



SUBDIVISION REGULATIONS

PREPARED FOR:
THE CITY OF ALEXANDRIA
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ADOPTED FEBRUARY 5, 2019

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ARTICLE 1

APPLICATION AND AUTHORITY OF REGULATIONS

REGULATIONS FOR ESTABLISHING SUBDIVISION PROCEDURES FOR THE SUBMISSION AND APPROVAL OF PRELIMINARY AND FINAL PLATS AND RECORDING OF FINAL PLATS; DESIGN STANDARDS AND PRINCIPLES FOR THE LAYOUT OF SUBDIVISIONS AND FOR THE SURVEYING AND PLATTING REQUIREMENTS THEREOF; REQUIRING THE INSTALLATION OF CERTAIN IMPROVEMENTS AND PROVIDING FOR THE NECESSARY CONSTRUCTION AGREEMENTS AND GUARANTEES THEREIN; PROVIDING FOR CERTAIN PRELIMINARY AND FINAL PLAT REQUIREMENTS; DEFINING CERTAIN TERMS USED HEREIN; PROVIDING FOR THE METHOD OF ADMINISTRATION AND ENFORCEMENT AND THE PENALTIES FOR VIOLATION THEREOF; PROVIDING FOR THE MEANS OF ADOPTION AND AMENDMENT; REPEALING ALL REGULATIONS, RESOLUTIONS, ORDERS, ORDINANCES AND/OR CODES IN CONFLICT HERewith.

SECTION 1.0 SHORT TITLE: These regulation shall be known and may be cited as the "Subdivision Regulations" of the City of Alexandria, Commonwealth of Kentucky.

SECTION 1.1 PURPOSE AND AUTHORITY:

- A. **PURPOSE:** These Subdivision Regulations as herein set forth, have been prepared in accordance with the adopted Comprehensive Plan for the City of Alexandria to promote the public health, safety, morals and general welfare of the people of Alexandria; to provide for the proper arrangement of streets in relation to existing or proposed streets; to provide for adequate and convenient open spaces for vehicular and pedestrian traffic, utilities, access of fire fighting apparatus, recreation, light and air, and the avoidance of congestion of the population and to facilitate the orderly and efficient layout and appropriate use of the land. In addition, these regulations also provide for the accurate surveying of land, preparing and recording of plats and the equitable handling of all subdivision plats by providing uniform procedures and standards for observance by both the approving authority and subdividers.
- B. **AUTHORITY:** These regulations are adopted in accordance with the Kentucky Revised Statutes - Chapter 100.111 - 100.991.

SECTION 1.2 APPLICABILITY: These subdivision regulations shall apply to the subdivision or re-subdivision (as defined herein) of land (whether residential, commercial, industrial, etc.) or installation of street and utility improvements within the geographic boundaries of the City of Alexandria, Kentucky.

SECTION 1.3 SEPARABILITY CLAUSE: If any article, section, subsection, sentence, clause or phrase of these regulations is for any reason held unconstitutional or invalid, such decision of holding shall not affect the validity of the remaining portions hereof. It being the intent of the planning commission to enact each section and portion thereof individually and each section shall stand alone, if necessary, and be in force notwithstanding the validity of any other article, section, subsections, sentence, clause, or phrase of these regulations.

SECTION 1.4 CONFLICT: All regulations, resolutions, orders, ordinance and/or codes in conflict herewith are hereby repealed on the effective date of these regulations: providing, however, that such repeal shall not affect or prevent the prosecution or punishment of any person for any act done or committed in violation of any such subdivision regulations, order, resolutions and/or amendments thereto, hereby repealed prior to the effective date of these regulations.

SECTION 1.5 MINIMUM STANDARDS: In their interpretation and application, the provisions of these regulations shall be held to be minimum acceptable standards or requirements, adopted for the promotion of the public health, safety, and general welfare. Whenever the requirements of these regulations conflict with the requirements of any other lawfully adopted rules, regulations, ordinance, orders or resolutions, the most restrictive, or that imposing the higher standards shall govern.

SECTION 1.6 PLANNING COMMISSION APPROVAL REQUIRED FOR SUBDIVISION OF LAND: The City of Alexandria Subdivision Regulations set forth a procedure for planning commission approval for the subdivision of land. This procedure is stated in KRS 100.277 and is as follows:

- A. All subdivision of land as defined in KRS 100.111 (22) as amended from time to time shall receive planning commission approval.
- B. No person or his agent shall subdivide any land before securing the approval of the planning commission of a plat designating the areas to be subdivided, and no plat of a subdivision of land within the planning unit jurisdiction shall be recorded by the county clerk until the plat has been approved by the commission and the approval entered thereon in writing by the chairman, secretary, or other duly authorized officer of the planning commission.
- C. No person owning land comprising a subdivision, or his agent, shall transfer, sell any lot or parcel of land located within a subdivision by reference to, by exhibition, or by any other use of a plat of such subdivision before such plat has received the approval of the planning commission and has been recorded. Any such instrument of transfer, sale, or contract shall be void and shall not be subject to be recorded unless the subdivision plat subsequently receives final approval of the planning commission, but all rights of such purchaser to damages are hereby preserved. The description of such lot or parcel by metes and bounds in any contract, instrument of transfer of sale, or other document used in the process of

selling or transferring the same shall not exempt the person attempting to transfer the property from penalties provided or deprive the purchaser of any rights or remedies he may otherwise have.

- D. In accordance with KRS 100.277 (4), any street or other public ground which has been dedicated shall be accepted for maintenance by the legislative body after it has received final plat approval by the planning commission. Any street that has been built in accordance with specific standards set forth in the subdivision regulations or by ordinance shall be, by operation of law, automatically accepted for maintenance by the legislative body forty-five (45) days after inspection and final approval. Final approval shall not be given by the planning and zoning commission until the legislative body has approved all streets, utilities, and other matters affecting the legislative body.

SECTION 1.7 SCHEDULE OF CONSTRUCTION AND SALE OF LOTS: No lot, tract, or parcel in a subdivision in which the property is located, maybe sold or transferred unless a Final Plat has been approved by the Planning Commission, signed by the chairperson of the Planning Commission, and recorded with the Campbell County Clerk.

SECTION 1.8 SCHEDULE OF IMPROVEMENTS: The subdivider of any tract or parcel of land shall not proceed with the construction of any improvements until he/she has obtained: (1) approval or conditional approval of the Preliminary Plat; (2) approval or approval, subject to conditions of the improvement drawings and specifications; or (3) Final Plat approval. Preliminary grading of the site may proceed following approval or conditional approval of the Preliminary Plat, providing that plans for erosion and sedimentation are submitted to the Planning Commission's duly authorized representative, for approval or approval subject to conditions.

SECTION 1.9 GENERAL RESPONSIBILITIES:

- A. **SUBDIVIDER:** The subdivider shall: use a land surveyor and engineer, as defined herein, to prepare plats and plans consistent with the design standards; accomplish improvements consistent with the improvement requirements and applicable regulations; and submit said plats and plans in accordance with these regulations.
- B. **PLANNING COMMISSION:** The Planning Commission, or its duly authorized representative, is charged with the duty of making investigations and reports on the design and improvements of proposed subdivisions, and requiring conformance of such subdivisions with the Kentucky Revised Statutes, Chapter 100, and these regulations.

- C. DELEGATION OF AUTHORITY BY PLANNING COMMISSION TO ITS DULY AUTHORIZED REPRESENTATIVE: Pursuant to KRS 100, the Planning Commission has delegated certain authority to its duly authorized representative. These delegations of authority are as provided in those applicable regulations. However, the Planning Commission shall have final approval authority over all actions of its duly authorized representative as provided for in Article VIII of these regulations.

ARTICLE II

DEFINITIONS

SECTION 2.0 WORDS AND PHRASES: For the purpose of this ordinance, certain terms, phrases, words, and their derivatives are herewith defined as follows:

Words used in the future tense include the present;
Words used in the present tense include the future;
Words used in the singular include the plural;
Words used in the plural include singular;
Words used in the masculine include the feminine;
Words used in the feminine include masculine;
The word "shall" is mandatory and not directory;
The word "may" shall be deemed as permissive.

ABANDONMENT: Abandonment shall be deemed to have occurred when an activity or use ceases to operate and/or the premises are vacated so as to leave the property unoccupied for a period of at least six (6) consecutive months.

ACCELERATION LANE: A speed change lane, including tapered areas, for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can more safely merge with through traffic.

ACCESSORY BUILDING OR USE, CUSTOMARY: A "customary or accessory building or use" is one which:

1. Is subordinate to and serves the principal use;
2. Is subordinate in area, extent, or purpose to the principal building or principal use served;
3. Contributes to the comfort, convenience, or necessity of occupants of the principal building or principal use served; and

Is located on the same zoning lot as the principal building or principal use served, with the single exception of such accessory off-street parking facilities as are permitted to locate elsewhere than on the same zoning lot with the building or use served.

ACCESS POINT: An access point is:

1. A driveway, a local street, or a collector street intersecting an arterial street;

2. A driveway or a local street intersecting a collector street; or
3. A driveway or a local street intersecting a local street.

CONTINUED: SECTION 2.0 - DEFINITIONS;

ADMINISTRATIVE OFFICIAL: Any department, employee, or advisory, elected or appointed body which is authorized to administer any provision of the zoning regulation, subdivision regulations, and if delegated, any provision of any housing or building regulation or any other land use control regulation. KRS 100.111(1).

ADULT BOOKSTORES: Any building or structure which contains or is used for the display or sale of books, magazines, movie films, motion pictures and any and all printed or written materials, newspapers, photographic materials, drawings, novelties, other pictorial representations, devices and related sundry items, which are distinguished or characterized by their emphasis on matters depicting, describing or relating to "Specified Sexual Activities" or "Specified Anatomical Areas" or an establishment with a segment or section devoted to the sale or display of such material. Any permitted, conditionally permitted or accessory uses allowed within any zone shall not be interpreted to include Adult Bookstores unless such use is specifically stated to include Adult Bookstores. No general descriptions set out elsewhere shall be deemed or construed to include such use.

ADULT ENTERTAINMENT ESTABLISHMENT: Any building or structure which contains, or is used for commercial entertainment where the patron directly or indirectly is charged a fee to engage in personal contact with or allow personal contact by employees, devices or equipment or by personnel provided by the establishment or views a series of dance routines, strip performances or other gyrational choreography provided by the establishment which appeals to the prurient interest of the patron, to include, but not be limited to bath houses, massage parlors, and related or similar activities. Any permitted, conditionally permitted or accessory uses allowed within any zone shall not be interpreted to include Adult Entertainment Establishments unless such use is specifically stated to include Adult Entertainment Establishments. No general use descriptions set out elsewhere shall be deemed or construed to include such use.

ADULT THEATERS: A building or structure which is used for the viewing of performances or activities by others, whether such performances are in the form of live shows, motion pictures, slide shows or other forms of photographic or visual display, which are distinguished or characterized by their emphasis on matters depicting, describing or relating to "Specified Sexual Activities" or "Specific Anatomical Areas", as heretofore defined, or an establishment with a segment or section devoted to the sale or display of such material. Any permitted, conditionally permitted or accessory uses allowed within any zone shall not be interpreted to include Adult Theaters. No general use descriptions set out elsewhere shall be deemed or construed to include such use.

