

ARTICLE 4

DESIGN STANDARDS FOR SUBDIVISION REVIEW

SECTION 400

Introduction

The following design standards are intended to assist a developer or property owner in creating a subdivision and meeting the purposes of subdivision regulations. These standards are to be used in preparing a Preliminary Plat, Improvement Plan, Grading Plan, Final Plat and Conveyance Plat.

The purpose of these standards is to establish minimum design and improvement standards for the development of lots, streets, utilities, and other physical elements of a subdivision or development. Final Improvement Plans must be stamped by a Kentucky Registered Professional Engineer.

THE DESIGN AND CONSTRUCTION OF STREETS AND WATER, SANITARY SEWER, AND STORM WATER UTILITIES SHALL BE IN ACCORDANCE WITH THE CURRENT CITY/COUNTY STREET, STORMWATER AND SIDEWALK SPECIFICATIONS AND THE APPROPRIATE WATER AND SANITARY SEWER SPECIFICATIONS.

History: Amended July 11, 2023

SECTION 402

Residential Subdivision Design

A) **Open Space Areas** - The open space area to be held in common within a subdivision shall be clearly designated during subdivision review, and referenced on the recorded subdivision plat. They shall be protected from development by an appropriate restrictive covenant, easement, or homeowner's agreement. Related recreation structures and agricultural outbuildings are permitted in the open space area. Utility easements are permitted to be located within the open space area. The ownership and responsibility for continued maintenance of the common open space areas is also required. These documents shall be submitted at the Final Plat review and be recorded.

B) **Residential Subdivision Design** - A residential subdivision design is intended to provide for the development of residentially zoned property. It may include designated open space or other amenities to be held in common for the development. A residential subdivision design shall incorporate a minimum of six contiguous lots which is consistent with the definition of a major division of land within Section 300.

When a cluster-style design is proposed, the application of an overlay zone is required. The area within the overlay zone must comply with the overall density of the underlying zone. However, the area, height and dimensional features may vary from the underlying zone with the applicable cluster development overlay zone. A cluster-style design often features common open space areas enabling a reduction in the minimum lot size and setback requirements.

The open space within a cluster-style design shall be cohesive, visible, and accessible. The open space shall noticeably influence the character of the subdivision and addresses the impacts of the smaller lots on portions of the site.

The designated open space land shall serve the purpose of effective buffering, passive recreation, and preservation. It may include land used for agricultural, forest, scenic, outdoor parks, trails, wetlands, hillside preservation, water bodies, and stormwater management. Historic and archeological sites may also be designated open spaces.

A three-step design approach described below is recommended for cluster-style design of a residential subdivision:

Step One - Identifying the Open Space Areas

This step consists of identifying the land that should be permanently protected as open space, which includes the primary and secondary conservation areas. Primary Conservation Areas include constrained lands, such as inundated or flood prone areas, areas of slope greater than 20%, river and stream corridors, drainage corridors or basins, or other defined environmental or developmentally sensitive area. Secondary Conservation Areas include amenity-forming features of the property such as mature woodlands, greenways, trails, prime farmland, hedgerows, individual free-standing trees or tree groups, wildlife habitats and travel corridors, historic sites, structures or features, cemeteries, scenic viewsheds, stream buffer areas.

When utilizing a cluster-style design, undevelopable or undesirable areas shall not constitute open space areas if they do not serve such a function. It is the responsibility of the developer to demonstrate that the open space areas can serve a function to the community, and is not just an attempt to increase density by accounting for undevelopable or undesirable land.

Step Two - Identifying Potential Development Areas

After determining the open space elements, the remaining part of the property, less commercial uses and streets, provides an estimate of the potential development area. Within a residential subdivision a cluster-style design may be proposed with the use of the applicable cluster overlay zone. The number of permitted units within a cluster-style development is based on the overall total site acreage, less streets and commercial areas, multiplied by the permitted density in the zoning district(s). This includes both the areas for residential lots and amenities as well as the open space areas.

Step Three - Locating Streets, Lot Lines and Housing Sites

This step involves locating and drawing in the streets, lot lines and housing sites within the proposed development area. View and access to designated open spaces must be included.

C) **Residential Subdivision Layout** - A residential subdivision layout shall include:

- a. Streets as defined by Section 405.
- b. Sidewalks as defined by Section 404, Item Q.
- c. Common off-street parking areas if required.
- d. Stormwater management features.
- e. Utility lines and easements.
- f. In addition, when a cluster-style design is proposed, the layout shall include:
 - i. Entry treatment, including vegetated landscaping along the entry to the subdivision.
 - ii. Designated open space that is functional, visible, and accessible.
 - iii. Recreation trails, structures and agricultural outbuildings. These are permitted in the open space area.
 - iv. Cluster mail location, if required by the postal carrier.

History: Amended July 11, 2023

SECTION 405
Street Design

- A) Street Names - Proposed streets, which are in alignment with other existing streets, shall bear the names of existing streets unless separated by an intersecting collector or arterial street, or a legislative or fire district boundary. In no case shall the name of a proposed street duplicate an existing street name, irrespective of the use of the suffix street, road, lane, avenue, boulevard, way, place, or court, nor shall a proposed street name phonetically approximate the name of any existing or approved street name in Campbell County. Proposed street names are added to a master list or index in order to reserve these names when the Preliminary Plat is approved. Street names on Improvement Plans and Final Plats shall follow the approved names listed on the Preliminary Plat unless approved through a subsequent review by the Administrative Official. If street names are changed in comparison with the approved Preliminary Plat, then a revised Plat shall be submitted within thirty days of the name changes reflecting the approved changes for the Planning Commission's and the appropriate legislative unit's files.

Street names on previously recorded plats can be changed but only if a subdivider or applicant formally requests it from the appropriate legislative body for a public street or from the Campbell County Planning Commission for a private street. The Final Plat shall also be amended to reflect the new street name.

- B) Building/House Addresses - Building/House addresses shall be assigned by the Administrative Official once a final plat has been approved by the Planning Commission and upon an application for a Zoning Permit from the Planning Commission and a building permit from the Campbell County Planning, Zoning & Building Department. Temporary addresses may be assigned for permits issued prior to approval of a Final Plat pursuant to Section 300(b) of these regulations.
- C) Transportation Management Regulations - All subdivision proposals shall follow the requirements of Appendix "T" Transportation Management Regulations of the Subdivision Regulations. Appendix "T" describes in detail Transportation Management Regulations, which include classification of roadways, minimum spacing of driveways, minimum corner clearance of driveways, minimum sight distances, maintaining capacity of roadways, design of access points (e.g. number, location, coordination, consolidation, and spacing), turning lanes, frontage roads, the review procedure and waiver of requirements.
- D) Street Lights - When required by the applicable legislative body, the subdivider or developer of the subdivision will provide street lighting poles, accessories, and the necessary easements, at the subdivider's expense, and in accordance to the specifications of the applicable legislative body and appropriate utility company. The design of the street light shall be subject to review and approval by the Administrative Official. In general, street lights shall be placed at strategic locations and distances to assure safe pedestrian and vehicular traffic. Distances between street lights will be based upon lot sizes and street configuration and the appropriate legislative body. The ownership and maintenance of street lights may be given to the appropriate legislative body only after inspection has occurred and such dedication has taken place through final plat approval by the legislative body or a similar agreement has been made between the subdivider or developer of the subdivision and the appropriate legislative body. Street lights are required by the City of Crestview, City of Melbourne, City of Silver Grove, City of Southgate, and City of Woodlawn in all subdivisions. Street lights are also required for all major residential subdivisions and all non-residential subdivisions located within unincorporated Campbell

County.

