserts that pavement markings could be added to delineate the pedestrian trail along the east edge of the shared driveway (*See Attachment M – Driveway/Trail Design, As Proposed by the Developer*).

Staff has communicated our concerns to the Developer about combining the pedestrian walkway and the driveway into one surface with pavement markings. It is staff's belief that the pedestrian walkway needs to be separated from the driveway to clearly differentiate the path from the driveway as a means to clearly denote the route that pedestrians and bikers are to follow, as well and to avoid a potential conflict between people parking on the shared driveway and pedestrian/bikers passing through the easement. The Developer's proposal use a solid 4-inch white line to demark the pedestrian path from the driveway appears to be a more temporary solution, without a plan and commitment for ongoing maintenance of the painted line.

**Natural Resource Inventory/Conservation Areas/Open Space/Buffer.** The applicant completed a natural and cultural resources inventory as required by the Conservation Subdivision standards and no significant native plant communities exist on the site, nor are there any streams, waterways or dry channels on site. (The Natural Resources Inventory is available for review at the Planning and Housing Department.) **Therefore, the conservation areas in Hayden's Crossing will be "naturalized" by establishing native plant communities, which is consistent with the conservation subdivision**

**requirements.** The Conservation Subdivision Ordinance requires that the combination of conservation areas and open space comprise at least 25% of the land area in the subdivision, and be a system of interconnected conservation areas and open space areas distributed throughout the development, such that a minimum of 80% of residential lots abut a conservation area, or open space. The proposed plat shows approximately 33% of the land area in the subdivision to be used as open space, and more than 80% of lots abut a conservation area/open space, which meets the minimum standard.

The Master Plan and Preliminary Plat include a conservation area and buffer along a portion of the subdivision boundary. Outlot A extends at a width of 30 feet along the east and south boundaries of the subdivision, separating Ada Hayden Heritage Park from the proposed residential lots. Outlot A also includes a 25-foot buffer width along Grant Avenue, south of Audubon Drive. Outlot B extends at a width of 25 feet along Grant Avenue between proposed residential lots and Grant Avenue, as well as between Outlot ZZ (which is planned for future residences) and Grant Avenue. These areas will be planted with a native prairie grass mixture. The Conservation Subdivision regulations require conservation areas that establish separation between external roads and residential lots be established and maintained, as a vegetated buffer area, a minimum of 25 feet in width, planted with native plant materials. Staff supports these outlot buffer areas, as the Parks and Recreation Department believes that this will provide better protection against encroachments into the park and will contribute to the health of the planting area.

The Street Tree and Landscaping Plan (*See Attachment H - Street Tree and Landscaping Plan*) portrays these naturalized conservation areas. A draft Conservation Area Management Plan has been submitted that describes these areas and how they will be established and maintained. More detail for maintenance operations may be required during the Final Plat approval process. The Developer will have initial responsibility for creating the conservation areas and the future homeowner's association will have long term management responsibilities. (The draft Conservation Area Management Plan is available for review at the Planning and Housing Department.)

**Stormwater Management.** One of the principles of the Conservation Subdivision is to take the approach of Low Impact Development to design the project. This means the arrangement of lots, street and stormwater management minimizes mass grading of the site, minimize impervious areas, and maximize use of natural stormwater treatment measures. The overall approach to stormwater management provides treatment and control of the peak runoff rate from the entire site by providing multiple opportunities to slow the flow of stormwater on the surface and settle out and filter out sediments, a process called the "treatment train." This system includes surface sheet flow to collecting basins, directing flow by vegetated swales, settlement areas drained by pipes and pipe outlets into vegetated swales to carry water to other basins. The system is designed for this project to take the vast majority of runoff to the centralized stormwater treatment system before it is released from the site. A small amount of water will sheet flow to the south into Ada Hayden Park, but they will be controlled to not exceed current



rates of runoff.

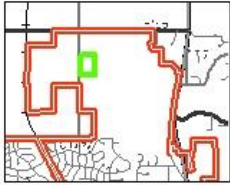
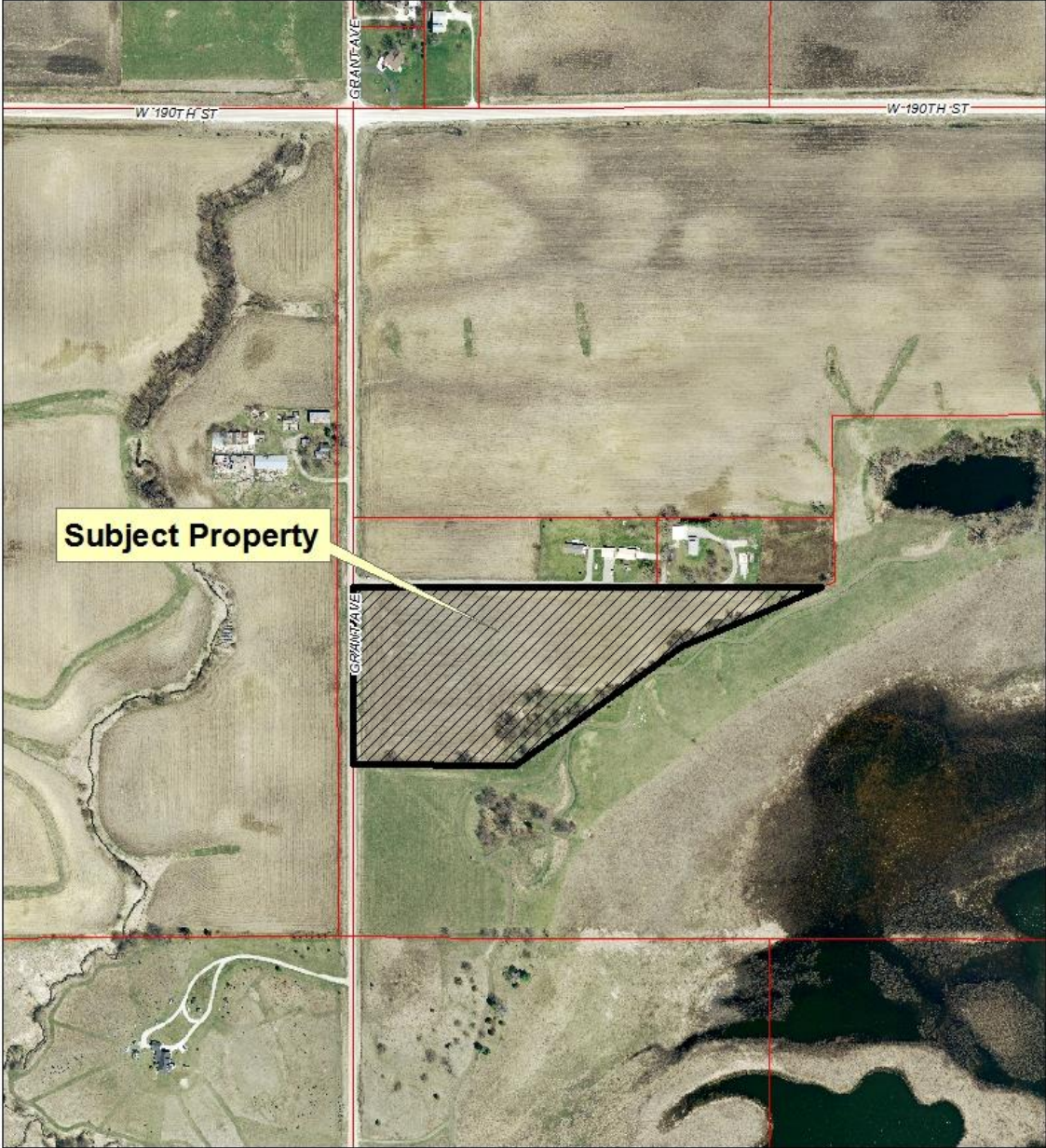
Vital to all of these stormwater management systems is the native prairie vegetation to be established that will help slow the rate of runoff and facilitate the percolation of water into the soil for natural filtration and treatment. The proposed open spaces include substantial areas of native prairie planting (*See Attachment H - Street Tree and Landscaping Plan*).

**2013 Annexation Agreement.** Off-site infrastructure of water, sewer, and road improvements that support the development are part of the 2013 annexation agreement for the property. An agreement was approved by owners of this subject property and other developable land parcels west of Ada Hayden Heritage Park abutting Grant Road, which established the timing and responsibility for extension of all of the urban infrastructure necessary to provide city services to the North Growth area as an assessment district (Grant Avenue paving) and connection districts (sewer and water). The installation of utilities to serve the new developments along Grant Road, and the paving of Grant Road north to 190<sup>th</sup> Street is underway at this time.

**Applicable Law.** Laws pertinent to the proposal are described on Attachment N. Pertinent for the City Council are Sections 23.302(5) and 23.302(6). Requirements for Ames Conservation Subdivision standards are in Division VI of Chapter 23 Subdivision Standards of the Municipal Code. Zoning standards for Suburban Residential development are contained in Article 12 of Chapter 29 of the Municipal Code.