CONTINUED: SECTION 2.0 - DEFINITIONS;

AGRICULTURAL USE: The use of a tract of at least five (5) contiguous acres for the production of agricultural or horticultural crops, including but not limited to livestock, livestock products, poultry, poultry products, grain, hay, pastures, soybeans, tobacco, timber, orchard fruits, vegetables, flowers or ornamental plants, including provision for dwellings for persons and their families who are engaged in the above agricultural use on the tract, but not including residential building development for sale or lease to the public. KRS 100.111(2).

AIR RIGHTS: The ownership or control of that area of space at and above a horizontal plane over the ground surface of land. This horizontal plane shall be at a height above the existing or proposed development (depending on the individual property in question) which is reasonably necessary or legally required for the full and free use of the ground surface.

AIRPORT: A defined public or private land area designed and set aside for the landing and taking-off of aircraft. An airport includes all necessary runways, taxiways passenger terminals, parking areas, aircraft maintenance and storage buildings, and open spaces.

ALLEY: Public or private way which normally provides secondary access to the rear or side of abutting property.

ALTERATIONS, STRUCTURAL: A change or rearrangement in the supporting members of a building such as bearing walls, columns, beams, or girders.

APARTMENT: A portion of a building consisting of a room or suite of rooms intended, designed, or used as a permanent residence by an individual or one (1) family.

APARTMENT HOUSE: See DWELLING, MULTI-FAMILY.

APPLICANT: An Applicant is person or entity who is authorized by the provisions of these regulations to file for approval under these regulations.

APPLICATION: An Application is the completed form or forms and all accompanying documents, exhibits, and fees required of an Applicant by Staff as part of a submission for review.

APPROACH: The portion of an intersection leg which is used by traffic approaching the intersection.

AUTOMOBILE LAUNDRY: See CAR WASH.

AUTOMOTIVE REPAIR:

Major Automotive Repair - The repair, rebuilding or reconditioning of motor vehicles or parts thereof, including collisions services, painting, and steam cleaning of vehicles.

Minor Automotive Repair - See Items 1-9 under Garage, Service Stations.

AUTOMOTIVE AND TRAILER SALES AREAS: An open, partially open, or enclosed area, other than a street, used for the display, sale or rental of new or used motor vehicles or trailers, and where no repair work is done except minor incidental repair of automobiles or trailers to be

displayed, sold or rented on or from the premises.

CONTINUED: SECTION 2.0 - DEFINITIONS;

AUTOMOTIVE WRECKING: An open area where any waste, used or second hand materials or old dilapidated machinery are sold, bought, exchanged, stored, disassembled, or handled, including but not limited to scrap iron and other metals, paper, rags, rubber tires, bottles (glass), motor vehicles, mobile homes, trailers, machinery, appliances, and furniture. The presence of one (1) or more inoperative motor vehicles, equipment, mechanical machinery and related parts and/or portions thereof on a lot for a period exceeding thirty (30) days shall constitute evidence regarding the establishment of an automotive wrecking yard. A junk yard is considered an automotive wrecking yard.

AVERAGE DAILY TRAFFIC (ADT): The total bi-directional volume of traffic passing through a given point during a given time period, divided by the number of days in that time period.

AWNING: A covering that projects from and is supported by the wall of a building for the purpose of shielding a doorway or window from the elements.

BASEMENT: That portion of a building that lies wholly or partly underground.

BEARING RATIO (CBR): A penetration test for evaluation of the mechanical strength of Roadway Subgrades and base courses developed by the California Department of Transportation.

BED AND BREAKFAST INN: An owner-occupied principle residential structure in which a room or rooms are rented to the public on a nightly basis for periods of less than a week. Breakfast may be provided for guests only.

BED AND BREAKFAST UNITS: A room or a group of rooms for hire, located within a principle residential structure, forming a single habitable unit used or intended to be used for sleeping, but not for cooking or eating purposes.

BLOCK: A parcel of land within a subdivision that is bounded by streets or bounded by streets and the exterior boundary of the subdivision. For this definition, an alley is not considered a street, but part of the block.

BLOCK LENGTH: The distance between intersections of through streets, such distance being measured parallel to the longest street bounding the block and from right of way line to right of way line of the two intersecting streets.

BOARD OF ADJUSTMENT OR BOARD: Board of Adjustment, City of Alexandria, Campbell County, Commonwealth of Kentucky.

CONTINUED: SECTION 2.0 - DEFINITIONS;

BOARDING HOUSE: A residential building other than a hotel, motel, or tourist cabin where lodging and meals for four (4) or more persons are served for compensation, and by prearrangement for definite periods.

BLOCK LENGTH: The distance between intersections of through streets, such distance being measured parallel to the longest street bounding the block and from right of way line to the right of way line of two (2) intersecting streets.

BUFFER AREA: Areas so planned and/or zoned which act as a buffering or separation area between two (2) or more uses or structures not compatible, due to design, function, use, or operation.

BUILDING: A structure enclosed within exterior walls or firewalls for the shelter, housing, support, or enclosure of persons, animals, or property of any kind. At no time shall this definition be construed to include mobile homes.

BUILDING, ACCESSORY: A subordinate building detached from, but located on the same lot as the principal building, the use of which is incidental and accessory to that of the main building or use.

BUILDING, ALTERATION of: Any change or rearrangement in the supporting members (such as bearing walls, beams, columns, or girders) of a building, or any addition to a building, or movement of a building from one location to another.

BUILDING AREA OR LOT COVERAGE BY BUILDING: That portion of a lot or building site that can be legally occupied by the ground floor of the principal building or use and all permitted accessory uses excluding those portions of the lot or building site which shall be reserved for minimum required yard spaces.

BUILDING, COMPLETELY ENCLOSED: A building separated on all sides from the adjacent open space, or from other buildings or other structures, by a permanent roof and by exterior walls or party walls, pierced only by windows and normal entrance or exit doors.

BUILDING, DETACHED: A building surrounded by open space on the same lot or tract of land.

BUILDING, ENLARGEMENT of: Any increase in the cubic content of a building.

BUILDING, HEIGHT OF: The vertical distance measured from the average elevation of the finished grade adjoining the building at the front building line to the highest point of the roof surfaces, if flat

roof; to the deck line of a mansard roof; and to the average height level between eaves and ridge for gable, hip, and gambrel roofs.

CONTINUED: SECTION 2.0 - DEFINITIONS;

BUILDING INSPECTOR: The official or officials appointed by the City of Alexandria, Commonwealth of Kentucky, or by a firm, organization, agency or company contracting with the City for building inspection services to administer and enforce the building codes.

BUILDING LINE: a line defining the minimum front, side, and rear yard requirements.

BUILDING, MAIN: See BUILDING, PRINCIPAL.

BUILDING PERMIT: A permit issued by the City of Alexandria's Building Inspector authorizing the construction or alteration of a specific building, structure, sign or fences on a specific tract.

BUILDING, PRINCIPAL: The building on a lot used to accommodate the primary use to which the premises is devoted.

BUILDING OR HOUSING REGULATION: Means the Kentucky building code, the Kentucky plumbing code and any other building or structural code promulgated by the Commonwealth or its political subdivisions. KRS 100.111(10).

BUILDING SETBACK LINE: A line parallel or radial to the front, side, and/or rear lot line and set back from the lot line a distance to provide the minimum yard space as specified in the City of Alexandria Zoning Ordinance.

BUILDING SITE: One contiguous piece of land that meets all of the provisions of the City of Alexandria's Ordinances, Regulations, and Codes for building on said site. For the purpose of this ordinance, the entire amount of the ground being called a building site shall be in one (1) specific zone category and this shall not be construed to mean merely a residential, commercial, industrial, etc., but specifically: CO, R-RE, R-1A, R-1B, R-1C, RMHP, R-2, R-3, PUD, RCD, NSC, NC, CT, HC, PO, IP and B-1.

BUSINESS: An occupation, enterprise, undertaking or employment which engages in the purchase, sale, barter or exchange of goods, wares, merchandise or services or where there is the maintenance or operation of an office or offices for the exhibition, sale, or offering of merchandise or services.

CAMPING/VACATION MOBILE UNIT: See **RECREATIONAL VEHICLE**

CONTINUED: SECTION 2.0 - DEFINITIONS;

CANOPY (MARQUEE): A permanent roof-like shelter extending from a building face serving the purpose of protecting pedestrians from the elements. Such structure projects from a building and shall be open on three (3) or more sides and shall be supported either in part or wholly through supports and constructed of durable materials such as, but not limited to glass, metal or plastic.

CAR WASH: A building or portion thereof, containing facilities for washing one (1) or more automobiles, using production line methods. The use of personnel for one (1) or more phases of this operation in conjunction with or without complete automatic or mechanical devices does not alter its classification. For the purpose of this ordinance, coin operated devices, of the above nature, which are operated on a self-service basis shall be construed to be the same.

CARPORT: See GARAGE, PRIVATE.

CELLAR: That portion of the building between the floor and ceiling which is wholly or partly below the average level of the adjoining grade and so located that the vertical distance from the average level of the adjoining grade to the floor below is equal to or greater than the vertical distance from the average level of the adjoining grade to the ceiling.

CEMETERY: A land area used or intended to be used for the purposes of the human or animal burial. A cemetery includes, but is not limited to a burial park for earth interment, mausoleum for entombment, columbarium for inurement, burial ground consisting of one (1) or more parked or unmarked graves, and a burial mound or other burial facility.

CERTIFICATE OF OCCUPANCY: A certificate which must be obtained prior to occupancy of any premises.

CHANNEL: A natural or artificial water course, with bed and banks that transport continuous or intermittent water flow.

CHILD DAY CARE CENTER: Any building used for the care of a child away from his/her home and designed to supplement, but not substitute for, the parent's responsibility for the child's protection and supervision, when it is necessary or desirable for the parent or child to be out of the home for all or part of the day or night. The term shall not include child care facilities operated by religious organizations while religious services are being conducted, or preschool or nursery schools which have as their primary function educational instruction. See NURSERY SCHOOL-PRESCHOOL.

CHURCH: A building used principally for religious worship. The word "church" shall not include or mean an undertaker's chapel of a funeral building.

CONTINUED: SECTION 2.0 - DEFINITIONS;

CITIZEN MEMBER: Any member of the Planning and Zoning Commission or Board of Adjustments who is not an elected or appointed official or employee of the city. KRS 100.111(4).

CITY: The City of Alexandria, Campbell County, Commonwealth of Kentucky.

CITY ADMINISTRATOR: The City Administrator of the City of Alexandria, Campbell County, Commonwealth of Kentucky.

CITY CLERK also known as CLERK OF COUNCIL: The City Clerk of the City of Alexandria, Campbell County, Commonwealth of Kentucky.

CITY COUNCIL: The City Council of the City of Alexandria, Campbell County, Commonwealth of Kentucky.

CITY or COUNTY INSPECTOR: A person employed by the applicable legislative body or the Planning Commission's duly authorized representative, whose responsibility it is to inspect items required by these regulations.

CITY ENGINEER: Means the City Engineer of the City of Alexandria, Campbell County, Commonwealth of Kentucky, and his/her designated representatives.

CLEAR DISTANCE: The open space between any structure, whether primary or accessory.

CLEARING: The act of removal of vegetation from a site either prior to or as part of excavation; Includes but is not limited to removal of underbrush from a wooded area.