In unincorporated Campbell County only, a subdivider or developer of a minor residential subdivision shall provide the necessary easements for future street lights with private ownership and maintenance in accordance or agreement with the appropriate utility company.

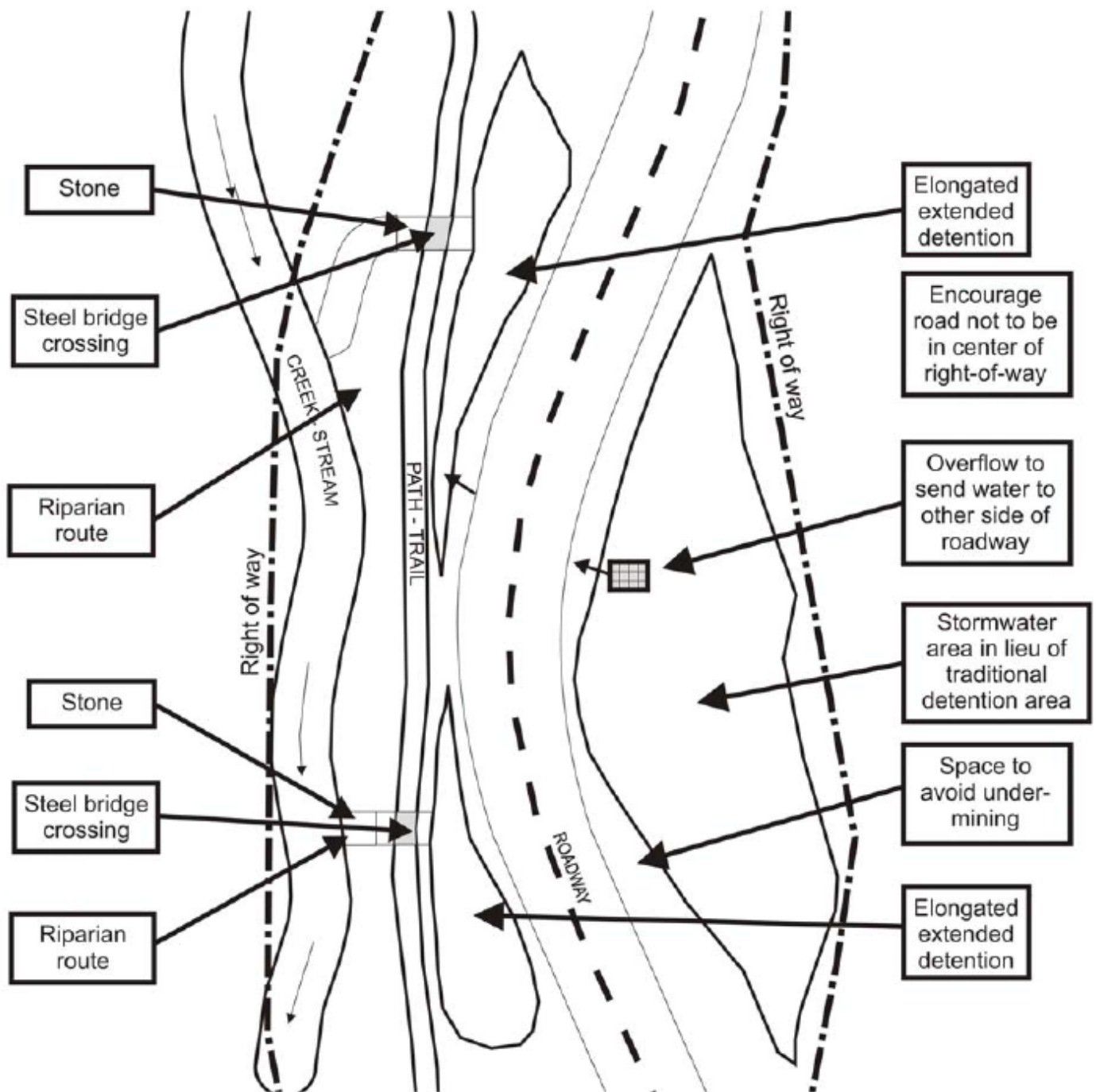
- E) Street or Road Classification - The developer or subdivider is encouraged to meet with the Planning Commission Staff to determine the design requirements of proposed streets based upon the classification of road networks in the Comprehensive Plan. In addition, a property owner may be required to publicly dedicate land for street right-of-way in order to upgrade existing arterial, collector, subcollector, or local roads and bring them into conformance with the Comprehensive Plan road classification and street design specifications. (See Item I).
- F) Public Right-of-Way Width - The minimum width of right-of-way for a public street, measured from lot line to lot line, shall be as follows (See Definitions Section for type of street):

		Conventional Subdivision	Open Space Cluster Subdivisions
1.	Major Arterial Streets	80 feet	80 feet
2.	Minor Arterial Streets	80 feet	80 feet
3.	Collector Streets	60 feet	60 feet
3. a.	Limited Access Collector Street	50 feet	50 feet
	*With Cluster Option	variable, 60 feet min.	variable, 60 feet min.
4.	Sub-Collector Streets+	50 feet	50 feet
4. a.	Limited Access Sub-Collector Street+	50 feet	50 feet
	*With Cluster Option	variable, 60 feet min.	variable, 60 feet min.
5.	Local Streets+	50 feet	50 feet
6.	Residential Condominium Street+	26 feet	26 feet
7.	Cul-de-sacs+	50 feet	42 feet
8.	Alley	30 feet	30 feet

+ Urban Street section may be opted for these street types per the current City/County street specifications. The urban Street section is only permitted when mail will be delivered to a central, cluster mailbox or to individual boxes mounted on the buildings themselves. Individual curbside mailboxes are not permitted with this option.

* Variable right-of-way width for including formal bio-swale or stormwater infiltration areas into street corridor design requires the approval of both the Administrative Official and the respective city or county engineer. The right-of-way may be required to be wider than normal requirements depending on the extent of improvements. As a minimum, the project will need to provide for the features indicated in the following figure.

Illustrative Example of Variable Right-of-Way (per note section in Item 405 F above)



3' minimum required between right-of-way and path-trail

NOTE: Generally, signs (other than publicly maintained street identification signs and traffic control signs), mailboxes (other than those with a breakaway design), walls, fences, privately owned utilities including drains, sprinkler systems and other encroachments shall not be located in public street right-of-ways. Specific permission must be granted by the appropriate legislative body in order for these encroachments to be placed in a public right-of-way. Additional right-of-way width will be required for limited access sub-collector streets and limited access collector streets when necessary to accommodate facilities such as utilities, turn lanes, bike lanes or paths, and amenities such as benches, bus stops, and street trees.

G) Additional Right-of-Way - Subdivisions or developments that adjoin existing City and County street rights-of-way shall dedicate additional right-of-way to meet a 50 foot minimum right-of-way width if it does not exist for local or sub-collector streets and a 60 foot minimum right-of-way if it does not exist for collector or arterial streets, or for State street rights-of-way. The entire right-of-way shall be provided where any part of the subdivision or development is on both sides of the existing street; and one half of the right-of-way shall be provided, as measured from the centerline for subdivisions or developments that is located only on one side of the existing street.