**Public Notice.** Notice was mailed to property owners within 200 feet of the subject site and a sign was posted on the subject property. As of this writing, no comments have been received.

**Attachment A: Location Map**

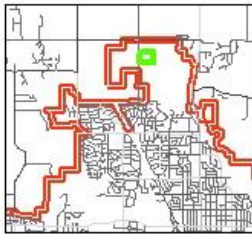
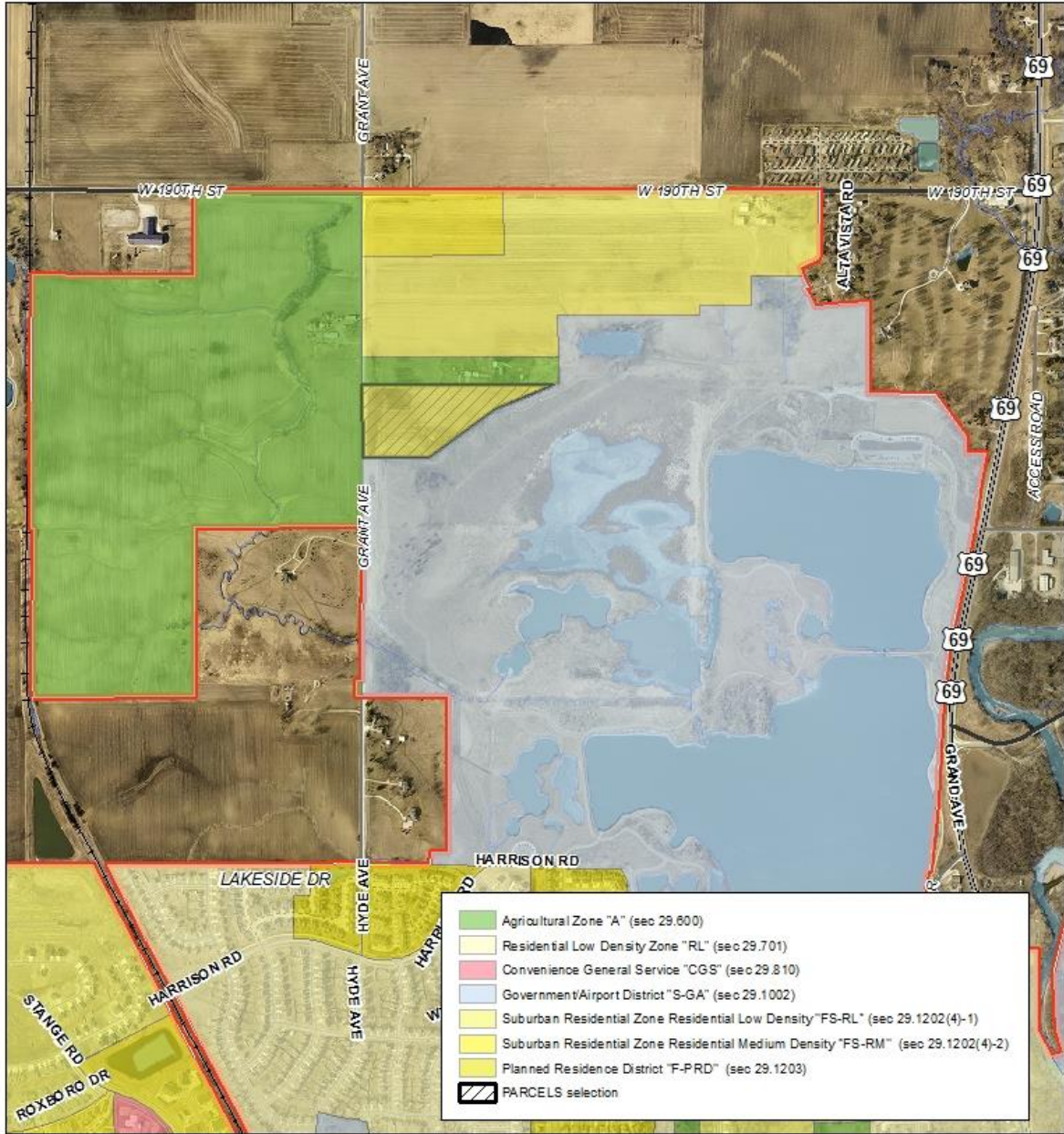


**Location Map**  
**5400 Grant Avenue**

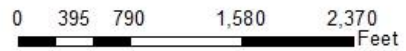




# Attachment B: Zoning Map

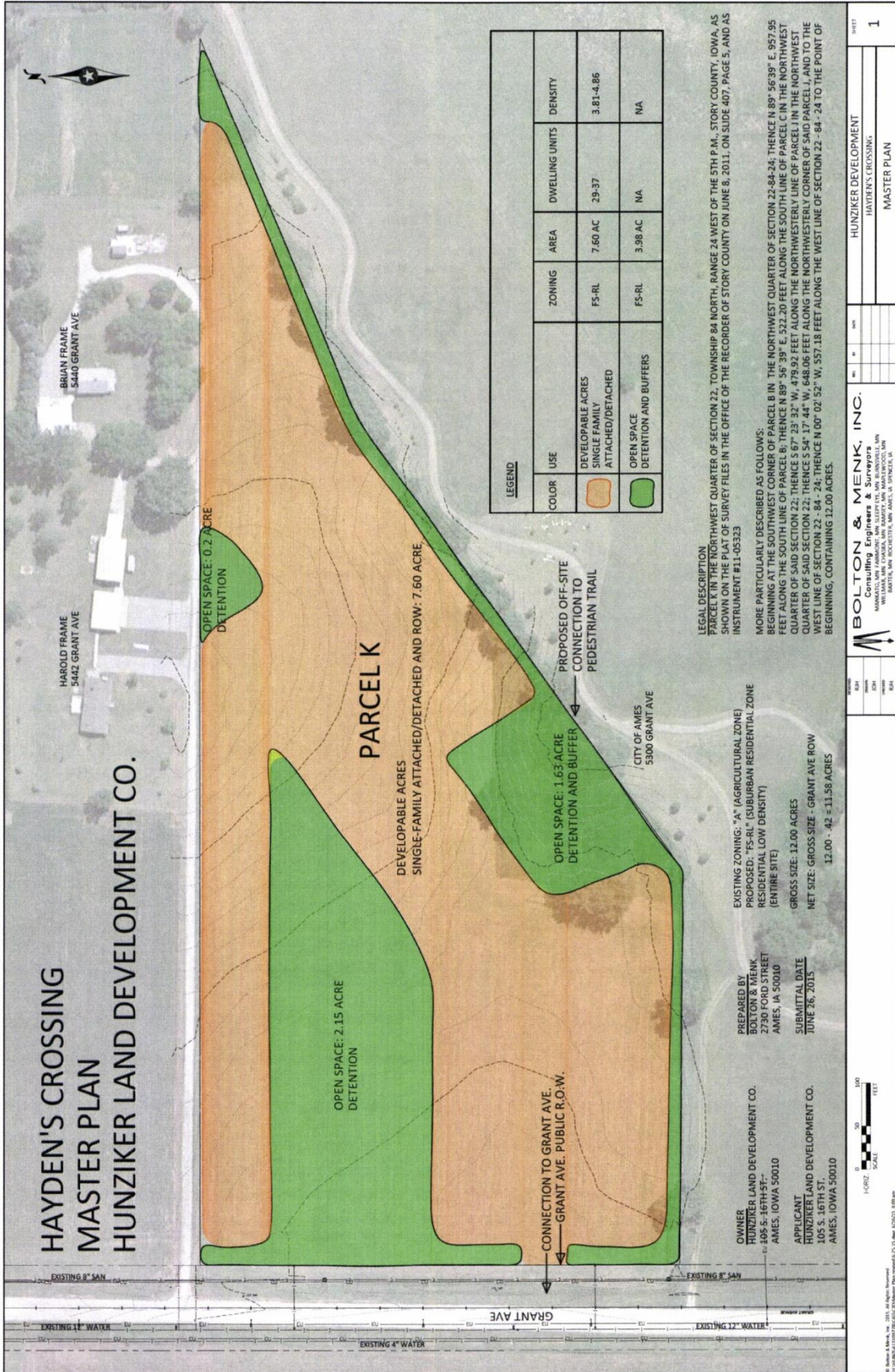


**5400 Grant Avenue**





# Attachment C: Master Plan





# Attachment D: Title Sheet

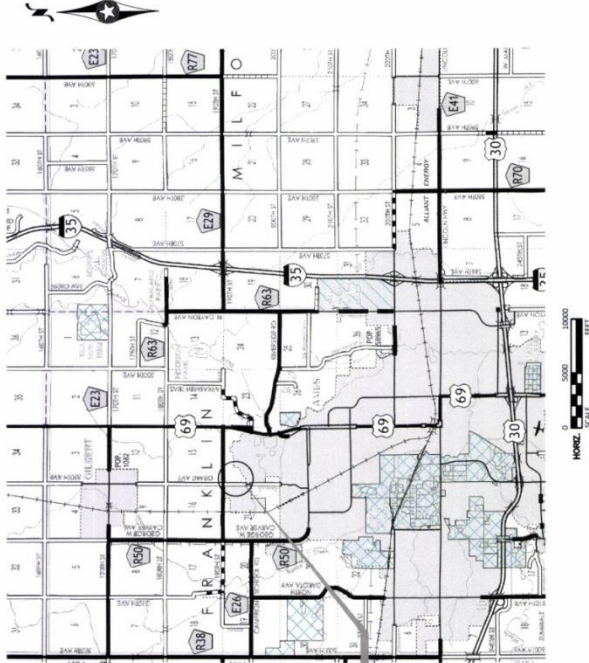
## HUNZIKER DEVELOPMENT CO. CONSTRUCTION PLANS FOR HAYDEN'S CROSSING PRELIMINARY PLAT 2015