CLINIC, ANIMAL: A building used by an individual professional medical person and/or a group of professional medical persons for the healing arts and treatment of small animals on an out-patient or non-boarding basis only, without animal runs.

CLINIC, HUMAN CARE: A building used by an individual professional medical person and/or a group of professional medical persons for the healing arts or treatment of persons on an out-patient or non-boarding basis.

CLUB: An association of persons for some common objective usually jointly supported and meeting periodically.

COMMERCIAL RECREATION: A privately owned and operated facility that offers activities related to fitness, purposeful relaxation and/or games.

CONTINUED: SECTION 2.0 - DEFINITIONS;

COMMISSION (PLANNING COMMISSION OR PLANNING AND ZONING COMMISSION):

The Planning and Zoning Commission of the City of Alexandria, Campbell County, Commonwealth of Kentucky.

COMPACTION: The densification of earth materials when creating a fill by mechanical or any other approved means.

COMPREHENSIVE (MASTER) PLAN: A guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. It shall contain, according to KRS Chapter 100, as a minimum, the following elements:

1. A statement of goals and objectives, principles, policies and standards;
2. A land use plan element;
3. A transportation plan element;
4. A community facilities plan element;
5. And may include any additional elements such as, without being limited to, community renewal, housing, flood control, pollution, conservation, natural resources, and regional impact, historic preservation, and other programs which in the judgment of the Planning Commission will further serve the purposes of the comprehensive plan.

CONCEALED LIGHTING: An artificial light source intended to illuminate the face of a sign or a building, the direct source of which is shielded from public view and surrounding properties.

CONDITIONAL USE: A use which is essential to or would promote the public health, safety, welfare in one (1) or more zones, but which impair the integrity and character of the zone in which it is located, or in adjoining zones, unless restrictions on locations, size, extent, and character of performance are imposed in addition to those imposed within the Official Zoning Ordinance, Alexandria, Kentucky. KRS 100.111(6).

CONDITIONAL USE PERMIT: Legal authorization to undertake a conditional use, issued by the Zoning Administrator, pursuant to authorization by the Board of Adjustments, consisting of two (2) parts:

1. A statement of the factual determination by the Board of Adjustments which justifies the issuance of the permit; and
2. A statement of the specific conditions which must be met in order for the use to be permitted. KRS 100.111(7).

CONFORMING USE: Any lawful use of a building, structure, lot, sign, or fence, which complies with the provisions of this ordinance.

CONTRACTOR: A Contractor is a person or firm engaged in construction related to the installation of Improvements and infrastructure. A Contractor may be an "Applicant" or

CONTINUED: SECTION 2.0 - DEFINITIONS;

may be employed by an Applicant to install Improvements as approved as part of the Subdivision process.

CONVENIENT STORE: A small retail store selling general merchandise usually located off arterial roads or highways.

COUNCILPERSON: Members of the City Council of the City of Alexandria, Campbell County, Commonwealth of Kentucky.

COURT: An open unoccupied space other than a yard, on the same lot with a building and which is bounded on two (2) or more sides by the building.

CREEP: The gradual down slope movement of overburden soils over a sloping bedrock or other dense soil surface (such as glacial till). Any overburden soil on steeply sloping terrain should be assumed to be prone to move creep.

CREST: The highest point of a slope.

CUL-DE-SAC: A Cul-de-sac is a Street having an outlet at one end with a permanent circular turnaround at the other end.

CURB: A Curb is the concrete boundary at the edge of the pavement of a Street that may also include gutters.

CURB CUT: Any interruption or break in the line of a street curb in order to connect a driveway to a street or otherwise to provide vehicular access to abutting property. In the case of streets without curbs, curb cuts shall represent construction of access drives which intersect the street.

CURB LEVEL: The level of the established curb in front of the building measured at the center of such front. Where no curb has been established, the City Engineer shall authorize and approve the establishment of such curb level or its equivalent for the purpose of these regulations.

DECELERATION LANE: A speed change lane, including tapered areas, for the purpose of enabling a vehicle that is to make an exit turn from a roadway to slow to safe turning speed after it has left the main stream of faster moving traffic.

DECIBEL: A unit of measurement of the intensity (loudness) of sound. Sound level meters which are employed to measure the intensity of sound are calibrated in "decibels".

DENSITY: A unit of measurement involving a portion of an activity devoted to a specific use identified in acres or square footage in relation to a portion of an overall site.

DESIGN HOUR VOLUME (DHV): Hourly traffic volume used for street design and capacity analysis, usually one or more peak hours during a 24 hour period.

DESIGN SPEED: Design Speed is the speed to which a Street is being or has been designed.

CONTINUED: SECTION 2.0 - DEFINITIONS;

DEVELOPER: A Developer is a person who develops real estate by preparing a site for residential or commercial use.

DEVELOPMENT PLAN: Written and graphic material for the provision of a development, including any or all of the following: location and bulk of buildings and other structures, intensity of use, density of development, streets, ways, parking facilities, signs, drainage of surface water, access points, a plan for screening or buffering, utilities, existing manmade and natural conditions, and all other conditions agreed to by the applicant. KRS 100.111(8).

DISTRICT: For the purposes of these regulations, synonymous with "Zone".

DIVIDED HIGHWAY: A highway with separate roadways for traffic in opposite directions, such separation being indicated by depressed divided strips, raised curbs, traffic islands, other physical separations, or by standard pavement markings and other traffic control devices.

DORMITORY: A building used to provide residences for individuals or a group of persons of whom all are exclusively associated.

DRAINAGEWAY: A water course, gully, dry stream, creek, or ditch which carries storm water runoff, which is subject to flooding or ponding, which is fed by street or building gutters or by storm water sewers, or which serves the purpose of draining water from the lands adjacent to such water course, gully, dry stream, creek or ditch.

DRIVE-IN EATING OR DRINKING PLACE: See EATING ESTABLISHMENTS - RESTAURANTS.

DROP-OFF CENTER: A trailer or temporary structure used as a collection point for donated items for a specific non-profit organization.

DULY AUTHORIZED REPRESENTATIVE: An individual or group of individuals appointed by the Alexandria Planning and Zoning Commission authorized to check, review, approve, and inspect, or cause to be inspected, where provided in these regulations, all submissions and construction activities regarding their conformance to these regulations.

DWELLING: Any building which is completely intended for, designed for, and used for residential purposes, but for the purposes of this ordinance, shall not include a hotel-motel, hotel, motel, nursing home, tourist cabins, college or university dormitories, or military barracks.

DWELLING, ATTACHED, SINGLE-FAMILY: A dwelling unit which is sharing a common wall by one (1) or more dwelling units, each of which has independent access to the outside of the building to ground level and which has no less than two (2) exterior walls fully exposed and not in common with the exterior walls of any other units.

CONTINUED: SECTION 2.0 - DEFINITIONS;

DWELLING, CONDOMINIUM: A single-family attached dwelling unit separately owned and valued for property tax purposes, with common areas under group ownership and property taxes paid by a homeowners association.

DWELLING, DETACHED, SINGLE-FAMILY: A dwelling standing by itself and containing only one (1) dwelling unit, having no wall in common with another dwelling unit, but shall not include mobile homes.

DWELLING, DOUBLES: See DWELLING, DUPLEX UNIT

DWELLING, DUPLEX UNIT: A single-family dwelling and accessory structures which may be either attached side by side or one (1) above the other to one (1) other dwelling unit and/or accessory structures. Each dwelling unit in a duplex structure may have separate entrance or may share a combined entrance residential building designed, arranged, and occupied exclusively by two (2) families living independent of each other.

DWELLING, GROUP HOUSE: A building that has not less than three (3) one-family housekeeping units erected in a row as a single building on one lot or on adjoining lots, each being separated from the adjoining unit or units by an approved masonry party wall or walls extending from the basement or cellar floor to the roof along the dividing lot line, and each such building being completely separate from any other building by space on all sides and such space shall be at least the required minimum yard setbacks as so specified in the Official Zoning Ordinance, Alexandria, Kentucky.

DWELLING, LANDOMINIUM: A single-family attached dwelling unit separately owned and valued for property tax purposes which includes land under the unit, with common areas under group ownership and property taxes paid by a home owners association.

DWELLING, MULTI-FAMILY: A residential building used and/or arranged for rental occupancy, or cooperatively owned by occupants, having three (3) or more dwelling units, living independent of each other. This type of dwelling shall be inclusive of apartment buildings and group house dwellings.

DWELLING, TOWNHOUSE: A single-family attached dwelling consisting of one (1) dwelling from ground to roof, and separate entrance and having more than one (1) floor or story, but sharing walls with another dwelling unit or an accessory structure of another dwelling unit, where three (3) or more dwelling units are so combined (attached).

DWELLING, TRAILER: See MOBILE HOME

DWELLING, TWO-FAMILY: See DWELLING, DUPLEX UNIT.

DWELLING UNIT: A building or portion thereof providing complete housekeeping facilities for one (1) person or one (1) family.

EARTHWORK: Operations involving the excavating or filling of land using earth materials.

CONTINUED: SECTION 2.0 - DEFINITIONS;

EARTH MATERIAL: Soil sediment, rock, sand, gravel, and organic material or residue associated with or attached to the soil; any rock, natural soil, or combination thereof.

EASEMENT: A vested or acquired right, distinct from ownership of the land, to cross property with facilities such, but not limited to, sewer lines, water lines; and transmission lines, or the right, distinct from the ownership of the land, to reserve and hold an area for drainage or access purposes.

EATING ESTABLISHMENTS -- RESTAURANT: A restaurant is an establishment selling food items ordered from a menu and prepared on the premises and provided by a waiter/waitress and/or self-service:

1. **FAST SERVICE RESTAURANT:** Any structure where cooked food and beverages primarily intended for immediate consumption are available upon a short waiting time, and are packaged or presented in such a manner that they can be readily eaten outside the premises where they are sold; and where the facilities for non-premises consumption of the food and beverages are insufficient for the volume of food sold in the establishment.
 - A. CARRY-OUT: An establishment preparing and offering food and beverages which are sold only inside the building and are packaged to be carried and consumed off the premises.
 - B. DRIVE-IN: An establishment offering food and beverages which are sold within the building, or to persons while in motor vehicles in an area designated for drive-in or drive-through service, and for consumption on or off the premises.
2. **SIT-DOWN RESTAURANT:** An establishment that prepares and sells foods and beverages to the customer in a ready-to-consume state through one of the following methods of operation 1) customers, normally provided with an individual menu, are served their food and beverages by a restaurant employee at the same table or counter at which said items are consumed; or 2) a cafeteria-type operation where foods and beverages are consumed within the structure.
3. **COMBINATION:** A restaurant which provides any combination of sit-down service, plus the capability of providing carry-out, drive-in, or both services.

ELECTRO-MECHANICAL GAMES CENTER: A business that provides electro-mechanical pinball machines and video games specifically designed, constructed, set up, and kept to be played for amusement only.

ENGINEER: A qualified registered professional engineer in good standing with the Kentucky Board of Registration for Professional Engineers and Land Surveyors.

CONTINUED: SECTION 2.0 - DEFINITIONS;

EROSION: The wearing away of earth materials, either surface or subsurface, by the actions of water, wind, ice, gravity, an earth disturbing activity, or a combination thereof.

