



HUOÉÍ



LEGEND

- 12' P.C. PROPOSED CURB
- 18' P.C. PROPOSED CURB
- 24' P.C. PROPOSED CURB
- 30' P.C. PROPOSED CURB
- 36' P.C. PROPOSED CURB
- 42' P.C. PROPOSED CURB
- 48' P.C. PROPOSED CURB
- 54' P.C. PROPOSED CURB
- 60' P.C. PROPOSED CURB
- 66' P.C. PROPOSED CURB
- 72' P.C. PROPOSED CURB
- 78' P.C. PROPOSED CURB
- 84' P.C. PROPOSED CURB
- 90' P.C. PROPOSED CURB
- 96' P.C. PROPOSED CURB
- 102' P.C. PROPOSED CURB
- 108' P.C. PROPOSED CURB
- 114' P.C. PROPOSED CURB
- 120' P.C. PROPOSED CURB
- 126' P.C. PROPOSED CURB
- 132' P.C. PROPOSED CURB
- 138' P.C. PROPOSED CURB
- 144' P.C. PROPOSED CURB
- 150' P.C. PROPOSED CURB
- 156' P.C. PROPOSED CURB
- 162' P.C. PROPOSED CURB
- 168' P.C. PROPOSED CURB
- 174' P.C. PROPOSED CURB
- 180' P.C. PROPOSED CURB
- 186' P.C. PROPOSED CURB
- 192' P.C. PROPOSED CURB
- 198' P.C. PROPOSED CURB
- 204' P.C. PROPOSED CURB
- 210' P.C. PROPOSED CURB
- 216' P.C. PROPOSED CURB
- 222' P.C. PROPOSED CURB
- 228' P.C. PROPOSED CURB
- 234' P.C. PROPOSED CURB
- 240' P.C. PROPOSED CURB
- 246' P.C. PROPOSED CURB
- 252' P.C. PROPOSED CURB
- 258' P.C. PROPOSED CURB
- 264' P.C. PROPOSED CURB
- 270' P.C. PROPOSED CURB
- 276' P.C. PROPOSED CURB
- 282' P.C. PROPOSED CURB
- 288' P.C. PROPOSED CURB
- 294' P.C. PROPOSED CURB
- 300' P.C. PROPOSED CURB

DESCRIPTION OF PLANNED DEVELOPMENT PROPOSED USE
PROPOSED LOT B OF LOT 2 OF BLOCK 2, MINNESOTA PARK SUBDIVISION, RAPID CITY, SD
 The intent of the Planned Development is to allow a parking lot to be constructed on the property which is zoned Office Commercial.
 The proposed parking lot will be used to provide additional parking for the existing Office Building that exists across Wisconsin Avenue on Lot 1 of Block 1 of Minnesota Park Subdivision.
 The drawings submitted with the Initial Planned Development Submittal indicate a conceptual parking lot layout for the property. The maximum number of parking stalls proposed with the Initial Planned Development is 80. The layout and design of the parking lot, including number of stalls, is subject to change when the Final Planned Development is submitted. Nevertheless, it is anticipated the general concept presented on the Initial Planned Development drawing will be followed.
 The proposed parking lot will include perimeter curb and gutter, landscape features, storm water quality features as needed to meet City Criteria, lighting, signage, and other things common and necessary for a typical parking lot. Retaining walls may be included by final grading design. The curb cut is proposed as a p-gutter and approach pavement driveway rather than using radius style curb cut as required by the ICDCR.
 Maximum allowable setback from property lines for parking lot pavements, including curb and gutter, is proposed as 5'. The parking lot and attendant features such as lighting, walk, grading, and landscaping will be in the lot line minor drainage and utility easements at various locations.
 Fill, other than incidental work, will not be placed in the existing major drainage easement along the south side of the site. Native wetland vegetation will remain in the drainage channel. Storm water detention is not anticipated.
 Internal parking lot landscape islands are not being used; rather, the internal islands will be striped pavement. Landscaping will be provided around the perimeter of the parking lot. Because of the unique nature of the project, meaning no building is proposed which is a size calculation number in the ordinance, the landscape design will be prepared to be at least 67% of the required points using zero for the building size in the calculations. No screening fences are proposed.
 There are no recreation areas. Open space shall consist of landscape areas, including the drainage easement along the south side of the site.
 Parking lot lights are currently assumed to be used only at the parking lot islands as indicated on the drawing. At final design, depending on required lighting levels and other necessary design issues, additional lights or light reduction to the parking lot perimeter may be necessary. Final location of lights will be included with the Final Planned Development submittal.
 Parking lot signage will consist of signs that specify authorized users of the lot, special parking stall signage as determined necessary, or other signs determined necessary. Sign design will be included with the Final Planned Development submittal.
 No new water mains or sewer mains are proposed with the parking lot. There are no improvements proposed to public streets other than required public sidewalk along Wisconsin Avenue and the new curb cut to Wisconsin Avenue.
 The parking lot will be constructed as one phase. No grading is proposed.

5TH STREET

WISCONSIN AVE.

MINNESOTA ST.

PROPOSED LOT A OF LOT 2
1.0 AC. ±

PROPOSED LOT B OF LOT 2
0.88 AC. ±

PROPOSED PARKING LOT ON LOT B WILL SERVE THE EXISTING OFFICE ON LOT 1 OF BLOCK 1

PROPOSED 28' CURB CUT

PRELIMINARY LOCATION OF STORM WATER QUALITY POND

EXISTING DRAINAGE EASEMENT

PARKING LOT LIGHTS

CONCEPTUAL LAYOUT OF PROPOSED PARKING LOT ON PROPOSED LOT B

LOT LINE EASEMENTS

Rapid City Community Planning & Development Services

RECEIVED

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INITIAL PLANNED DEVELOPMENT
PROPOSED LOT B OF LOT 2
OF MINNESOTA PARK SUBDIVISION
RAPID CITY, SD

File Number	
Location	
Surveyed By	
Designed By	
Drawn By	
Checked By	

Revision / Date

Sheet Name

LAYOUT

Sheet Number

1 of 1

DECEMBER 13, 2013