GOVERNING SPECIFICATIONS AND STANDARDS SHALL BE THE IOWA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS AND THE CITY OF AMES SUPPLEMENTAL SPECIFICATIONS SHALL GOVERN.  
IOWA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION", SERIES 2009 AND ALL CURRENT GENERAL SUPPLEMENTAL SPECIFICATIONS AND MATERIALS INSTRUCTIONAL MEMORANDUM SHALL GOVERN AS REFERENCED.

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.  
MUTCD 2009 AS ADOPTED BY IOWA DEPARTMENT OF TRANSPORTATION.

LOT TABLE		LOT TABLE		OUTLOT TABLE	
LOT	Area (SF)	ADDRESS	LOT	Area (SF)	ADDRESS
1	7,981.50	2218 AUDUBON DR.	11	7,044.00	2219 AUDUBON DR.
2	8,016.13	2212 AUDUBON DR.	12	8,000.00	2213 AUDUBON DR.
3	8,019.02	2204 AUDUBON DR.	13	8,000.00	2207 AUDUBON DR.
4	8,677.63	2124 AUDUBON DR.	14	6,372.61	2125 AUDUBON DR.
5	9,944.13	2120 AUDUBON DR.	15	8,835.79	2119 AUDUBON DR.
6	9,154.64	2030 AUDUBON DR.	16	11,927.21	2109 AUDUBON DR.
7	9,158.85	2022 AUDUBON DR.	17	8,000.00	2101 AUDUBON DR.
8	9,159.08	2016 AUDUBON DR.	18	8,000.00	2027 AUDUBON DR.
9	9,159.31	2010 AUDUBON DR.	19	8,000.00	2021 AUDUBON DR.
10	10,113.58	2004 AUDUBON DR.	20	7,990.17	2015 AUDUBON DR.
		ROW TABLE			
		Area (SF)			
		56,908.74			
		9,479.48			

PROJECT LOCATION



**OWNER**  
HUNZIKER LAND DEVELOPMENT  
105 S. 16TH STREET STE A  
AMES, IA 50010

**DEVELOPER**  
HUNZIKER LAND DEVELOPMENT CO.  
105 S. 16TH STREET  
AMES, IA 50010

**PREPARED BY**  
BOLTON AND MENK  
105 S. 16TH STREET  
AMES, IA 50010

**SUBMITTAL DATE**  
JULY 29, 2015

**LEGAL DESCRIPTION**  
PARCEL AS DESCRIBED BY A SURVEY OF RECORD DATED SEPTEMBER 13, 2005 FILED AS INSTRUMENT NUMBER 2005-11586 IN THE OFFICE OF THE STORY COUNTY RECORDER.

**ZONING**  
EXISTING:  
ALL LOTS ARE ZONED RESIDENTIAL LOW DENSITY (RS-RJ)  
PROPOSED:  
NO CHANGES ARE PROPOSED.

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A QUALIFIED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

**PRELIMINARY**

GREGORY A. BROUSSARD  
REGISTERED PROFESSIONAL ENGINEER  
No. 1520  
DATE: DECEMBER 31, 2015

PAGES OR SHEETS COVERED BY THIS SEAL:  
ALL SHEETS.



**BOLTON & MENK, INC.**  
105 S. 16TH STREET, STE. A  
AMES, IOWA 50010  
PHONE: 563-424-1111 FAX: 563-424-1112

PLAN REVISIONS		APPROVED BY	MODIFICATIONS
DATE	SHEET NUMBER		

HUNZIKER DEVELOPMENT  
HAYDEN'S CROSSING  
TITLE SHEET

SHEET 1 OF 5

# Attachment E: Typical Sections & General Notes

### GENERAL NOTES

- ALL PRIVATE UTILITIES WILL BE LOCATED WITHIN PUBLIC UTILITY EASEMENTS SHOWN, OR LOCATED WITHIN UTILITY CORRIDORS PROVIDED FOR BY THE CITY'S USE OF CITY RIGHTS-OF-WAY BY RIGHT-OF-WAY USER'S ORDINANCE.
- VEHICLE PARKING WILL BE PROHIBITED ALONG THE NORTH AND EAST SIDES OF ALL STREETS. VEHICLE PARKING WILL BE PROHIBITED ALONG BOTH SIDES OF GRANT AVENUE.
- ACCESS TO INDIVIDUAL LOTS FROM GRANT AVENUE WILL NOT BE PERMITTED.
- ALL CONSTRUCTION MATERIALS, DUMPSTERS, DETACHED TRAILERS, OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC RIGHT-OF-WAY.
- OUTLOTS A & B ARE RESERVED FOR FUTURE LOW DENSITY (IF ALL RESIDENTIAL DEVELOPMENT).
- OUTLOT A INTENDED USE IS FOR EMERGENCY VEHICLES, UNTIL SUCH TIME AURORA DRIVE IS EXTENDED TO A NEW STREET INTERSECTION NORTH OF THIS SUBDIVISION. AT THAT TIME THE USE OF OUTLOT A WILL BE OPEN SPACE.
- OUTLOTS B MAY BE USED FOR STORM WATER CONFORMANCE, TREATMENT AND RETENTION.
- OUTLOTS A & B WILL HAVE CONSERVATION EASEMENTS OVER THE ENTIRE LOTS.
- OUTLOTS A & B MAY INCLUDE SUBDIVISION SIGNAGE.
- OUTLOTS A & B ARE TO BE OWNED BY THE HOMEOWNERS ASSOCIATION.
- OUTLOT A SHALL INCLUDE PUBLIC UTILITY AND SURFACE WATER FLOWAGE OVER THE ENTIRE LOT.
- OUTLOT B SHALL INCLUDE PUBLIC UTILITY, STORM SEWER AND SURFACE WATER FLOWAGE OVER THE ENTIRE LOT.

### LOCAL STREET TYPICAL SECTION

55' R.O.W.  
5' OUTSIDE OF CURB  
1' PAVEMENT  
4" SUBGRADE  
12" SUBGRADE  
12" SUBGRADE  
4" SUBGRADE  
5' RIGHT-OF-WAY  
8.5' RIGHT-OF-WAY  
20' STANDARD P.C.C. CURB AND GUTTER (TYPICAL)  
12" SUBGRADE  
4" SUBGRADE  
5' RIGHT-OF-WAY

### EXISTING

- CENTERLINE
- PROPERTY / LOT LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY LINE
- WATER SYSTEM
- STORM SEWER
- SANITARY SEWER
- TILE LINE
- OVERHEAD ELECTRIC LINE
- UNDERGROUND ELECTRIC LINE
- GAS LINE
- FIBER OPTIC LINE
- UNDERGROUND COMMUNICATIONS LINE
- OVERHEAD UTILITY LINE
- FENCE LINE
- CITY LIMITS
- TREE LINE EDGE
- GRAVEL EDGE
- BITUMINOUS EDGE
- CONCRETE EDGE
- CURB & GUTTER

### PROPOSED

- ALIGNMENT/CENTERLINE
- RIGHT-OF-WAY LINE
- WATERMAIN
- STORM SEWER
- SANITARY SEWER
- SANITARY MANHOLE NUMBER
- MANHOLE
- STORM INLET
- APRON
- WATER SYSTEM MANHOLE
- HYDRANT
- VALVE
- BEND
- TEE
- PUBLIC UTILITY EASEMENT
- STORM SEWER & STORM WATER FLOWAGE EASEMENT
- SHARED ACCESS AND STORM SEWER EASEMENT
- PEDESTRIAN EASEMENT

### LOT DENSITY CALCULATIONS

TOTAL	12.00	ACRES
ROW	1.95	ACRES
OUTLOTS	6.12	ACRES
ROW	3.93	ACRES
TOTAL NUMBER OF LOTS	20.00	UNITS
LOT DENSITY	5.09	LOTS/ACRE