ESSENTIAL SERVICES: The erection, construction, alteration, or maintenance by public utilities or municipal or other governmental agencies of underground or overhead gas, electrical, steam or water transmission or distribution systems, collection, communication, supply or disposal systems; including poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, traffic signals, hydrants, and other similar equipment and accessories reasonably necessary for furnishing adequate service or for the public health, safety, or general welfare. This definition is not meant to include buildings.

EXCAVATION: Any mechanical act by which earth materials are removed, displaced, or relocated, including the conditions resulting therefrom.

EXISTING TERRAIN: The condition prior to any proposed land disturbance.

EXISTING, OPERATIONAL ADULT BUSINESS: Any adult bookstore or adult entertainment establishment or adult theater, as well as the structures housing the same, which are carrying on and doing business for gain or economic benefit, existing upon the passage of this ordinance, if any.

EXPLORATORY EXCAVATION: Temporary excavation for gathering of technical data, which is not made in connection with any permanent construction.

FAMILY: An individual or two (2) or more persons related by blood or marriage, or group of not more than three (3) persons (excluding servants) who need not be related by blood or marriage, living together in a single housekeeping unit as their common home for the time, as distinguished from a group occupying a boarding house, lodging house, hotel, club, fraternity or sorority house.

FARM IMPLEMENT AND MACHINERY SALES: The sale or leasing of new and used farm implements and machinery displayed, stored, and sold or leased on site excluding repair work except minor incidental repair.

FENCE: A structure made of wire, wood, metal, masonry, or other material, including hedges, which is constructed or erected in a more or less permanent location in or on the ground and which constitutes an enclosure or barrier around or along a field, yard, lot, property, etc.

FILL: The deposit of earth material by mechanical means, including the conditions resulting therefrom; includes both uncontrolled and engineered fills, but does not include building backfill.

FILLING STATION: See SERVICE STATION.

CONTINUED: SECTION 2.0 - DEFINITIONS;

FINAL PLAT: A subdivision plat proposed in accordance with the provisions herein in which said plat is designated to be placed on record with the county clerk after approval by the Planning Commission's duly authorized representative.

FINANCIAL INSTITUTION: Commercial banks, savings and loan associations, brokerage offices and other similar financial institutions, but not including pawn shops.

FISCAL COURT: The chief body of the county with legislative power, whether it is fiscal court, county commissioners, or otherwise. KRS 100.111(9).

FLOOD: A general temporary condition of partial or complete inundation of normally dry land areas from: (a) the overflow of inland waters; (b) the unusual and rapid accumulation of runoff of surface waters from any source; and (c) mudslides (i.e., mudflows) which are proximately caused or precipitated by accumulations of water on or under the ground.

FLOOD - 100 YEAR FREQUENCY: The highest level of flooding that, on the average, is likely to occur once every 100 years (i.e., that has a one (1) percent chance of occurring each year).

FLOOD PLAIN OR FLOOD PRONE AREA: Any normally dry land area that is susceptible to being inundated by water from any source.

FLOODWAY: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the 100-year flood without cumulatively increasing the water surface elevation more than one foot at any point.

FLOODWAY ENCROACHMENT LINES: The lines marking the limits of floodways on official federal, state, and local flood plain maps.

FLOODWAY FRINGE: That portion of the regulatory flood plain outside of the floodway.

FLOOR AREA, GROSS: The sum of the gross horizontal area of all floors of a dwelling unit or units measured from the exterior faces of the exterior walls or from the centerline of walls or partitions separating two (2) dwelling units. Floor area shall include the area of basements when used for residential, commercial, or industrial purposes, but shall not include a basement or portion of a basement used for storage or the housing of mechanical or central heating equipment. In calculating floor area, the following shall not be included:

CONTINUED: SECTION 2.0 - DEFINITIONS / FLOOR AREA, GROSS;

1. Attic space providing structural head room of less than seven (7) feet, six (6) inches.
2. Uncovered steps.
3. Terraces, breezeways, and open porches.
4. Automobile parking space in a basement or private garage.
5. Accessory off-street loading berths, but not to exceed twice the space required by the provisions of this ordinance.

FLOOR AREA RATIO: The floor area ratio of the building or other structure on any lot is determined by dividing the gross floor area of the building or structure by the area of the lot on which the building or structure is located. When more than one (1) building or structure is located on a lot, then the floor area ratio is determined by dividing the total floor area of all buildings or structures by the area of the lot. The floor area ratio requirements, as set forth under each zoning district, shall determine the maximum floor area allowable for buildings or other structures, in direct ratio to the gross area of the lot.

FLOWLINE: The transition point between the gutter and the face of the curb. For a cross or valley pan, it is the center of the pan. Where no curb exists, the flowline will be considered the edge of the outside traveled lane.

FRATERNITY OR SORORITY: A club or social activity officially associated with and recognized and supervised by an institution for higher education whose membership is limited exclusively to students of the said institution.

FRATERNITY/SORORITY HOUSE: A building used by a fraternity or sorority to provide living quarters for some or all members, as well as to provide study, meeting, recreational and other facilities.

FREQUENCY: The number of oscillations per second in a sound wave. This is an index of the pitch of the resulting sound.

FRONT YARD DEPTH: The minimum distance required to be maintained within the lot between a line parallel to the front lot line, as defined herein, and the front lot line.

FRONTAGE: All the property abutting on one (1) side of the right-of-way of a street, measured along the right-of-way line of the street between the intersecting lot lines. In no case shall the line along an alley be considered as acceptable frontage.

Functional Classification: Functional Classification shall mean the categorization of Streets and roads based on their provided mobility and access to adjacent land.

CONTINUED: SECTION 2.0 - DEFINITIONS;

GARAGE, PRIVATE: An accessory building or portion of a principal building used for the storage of motor-vehicles, travel trailers and/or boats of the occupants of the premises and wherein:

1. Not more than one (1) space is rented for parking to persons not resident on the premises;
2. No more than one (1) commercial vehicle per dwelling unit is parked or stored;
3. The commercial vehicle permitted does not exceed two (2) tones capacity.

This definition shall not include a public garage.

GARAGE, PUBLIC: A facility designed and used for the temporary storage of operational automobiles. This definition shall not include a private garage.

GARBAGE: Garbage shall be interpreted to mean all putrescible wastes including vegetable, animal offal, and carcasses of small dead animals; but does not include human excreta, sewage, and other water-carried wastes.

GAS FILLING STATION: A facility that offers gasoline and similar fuels and automotive wash services. Gasoline filling stations include the following activities that are accessory and incidental to the principle operation:

1. Sale of cold drinks, packaged food, and similar convenience goods;
2. Sale of road maps, other travel information material and provision of restroom facilities.

GASOLINE SERVICE STATION: A facility that offers gasoline, oil, batteries, tires, various motor vehicle parts, and accessories. Gasoline service stations include the following activities:

1. Minor automotive repair;
2. Sales of cold drinks, packaged food, and similar convenience goods as accessory and incidental to principle operations;
3. Sales of road maps and other travel informational material and provision of restroom facilities;
4. Warranty maintenance and safety inspections, and automobile emissions testing;

CONTINUED: SECTION 2.0 - DEFINITIONS / GAS FILLING STATION;

5. Washing, polishing, and sale of washing and polishing materials;
6. Greasing and lubrication;
7. Providing and repairing fuel pumps, oil pumps, and lines;
8. Minor servicing and repair of carburetors;
9. Adjusting and repairing brakes;
10. Minor motor adjustment not involving the removal of the head, the crankcase or racing of motor.

Uses permissible at a gasoline service station do not include major mechanical and body work, straightening of body parts, painting, welding, storage of automobiles not in operable condition, or other work involving noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in gasoline stations. A gasoline service station is not a repair garage nor a body shop.

GRADE: The average level of the finished surface or the ground adjacent to the exterior walls of the building or structure.

GROSS DENSITY: The population density of a particular area measured by the number of residents divided by the total number of acres, including street rights-of-way as well as residential land.

GROUP HOUSING: See DWELLING, GROUP HOUSE.

HEDGE: A dense growth of shrubbery which may or may not be used for buffering and/or screening purposes.

HOME OCCUPATION: An accessory use customarily conducted entirely within a dwelling that will not be detrimental to the residential character of the neighborhood. Specifically, the following criteria will be applied:

1. The home occupation shall occupy not more than twenty-five (25) percent of the floor area of the principal building.

2. No change shall be made to the exterior facade to indicate that the premises are used for anything other than a residence.

CONTINUED: SECTION 2.0 - DEFINITIONS / HOME OCCUPATION;

3. An unlighted or indirectly lighted sign of not over two (2) square feet will be permitted.
4. The use shall not cause noise, smoke, odor or other nuisances.
5. Not more than one person not a resident of the premises shall be employed.

HOME IMPROVEMENT CENTER: Any building(s) or structure(s) in which items used in the repair, replacement, remodeling or construction of buildings, homes and their component parts are warehoused and sold to both retail and wholesale buyers, such as, but not limited to, electrical and plumbing fixtures, pipe, wire and their related fittings, general hardware items, tools and building supplies.

HOMEOWNERS ASSOCIATION: A private, nonprofit corporation of homeowners and/or residents of a defined area for the purpose of owning, operating, and maintaining various common properties.

HOSPITAL, ANIMAL: A building used by professional medical persons for the healing arts or treatment of animals generally on an in-patient or boarding basis and may have outside runs.

HOSPITAL, HUMAN CARE (PERSONS): A building used by professional medical persons for the healing arts or treatment of persons generally on an in-patient or boarding basis.

HOTEL/MOTEL: A building, or group of buildings, comprised of individual sleeping or living units for the accommodation of transient guests, not containing individual cooking or kitchen facilities. Parking facilities are generally located adjacent to the living units or in an attached garage.

HOTEL/MOTEL - RESIDENCE: A building, or group of buildings, comprised of individual sleeping or living units for the accommodation of transient guests, containing individual cooking or kitchen facilities. Parking facilities are generally located adjacent to the living units or in an attached garage.

HOUSE TRAILER: See MOBILE HOME.

HOUSEHOLD PETS: Small animals appropriately kept within a structure or upon the premises which are not raised for commercial purposes and can reasonably be confined to a dwelling unit or a private boarding stable so as to not create a nuisance to adjoining property owners. Household pet, include, but not limited to, domestic dogs, domestic cats, domestic birds, domestic fish, and domestic rodents.

IMPERVIOUS SURFACE: An area that has been compacted or covered by a layer of material that is highly resistant to infiltration by stormwater. Impervious surfaces include buildings, parking areas, driveways, sidewalks, and graveled areas.

CONTINUED: SECTION 2.0 - DEFINITIONS;

INDUSTRIAL PARK: A defined geographic area planned and coordinated for the development of various industrial uses and associated activities. An industrial park is designed, constructed, and managed on an integrated basis with particular attention given to vehicular circulation, parking, utilities, stormwater management, building design, signage, and landscaping.

INFRASTRUCTURE: The total composition of public, semipublic and private utilities, facilities and service which make urban areas possible. The infrastructure includes roads, rail, transit, sewage, water, storm drainage, education, fire, police, recreation, general public health, general public administration and revenue.

INSPECTOR: The Planning Commission's duly authorized representative, whose responsibility it is to inspect, or cause to be inspected, items required by these Subdivision Regulations.

INSTABILITY: A state of disturbed slope equilibrium, identified through observation, measurement, analysis, or experience, which is of probable immediate or long-term consequence.

