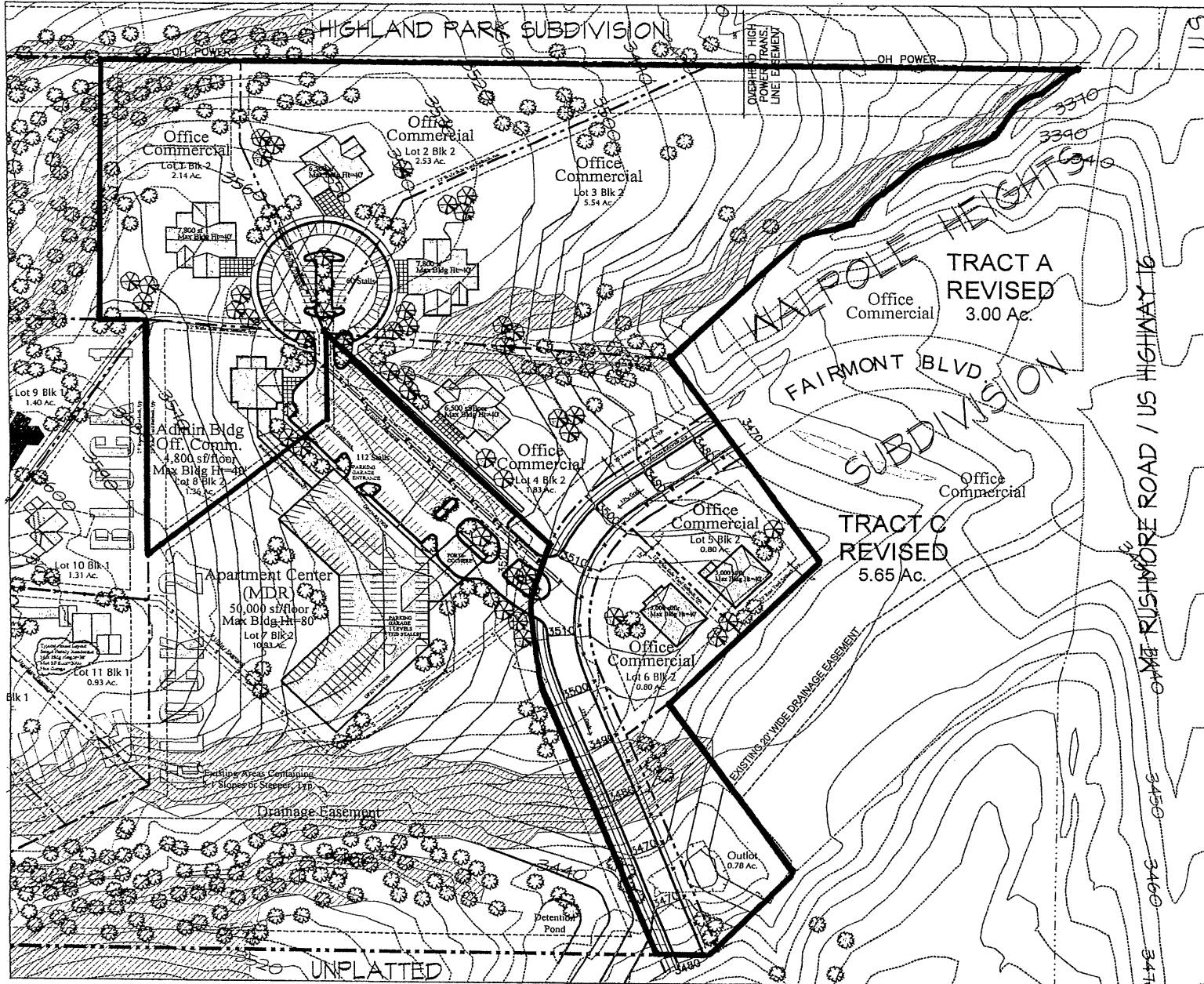


HIGHLAND PARK SUBDIVISION



General Notes Regarding Initial Development Plan:

- 1.1 All parking areas shown within any Commercial Development shall be designed to meet the City of Rapid City Parking Ordinance.
- 2.1 The road design on Extension of Fairmont (80' wide ROW) is a 36' wide pavement section with curb and gutter, (2) driving lanes and a turning lane on 8' wide sidewalk on the Apartment complex side and a road grade not to exceed 1%. The curb cut shown on the Fairmont Street extension that serves the Apartment Corner and the adjacent Office Commercial Developments is 130' Long and includes a "boulevard" type landscape island separating the 2 drives and ingress access drives.
- 3.1 The Drainage/Open Space area to the North of the Proposed Single Family Residential area will be accessible by the Trail Easements shown on the plan. This Drainage/Open Space area contains 4.09 acres.
- 4.1 The following chart breaks down the acreages of the differing types of proposed development throughout this tract of land:

Existing Tract =	56.10 acres
Single Family Residential =	30.73 Acres
Office Commercial =	15.0 Acres
Apartment Corner (MDR) =	10.93 Acres
Drainage/Open Space =	4.69 Acres
Outlot =	0.78 Acres
Right Of Way =	3.93 Acres
- 5.1 The Single Family Residential development contains lots for 30 dwelling units max. Setbacks for this area are as follows 35' Front y and setback, 12' Side y and setback and a 25' Rear yard setback. See plan for maximum square footage and building heights.
6. The areas shown on the Single Family Residential development are existing, all yards within the development shall be hydroseeded.
- 7.1 A parking ratio of 5 stalls per 1000 sf shall be maintained throughout the Office Commercial Development. Parking for the Apartment Corner shall be 3 stalls per unit, with 60 units total. All parking for the Apartment Corner shall be housed within the parking structure located under the Apartment Corner.
- 8.1 The road design on the extension of Evans Drive in the Single Family residential development shall be 32' wide asphalt paving section that includes a 24' roadway, 2' of bitasphalt and a 2" rumble strip separating the roadway and bitasphalt.