### OPEN SPACE CALCULATIONS

TOTAL	12.00	ACRES
"OPEN SPACE (OUTLOTS A & B)"	4.01	ACRES
OPEN SPACE PERCENTAGE	33%	

### LEGEND

#### EXISTING

- CENTERLINE
- PROPERTY / LOT LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY LINE
- WATER SYSTEM
- STORM SEWER
- SANITARY SEWER
- TILE LINE
- OVERHEAD ELECTRIC LINE
- UNDERGROUND ELECTRIC LINE
- GAS LINE
- FIBER OPTIC LINE
- UNDERGROUND COMMUNICATIONS LINE
- OVERHEAD UTILITY LINE
- FENCE LINE
- CITY LIMITS
- TREE LINE EDGE
- GRAVEL EDGE
- BITUMINOUS EDGE
- CONCRETE EDGE
- CURB & GUTTER

#### PROPOSED

- ALIGNMENT/CENTERLINE
- RIGHT-OF-WAY LINE
- WATERMAIN
- STORM SEWER
- SANITARY SEWER
- SANITARY MANHOLE NUMBER
- MANHOLE
- STORM INLET
- APRON
- WATER SYSTEM MANHOLE
- HYDRANT
- VALVE
- BEND
- TEE
- PUBLIC UTILITY EASEMENT
- STORM SEWER & STORM WATER FLOWAGE EASEMENT
- SHARED ACCESS AND STORM SEWER EASEMENT
- PEDESTRIAN EASEMENT

### BOLTON & MENK, INC.

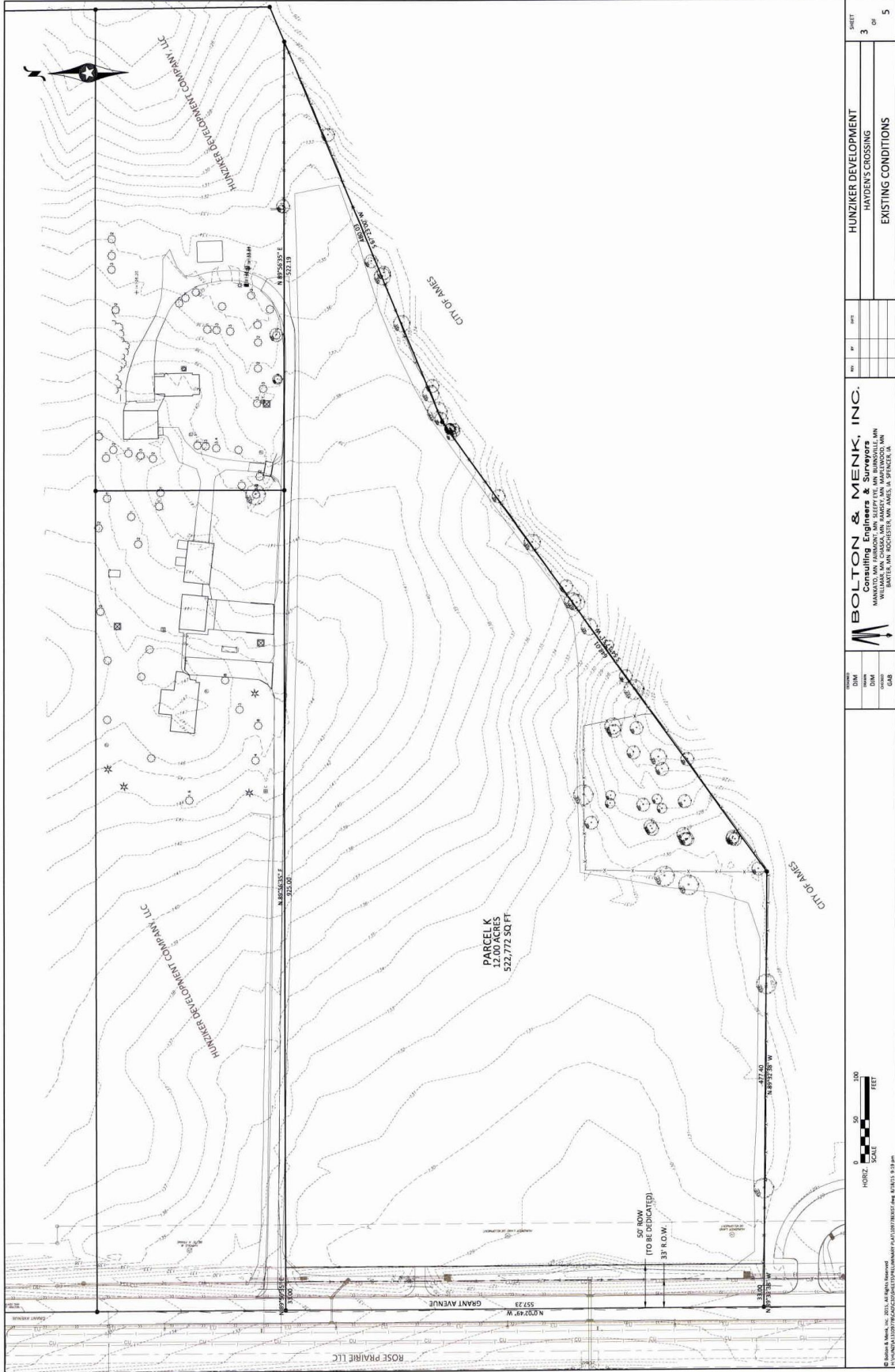
MANASSAS, VA | JARVISVILLE, VA | SAFFERTON, VA | BIRNDALE, VA  
 WASHINGTON, DC | CHARLOTTE, NC | CHARLOTTE, NC | CHARLOTTE, NC  
 1000 W. BROADWAY, SUITE 1000, CHARLOTTE, NC 28202

DATE: 10/13/2017  
 TIME: 10:00 AM  
 DRAWN BY: JLM  
 CHECKED BY: JLM

HUNZIKER DEVELOPMENT  
 HAYDEN'S CROSSING  
 TYPICAL SECTIONS & GENERAL NOTES

SHEET  
 2  
 OF  
 5

# Attachment F: Existing Conditions



<p><b>BOLTON &amp; MENK, INC.</b> Consulting Engineers &amp; Surveyors MANATEE, FL; PALM BEACH, FL; BIRMINGHAM, AL BARTON, VA; ROCKFORD, VA; JAMESVILLE, VA</p>		<p>HUNZIKER DEVELOPMENT HAYDEN'S CROSSING EXISTING CONDITIONS</p>	
DATE	DRAWN	NO.	SHEET
DATE	DRAWN	NO.	OF
GAB			3
			5



# Attachment G: Proposed Improvements



**BOLTON & MENK, INC.**  
 Consulting Engineers & Surveyors  
 1000 W. PARKWAY, SUITE 200, WASHINGTON, DC 20004  
 1000 W. PARKWAY, SUITE 200, WASHINGTON, DC 20004