IMPROVEMENT PLANS: The engineering plans showing types of materials and construction details for the physical structures and facilities to be instead in, or in conjunction with, the subdivision.

JUNK: Scrap brass, scrap copper, scrap iron, scrap lead, scrap tin, scrap zinc, and all other scrap metals and the alloys, and bones, rags, used cloth, used rope, used rubber, used tinfoil, used bottles, old or used machinery of any type, used tools, used appliances, used fixtures, used utensils, used lumber, used boxes or crates (fabricated of any material), used pipe or pipe fittings, used conduit or conduit fittings, inoperative motor vehicles, used tires, and other manufactured goods that are so worn, deteriorated or obsolete as to make them unusable in their existing condition or which are subject to being dismantled.

JUNK YARD: An open area where any waste, used or second hand materials or old dilapidated machinery are sold, bought, exchanged, stored, baled, packed, disassembled, or handled, including but not limited to scrap iron and other metals, paper, rags, rubber tires, bottles (glass), motor vehicles, mobile homes, trailers, machinery, appliances, and furniture. The presence of one (1) or more inoperative motor vehicles, equipment, mechanical machinery and related parts and/or portions thereof on a lot for a period exceeding thirty (30) days shall constitute evidence regarding the establishment of a junk yard. An automotive wrecking yard is considered as a junk yard.

KENNEL: Any building, structure or open space devoted in its entirety or in part to the raising, boarding or harboring of four (4) or more small domestic animals, at least four (4) months of age for commercial purposes. Commercial purposes include the grooming, breeding, boarding, training, raising, and selling of domesticated animals.

CONTINUED: SECTION 2.0 - DEFINITIONS;

KOPE: Formation of native Upper Ordovician Age bedrock, shale, and thinly bedded limestone, which is present between the Cynthiana and Fairview formations. Characterized by relatively soft shale, which comprises seventy percent (70%) to ninety percent (90%) of the bedrock formation. The shale part of the Kope formation is particularly susceptible to weathering when exposed to moisture and air as in open cuts, resulting in degradation and potential slippage against the weathered bedrock surface. The Kope is considered to be considerably less resilient to environmental effects than either the Cynthiana formation below and the Fairview formation above.

LABORATORY: A building or a portion of a building devoted to the experimental study in science, or the testing and analysis of chemicals, drugs, explosives, minerals, etc.

LABORATORY, DENTAL, MEDICAL OR OPTICAL: A building or a portion of a building used to provide bacteriological, biological, medical, x-ray, pathological, optical or similar analytical or diagnostic services to doctors, optometrists/opticians or dentists and where no fabrication is conducted on the premises, except the custom fabrication of dentures, optical glasses, contact lenses or similar devices.

LANDFILL: A facility designed and used for the disposal of solid wastes in an appropriate manner that minimizes potential environmental degradation. Hazardous, toxic, or radioactive waste disposal is not permitted in a landfill.

LANDSCAPING: The preservation, addition, and maintenance of trees, bushes, plants, and/or other natural features for an area to produce an aesthetic appearance for socio-environmental reasons.

LANDSCAPE SCREEN OR BUFFER AREA: A defined area composed of vegetation and/or structures located between conflicting types or intensities of land uses or activities. A landscape screen or buffer yard may include a combination of trees, bushes, earthen berms, and/or landscaping fences. The purpose of a landscape screen or buffer yard is to minimize the potential negative impacts of noise, light, dust, dirt, and differing visual effects of one use or activity upon another.

LANDSLIDE: The rapid downward and outward movement of large rock material and/or soil mass under the influence of gravity in which the movement of the soil mass occurs along an interior surface.

LAUNDROMAT: A business that provides washing, drying and/or ironing machines for hire to be used by customers on the premises.

LEASABLE AREA, GROSS: The total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines, and upper floors, if any, expressed in square feet and measured from the center line of joint partitions and from outside wall faces.

CONTINUED: SECTION 2.0 - DEFINITIONS;

LEGISLATIVE BODY: The City of Alexandria, Campbell County, Commonwealth of Kentucky, City Council.

LIGHT SOURCE: The portion of the light fixture from which the illumination emanates (e.g., a light bulb or a flame).

LIVESTOCK: Domestic animals of types customarily raised or kept on farms for profit or other productive purposes.

LOADING AND/OR UNLOADING SPACE: A surface within the main building or on the same lot providing for the temporary standing, loading and/or unloading of vehicles. Said space shall be connected with an accepted deeded public right-of-way which affords ingress and egress for vehicles.

LODGING HOUSE: A building, other than an apartment, hotel-motel, hotel, motel or tourist court where lodging for five (5) or more persons is provided for compensation.

LOT: A parcel of land of sufficient size to meet minimum zoning requirements for use, coverage, and area, and to provide such setbacks and other open setbacks and other open spaces required under this ordinance. Such lot shall have frontage on an improved public street, or on an approved private street, and may consist of:

1. A single lot of record;
2. A portion of a lot of record;
3. A combination of complete lots of record, of complete lots of record and portions of lots of record, or of portions of lots of records.

LOT AREA: The total area of a horizontal plane bounded by the front, side, and rear lot lines, but not including any area occupied by rights-of-way, flood plains, the waters of any lake or river, creek or major drainage ditch, and shall be in one (1) zone only. For the purposes of these Subdivision Regulations, all of the area of a given lot shall be in the same specific zoning category.

LOT, COVERAGE: That percentage of a lot which, when viewed directly from above, would be covered by a structure or structures, or any part thereof, excluding projecting

LOT, DEPTH OF: The distance measured in the mean direction of the side lot lines from the midpoint of the front lot lines to the midpoint of the rear lot lines.

LOT, DOUBLE FRONTAGE: A lot other than a corner lot that has frontage on more than one (1) street.

CONTINUED: SECTION 2.0 - DEFINITIONS;

LOT, FRONTAGE: The lot frontage shall be the width of a lot measured at the building setback line.

LOT LINES:

1. **FRONT:** The common boundary line of an interior lot (other than a double frontage lot) and a street right-of-way line or the common boundary line of a corner lot (other than a double frontage lot) and that street right-of-way line toward which the principal or usual entrance to the main building situated on such lots most nearly faces, or the common boundary line of a through lot and any adjacent road or street right-of-way line.
2. **REAR:** The boundary line of a lot which is most nearly opposite the front lot line of such lot. In the case of a triangular or wedge shaped lot, for measurement purpose only, a line ten (10) feet in length within the lot parallel to and at the maximum distance from the front lot line. In the case of a corner lot, providing that all requirements for yard space are complied with, the owner may choose either side not abutting a street as the rear lot line, even though it is not opposite the front lot line. Once the choice has been made, it cannot be changed unless all requirements for yard space can be complied with.
3. **SIDE:** Any boundary line of a lot, other than a front lot line or rear lot line.

LOT, MINIMUM AREA OF: The area of a lot is computed exclusive of any portion of the right-of-way of any public or private street.

LOT OF RECORD: A designated fractional part or subdivision of a block, according to a specific recorded plat or survey, the map of which has been officially accepted and recorded in the office of the Campbell County Clerk, Commonwealth of Kentucky.

LOT TYPES: Terminology used in reference to corner lots, flag lots, interior lots, non-buildable lots, through lots and zoning lots as follows:

1. **CORNER LOT:** A lot located at the intersection of two (2) or more streets. A lot abutting on a curved street or streets shall be considered a corner lot if straight lines drawn from the foremost points of the side lot lines to the foremost point of the lot meet at an interior angle not exceeding one hundred thirty-five (135) degrees.
2. **FLAG LOT:** A lot which abuts a deeded or accepted public right-of-way via a narrow strip of land which connects that portion of the lot containing the required lot width. A minimum width for one lot is twenty feet (20') or ten feet (10') for two contiguous lots, to the public right-of-way.
3. **INTERIOR LOT:** A lot with only one (1) frontage on a street.

CONTINUED: SECTION 2.0 - DEFINITIONS / LOT TYPES;

4. **IRREGULAR LOT:** Irregular lots include corner lots, double frontage lots, flag lots, and lots that have irregular shapes and sizes because of topography or vegetation but which conform to the minimum requirements of the zoning ordinance and subdivision regulations.
5. **NON-BUILDABLE LOT:** A lot which cannot be built upon due to its inability to comply with the minimum zoning requirements.
6. **REVERSED FRONTAGE LOT:** A lot on which frontage is at a right angles to be the general pattern in the area. A reversed frontage lot may also be a corner lot.
7. **THROUGH LOT:** A lot other than a corner lot with frontage on more than one (1) street. Through lots abutting two (2) streets may be referred to as double frontage lots.
8. **ZONING LOT:** A "zoning lot or lots" is a single tract of land located within a single block, which (at the time of filing for a building permit) is designated by its owner or developers as a tract to be used, developed, or built upon as a unit, under single ownership or control. Therefore, a "zoning lot or lots" may or may not coincide with a lot of record.

LOT WIDTH: The width of the lot as measured along the building front setback line.

MANUFACTURED HOME: Any non-self-propelled vehicle transportable in one (1) or more sections, which in the traveling mode, is eight (8) feet or more in width or forty (40) feet or more in length and is built on a permanent chassis and substantially assembled in a manufacturing plant and transported to a building site. It is designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities. See Mobile Home.

MAYOR: The chief elected officer of the City of Alexandria.

MEZZANINE: An Intermediate or fractional story between the floor and ceiling of a main story, used for a purpose accessory to the principal use. A mezzanine is usually just above the ground floor and extending over only part of the main floor.

MINIMUM BUILDING SETBACK LINE: A line parallel to the front, side, and/or rear lot line and set back from the lot line a sufficient distance as specified in the Official Zoning Ordinance, to provide the required minimum yard space.

MINIMUM FRONT YARD DEPTH: The minimum distance required by the Official Zoning Ordinance to be maintained within the lot between a line parallel to the front lot line, as defined herein, and the front lot line.

MINIMUM REAR YARD DEPTH: The minimum distance required by the Official Zoning Ordinance to be maintained within the lot between a line parallel to the rear lot line, as defined herein and the rear lot line.

CONTINUED: SECTION 2.0 - DEFINITIONS;

MINIMUM SIDE YARD WIDTH: The minimum distance required by the Official Zoning Ordinance to be maintained within the lot between a line parallel to the side lot line, as defined herein and the side lot line.

MINI-WAREHOUSE: A facility which provides self-storage units of varying sizes only within one (1) or more completely enclosed buildings.

MOBILE HOME: A dwelling unit, designed and used for the fixed residence of a person, family, or a household, composed of one (1) or more components substantially assembled in a manufacturing plant and designed to be transported to the building site on its own chassis for placement on a supporting structure. A mobile home is constructed in accordance with the standards established in the U.S. Department of Housing and Urban Development's building code for manufactured housing. A mobile home is not constructed in accordance with the standards established in the state and local building codes that are applicable to site-built homes. The removal of wheels and/or the attachment to a permanent foundation shall not change its classification. Double width mobile homes, which are fabricated on individual chassis with wheels and are designed to be joined, shall be considered a mobile home for the purpose of this ordinance. Mobile homes do not include modular homes, dwelling units with automotive capabilities, or recreational vehicles.

MOBILE HOME or TRAVEL TRAILER SALES: The sale or leasing of new and used mobile homes and travel trailers displayed, stored, and sold or leased on site excluding repair work except minor incidental repair.