H) Pavement Width

1. No public street shall be constructed except in conformance with the minimum pavement widths as follows: (See Definitions Section for type of street)

		Conventional Subdivision	Open Space and Cluster Subdivisions
1.	Major Arterial Streets	48 feet*	48 feet*
2.	Minor Arterial Streets	36 feet*	36 feet*
3.	Collector Streets	30 feet*	30 feet*
3. a.	Limited Access Collector Street	24 feet	24 feet*
4.	Sub-Collector Streets+	28 feet**	24 feet*
4. a.	Limited Access Sub-Collector Street+	24 feet*	24 feet*
5.	Local Streets+	25 feet**	25 feet**
6.	Residential Condominium Street+	24 feet	24 feet
7. a.	Cul-de-sacs+	25 feet**	25 feet* #
7. b.	Cul-de-sacs in residential subdivisions when average lot size is one acre or larger	22 feet*	20 feet* ^
8.	Alley	20 feet***	20 feet***

* No parking permitted and no driveway access to the collector, sub-collector street, or limited access street.

** No parking permitted on one side of street.

*** No parking permitted on either side of an alley.

+ Urban Street section may be opted for these street types per the current City/County street specifications.

Cluster Subdivisions only.

^ Open Space Subdivisions only.

2. Construction of Required Pavement Width on Existing Streets

- (a) Where the pavement width of such existing street is less than that required by these regulations. The Planning Commission, before requiring street improvements along the property of such street in each case, shall conduct an individual analysis as to whether it is reasonable to require the street improvements based on the anticipated burden of development. Before requiring street improvements, the Planning Commission shall find:
- (1) That it is reasonable to require the street improvements be provided, based on the anticipated burden of the new development on the existing street.
 - (2) The need for street improvements is reasonably necessitated by the nature of the proposed development; and
 - (3) That it is reasonable for the developer to bear the street improvement costs based on the nature of the development.

Upon a finding of all provisions of Section 2(a) (1)-(3) above, and that requiring street improvements is appropriate, the Planning Commission shall require the subdivider to construct the required pavement width along the property on such street; OR, to deposit sufficient funds within an escrow account, maintained by the Campbell County Fiscal Court, to accomplish the street improvements contemplated by this ordinance. The entire pavement width shall be provided where any part of the subdivision or development is on both sides of the existing street; and one half of the pavement width shall be provided, as measured from the centerline, for subdivision or development that is located only on one side of the existing street.

If the Planning Commission cannot make the findings required by Section 2(a)(1)-(3) above, then it shall not require that street improvements be made or an escrow of funds be deposited as a condition to plat approval.

- (b) If the Planning Commission does make the finding in Section (2)(a) above and street improvements are appropriate, immediate street improvements or an escrow deposit shall be a condition precedent to plat approval notwithstanding the fact that the contemplated improvements may be made at a subsequent time when other contiguous properties may likewise be improved.
- (c) To determine whether to require immediate street improvements or to require a deposit of funds within an escrow account, the Planning Commission shall make one of the findings below:
- (1) Before requiring immediate street improvements pursuant to this section, the planning commission shall find as follows:

- (aa) The applicant has dedicated the appropriate required right-of-way width for future improvements as required by this ordinance;
- (bb) Requiring the applicant to make necessary street improvements at present time would not be detrimental to the public safety and is not impractical because of:
 - [a] The current condition of the street at issue; and/or
 - [ii] The current condition of the existing storm water sewer system; and/or
 - [iii] The ratio of proposed lots to street frontage demonstrates a reasonably anticipated need for future street improvement in view of a consideration of the reasonably anticipated, future burden the development will have upon the existing street.
- (d) Before permitting the payment of an escrow deposit pursuant to this section as opposed to immediate road improvements, the planning commission shall find as follows:
 - (1) Requiring the applicant to make necessary road improvements at present time would be detrimental to the public safety or is impractical because of:
 - [a] The current condition of the road at issue; and/or
 - [b] The current condition of the existing storm water sewer system; and/or
 - [c] The ratio of proposed lots to road frontage demonstrates a reasonably anticipated need for future road improvement in view of a consideration of the reasonably anticipated, future burden the development will have upon the existing road.
 - (cc) The escrow payment is a sufficient amount to accomplish the required road improvements for the present application, and;
 - (dd) The escrow payment amount has been determined by a duly registered professional engineer at the applicant's expense, and approved by the Planning Commission or Administrative Official. The cost estimate shall have supporting written data and be based on the amount determined to be reasonably necessary to complete all of the public improvements required to be constructed, including a ten (10) percent contingency.

- l) Street Grades - Grades of both public and private streets in proposed subdivisions or developments shall not be greater than as follows: (See Definitions Section for type of street.) Grades shall not be less than one and one-half percent (1.5%) on any street.

1.	Major Arterial Streets	7 percent
2.	Minor Arterial Streets	7 percent
3.	Collector Streets	10 percent
3. a.	Limited Access Collector Street	10 percent
4.	Sub-Collector Streets	10 percent
4. a.	Limited Access Sub-Collector Street ...	10 percent
5.	Local Streets	12 percent
6.	Residential Condominium Street	12 percent
7.	Cul-de Sacs	12 percent
8.	Alley	12 percent

These maximum grades may be modified by the Commission where extreme topographic conditions exist or in the interest of good site planning.

- J) Horizontal Curves - Central angles of horizontal curves shall be kept to a minimum unless there is sufficient radius length to minimize the severity of the curve. At no time shall the radius of the centerline of a proposed street be less than two hundred feet (200') for collector streets, and one hundred feet (100') for local streets, except at intersections or divided roadways.

The tangent distance between horizontal curves of proposed street centerlines shall not be less than one hundred feet (100') for any arterial and any collector streets.

- K) Vertical Curves - Any change in grade of proposed streets shall be transitioned by a vertical curve. The minimum length for a vertical curve shall be thirty (30) times the absolute value of the algebraic difference of the grades (in percent) of the two tangents for crest curves and thirty five (35) times the absolute value for sag curves in sub-collector and collector streets. The minimum length for a vertical curve shall be ten (10) times the absolute value of the algebraic difference of the grades (in percent) of the two tangents in local streets, cul-de-sacs, and alleys.

- L) Intersections - The two centerlines of proposed streets at their intersection shall be as nearly to a right angle as possible and that angle at no time shall be less than eighty (80) degrees. For residential subdivisions, the radius of the curve at the intersection of the two right-of-way lines shall not be less than twenty feet (20'), and for the intersection of the two pavement edges, the radius curve shall not be less than twenty-five (25) feet.

For industrial and commercial subdivisions, the radius of the curve at the intersection of the two right-of-way lines shall not be less than forty feet (40'), and for the intersection of two pavement edges, the radius curve shall not be less than forty-five feet (45'). The Campbell County Planning Commission may, in certain situations, increase the minimum radii based upon existing road conditions and traffic patterns. (See Street and Storm Drainage Construction Specifications.)

There shall be no greater than four basic street legs at any proposed intersection unless the intersection is divided. Merging lanes, deceleration lanes, "Y" intersections, etc. are considered as being parts of one street leg or approach.

Proposed intersections with existing streets shall not be closer than one hundred and twenty five feet (125') to an intersection of two existing streets as measured from intersection point to intersection point.