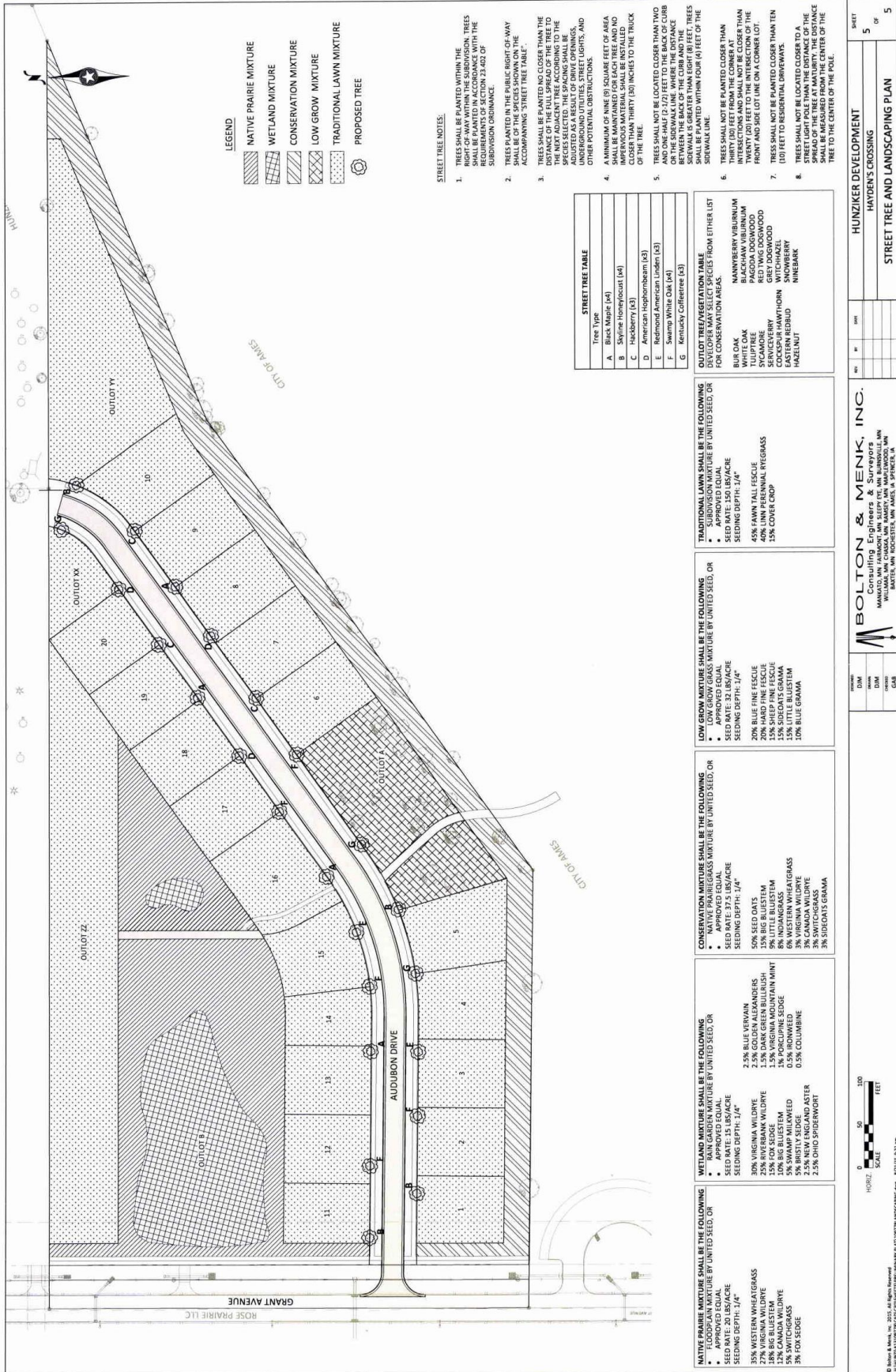
**HUNZIKER DEVELOPMENT**  
 HUNZIKER DEVELOPMENT  
 HAYDEN'S CROSSING

**PROPOSED IMPROVEMENTS**

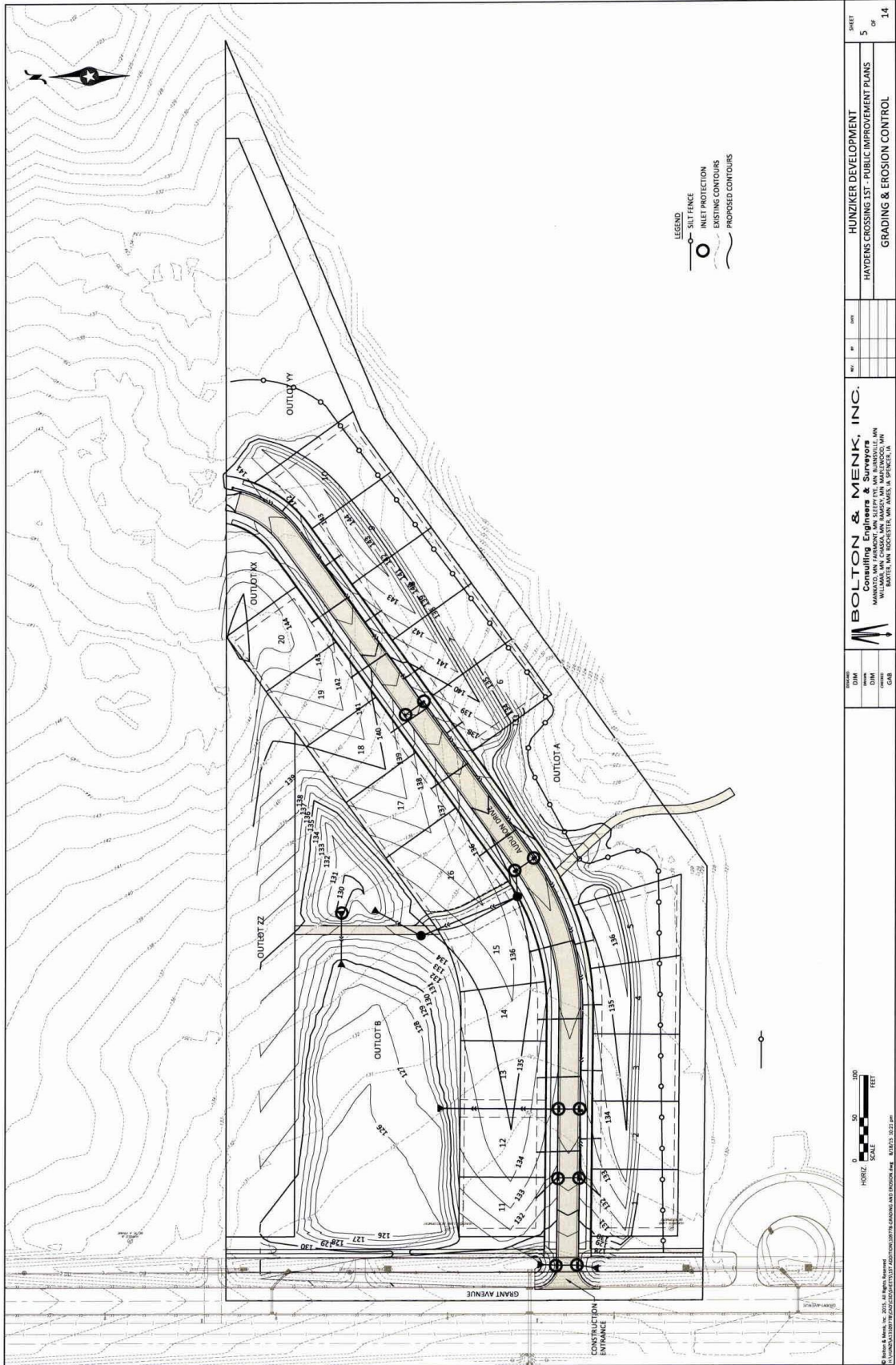
SHEET 4 OF 5



# Attachment H: Street Tree and Landscaping Plan



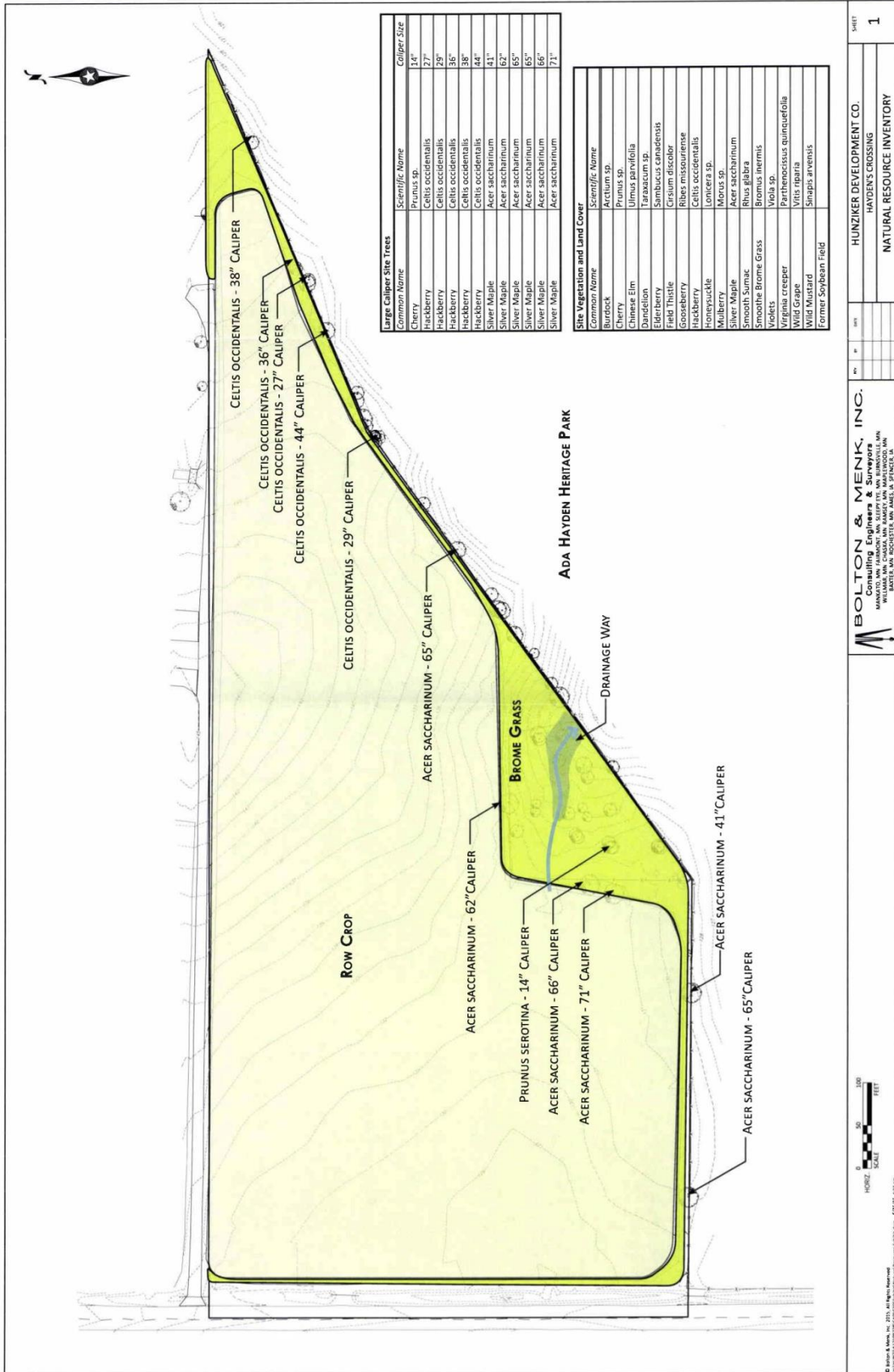
# Attachment I: Grading Plan



<b>BOLTON &amp; MENK, INC.</b> Consulting Engineers & Surveyors 1000 W. CHESAPEAKE AVENUE, SUITE 100 WILMINGTON, MASSACHUSETTS 01897 BARTLETT, ILLINOIS 60010		SHEET <b>5</b> OF <b>14</b>
<b>HUNZIKER DEVELOPMENT</b> <b>HAYDENS CROSSING 1ST - PUBLIC IMPROVEMENT PLANS</b> <b>GRADING &amp; EROSION CONTROL</b>		