MOBILE HOME PARK: Any lot, parcel or premises, subdivided, designed, maintained, intended or used for the purpose of supplying a location, or accommodation for mobile homes; or any lot, parcel or premises on which is parked, standing or located two (2) or more mobile homes for a longer period than twenty-four (24) hours; or one (1) or more mobile homes connected to either electrical lines, or water or sewer pipes; or any mobile home being utilized on the premises on which it is located. For the purpose of this ordinance, any lot or premises used for the wholesale or retail sale of mobile homes shall not be included within this definition.

MODEL HOME: A residential structure or series of structures built with the purpose of displaying the craftsmanship of the builder/developer of that unit. The unit primarily serves as a marketing tool to sell future, similar units on other lots.

MODULAR HOUSING: A dwelling unit composed of two (2) or more components substantially assembled in a manufacturing plant off-site and designed so that sections are interchangeable and transported to a building site by truck for final assembly on a permanent foundation. A modular home must be constructed in accordance with the standards established in the state and local building codes that are applicable to site-built homes. For the purposes of these Subdivision Regulations and the Official Zoning Ordinance, this definition shall not include mobile homes.

CONTINUED: SECTION 2.0 - DEFINITIONS;

MOTEL: A group of attached or detached buildings (but not house trailers) containing individual sleeping or living units for travelers and transient guests, with garage attached or parking facilities conveniently located to each unit. The term includes tourist court when related to the context specified herein.

NATIONAL STANDARDS: AN acknowledged basis for comparing or measuring criterion of, relating to, or belonging to the nation as a whole.

NIGHTCLUB: An establishment that prepares and sells foods and beverages to the public in a ready-to-consume state. In such an establishment, the customer is provided an individual menu and is served food and beverage by a food service employee of the establishment. Food and beverages are to be consumed at tables. Live legitimate (not including "adult") entertainment and/or alcoholic beverages may be offered in such establishments when they are clearly incidental to the purchase and consumption of food.

NON-CONFORMING LOT: A lot which was lawfully created, but which does not conform to the minimum area or dimensional requirements specified for the zone in which it is located.

NON-CONFORMING USE OR STRUCTURE: An activity or a building, sign, structure or a portion thereof, which lawfully existed before the adoption or amendment of the zoning regulation, but which does not conform to all of the regulations contained in the zoning regulation which pertain to the zone in which it is located. KRS 100.111(13).

NOXIOUS MATTER OR MATERIALS: Matter or material which is capable of causing injury to living organisms by chemical reaction or is capable of causing detrimental effects upon the physical or economic well-being of individuals as determined by the appropriate health department.

NURSERY: Any building or lot, or portion thereof, used for the cultivation or growing of plants and including all accessory buildings, but does not include the wholesale or retail sale of any items other than those incidental to the items raised or grown on said premises.

NURSERY SCHOOL or DAYCARE: Any facility or home that cares for more than three (3) unrelated (unrelated to the operator) children or adults on a regular basis for the purpose of child care or adult care.

NURSING HOME: A health care facility that provides care for and/or of invalids, pensioners, or elderly people under the direction of a Kentucky licensed physician.

OCTAVE BAND: A means of dividing the range of sound frequencies into octaves in order to classify sound according to pitch.

CONTINUED: SECTION 2.0 - DEFINITIONS;

OCTAVE BAND FILTER: An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.

ODOROUS MATTER: Any matter or material that yields an odor which is offensive in any way to a person with reasonable sensitivity.

OFFICE PARK: A defined geographic area planned and coordinated for the development of various office/business uses and associated activities. An office park is designed, constructed, and managed on an integrated basis with particular attention given to vehicular circulation, parking utilities, stormwater management, building design, signage, and landscaping.

OFFICIAL MAP: The adopted official map of the City Council of the City of Alexandria, Campbell County, Commonwealth of Kentucky as provided for in the Kentucky Revised Statutes, Chapter 100.

OPEN SPACE: A parcel of land or an area designated for recreation, resource protection, and/or buffering purposes. Open space may include, but is not limited to lawns, decorative plantings, walkways, trails, playgrounds, fountains, swimming pools, woods, natural drainage features, and any other passive or active recreational facilities that the Planning Commission deems appropriate. Open space shall be substantially free of structures, or may contain such improvements as are approved as a part of the general development plan and are appropriate for the residents. Open space is not defined as existing or future road right-of-ways, streets, driveways, parking areas, or buildings.

OVERBURDEN: Any soil above bedrock.

PARKING AREA, OFF-STREET: An open, surface area other than the right-of-way of a street, road, highway, alley, or place, used for temporary parking of self-propelled motor vehicles and available for public use either free, for compensation or as an accommodation for clients or customers.

PARKING BUILDING OR GARAGE: A building or portion thereof designed, intended and used exclusively for the temporary parking of self-propelled motor vehicles and may be publicly or privately owned and/or operated and may be for remuneration, free or privately utilized.

PARKING SPACE: A surface area, enclosed in the main building or in an accessory building or in an unenclosed lot permanently reserved for the temporary parking of one (1) operative automobile. Said space shall be connected with a deeded and accepted public right-of-way by a surfaced driveway which affords ingress and egress for vehicles.

PARTICULATE MATTER: Any material, except uncombined water, which exists in a finely divided, suspended form as a liquid or solid at standard conditions.

CONTINUED: SECTION 2.0 - DEFINITIONS;

PARTY WALL: A wall erected on a line between two (2) adjoining property owners and used in common. This can be an interior or exterior wall.

PAWN SHOP: An establishment in which individuals borrow money from a person licensed to loan money at a legally specified rate of interest. The lender accepts personal property as collateral to secure the loan. Pawn shops are not a permissible use under the definition of financial institution.

PERFORMANCE BOND or SECURITY BOND: An agreement by a sub-divider or developer with the City of Alexandria or Campbell County for the amount of the estimated construction cost guaranteeing the completion of physical improvements according to plans and specifications within the time prescribed by the sub-divider's or developer's agreement.

PERFORMANCE STANDARDS: Criteria established to control building enclosure, landscaping, noise, odorous matter, exterior lighting, vibration, smoke, particulate matter, gasses, radiation, storage, fire, and explosive hazards, and humidity, heat, or glare generated by or inherent in, uses of land or buildings.

PERSON: A corporation, firm, partnership, association, organization, or any other group acting as a unit, as well as a natural person.

PLANNED UNIT DEVELOPMENT (PUD): A defined land area to be planned and developed as a single development or an ordered series of developments on a relatively large tract of land which permits a mixture of land uses, clustering of residential units of varying types, and common recreation/open spaces through flexible regulations which encourage creative design to preserve the natural features and foliage of the site. Depending on the scale of the site, other land uses such as shopping areas may also be included. The objective of PUD is to reduce the individual dwelling unit cost for the buyer-renter, yet provide amenities of open space and recreation with the same site design.

PLANNING COMMISSION (COMMISSION OR PLANNING AND ZONING COMMISSION): The Planning and Zoning Commission of the City of Alexandria, Campbell County, Commonwealth of Kentucky is responsible for evaluating proposed land use changes and their conformance with any applicable plans or regulations, for preparation and adoption of the comprehensive plan, for preparation and adoption of the subdivision regulations, and for preparation and recommendation to the City Council of the statement of goals and objectives of the comprehensive plan and of any change to the map or text of the official zoning ordinance of the City of Alexandria.

PLANNING OPERATIONS: The formulation of plans for the physical development and social and economic well-being of a planning-unit, and the formulating of proposals for means of implementing the plans. KRS 100.111(14).

CONTINUED: SECTION 2.0 - DEFINITIONS;

PLANNING UNIT: Any city or county, or any combination of cities, counties or parts of counties engaged in planning operations. KRS 100.111(15).

PLAT: The map of a subdivision. KRS 100.111(16).

POLITICAL SUBDIVISION: Any city or county. KRS 100.111(17).

PRELIMINARY PLAT: A tentative plat of a proposed subdivision prepared in accordance with the provisions herein for presentation to the Planning Commission for its action.

PRESCHOOL: See NURSERY SCHOOL.

PRINCIPAL USE or STRUCTURE: The principle use or structure located on a lot as distinguished from an accessory use. The Principle use or structure is the predominant purpose for which a lot is occupied or used.

PROFESSIONAL OFFICE: Any building or structure, the use of which is limited to providing professional services such as those provided by doctors, lawyers, accountants, architects, engineers, photographers, and similar professions.

PUBLIC BUILDING: Any building open to general use, participation or enjoyment of the public of operated for the public's benefit and owned and/or operated by a City, County, State, or Federal Government or by a public utility corporation or municipal district or authority.

PUBLIC FACILITY: Any use of land whether publicly or privately owned for transportation, utilities, or communications, or for the benefit of the general public, including, but not limited to, libraries, streets, schools, fire or police stations, county buildings, municipal buildings, recreational centers including parks, and cemeteries. KRS 100.111(19).

PUBLIC WAY: A publicly dedicated area in which a public entity of the general public have the legal right-of passage regardless of improvements to the dedicated area. Public ways include, but are not limited to, an alley, avenue, boulevard, bridge, channel, ditch, easement, expressway, freeway, highway, land, parkway, right-of-way, road, sidewalk, street, subway, tunnel viaduct, walking and bicycle path.

RECREATION, COMMERCIAL: Recreation facilities open to the general public for a fee or restricted to members when operated for profit as a business.

RECREATION, PRIVATE, NON-COMMERCIAL: Clubs or recreation facilities, operated by a non-profit organization and open to bona fide members of such non-profit organization and their guests.

CONTINUED: SECTION 2.0 - DEFINITIONS;

RECREATIONAL VEHICLE:

1. **TRAVEL TRAILER:** A travel trailer, which is a vehicular, portable structure built on a chassis designed to be used as a temporary dwelling for travel, recreational, and vacation uses, permanently identified "travel trailer" by the manufacturer;
2. **PICK-UP CAMPER:** A pick-up camper, which is a structure designed primarily to be mounted on a pick-up chassis and with sufficient equipment to render it suitable for use as a temporary dwelling for travel, recreational, and vacation uses;
3. **MOTORIZED HOME:** A motorized home, which is a portable dwelling designed and constructed as an integral part of a self-mounted vehicle on wheels and designed for travel and vacation use;
4. **BOATS AND BOAT TRAILERS:** Boats and boat trailers, including boats, floats, rafts, plus the normal equipment to transport the same on the highway;
5. **FOLD-OUT TENT TRAILERS;**
6. **UTILITY TRAILERS;** and/or
7. **Any combination of the above.**

Any coach, cabin, house trailer, house car or other vehicle or structure intended for, designed for, and used for temporary human habitation or sleeping purposes, mounted upon wheels or supports, or supported and/or capable of being moved by its own power or transported by another vehicle.

RECYCLING CENTER: A completely enclosed facility that collects, sorts, and processes for shipment to a recycling plant recoverable resources such as newspapers, glassware, plastics, and aluminum cans.

RECYCLING COLLECTION POINT: A neighborhood collection point for the temporary storage or recoverable resources. Does not include the processing of recoverable resources for shipment to a recycling plant.

RECYCLING PLANT: A facility that is not a junkyard and in which recoverable resources are recycled, reprocessed, and treated in order to return such materials to a condition in which they may be used in the production of additional goods.

