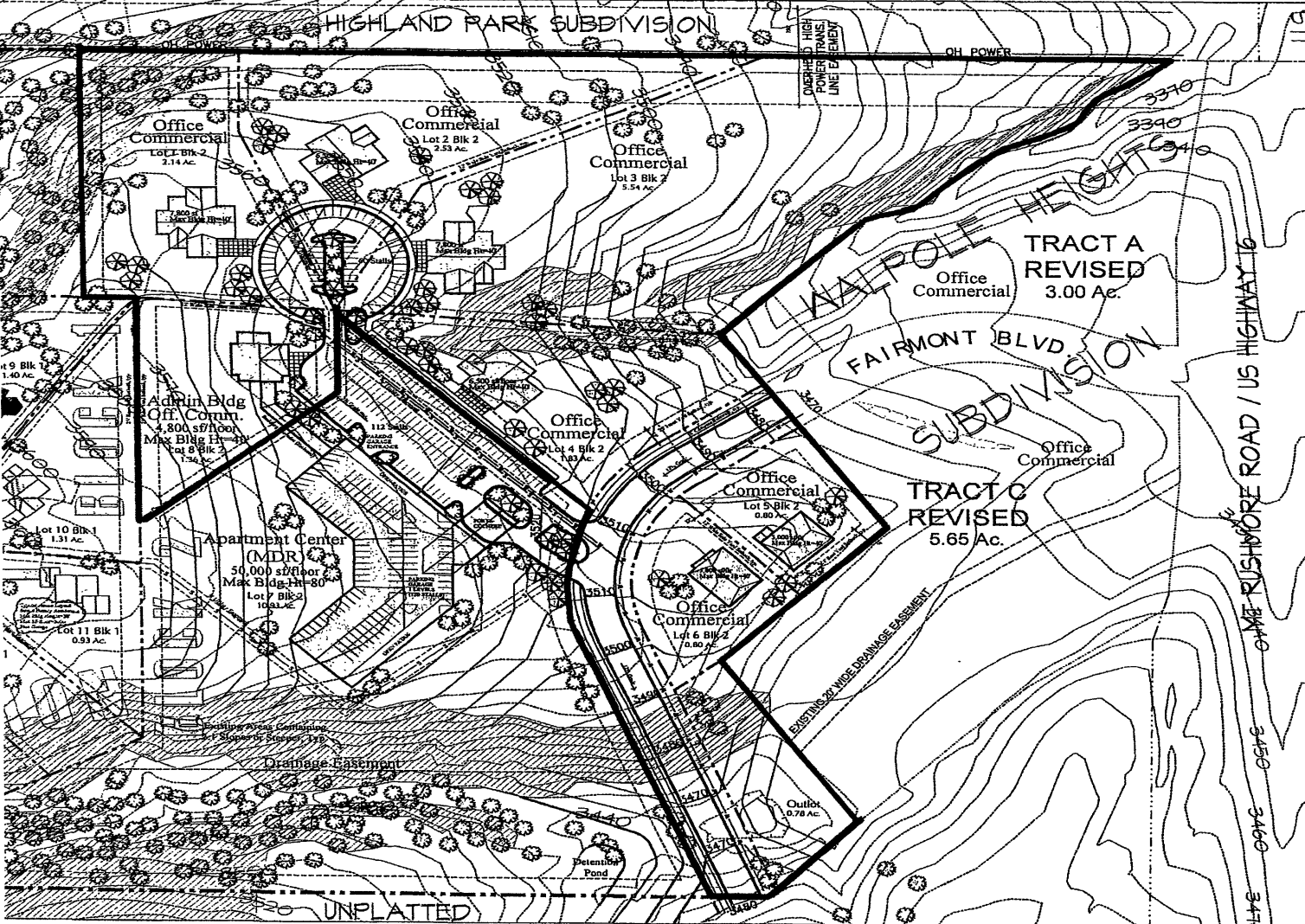


HIGHLAND PARK SUBDIVISION



General Notes Regarding Initial Development Plan:

1. All parking areas shown within any Commercial Developments shall be designed to meet the City of Rapid City Parking Ordinance.
 2. The road design on Extension of Fairmont (80' wide ROW) is a 34' 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 set to exceed 12.5%. The curb cut shown on the Fairmont Street elevation that services the Apartment Center and the adjacent Office Commercial Developments is 130' long and includes a "Shaker" type landscape island separating the 2 drives and ingress/egress drives.
 3. The Drainage/Open Space areas to the north of the Proposed Single Family Residential area will be accessible by the Trail Easements shown on the plan. The Drainage/Open Space area contains 4.69 acres.
 4. The following chart breaks down the acreages of the differing types of proposed development throughout this tract of land:
- | | |
|-----------------------------|-------------|
| Fairmont Tract = | 56.10 acres |
| Single Family Residential = | 20.72 Acres |
| Office Commercial = | 15.0 Acres |
| Apartment Center (MDR) = | 10.03 Acres |
| Drainage/Open Space = | 4.69 acres |
| Outlet = | 0.78 Acres |
| Right Of Way = | 3.93 Acres |
5. The Single Family Residential development contains lots for 20 dwelling units max. setbacks for these lots are to follow 25' front yard setback, 12' side yard 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 landscaped.
 7. A parking rate of 5 stalls per 1000 of shall be maintained throughout the Office Commercial Development. Parking for the Apartment Center shall be 2 stalls per unit, with 60 units total. All parking for the Apartment Center shall be located within the parking structure located under the Apartment Center.
 8. The road design on the extension of Evans Drive to the Single Family residential development shall be 33' wide asphalt paving section that includes a 24" roadway, 2' sidewalk and a 2' flexible strip separating the roadway and sidewalk.