- M) Cul-de-Sacs Streets - Proposed cul-de-sac streets designed to have a permanently closed end shall not be more than twelve hundred feet (1200') long for industrial, commercial or Conventional Residential Subdivisions, as measured from the intersection of the centerlines of the cul-de-sac and the intersecting street (from station 0+00 of the cul-de-sac street). This type of street serves twenty-five (25) residential lots or units or less. Residential subdivision with cul-de-sacs more than nine hundred feet (900') from an intersection shall be built with a radius equal to a commercial/industrial design. For residential subdivision cul-de-sac with commercial/industrial design, up to an eight feet radius may be substituted with a clear zone. Clear zones are not required to be paved but must be graded to align with the street/cul-de-sac. Clear zones must remain free of obstacles including sidewalks, landscaping and other fixtures. The Planning Commission may require the connection of streets internal to a subdivision to facilitate connectivity.
- N) Temporary Dead-End Streets and Street Connections to Adjoining Tracts or Areas - Dead-end streets of a temporary nature and street connections with adjoining undeveloped tracts shall be required by the Commission. Reasons for this include the layout of the subdivision, the staging of development, the opportunity for reasonable access alternatives to adjoining tracts, the necessity of providing through connections between collector or arterial streets, to distribute traffic patterns by providing alternative routes, and to provide convenient and efficient access for emergency vehicles, street maintenance, school buses, postal delivery, and other essential services. The street connection with adjoining property shall be constructed upon Final Plat recording of seventy five percent (75%) of the subdivision lots as approved on the Preliminary Plat, or if a contributing street in the subdivision is within 300 feet of the connection to the adjoining property.

The Commission shall consider the following criteria for requiring street connections to adjoining property:

1. The adjoining land must be compatible with the subject development as determined by the current zoning and/or the Future Land Use Map as specified in the current Comprehensive Plan.
2. Street connections to adjoining properties will not be required if significant grading (as determined by the County Engineer or applicable City Engineer) and/or the construction of a bridge would be necessary to make such connections.
3. Future desired transportation patterns as described by the current Comprehensive Plan and special funding projects recommended in the Transportation Plan shall be considered. The Planning Commission may require a subdivision to include or extend a Limited Access Residential Street in areas that are recommended as Suburban Residential density or greater on the adopted Future Land Use Map without existing or committed through-streets subject to no individual lot access. The Comprehensive Plan, adopted Transportation Plan or Thoroughfare Plan, and planned street connections between properties shall be considered in determining this requirement. This provision is intended to avoid subdivision streets with direct lot frontage serving as connections between traffic generating development areas and the major street network.
4. Subdivisions required to provide sub collector or collector streets (as described in the street classification table in Article 6) shall be required to provide for connection of such streets to other collector or arterial streets or connection to adjoining lands.

5. The Planning Commission may require the connection of local streets to adjoining tracts or areas in order to prevent the local street from becoming a cul-de-sac street which exceeds the maximum length permitted for a cul-de-sac street.
6. Proposed connections to the existing street system will be consistent with the existing conditions and the design of adjoining streets.
7. All temporary dead-end streets that will continue onto adjoining property or connect with another roadway will have a sign posted at the temporary dead end that informs the public of the planned street connection.
8. All temporary dead-end streets will be terminated with a temporary turn-around. Storm water flow at a temporary dead-end shall be managed in accordance with the requirements stated herein.
9. In instances where a street connection cannot be constructed all the way to a shared property line due to grading or other construction feasibility issues until development occurs on an adjoining tract, the connection shall be constructed as far as practical toward the property line. The developer shall deposit the cash amount plus contingency with the applicable legislative body for the estimated costs of the remaining street construction to the property line. The developer shall be responsible for constructing the remaining street segment when the adjoining tract develops, or for making arrangements to cause the construction to occur at that time.

O) Private Streets or Roads

1. The Planning Commission is required to make findings as to why it is approving a private street.
2. Private streets are permitted only in the following zoning districts:
 Agricultural Cluster Development Overlay (ACD) Zone
 River Recreation/Conservation (R/CO) Zone
 Planned Unit Development (PUD) Zone
 Residential Cluster Development (RCD) Zone
 Residential Zoning Districts as part of an Open Space or Cluster Subdivision
3. Private streets may only consist of cul-de-sacs or local streets. Any newly proposed private street that will dead end shall terminate with a T turn-around or a cul-de-sac. Street grades shall meet the requirements in Section 405.I. Street names for private streets shall be proposed and approved through the Preliminary Plat process. Signage for private streets shall be installed, by the developer, in accordance with the policies of the applicable legislative body prior to Final Plat approval. Sidewalks shall be provided along private streets or roads in accordance with Section 405.Q for conventional subdivisions and Section 402 for Open Space and Cluster Residential Subdivisions.
4. The developer shall submit a copy of an agreement to maintain the private street (i.e. maintenance agreement) to the Planning Commission or its Duly Authorized Representative for review and approval concurrently with submission of the final

plat. This maintenance agreement shall be filed with the County Clerk, and this maintenance agreement shall acknowledge that the legislative body will not be involved with any maintenance responsibilities for the private street. A note shall be placed on the final plat for the subdivision referencing the maintenance agreement and indicating the street as "PRIVATELY MAINTAINED".

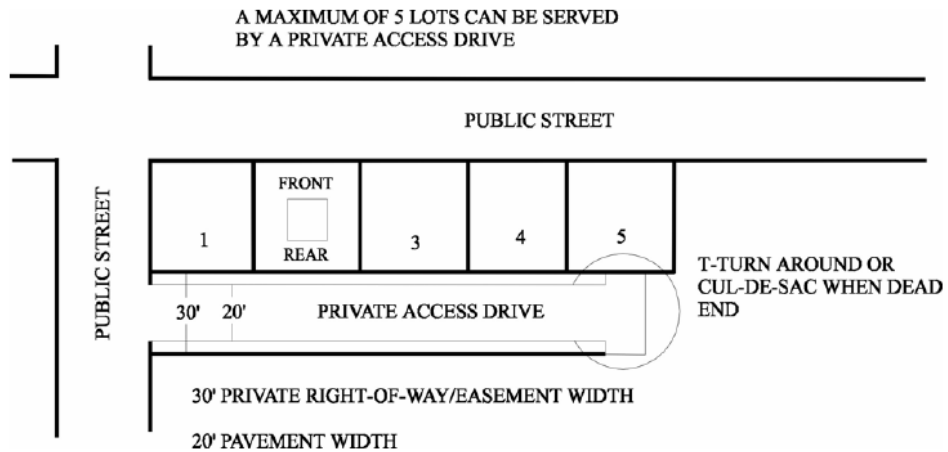
5. Minimum Width & Surface Material for Private Streets per Zoning Classification:

5a. In the ACD Zone only, the private street must be a minimum of 20 feet in width and may be surfaced with gravel. Streets must be centered within a deeded access easement with a minimum width of 30 feet and which connects directly to a publicly maintained street. There must be a private agreement for maintenance of the private street. None of the newly created lots can be a flag lot. Newly proposed private streets in the ACD zone may serve no more than five (5) buildable lots plus one (1) remainder parent tract.