CONTINUED: SECTION 2.0 - DEFINITIONS;

REFUSE: Refuse shall mean combustible and noncombustible waste materials.

RESIDENTIAL CLUSTER DEVELOPMENT (RCD): A development on a relatively large tract of land which permits a clustering of attached and detached single-family residential buildings, with common recreation/open spaces, through flexible regulations which encourage creative design to preserve the natural features, foliage and other characteristics of the site.

RESOURCE AND MINERAL EXTRACTION: Any mining, quarrying, excavating process, storing, separating, cleaning or marketing of any mineral natural resource.

REST HOME: A rest home or convalescent home for the aged or mentally or physically infirm is any place of abode, building, institution, residence or home used for the reception and care, for a consideration of three (3) or more persons, who by reason of age, mental, or physical infirmities are not capable of properly caring for themselves.

RESUBDIVISION: A subdivision which is actually a resubdivision of a previously recorded plat, representing a revision of the old lots, but where no new improvements are to be constructed or extended.

RIGHT-OF-WAY: An area or strip of land taken or dedicated for use as a public way. In addition to the roadway, it normally incorporates the curbs, lawn strips, sidewalks, lighting, drainage facilities, and may include special features (required by the topography or treatment) such as grade separation, landscaped areas, viaducts, and bridges.

RIGHT-OF-WAY, RAILROAD: A strip of land within which the railroad tracks and auxiliary facilities for track operation are normally located, but not including freight depots or stations, loading platforms, train sheds, warehouses, car or locomotive shops, or car yards.

ROADSIDE STAND: A temporary structure designed or used for the display or sale of agricultural and related products.

RUNOFF: Water which moves over the ground surface.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SATELLITE RECEIVING STATION: A Satellite Receiving Station is hereby defined as an accessory structure whose purpose is to receive communication or other signals from orbiting satellites and other extraterrestrial sources, and which consist of three (3) main components: 1.) the station itself (often called a dish); 2.) a low-noise amplifier (LNA); and 3.) a receiver. The station and the LNA are located outdoors and are connected by coaxial cable to the receiver, which is placed indoors. The height of the station shall be measured vertically from the highest point of the signal-receiving apparatus, when positioned for operation, to the bottom of the base which supports the station.

SCHOOLS, BUSINESS: An institution or place for instruction or education, specifically in courses of bookkeeping, business administration, operation of business machines and computers, shorthand and typing, and related courses, operated for an intended profit. For the purpose of this ordinance business colleges shall be included in this definition.

SCHOOLS, PAROCHIAL: An institution or a place for instruction or education belonging to and maintained by a religious organization.

SCHOOLS, PRIVATE: An institution or a place for instruction or education belonging to and maintained by a private organization other than those types defined in this ordinance.

SCHOOLS, PUBLIC: An institution or place for instruction or education belonging to the public and established and conducted under public authority in the various districts, counties or cities and maintained at the public expense by taxation, and open with or without charge to the public for their attendance. This does not include schools owned and/or conducted by private parties through said schools may be open to the public generally and though tuition may be free. Schools in the aforementioned category of public schools shall include all pre-school or kindergarten, elementary, junior high, high schools, alternative/vocational, junior colleges, colleges and universities, but no others.

SCHOOLS, TRADE: An institution or place for instruction or education, specifically in one or more of the general trades such as: welding, carpentry, electrical, etc.

SCREENING AREA: An area set aside to remain vacant of buildings and to be planted and landscaped to reduce the blighting effect of certain land uses on adjacent property.

SEDIMENT: Solid material, both mineral and organic, that is in suspension and is being transported or has been moved from its site of origin by wind, water, gravity, or ice, and has come to rest on the earth's surface above or below sea level.

SEDIMENT BASIN: A barrier, dam, or other suitable detention facility built across an area or waterflow to settle and retain sediment carried by the runoff waters.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SEDIMENT CONTROL PLAN: A plan of actions and regulations, acceptable to the Planning Commission or its designated representative, for controlling sediment pollution from accelerated erosion or from erosion caused by accelerated runoff from a development area.

SEDIMENTATION: The sinking of earth materials (soil or mineral grains) to the bottom of the water which contains them; usually an action resulting from erosion.

SEMITRAILER: A non-motorized vehicle designed or used for carrying property with another and separate motor vehicle so that in operation, a part of its own weight or that of its load, or both, rests upon and is carried by another vehicle.

SERVICE FACILITIES, PUBLIC UTILITIES: Service facilities include all facilities of public utilities operating under the jurisdiction of the Public Service Commission, or the Department of Motor Transportation, or Federal Power Commission, and common carriers by rail, other than office space, garage and warehouse space and include office space, garage space and warehouse space when such space is incidental to a service facility.

SERVICE STATION: Any building, structure, or land used for the dispensing, sale, or offering for sale at retail, of any automobile fuels, oils, or accessories and in connection with which is performed general automotive servicing other than body work and as distinguished from automotive repairs.

SETBACK: A Setback is the required distance between a side, rear or front property line and the exterior face of the foundation of a building or structure.

SEVERAL: Means two (2) or more.

SEWERS, CENTRAL or GROUP: A central sewage treatment facility for a single development, community, or region with an accompanying a collection network. Must be designed to properly provide for the safe treatment and disposal of the generated raw sewage. Subject to the approval by the appropriate health and sanitation officials.

SEWERS, ON-SITE: A septic tank or similar installation on an individual lot which utilizes an aerobic bacteriological process or equally satisfactory process for the elimination of raw sewage. Must be designed to properly provide for the safe disposal of the generated raw sewage. Subject to approval by the appropriate health and sanitation officials.

SHOPPING CENTER: A group of retail and/or service establishments planned, developed, and managed as a single site with common off street parking provided on the property.

SIDEWALK: A portion of the road right-of-way outside the roadway, which is improved for pedestrian traffic.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SIGHT DISTANCE: The length of roadway ahead visible to the driver. The minimum sight distance available should sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

SIGN: Any work, lettering, figures, numbers, phrases, sentences, emblems, devices, (including loud speakers), designs, pictures, trade names or trademarks by which is affixed to, or represented directly or indirectly upon a building, structure, vehicle (including portable type vehicles) or piece of land and which directs attention to an object, place, activity, person, firm, corporation, institution, business, service, commodity or a product, which are visible from the right-of-way of any street, road, highway, or pedestrian area and designed to attract attention. The term "sign" shall not include the flag, pennant, or insignia of any nation, state, county, city or other political unit of any political, educational, charitable, philanthropic, civic, professional, religious or like campaign, drive, monument, event or any type of traffic or warning sign or signal or the usual house or building number, or a sign posted on a service or delivery type vehicle.

SIGN, ADVERTISING: A sign which directs attention to a business, commodity, service, or entertainment conducted, sold, or offered:

- (a) Only elsewhere than upon the premises where such sign is located or to which it is affixed; or
- (b) As a minor and incidental activity upon the premises where the sign is located.

SIGN, ANIMATED: Any sign having a conspicuous and intermittent variation in the illumination or physical position of any part of the sign.

SIGN, AWNING: Any sign affixed directly to an awning.

SIGN, BANNER: A temporary sign composed of lightweight material either enclosed or not enclosed in a rigid frame, secured, mounted, or so as to allow movement of the sign caused by movement of the atmosphere.

SIGN, BILLBOARD: A sign that identifies a commercial or noncommercial message related to an activity conducted, a service rendered, or a commodity sold at a location other than where the sign is located.

SIGN, BUILDING MOUNTED: Any sign painted on the outside of a building, or attached directly to in a rigid manner and parallel to the face of a building and supported throughout its entire length by such a building.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SIGN, BUSINESS: A sign which directs attention to a business, profession or industry located upon the premises where such sign is displayed or to which it is affixed, to type of products sold, manufactures or assembled and/or to service or entertainment offered upon said premises, but not pertaining to an advertising sign if such activity is only a minor and incidental to the principal use of the premises.

SIGN, CANOPY: Any sign affixed directly to any canopy.

SIGN, ELECTRONIC: Any sign that uses changing lights to form a message or messages wherein the sequence of messages and the rate of change is electronically programmed and can be modified by electronic process.

SIGN, FLASHING: Any sign having a conspicuous and intermittent variation in the illumination of the sign.

SIGN, FLAT or WALL: Any sign painted on the outside of a building, or attached directly to in a rigid manner and parallel to the face of a building and supported throughout its length by such a building. If the sign is externally illuminated, the reflectors shall project not more than two (2) feet beyond the face of the sign. Such sign or signs shall not extend beyond the top or ends of the wall.

SIGN, FREESTANDING: A sign which is attached to a self supporting structure that is placed on or anchored in the ground and that is independent of any building.

SIGN, GROSS AREA OF: The entire area within a single continuous perimeter enclosing the limits of a sign and in no case passing through or between any adjacent elements of the same. However, such perimeter shall not include any structural elements lying outside the limits of such sign and not forming an integral part of the display.

SIGN, GROUND: Any sign erected, constructed, or maintained directly upon the ground or upon uprights or braces placed in the ground with a maximum permitted ground clearance of three (3) feet above the surface on which they are placed.

SIGN, HANDBILL: Any sign that is a printed sheet or pamphlet distributed by hand.

SIGN, IDENTIFICATION: A sign used to identify: the name of the individual, family, organization or enterprise occupying the premises; the profession of the occupant; the name of the building on which the sign is displayed.

SIGN, INDIVIDUAL LETTER: Letters and/or numbers individually fashioned from metal, glass, plastic or other materials and attached directly to the wall of a building, but not including a sign painted on a wall or other surface.

SIGN, MOBILE: A sign that is permanently attached to a structure on wheels, skids, or other form of mounting by which the structure is not permanently affixed in or to the ground.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SIGN, NEON: Any sign which emanates neon light either by means of exposed tubing or lamps on its surface, or by means of illumination transmitted through the sign faces.

SIGN, OFF-PREMISES: A sign advertising an attraction, facility, or product and the location of said attraction, facility, or product. The sign may or may not be located on the same property as the advertised item.

SIGN, PAINTED: A sign painted directly on the exterior surface of a structure or building.

SIGN, POLE: Any sign affixed to a freestanding supporting pole or poles, embedded in, and extending upward from the ground with a ground clearance exceeding three (3) feet.

SIGN, PROJECTING: Any sign projecting from the face of a building and securely attached to the building by bolts, anchors, chains, guys, or to posts, poles, or angle irons attached directly to the building.

SIGN, REAL ESTATE: A sign pertaining to the sale or lease of the lot or tract of land on which the sign is located or to the sale or lease of one or more structures or a portion thereof located on such lot or tract of land.

SIGN, ROOF: Any sign erected upon, against, or directly above a roof or roof eave, or on top of or above the parapet, or on a functional architectural appendage above the roof or roof eave.

SIGN, TEMPORARY: A banner, pennant, poster display or illustration which is affixed to or painted upon or represented directly or indirectly upon a building, structure or piece of land and which directs attention to an object, product, place, person, institution, organization or business and is constructed of cloth, canvas, plastic sheet, cardboard or other like materials and which is intended to be displayed for a limited period of time.

SIGN, WINDOW: Any type of sign or outdoor advertising device which is attached to a window of any building, but shall not extend past the limits of the window. For the purpose of Article XIV, SIGN REGULATIONS, of the Official Zoning Ordinance, the word "window" shall be construed to mean any glass which comprises part of the surface of the wall regardless of its movability.