# Attachment J: Natural Resource Inventory



**BOLTON & MENK, INC.**  
 Consulting Engineers & Surveyors  
 1000 W. UNIVERSITY AVENUE, SUITE 200, MINNEAPOLIS, MN 55407  
 612.338.1100

**HUNZKER DEVELOPMENT CO.**  
 HAYDEN'S CROSSING  
 NATURAL RESOURCE INVENTORY

DATE: 10/20/2011

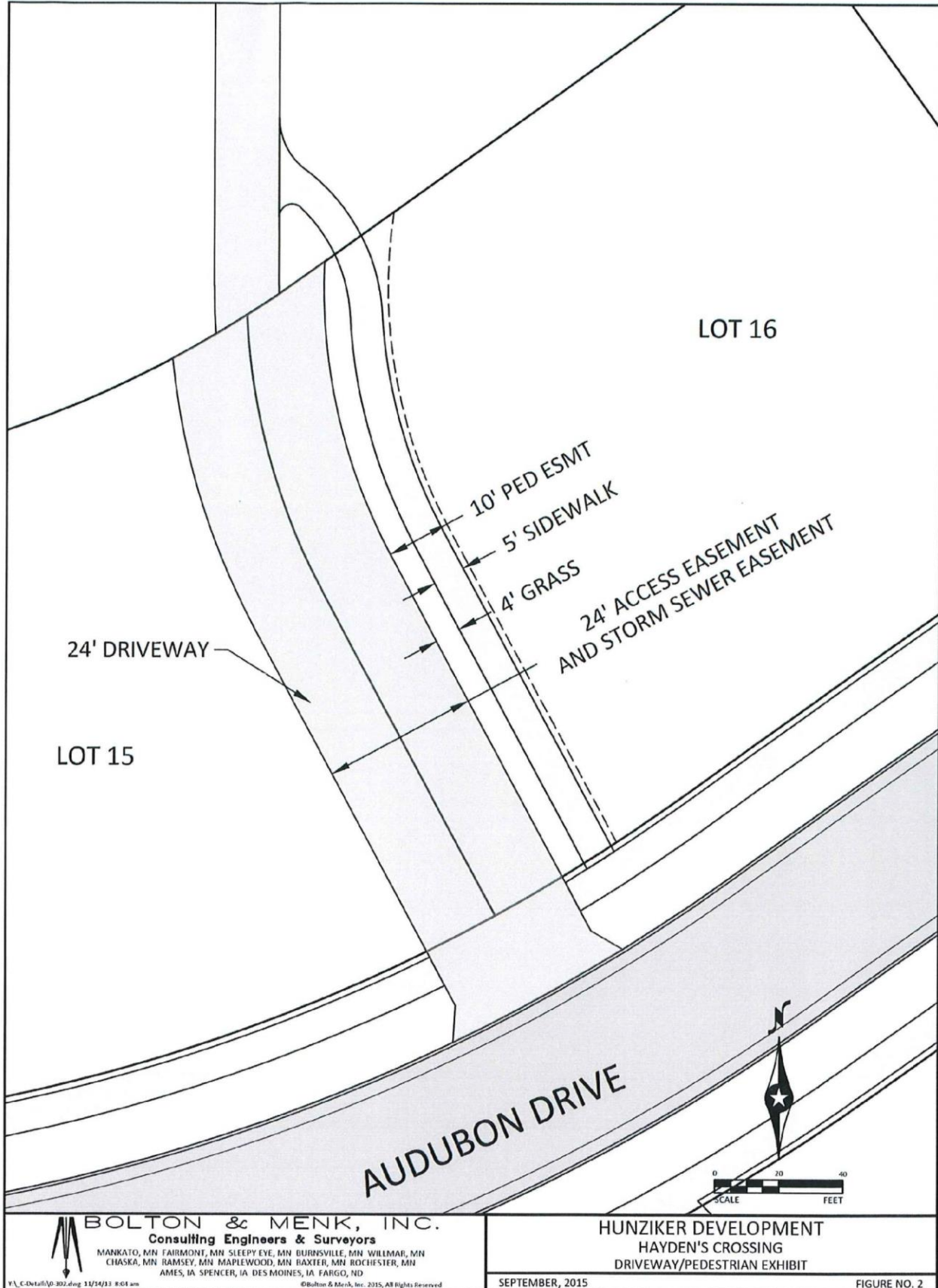
SHEET 1

# Attachment K: Soil Management Plan





**Attachment L: Proposed Trail Connection  
(As Shown on Preliminary Plat)**

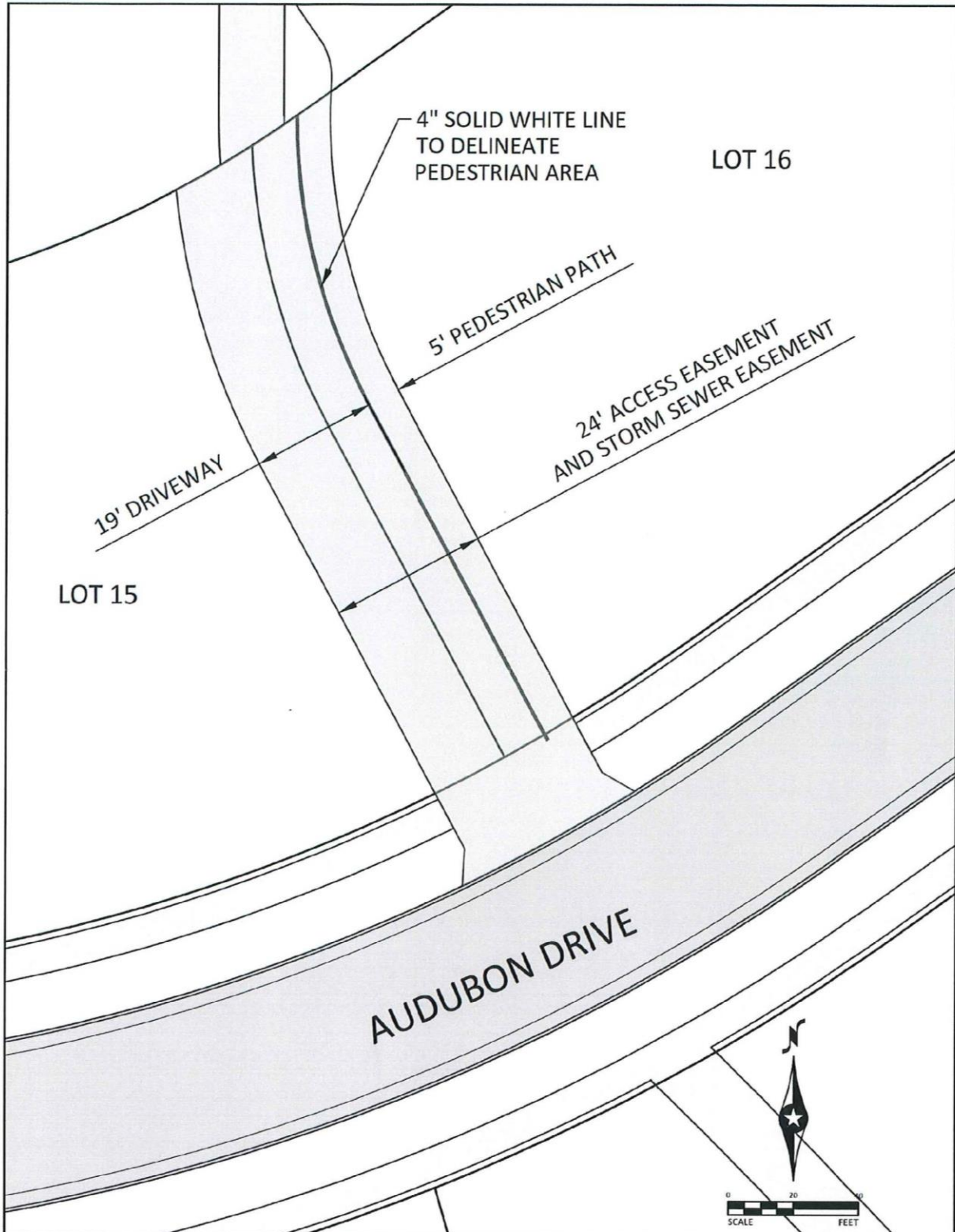


**BOLTON & MENK, INC.**  
 Consulting Engineers & Surveyors  
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURRNVILLE, MN WILMAR, MN  
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN HAXTER, MN ROCHESTER, MN  
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND  
V:\C-Drill\p-302.dwg 11/14/13 8:04 am ©Bolton & Menk, Inc. 2015, All Rights Reserved