5b. In the R/CO Zone only, the private street must be a minimum of 20 feet in width and may be surfaced with gravel. Streets must be centered within a deeded access easement with a minimum width of 30 feet and which connects directly to a publicly maintained street. There must be a private agreement for maintenance of the private street. None of the newly created lots can be a flag lot. Newly proposed private streets in the R/CO zone may serve no more than five (5) buildable lots.

5c. In all other permitted zones within this section, the private street must be a minimum of 18 feet in width and surfaced with cement or asphalt. Streets must be centered within a deeded access easement with a minimum width of 30 feet and which connects directly to a publicly maintained street. There must be a private agreement for maintenance of the private street. None of the newly created lots can be a flag lot. Newly proposed private streets may serve no more than five (5) buildable lots.

P) Private Access Driveway - Private access driveways shall conform to the same pavement width, right-of-way width, and construction standards as set forth in these regulations for publicly dedicated alleys. A private access driveway that dead ends shall terminate with a T turn-around or a cul-de-sac. Such driveway shall be owned and maintained by one or more private property owners and shall only serve a maximum of five lots. The easement or right-of-way for a private access driveway shall be indicated on the Final Plat. A copy of a Homeowners Agreement to maintain the drive shall be submitted to the Planning Commission at Final Plat Review. All private access driveways, including driveways within flag lot panhandles, shall be located at a minimum five (5) feet from the adjoining property lines.



Q) Sidewalks - All proposed residential, commercial, industrial and office subdivisions or developments shall be constructed according to the standards as follows:

Residential Subdivisions - Sidewalks shall be provided in residential subdivisions with an average density of greater than one dwelling unit per acre according to the following:

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Collector Streets 1.a. Limited Access Collector Street <li style="padding-left: 20px;">Sub-Collector Streets 2. Limited Access Sub-Collector Street 3. Local Streets 4. Residential Condo Street 5. Cul-de Sacs 6. Alley | <p>Sidewalks Both Sides</p> <p>Sidewalks Both Sides</p> <p>Sidewalks Both Sides</p> <p>Sidewalks Both Sides</p> <p>Sidewalks Both Sides</p> <p>Sidewalks Both Sides</p> <p>Sidewalks Both Sides</p> <p>Sidewalks One Side (Both Sides for Urban Street Option)</p> <p>No Sidewalks Permitted within Min. 30' R/W, Sidewalk Permitted on One Side When R/W is increased to 40'</p> |
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Sidewalks shall only be required on one side of the street when the overall average density is between one dwelling unit per acre and one dwelling unit per two acres. For residential subdivisions with an overall average density of one dwelling unit per two or more acres, no sidewalks are required.*

Commercial and Office Subdivisions - Sidewalks shall be provided on both sides of all streets.

Industrial Subdivisions - Sidewalks shall be provided on one side of each street*.

**When provided on one side of a street, sidewalks shall be constructed on the water main side of the street, unless approved by the Commission's Administrative Official and engineer.*

Sidewalks shall be constructed of Portland cement concrete on compacted subgrade and have a minimum depth of four inches (4"), except at driveways, the minimum depth shall be five inches (5") in residential zones. In commercial or industrial zones, driveways shall

have the same depth as the road leading to the parking area. Sidewalks shall be located four feet (4') from the curb or the edge of the pavement and shall be at least four feet (4') in width along local streets and cul-de-sacs; shall be located five feet (5') from the curb or edge of pavement and five feet (5') in width when located along arterial, collector, and sub-collector streets; and shall be located immediately at the back of curb and a minimum of five (5') in width when located along urban streets. At intersections and pedestrian crosswalks, wheelchair ramps shall be installed (see City/County Street Specifications for location and design of sidewalks). The design and location of sidewalks in a Planned Development may vary in accordance with an approved Concept Development Plan.

Sidewalks shall be installed by the developer of the subdivision or the builder of each structure as each lot is developed. In cases where sidewalk improvements have not been completed along platted but undeveloped lots, such sidewalk improvements shall be completed by the owner of the lot(s) in question within one (1) year from the date when ninety (90) percent of the individual lots within the phase or section as final platted have been developed. Sidewalk construction shall be subject to inspection by the appropriate legislative body.

R) Multi-Use Trails - A path for joint use by bicycles and pedestrians may be provided within public street rights-of-way or parks and other open spaces in accordance with the following standards:

1. When a multi-use trail is provided in a street right-of-way, it shall be provided only on subcollector or collector (including limited access streets), or arterial streets that: have no vehicular access points for individual lots; and, that connect between other subcollector or collector (including limited access streets) and/or arterial streets, or connect between another subcollector, collector, or arterial street and a public facility such as a school, park, library, etc. Multi-use trails may also be provided in parks and open spaces.
2. When a multi-use trail is provided in a street right-of-way, it shall be provided on one side of the street. When a multi-use trail is provided in a right-of-way, a sidewalk is not required on the other side of the street as per Section 405.Q.
3. The required width for a multi-use trail shall be ten (10) feet when provided along a roadway and there is no sidewalk on the opposite side of the road. Eight (8) feet is permitted when: a multi-use trail is provided along a roadway and a sidewalk is provided on the opposite side of the road; the trail acts as a connector between a subdivision or residential area to one of the trails described above; or when it serves a reserved open space or HOA area as part of a subdivision. Multi-use trails shall be separated from the roadway by a green strip at least five feet (5') wide except as needed at crossing locations. Multi-use trails shall be paved in accordance with the requirements of the appropriate legislative body. At intersections and pedestrian cross-walks, wheelchair ramps shall be installed (see City/County Street Specifications for location and design of sidewalks).
4. Traffic control signage and safety measures shall be installed along the path and shall be consistent with AASHTO Guide for the Development of Bicycle Facilities and meet the requirements of the respective city or county engineer.

- S) Street Paving and Street Signage - Street paving for proposed subdivisions or developments shall be carried out in conformance with the current City/County street specifications and the provisions stated in this document. Street signage installation, maintenance and replacement shall be the responsibility of the appropriate legislative body.

- T) Street Trees – Street trees are required by the City of Crestview, City of Silver Grove, City of Southgate, and City of Woodlawn in all residential subdivisions. Street trees are also required for all residential subdivisions located within unincorporated Campbell County. The City of Melbourne does not require street trees in residential subdivisions. Street trees are recommended in all non-residential subdivisions. Street trees, when provided, shall be installed in accordance with Appendix S, the current City/County street specifications, and shall not be located in a manner that would conflict with either underground or overhead utility lines, easements, or street signs. No trees shall be located within one hundred feet (100') of an intersection. The minimum width of street rights-of-way which are planned to include street trees shall be increased a minimum of 10 feet above the minimum requirements stated in Section 405.F "Public Right-of-Way Width." The spacing and arrangement of street trees shall be subject to approval by the Planning Commission's staff. Street tree species, other than those listed in Appendix S, shall be subject to approval by the Planning Commission's staff.

- U) Safety-Traffic Calming - In certain situations, traffic calming measures or improvements may be required to be incorporated into street design in order to assure traffic and pedestrian safety. Such measures shall be approved by the appropriate legislative unit. Maintenance of such a measure shall be identified on the Improvement Plan and Final Plat. If such measures are included in the proposed street design, the specifications for these measures shall be submitted by an applicant as part of the Improvement Plan Review. These measures include but are not limited to the following: traffic circles, roundabouts, raised crosswalks and intersections, speed humps, lane closures, diagonal diverters, median barriers, forced turn islands, textured pavement, rotaries, chokers, neckdowns, etc.

History: Amended September 10, 2019

SECTION 408
Perimeter Requirements

- A) Required Fencing
 <<*This section intentionally left blank.*>>

- B) Landscaping Along Collector and Arterial Roads
 When a proposed residential subdivision abuts a major or minor arterial or collector road, landscape buffering shall be located along the rear and corner side yard property lines which adjoin said road. The landscape buffer area shall include earthen berming, consistent decorative fencing, hedging, evergreen or deciduous plant materials or combination thereof which are high enough at maturity to screen the adjoining lot areas at a height of at least six (6) feet.

History: Amended September 10, 2019

SECTION 410

Blocks

The arrangement of blocks shall be such as to provide for convenient access, circulation, control and safety of traffic. Intersecting streets which determine block length and width shall be provided at such intervals which include existing street patterns, topography, and requirements for safe and convenient vehicular and pedestrian circulation.

Blocks of proposed subdivisions or developments shall not be less than two hundred and forty feet (240') nor more than twelve hundred feet (1200') in length.

History: Amended September 10, 2019

SECTION 415

Lot Arrangement and Sizes

The size, shape, and arrangement of lots in proposed subdivisions or developments shall be such as set forward in the current Zoning Regulations and these subdivision regulations. Rectangular shaped lots shall be encouraged in all commercial, industrial and residential zones. Extremely irregularly shaped lots shall be avoided. Consideration of additional lot depth should be made when lots adjoin railroads, major utility easements, commercial or industrial areas, or other conflicting land uses.

Side lot lines shall be as close to right angles with the street centerline as possible, or radial to curve street centerlines. Lot lines not at right angles with the street centerline, and lot lines intersecting with curved right-of-ways shall have a reference tie to the tangent line of that centerline curve. Lot lines of a subdivision, should display an organized and uniform development pattern.

- A) Lot Size - The minimum size of a lot in a proposed subdivision or development depends on the current zoning district that said subdivision or development or section thereof lies in. The minimum size for the respective zone is contained in the current Zoning Regulations.
- B) Land Adjoining Arterial and Collector Streets - The subdivision of new lots on land with a minimum lot size of less than 80,000 square feet, which adjoin arterial and/or collector streets shall be platted in a manner which necessitates vehicular access to be provided from a secondary street, alley, or private access driveway and not arterial or collector streets. A plat note shall be provided on the record plat which states that vehicular access is prohibited from the arterial or collector street in question.
- C) Irregular Lots - Irregular lots which include corner lots, double frontage lots, flag lots and lots that have irregular shape and size because of topography or vegetation shall conform to the minimum requirements of the applicable zoning ordinance. Corner lots shall have the minimum lot frontage required by the applicable zone on both streets. Driveways on corner lots shall be located at the building line farthest from the intersection. Double frontage lots shall be avoided except where essential to provide separation of a residential development from arterial streets or to overcome specific disadvantages of topography and orientation.
- D) Flag Lots - Flag lots shall only be permitted in those locations where because of existing geometric, topographic, or other natural features, it would be impractical to extend a public street as determined by the Planning Commission or Planning Commission's Staff. Flag lots shall have a panhandle extending directly to a publicly dedicated street for the purpose

of access.

All flag lots in residential zones shall meet the following standards:

Each flag lot shall have a minimum of twenty-five feet (25') of frontage on a publicly dedicated street for the purpose of access. Flag lots shall have a panhandle with a uniform and consistent width with a maximum length of three hundred fifty feet (350') from a publicly dedicated street.

The area constituting the access strip, or panhandle, shall be excluded from the calculation of minimum lot size.

For minor divisions of land, the maximum number of flag lots permitted shall not exceed two lots within the subdivision.

For major divisions of land, the maximum number of flag lots permitted shall not exceed fifteen percent (15%) of the total number of lots for the subdivision. For a major division, no more than two contiguous flag lots shall be permitted.

A driveway must be located within the panhandle of the deeded property for a flag lot, except in the A-1 or R-RE zones. In the A-1 or R-RE zones only, the driveway may be located within an access easement across one intervening lot between the street and the flag lot provided the following conditions are met:

The access easement is at least twenty feet (20') wide; and,

The access easement serves no more than two lots in addition to the one intervening lot on which it is located; and,

An appropriate agreement to assure the perpetual maintenance of the driveway shall be filed with the record plat or access easement declaration.

Also, the driveway for a flag lot shall be located at a minimum of five (5') feet from each lot line, unless otherwise approved by the Planning Commission and/or its Administrative Official.

All flag lots in non-residential zones shall meet the following standards:

Each flag lot shall have a minimum of thirty feet (30') of frontage on a publicly dedicated street for the purpose of access. Flag lots shall have a panhandle with a uniform and consistent width with a maximum length of three hundred fifty feet (350') from a publicly dedicated street.

The area constituting the access strip, or panhandle, shall be excluded from the calculation of minimum lot size.

The maximum number of flag lots permitted shall not exceed fifteen percent (15%) of the total number of lots for the subdivision. No more than two contiguous flag lots shall be permitted.

A driveway must be located within the panhandle of the deeded property for a flag lot.

Also, the driveway for a flag lot shall be located at a minimum of five (5') feet from each lot line, unless otherwise approved by the Planning Commission and/or its Administrative Official. In the case of two contiguous flag lots, a deeded strip of land that is at least fifteen feet (15') wide is required for each lot with a common unobstructed access easement for a shared driveway to the public street.

- E) Lot Frontage, Width and Depth - All lots in a subdivision shall have the minimum frontage on a public or private street as stated for their respective zone under the current Zoning Regulations.

The maximum depth of a lot shall not be greater than four (4) times the width of the lot, except for flag lots and lots which contain over five (5) acres of area. Exceptional individual site conditions may require variation from these requirements as determined by the Planning Commission and/or its Administrative Official.

- F) Cemeteries - An applicant, property owner or developer has the option either to (1) preserve an existing private family cemetery and develop around it or (2) relocate an existing cemetery. In relocating a private family cemetery, an applicant, property owner or developer shall be required to follow applicable local and state laws, which include KRS 381.720 through KRS 381.750 and KRS 381.750 and coordinate with the Kentucky Office of Vital Statistics. In preserving a cemetery, while at the same time developing a parcel, an applicant, property owner or developer has the following options:

1. Transfer the existing cemetery as part of a buildable lot. Ownership and maintenance of the cemetery would be transferred to the individual lot owner.
2. Make the existing cemetery a separate lot. Ownership and maintenance of the cemetery would be transferred by written agreement to either a subdivision Homeowners Association, the developer of the subdivision, a local legislative unit, or an historical organization.

If a private family cemetery exists on a parcel of land and the exact location of grave sites is not determined, a developer or property owner, these requirements shall be followed if a developer or property owner wishes to preserve an existing cemetery, while at the same time subdivide their property. These regulations mentioned below apply only to private family cemeteries and not to active cemeteries maintained and administered by an existing cemetery board, sexton, church, or other formal organization.