**HUNZIKER DEVELOPMENT  
 HAYDEN'S CROSSING  
 DRIVEWAY/PEDESTRIAN EXHIBIT**

SEPTEMBER, 2015 FIGURE NO. 2

**Attachment M: Driveway/Trail Design  
(As Proposed by Developer)**



<p><b>BOLTON &amp; MENK, INC.</b>          Consulting Engineers &amp; Surveyors          MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN          CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN          AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND</p>	<p align="center"><b>HUNZIKER DEVELOPMENT          HAYDEN'S CROSSING          DRIVEWAY/PEDESTRIAN EXHIBIT</b></p> <p>SEPTEMBER, 2015 <span style="float: right;">FIGURE NO. 1</span></p>
--	--

## Attachment N: Applicable Subdivision Law

The laws applicable to this Preliminary Plat Subdivision include, but are not limited to, the following: (verbatim language is shown in *italics*, other references are paraphrased):

**Code of Iowa Chapter 354, Section 8**, requires that the governing body shall determine whether the subdivision conforms to its Land Use Policy Plan.

**Ames Municipal Code Chapter 23, Subdivisions, Division I**, outlines the general provisions for subdivisions within the City limits and within two miles of the City limits of Ames.

**Ames Municipal Code Section 23.302(5):**

(5) *City Council Review of Preliminary Plat: All proposed subdivision plats shall be submitted to the City Council for review and approval in accordance with these Regulations. The City Council shall examine the Preliminary Plat, any comments, recommendations or reports examined or made by the Planning and Zoning Commission, and such other information as it deems necessary and reasonable to consider.*

**Ames Municipal Code Section 23.302(6):**

(6) *City Council Action on Preliminary Plat:*

- a. *Based upon such examination, the City Council shall determine whether the Preliminary Plat conforms to relevant and applicable design and improvement standards in these Regulations, to other City ordinances and standards, to the City's Land Use Policy Plan and to the City's other duly adopted plans. In particular, the City Council shall determine whether the subdivision conforms to minimum levels of service standards set forth in the Land Use Policy Plan for public infrastructure and shall give due consideration to the possible burden of the proposed subdivision on public improvements in determining whether to require the installation of additional public improvements as a condition for approval.*
- b. *Following such examination and within 30 days of the referral of the Preliminary Plat and report of recommendations to the City Council by the Planning and Zoning Commission, the City Council shall approve, approve subject to conditions, or disapprove the Preliminary Plat. The City Council shall set forth its reasons for disapproving any Preliminary Plat or for conditioning its approval of any Preliminary Plat in its official records and shall provide a written copy of such reasons to the developer.*

**Ames Municipal Code Chapter 23, Subdivisions, Division IV**, establishes requirements for public improvements and contains design standards.

**Ames Municipal Code Chapter 23, Subdivisions, Division VI**, establishes requirements for Conservation Subdivisions, as follows:

## DIVISION VI CONSERVATION SUBDIVISIONS

### 23.600. CONSERVATION DEVELOPMENT FOR SUBDIVISIONS

#### 23.601. APPLICABILITY.

Conservation Design Development is an alternative set of design objectives and standards for residential subdivision development. These objectives and standards can be used as an alternative to common residential subdivision development in Ames. However, they shall apply to all residential subdivision development in the undeveloped areas of Ada Hayden Watershed north of Bloomington Road.

*(Ord No. 4042, 8-10-10)*

#### 23.602. INTENT.

The intent of Conservation Design Development is to preserve the existing natural features of the site, to preserve the natural drainage features and hydrologic characteristics of the landscape, and to reduce the impacts of development on the landscape; and

(1) To maintain and protect in perpetuity Ames area natural character by preserving these important landscape elements including but not limited to those areas containing unique and environmentally sensitive natural features as prairie, woodlands, stream buffers and corridors, drainageways, wetlands, floodplains, ridgetops, steep slopes, critical species habitat, and by setting them aside from development;

(2) To promote interconnected greenways and environmental corridors throughout Ames;

(3) To provide commonly-owned open space and conservation areas for passive and/or active recreational use by residents of the development and, where specified, the larger community;

(4) To permit various means for owning conservation areas, preserved landscape elements, and to protect such areas from development in perpetuity;

(5) To provide greater flexibility in site dwellings and other development features than would be permitted by the application of standard use regulations in order to minimize the disturbance of natural landscape elements and sensitive areas, scenic quality, and overall aesthetic value of the landscape;

Sup #2015-3

23-30

Rev. 07-1-15



(6) To protect and restore environmentally sensitive areas and biological diversity, minimize disturbance to existing soils, vegetation, and maintain environmental corridors, and

(7) To preserve significant archaeological sites, historic buildings and their settings.  
(Ord No. 4042, 8-10-10)

**23.603. GENERAL REQUIREMENTS.**

(1) Design and Standards for Residential Lot Layout

(a) All residential units should be in cluster groups unless the site has been designed to preserve sensitive areas and maintain a stormwater treatment train.

(b) All lots shall take access from interior roads.

(c) All separation areas for residential lots along existing roads shall be landscaped in accordance with the conservation area landscaping requirements in Section 23.603(2)(f).

(d) Eighty percent (80%) of residential lots shall abut a conservation area or open space to the front or rear. Open space and conservation area across a road shall qualify for this requirement.

(e) Cluster groups shall be located to avoid or mitigate directly disturbing existing native prairie, woodlands, wetlands and other natural features identified in the site inventory of natural resources.

(2) Site Requirements

(a) Open water areas - A 50-foot native vegetative buffer shall be maintained around open water areas such as ponds and lakes unless a specific common use area is identified.

(b) Stream buffers - Stream buffers with native vegetation shall be maintained along stream areas using the following requirements based on stream order:

(i) Streams exceeding 3<sup>rd</sup> order and above, the City requires sketches, maps, studies, engineering reports, tests, profiles, cross-sections, construction plans and specifications to determine adequate buffer widths.

(ii) Perennial streams (1<sup>st</sup> and 2<sup>nd</sup> order). The total required stream buffer width is one hundred (100) feet on each side perpendicular to the waterway measured from the outer wet edge of the channel during base flows.

(iii) Intermittent streams. The total required stream buffer width is fifty (50) feet on each side perpendicular to the water way measured from the centerline of the channel.

(iv) Waterways and/or dry channels that have a contributing drainage area of fifty (50) acres or greater. The total required stream buffer width is thirty (30) feet on each side perpendicular to the waterway measured from the centerline of the waterway.

(v) Waterways and/or dry channels with a contributing drainage area of less than 50 acres. The total required stream buffer width is twenty (20) feet on each side perpendicular to the waterway measured from the centerline of the waterway.

(c) Stormwater management

(i) Minimize the use of storm sewer piping and maximize the use of swales.

(ii) Use curb cuts in lieu of storm sewer intakes when appropriate to divert street water to a stormwater conveyance or treatment system.

(iii) Sump pump discharge can be discharged into a stormwater conveyance or treatment system.

(iv) On-site treatment and storage of stormwater generated by the development shall occur in conservation area if it is consistent with the environmental functions of the conservation area. Individual lot on-site stormwater management may also be used in conservation subdivisions in conjunction with open space and conservation area management of stormwater.

(v) Include detailed design information for the stormwater management practices following the design information provided in the Iowa Stormwater Management Manual. The stormwater treatment train approach shall be used where appropriate to capture, treat and release stormwater.

(d) Shared use paths, sidewalks, and driveways

(i) An accessible and interconnected shared use path system shall be developed to connect residential areas with open space/conservation areas within or adjacent to the site.

(ii) Sidewalks shall only be required on one side of streets; however, all lots shall have direct access to sidewalks or the pathway system.

(iii) Typical driveway approach sections, Chapter 7 of SUDAS specifications, shall be used.

(e) Conservation Area Requirements

(i) The conservation area shall be designated as a Conservation Easement as detailed in the definition section of this ordinance.

(ii) Applicants must provide an explanation of the conservation area objectives

achieved with their proposed development and identify the percentage of the total development area that this area occupies.