1. No construction or disturbance of any type shall occur within 30 feet of an existing private family cemetery regardless of adjoining property lines or land ownership. This 30 foot building limitation is also required regardless of whether the cemetery is part of a building lot and is being conveyed as a separate lot. Also, this setback limitation may result in combining lots or making larger lots in the area where the cemetery is located. The 30 foot limitation is in the form of an exclusive cemetery easement. Cemetery boundaries shall be determined by an applicant's professional archaeologist from the list of archaeologists approved by the Kentucky Heritage Council. The Administrative Official shall review the work and information of the archaeologist. The archaeologist shall be responsible for determining the approximate boundaries of the cemetery and providing information on the history of the cemetery. The Administrative Official will be responsible for monitoring the field work of the archaeologist and reviewing the final report. Maps

included in the final report must (1) portray the location and orientation of graves within the cemetery and (2) depict the location and orientation of the cemetery relative to the site and at least three nearby recognized landmarks such as public roads or benchmarks visible on a USGS map. The final report must also describe the field and archival methods and results used to document the cemetery, including any genealogical information gathered in the process. Two copies of the final report shall be submitted to the Administrative Official.

2. Existing cemetery fences and walls shall be maintained and repaired for security reasons, prior to any other site work or disturbance.
3. If a cemetery exists and a property owner or developer wishes to build on the lot where the cemetery is located, or if proposed to be a separate lot the property owner or developer is required to erect a new permanent fence (if one does not exist) surrounding the cemetery. The new permanent fence shall be made of a material which is compatible to the material of the proposed new structure(s) (e.g. stone fence, brick fence and wooden picket fence) and should also fit in with the character of the existing cemetery and surrounding residences or buildings. If a portion of an original fence or wall remains, and it is a compatible material (as above, and including cast iron fencing), the permanent fence or wall shall be properly repaired using the same material. If the existing fence is an inappropriate material (e.g. chain link fence, barbed wire fence, or farm fence), it should be replaced with a new fence made of an appropriate material. Although the permanent fence must be erected as soon as practical, a temporary fence (e.g., orange snow fencing, wire fence) must be erected and maintained at all times during site development and construction before the permanent fence or wall is constructed.
4. Weeds shall be removed from a cemetery on a routine basis during both site development and after construction is completed.
5. Grass shall be mowed on a routine basis.
6. All ironwork and stonework shall be inspected for damage. Repairs shall be made by the owner of the property.
7. Other planting or foliage shall be pruned and be generally left in its natural state.
8. All other debris or trash shall be removed from the cemetery during both site development and after construction is completed.
9. A statement by the property owner, applicant or developer shall be made on the site plan or subdivision plan regarding permanent cemetery ownership and maintenance.
10. A Certificate of Land Use Restriction and a deed restriction shall be recorded in the Campbell County Clerk's office acknowledging the location, size, ownership and permanent maintenance responsibility of a cemetery. This information shall also be recorded on a Final Plat for a subdivision if not yet recorded.
11. Public access shall be provided to the existing cemetery with a minimum 5 foot

recorded ingress-egress pedestrian access easement. Also, public and private streets shall be designed or located to provide access to an existing cemetery.

12. If no sign or marker is existing for the cemetery, a metal sign which displays the name and date(s) of the cemetery shall be installed. This sign shall have a maximum area of six (6) square feet and a maximum height of five (5) feet.
13. Under KRS 381.755, only the Campbell County Fiscal Court has the authority to issue an order or resolution authorizing the relocation of a cemetery in Campbell County. In some instances, the Kentucky Office of Vital Statistics may also approve the relocation of graves. Where cemetery relocation or the relocation of graves will occur, the property owner or developer shall notify the Administrative Official, in writing, by supplying to the Administrative Official copies of all State and local applications and permits during the relocation procedure.

History: Amended July 11, 2023

SECTION 420

Water and Sanitary Sewer, Private Utilities and Property Used for Public Purposes

The following shall be the minimum standards for utilities (with the exception of storm water drainage See Section 425). These standards are minimum requirements and more stringent local, county, state, or federal regulations may apply. In general, water and sanitary sewer service should be designed to tie into a public system. It is recommended that utility construction does not occur until permission has been granted by the appropriate utility company or organization.

- A) Water Systems and Fire Hydrants - Connection into either an existing or planned public water supply system shall be required if the system is sufficient or can be expanded in order to provide an adequate amount of water to a proposed subdivision. Where appropriate, water supply lines shall be designed to loop back to existing or proposed systems. Fire hydrants shall be provided in all subdivisions where public water systems are provided. Fire hydrants should be located with a maximum spacing of 500 feet, as measured along the street right-of-way. Fire hydrants should be located no further than 250 feet from any building site, as determined by the applicable setbacks set forth by the Zoning Regulations if the specific building footprint is unknown at the time of platting, with the exception that additional hydrants are not required to serve a flag lot if a hydrant is located within 100 feet of the vehicular entrance to the flag lot. Where existing public water mains that have existing fire hydrants are to serve a proposed subdivision and no public water main construction is necessary, no additional fire hydrants are required. In Clustered Residential Subdivisions, additional fire hydrants may be required by the Planning Commission due to restricted roadway width and density of development, including those that utilize existing public water mains with existing fire hydrants. Fire hydrants shall be designed and constructed in accordance with the Campbell County Street, Storm and Sidewalk Specifications and the appropriate water district specifications. Public water supply systems shall be designed and constructed in accordance with the Campbell County Street, Storm and Sidewalk Specifications. Individual on-site water supply systems (wells and cisterns) shall be constructed in accordance with the current Standards and Specifications of the state or local health department/district.
- B) Sanitary Sewer Systems - Connection into either an existing or planned public sanitary sewer system shall be required if the system is sufficient or can be expanded in order to

accommodate the additional flow from the proposed subdivision. Sanitary sewer systems shall be designed and constructed in accordance with the Campbell County Street, Storm and Sidewalk Specifications. Private lateral lines may only occupy the lot it is serving, except where approved by the appropriate utility. Where package sewage treatment plants are proposed, the sewage collection system shall be designed for ultimate connection to the public system. Individual septic tank systems and package treatment plants shall be constructed in accordance with the current standards and specification of the state and local health department/district. No sanitary sewage treatment plant for any subdivision shall be located nearer than two hundred (200') feet to any residence. In calculating this distance, the applicant can specify the location of any residence to be constructed on lots affected by the treatment plant or the Commission shall calculate this distance based upon the minimum set back and side yard requirements of the particular zone district.

- C) Private Utilities - Private utilities such as electric, telephone, natural gas, and cable television shall be placed underground, in the street right-of-way, or within platted easements, and must be constructed per applicable standards and specifications, which includes inspections by the appropriate legislative units, permit requirements and compaction requirements. In addition, a fifteen foot (15') wide utility easement shall be provided along all public street rights-of-way, with the exception of alley rights-of-way.
- D) Property Used for Public Purposes - In the development of large subdivisions, the Campbell County Planning Commission or appropriate legislative body may investigate the impact of such development on existing parks, open space, schools, public facilities, streets, and other public uses. If it is determined that the proposed development severely impacts the community, the appropriate legislative body may negotiate with the subdivider, developer, or owner of the proposed subdivision to acquire property for potential public dedication and future public use either through donation, contract purchase, or lease arrangement. The acquired property may then be used for public purposes by serving the subdivision residents only or both the subdivision and neighboring populations.

History: Amended September 10, 2019

SECTION 425

Storm Water Management, Drainage and Residential Lot Grading

Storm sewer systems are designed to collect and convey storm water runoff from street inlets, runoff control structures, and other locations where the accumulation of storm water is unsafe. No storm sewer shall be permitted to run into a sanitary sewer system within a proposed subdivision. In general, the post-development peak rates of storm water runoff discharged from the boundary of the subdivision should be equal to or less than pre-development peak rates. Storm water runoff from a site or subdivision shall not adversely impact natural drainage from an uphill drainage basin or to a downhill drainage basin or adjacent properties. The property owner shall be responsible for storm water drainage facilities located on private property where runoff will be principally collected within that property and be minimally discharged over a larger area before the storm water naturally drains on adjacent properties. For isolated areas of the subdivision, where increased runoff may leave the boundary, downstream conditions must be considered to ensure that the increased runoff will not adversely impact existing drainage patterns.

All subdivision development within Campbell County must be designed and constructed per the Campbell County Subdivision Regulations. All subdivision development must also comply with the rules and regulations of Sanitation District No. 1.

Unless otherwise required by Sanitation District No. 1, all publically maintained storm sewer systems shall be designed for peak flows calculated on the ten year (10 yr.) storm frequency. Overflows shall be designed on the one hundred year (100 yr.) storm frequency. No living area shall be affected by the one hundred year (100 yr.) storm. Safety swales shall be designed to carry all runoff away from any residential structure.

Basic Design Criteria for a Storm Drainage System

Per Sanitation District No. 1 Standards.

Basic Design Criteria for Storm Water Drainage Channels, Water Courses, and Erosion Control

Per Sanitation District No. 1 Standards.

Basic Design Criteria for Stormwater Runoff Control Facilities

Per Sanitation District No. 1 Standards.

Detention Basins/Retention Ponds – Standards and Specifications

Per Sanitation District No. 1 Standards.

Residential Lot Grading and Drainage

- A) Lot Grading - Lot grading shall be accomplished as follows: Within the limits of the public right-of-way adjacent to street pavements, all final grading for grass strip, sidewalk, and yards to the building structure, shall comply with minimum and maximum grades in accord with typical sections for streets as shown in the current city/county street specifications. For lots that drain toward the street, the areas between the right-of-way line and the curb shall be graded so that water drains to the street at a minimum grade of 1 inch per foot (approximately 8 percent) except where sidewalks are required (see Typical Sections). All grading behind the street shall be done in a fashion that does not allow ponding of water adjacent to the paved street. For lots that drain away from the street, the area between the right-of-way line and the curb shall be graded so that water drains away from the street at a minimum grade of ½ inch per foot (approximately 4 percent) except where sidewalks are required (see Typical Sections). Lot areas outside of the limits of the building structure shall be graded per the detail in the current Campbell County Street, Storm, and Sidewalk Specifications.

Building Elevation: All Zoning Permit applications shall be consistent with the subdivision Improvement Plan in relation to the lot grading. The Zoning Permit application requires the difference in elevations between the street curb at the center of the driveway and the basement floor, first floor, and lowest opening (if applicable.) The difference in the elevations shall be consistent with the elevations of the grading on the Improvement Plan.

Temporary Driveway: All residential lots shall have a single point access and a temporary driveway of crushed stone with fabric placed in the location of the permanent driveway. The temporary driveway shall be constructed after completion of foundation. It shall be a minimum of three inches (3") in depth with a separation fabric and a minimum of ten feet (10') in width. All construction traffic to the site must utilize the temporary driveway and shall not drive on any other portion of the lot without prior approval of the city/county inspector.

Top Soil: If grading results in the stripping of top soil, top soil shall be uniformly spread over the lots as grading is finished. Temporary silt barriers should be installed around stock-piled top soil for erosion and sediment control.

Trees: As many trees as can be reasonably utilized in the final development plan shall be retained and the grading adjusted to the existing grade of the trees where practicable.

- B) Swales - Swales carry surface runoff from roofs, yards, and other areas to the rear of lots or along common property lines to streets or other drainage areas to prevent ponding of water near building structures or other portions of the lot. Surface drainage swales shall have a minimum grade of two (2) percent and shall be constructed so that the surface water will drain onto a street, storm inlet, or natural drainage area. Swales for handling lot drainage shall be constructed as a part of final lot grading and be seeded and mulched or sodded as soon as possible to prevent erosion.
- C) Roof and Subsurface Drains - Roof downspouts, footing or foundation drains shall be discharged onto the same parcel of land from which the water is generated. Roof downspouts shall terminate onto a splash block or if a sidewalk is blocking the flow, within two feet (2') of the lower edge of the walk. All subsurface drains including sump pumps shall be constructed toward the rear of the lot. No subsurface drain shall outlet nearer than two feet (2') to a property line and twenty feet (20') to the right-of-way line. If a collection system was approved by Sanitation District No. 1, sump pump drains may be connected to the system.
- D) Buffer Zone - To help protect natural channels and streams within a development, there shall be Buffer zones placed over these areas. These Buffer Zones shall coincide with the Buffer Zones as defined in the Kentucky Division of Water Permit KYR10. A copy of the application for this permit with the SWPPP shall be submitted to the Planning Commission. Upon approval of the application, a copy of the approval shall also be submitted. The location of these zones shall be shown on the Improvement Plan. The location of the zone shall be field staked prior to any clearing or grading in the vicinity of the zone.

Maintenance of Retention/Detention Areas

In all non-residential subdivisions, the owner of each lot and/or the developer shall be responsible for properly maintaining each retention/detention area in order for such facility to function according its design and purpose. Maintenance for the detention/retention areas shall be noted on the Improvement Plan, including access roads.

In residential subdivisions, all Detention Basins shall be deeded to Sanitation District No. 1 or the appropriate legislative body and the area shall be shown and labeled as a Non-buildable Lot on the Final Plat. The deed shall be prepared by the developer and transferred to Sanitation District No. 1 or the appropriate legislative body after recording of the Final Plat. For any Retention ponds, only the appropriate easements around inlets structures and outlet structures, and a retention easement over the area of the hundred year (100 yr.) storm event shall be dedicated to Sanitation District No. 1 or the appropriate legislative body. The area of the pond or lake shall be owned and maintained by the adjoining residents. This maintenance shall include maintaining the shoreline and removing sedimentation, and shall be included in the Subdivision's Restricted Covenants.

History: Amended September 10, 2019

SECTION 430

Soil Erosion and Slope Control

The developer of a proposed subdivision or development shall be required to submit to the Commission's staff, on behalf of the Commission, a detailed plan for erosion and/or sedimentation control for review and approval. The plan shall contain proposed methods for slope stabilization, erosion control and water pollution abatement and shall be reviewed by the Commission's staff and Sanitation District No. 1. The Commission shall require that such a plan or part thereof be submitted with the Improvement Plan and Grading Plan.

- A) Prior Grading or Disturbed Site - No Improvement Plan and/or Grading Plan may be approved where the site has been graded, stripped, excavated, devegetated or otherwise disturbed so that slipping, erosion and/or water pollution has or may reasonably be expected to occur until such conditions are corrected to the satisfaction of the Commission.
- B) Soil Survey - The current "Soil Survey of Boone, Campbell and Kenton Counties, Kentucky" issued by the United States Department of Agriculture, Soil Conservation Service in cooperation with the Kentucky Agricultural Experiment Station is hereby made a part of these regulations and will be used for informational and reference purposes.
- C) Erosion Control Measures - Must be per the current Kentucky Best Management Practices for Construction Activities.

History: Amended September 10, 2019