(iii) All conservation areas shall be part of a larger continuous and integrated system except for conservation areas that are naturally isolated from other conservation areas on or near the site. For the purposes of this section, continuous shall be defined as either physically touching or located across a public right-of-way, for example, on opposite sides of an internal road.

(iv) Conservation areas, in accordance with the Conservation Area Management and Ownership outlined in Section 23.605, shall protect site features identified in the site natural resources inventory Section 23.604 (1) and analysis as having particular value in preserving and/or restoring the natural character and conserving natural resources in compliance with the intent of this ordinance and consistent with the goals and objectives of this ordinance.

(v) Healthy natural features such as woodlands, prairie, wetlands, and streambanks shall generally be maintained in their natural condition. If recommended by a professional with pertinent qualifications, the Municipal Engineer may authorize a modification to improve the natural features' appearance or restore the overall condition and natural processes, in compliance with an approved management plan, as described in Section 23.605.

(vi) All wetlands, floodways, and/or identified wildlife habitat areas shall be contained in conservation areas.

(vii) Conservation areas and open space shall be distributed throughout the development and combined shall comprise at least twenty-five (25) percent of the total area of the subdivision. An area comprised of conservation areas and open space greater than twenty-five percent of the total area of the subdivision may be required if necessary to maintain health features such as woodlands, prairie, wetlands and streambanks in their natural condition as provided in 23.603(2)(v).

(viii) Safe and convenient pedestrian access and access easements sufficient for maintenance vehicles shall be provided to conservation areas.

(f) Landscaping for Conservation Subdivisions - A landscaping plan shall be prepared that identifies all proposed landscaping and conforms to the following:

(i) The preservation of existing native, non-invasive vegetation as identified in the natural resources inventory Section 23.604(1) as being in good condition and of good quality shall generally be preferred to the installation of new plant material.

(ii) Mass grading of sites shall be minimized in order to preserve the natural features of the site.

(iii) Within all required separation areas between residential lots and external roads and site boundaries, existing woodlands with desirable tree species shall be retained.

(iv) All new landscaping in conservation areas to be installed and existing native vegetation to be preserved shall be protected through conservation easement. Native landscaping shall be installed according to the guidelines provided in the Iowa Stormwater Management Manual Section 2E-6.

(v) Trees of native species as indicated by the Iowa Department of Natural Resources and approved by the City shall be planted along internal roads within cluster groups in a total amount equivalent to the standard subdivision requirements. Trees may be planted, but are not required, along internal roads passing through conservation areas.

(vi) Informal, irregular, or natural arrangement is required for newly planted trees to avoid the urban appearance that regular spacing may evoke.

(vii) Trees shall be located so as not to interfere with the installation and maintenance of utilities, shared use paths, or sidewalks that may parallel the road.

(viii) Within all conservation areas, separation between external roads and residential lots, a vegetated buffer area at least 25 feet in width shall be maintained or established. Where no natural trees and/or shrubs exist, native plant materials shall be planted.

(ix) Conservation areas required to meet Section 23.603(1)(d), shall be planted using native species to enhance privacy and a natural appearance.

(x) Required buffers around wetlands, all water bodies and drainageways must be naturally vegetated or planted with native plant species appropriate to the surrounding landscape.

(xi) Buffers consisting of an informal, irregular or natural arrangement of native plant



species, combined with infrequent or prescriptive mowing are required to create a low-maintenance, naturalized landscape.

(xii) In addition to the above, land management practices minimizing the impact of nutrients shall be used and demonstrated in Ada Hayden Watershed; minimal fertilization of lawns including the use of phosphorus-free fertilizers is recommended.

*(Ord No. 4042, 8-10-10)*

#### **23.604. APPLICATION PROCEDURE.**

In addition to the standard subdivision application requirements, an inventory and mapping of natural resources shall be conducted prior to the initial submittal.

(1) **Inventory and Mapping of Natural Resources.** An inventory of natural resources of the proposed development site shall be conducted by experts in the field such as biologists, ecologists, soil scientists, hydrologists, geologists or those credentialed in a manner acceptable to the Municipal Engineer and must be submitted with the conservation subdivision application. The inventory must include, but is not limited to the following information mapped at a scale of no less than one inch equals 50 feet:

(a) Topographic contours at 2-foot intervals.

(b) United States Department of Agriculture, Natural Resource Conservation Service soil type locations and identification of soil type characteristics such as percolation rates, suitability for infiltration-based stormwater management practices, hydric soils, depth to water table, and suitability for wastewater disposal systems if applicable.

(c) Hydrologic characteristics, including surface water bodies, floodplains, groundwater recharge and discharge areas, wetlands, natural swales, drainage ways, and slopes 10% or greater.

(d) Land cover on the site including but not limited to prairie, woodland, forest, wetland and general cover type (pasture, woodland, etc.), and stand-alone trees with a caliper of more than [24] inches measured four feet off the ground. The inventory shall include comments on the health and condition of the natural resources.

(e) Known critical habitat areas for rare, threatened or endangered species using existing documented inventories.

(f) Cultural resources shall be identified by a brief description of historic character of buildings and structures, historically important landscapes, and archeological features using a review of existing, documented inventories.

(2) **Education and Outreach Plan for the Development.** An educational plan shall be developed and distributed to all perspective lot owners that describes the characteristics of the conservation subdivision including the development concept, conservation areas management practices that will be used to manage these areas, and benefits of the natural features. They shall also include information on lawn care strategies that reduce nutrient and pesticide inputs and pollution to local water bodies. Lot owners shall be made aware of the wildlife aspects of a conservation subdivision. Deer, birds, and other animals and insects will be attracted to the natural areas.

*(Ord. No. 4042, 8-10-10)*

#### **23.605. CONSERVATION AREA MANAGEMENT AND OWNERSHIP.**

(1) **Conservation Area Management Plan.** Every conservation subdivision must include a plan that provides evidence of a means to properly manage the conservation areas and open space areas in perpetuity through a conservation easement for conservation areas or common ownership for open space areas and evidence of the long-term means to properly manage and maintain all common facilities, including any stormwater facilities. The plan shall be approved by the Municipal Engineer prior to plat approval.

(a) A conservation area management plan shall be submitted with the following components during the following approval stages:

(2) **Preliminary Plat:**

(a) Include a conservation area management plan specifically focusing on the long-term management of conservation areas. The conservation area management plan shall include a narrative, based on the site analysis required in Section 23.604(1), describing:

(i) Existing conditions including all natural, cultural, historic, and scenic elements in the landscape.

(ii) The proposed completed condition for each conservation area; and the measures proposed for achieving the end state.

(iii) Proposed restoration measures, including: measures for correcting increasingly destructive conditions, such as erosion, and measures for restoring habitats, ecosystems, and

To all concerned:

Hunziker Land Development is in the process of having our preliminary plat approved for our new conservation subdivision named Hayden's Crossing on the Northwest corner of Ada Hayden Park. One of the key elements of this project to promote connectivity within the subdivision is a trail connecting the North street to the South street (Audobon Drive).

Through the evolution of our compromises with City staff, we arrived at a layout with 4 lots in both phases of the subdivision (sketch plan is attached) that could have a side-loaded garage which abut this interior trail. These side-loaded lots also allow for access for maintenance of the storm water detention basin through an access easement.

We have proposed a 24 ft access easement and storm sewer easement between lots 15 and 16 in the first phase of this subdivision. We have also proposed a 5 ft pedestrian path within this easement for residents to access the trail. Our plan would be to clearly designate and identify this 5 ft path to prevent any vehicle from parking on the path.

Given only 2 garages will face this easement, vehicle traffic would be very minimal and any pedestrian utilizing the trail could clearly avoid the occasional car accessing their garage. This trail within the subdivision would only be utilized by the residents of Hayden's Crossing as there is no connection beyond the North street.

We propose that you approve the Driveway Layout Figure 1 as attached. This will certainly be the path that a pedestrian would use rather than what is shown in Figure 2. While staff is recommending Figure 2, we believe that even if constructed, pedestrians would still use the paved easement as we propose in Figure 1 without the markings for a path as it aligns with the path connecting to Ada Hayden Park. While this is a conservation subdivision, we would like to minimize the additional impervious surfaces.

Please let me know if you have any questions or need any additional information.

Thanks in advance for your consideration.

Justin Dodge





TOTAL SIZE: 18.78 ACRES  
 GREEN SPACE: 5.5 ACRES (29.3%)  
 ROW: 3.37 ACRES  
 TOTAL LOTS: 48  
 NET DENSITY: 4.84 UNITS/ACRE



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**BOLTON & MENK, INC.**  
 Consulting Engineers & Surveyors  
 MAWATEO, MN FARGO, MN SLEEPY EYE, MN BURNSVILLE, MN  
 WILMAR, MN CHASSA, MN RAMSEY, MN MAPLEWOOD, MN  
 BUTTE, MN ROCHESTER, MN AMBS, IA SPENCER, IA

NO.	DATE	BY	CHK	<b>HUNZIKER DEVELOPMENT</b> HAYDEN'S CROSSING CONCEPT LAYOUT	SHEET <b>1</b>