SILTATION: The process of soil removed by erosion being deposited and accumulated at another site on land or in a body of water.

SITE PLAN: A plan prepared to scale showing accurately and with complete dimensions, the location of all proposed uses and all site development features for a specific site. A site plan addresses physical design, location of structures, access management, interior vehicular and pedestrian access, stormwater management, landscaping, signage, provision of all required improvements, and the interrelationship of the various site plan components.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SLOPE: An inclined ground surface, the inclination of which is expressed as a ratio of horizontal distance to vertical distance. Slope may also be expressed in percent, degrees, or both, from the horizontal.

SLOUGHING: A slipping or downward movement of an extended layer of soil resulting from the undermining action of water or the earth disturbing activity of humans.

SMALL PRINTING ESTABLISHMENTS: Business facilities that are involved in the preparation and/or reproduction of material in a printed form. Such facilities are intended to be limited to activities serving the general public and not intended to include industrial type printing establishments.

SOIL LOSS: Soil removed from a given site by the force of erosion. Soil loss results in the redeposit of the soil at another site on land or in a body of water.

SOUND LEVEL METER: An instrument standardized by the American Standards Association for measurement of intensity of sound.

SPECIFIED ANATOMICAL AREAS:

1. Less than completely and opaquely covered:
 - (A) human genitals, pubic region;
 - (B) buttock;
 - (C) female breast below a point immediately above the top of the areola; and
2. Human male genitals in a discernible turgid state, even if completely and opaquely covered.

SPECIFIED SEXUAL ACTIVITIES:

1. Acts of human masturbation, sexual intercourse, or sodomy or any acts of bestiality.
2. Fondling or other erotic touching of human genitals, pubic region, buttock or breast of either male or female.
3. Human genitals in a state of sexual stimulation or arousal.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SPEED CHANGE LANE: A separate lane for the purpose of enabling a vehicle entering or leaving a roadway to increase (acceleration lane) or decrease (deceleration lane) its speed to a rate at which it can more safely merge or diverge with through traffic.

STABILITY: A state of slope equilibrium, identified through observation, measurement, analysis, and experience, which affords an acceptable margin of safety against immediate or long-term development of instability.

STOPPING SIGHT DISTANCE: The distance traveled by the vehicle from the instant the driver of a vehicle sights an object necessitating a stop, to the instant the brakes are applied, and the distance required to stop the vehicle from the instant brake application begins.

STORAGE LANE: Additional land frontage added to a deceleration lane to store the maximum number of vehicles likely to accumulate during a critical period without interfering with the through lanes.

STABLE, PRIVATE: A separate accessory building with a capacity for not more than one (1) horse or one (1) pony for each six thousand (6,000) square feet of lot area whereon such stable is located and where such horses or ponies are owned by the owners or occupants of the premises and not kept for compensation, hire or sale.

STABLE, PUBLIC: A main building with a capacity for not more than one (1) horse or one (1) pony for each six thousand (6,000) square feet of lot area whereon such stable is located and where such horses or ponies are owned by the owners or occupants of the premises and are kept for compensation, hire or sale.

STORY: That portion of a building included between the surface of any floor and the surface of the floor next above it, or if there be no floor above it, then the space between such floor and the ceiling immediately above. For purposes of this ordinance, a basement shall not be counted as a story, unless more than one-half (1/2) of its height is above the average level of the adjoining grade.

STORY, HALF: A story under a gable, hip, or gambrel roof, the wall plates of which on at least two (2) opposite exterior walls are not more than three (3) feet above the floor of such story.

STREET: A public thoroughfare, either public or private, and constructed either within the boundaries of an officially deeded and accepted public right-of-way, or constructed within private property laid out for access purposes, which affords principal means of access to abutting property.

STREET, ARTERIAL: Public thoroughfare which serve the major movements of traffic within and through the community as identified in the adopted Comprehensive Plan for the City.

CONTINUED: SECTION 2.0 - DEFINITIONS;

STREET, COLLECTOR: A thoroughfare, whether within a residential, employment, commercial, or other type of development, which carries traffic primarily from local to arterial streets, including the principal entrance and circulation routes within residential subdivisions.

STREET, CUL-DE-SAC: A local street of relatively short length with one end open to traffic and the other end terminating in a vehicular turnaround.

STREET, DEAD-END: A street having an outlet at one end only and terminated at the other end by undeveloped property. It may or may not have facilities permitting vehicles to turn around.

STREET, EXPRESSWAY: A limited access multi-lane highway designed exclusively for unrestricted vehicular traffic having no private access with only interchanges at select arterial or major streets.

STREET, FREEWAY: A limited access multi-lane highway designed exclusively for unrestricted vehicular traffic with all crossroads

STREET, FRONTAGE ROAD (SERVICE OR ACCESS ROAD): A street adjacent to a freeway, expressway, or arterial street separated therefrom by a dividing strip and providing access to abutting properties.

STREET, LOCAL: A street designed to provide vehicular access to abutting property and to discourage through traffic.

STREET, MAJOR: Any public thoroughfare classified as either an "arterial", "freeway", or "expressway".

STREET, PRIVATE: A private thoroughfare, not dedicated to the city, which affords access to abutting property for private users of such property. For the purposes of density calculations, a private street shall constitute the areas of its surface and sidewalks or the private right-of-way if designated on the recorded plat.

STREET, PUBLIC: A public thoroughfare, constructed within the boundaries of an officially deeded or dedicated and accepted public right-of-way, which affords principal means of access to abutting property. For purposes of density calculations, a public street shall constitute all of the area within the public right-of-way.

STREET, SUBCOLLECTOR: A street designed to provide a traffic route from local to collector streets.

CONTINUED: SECTION 2.0 - DEFINITIONS;

STRUCTURE: Anything constructed or erected, the use of which requires more or less permanent location in or on the ground or attachment to something having a permanent location in or on the ground, including buildings, mobile homes, walls, signs, fences, satellite dishes and billboards, but not including earthworks, ditches, canals, dams, reservoirs, pipelines, telephone or telegraph or electric power lines, driveways, or curbs.

SUBDIVIDER: Any individual, firm, association, syndication, co-partnership, corporation, trust, governmental agency or any other legal entity commencing proceedings under these regulations, to create a subdivision of land as defined herein for himself or for another.

SUBDIVISION:

- A. The division of any parcel of land shown as a unit or as continuous units on the last preceding tax roll, into two (2) or more parcels, sites or lots, any one (1) of which is less than five (5) acres for the purpose whether immediate or future, of transfer of ownership; provided, however, that the division or partition of land into parcels of more than five (5) acres not involving any new streets or easements of access, and the sale or exchange of parcels between adjoining lot owners, where such sale or exchange does not create additional building sites, shall be exempted; or
- B. The improvement of one (1) or more parcels of land for residential, commercial or industrial structures or groups of structures involving the division or allocation of land for the opening, widening, extension of any street or streets, except private streets serving industrial structures; the division or allocation of land as open spaces for common use by owners, occupants or lease holders or as easements for the extension and maintenance of public sewer, water, storm drainage or other public facilities.

SURFACE PROTECTION: Application of natural or mechanical measures which control erosion while allowing surface water to flow.

SURVEYOR: A qualified registered land surveyor in good standing with the Kentucky Board of Registration.

SWALE: A low, flat depression, either dug or natural, for the purpose of drainage of storm water or irrigation with intermittent flow.

CONTINUED: SECTION 2.0 - DEFINITIONS;

SWIMMING POOL, OUTDOORS: Any structure or device of any kind that is intended for swimming purposes, including but not limited to: any pool or tank of any material or type of construction, or any depression or excavation in any natural or constructed material, or any dike or berm of any material or type of construction; including all appurtenances to such structure or device and all appliances used in connection therewith; which structure or device is intended to cause, or would cause if completely filled, the retaining of water to a greater depth than eighteen (18) inches at any point. Any such structure or device shall be deemed to be included within the meaning of the term "structure" as used in this ordinance.

Outdoor swimming pools shall be deemed to consist of the following classes: Private, semi-public, public and commercial, as follows:

1. **PRIVATE:** When consisting of any accessory structure appurtenant to a one-family or two-family dwelling and used only as such by persons residing on the same lot and their private guests (as distinguished from groups of any kind) with no payment of any kind or in any form charged or received for such use.
2. **SEMI-PUBLIC:** When consisting of an accessory structure appurtenant to a multiple dwelling, hotel, motel, church, school or private club, or country club, and used only as such by persons who reside or are housed on the same lot or who are regular members of such church, club, country club or regular attendants at such school and by individual guests (as distinguished from groups of any kind) of the foregoing with no payment of any kind or in any form being charged or being received for such use.
3. **PUBLIC:** A swimming pool maintained and operated by a municipality or other unit of government for the general public, whether or not an admission fee is charged.
4. **COMMERCIAL:** A swimming pool operated for profit open to the public upon payment of an hourly, a daily, weekly, monthly, annual, or other fee.

TAVERN: Any establishment selling, by the drink for consumption on the premises, fermented malt beverages or malt, vinous or spirituous liquors, and non-alcoholic beverages.

TEMPORARY: Lasting only a while; not permanent.

TEMPORARY STRUCTURE: Structures of a temporary nature erected for a period not to exceed twelve (12) months for such uses as construction offices or storage buildings at a construction site.

TENT: Any structure or enclosure, the roof of which and/or one-half ($\frac{1}{2}$) or more of the sides constructed of silk, cotton canvas, fabric, or a similar light material.

CONTINUED: SECTION 2.0 - DEFINITIONS;

TOE: The lowest point of a slope.

TOPSOIL: Surface and upper surface soils which presumably are darker colored, fertile soil materials, ordinarily rich in organic matter or humus debris.

TOURIST COURT: See MOTELS

TRACT: A parcel of land identified by letter or number, the boundaries of which are shown on the Recorded Subdivision Plat.

TRAFFIC IMPACT STUDY (TIS): A traffic impact study is a study analyzing existing and anticipated Street conditions to determine traffic impacts associated with potential development.

TRASH CONTAINERS, CAN-TYPE TRASH AND REFUSE RECEPTACLES: That type of refuse container not exceeding forty (40) gallon capacity which can be manually lifted and dumped.

TRASH CONTAINERS, METAL DUMPSTER: That type of trash and refuse containers which exceed forty (40) gallon capacity, and are self-dumping by means of a specially designed front, side or rear loading vehicle.

TRAILER: Any vehicle or structure (including automobile trailer and trailer coach) constructed in such a manner as to permit occupancy thereof as sleeping quarters or the conduct of any business, trade or occupation, or use as a selling or advertising device or use for storage or conveyance for tools, equipment or machinery, and so designed that it is or may be mounted on wheels and used as a conveyance on highways and streets, propelled or drawn by its own or other motor power.

TRAILER, TEMPORARY: A trailer located on a lot or tract of land for a period of not more than thirty (30) days and for which a Temporary Zoning Certificate and Temporary Occupancy Permit has been secured.

TRUCK TERMINAL: Premises which are used for loading or unloading of trucks upon which storage of cargo is incidental to the primary function of motor freight shipment or shipment point, and which is designed to accommodate the simultaneous loading or unloading of two (2) or more trucks.

UNIT: Means planning unit. KRS 100.111(23).

USE: The specific purpose for which a lot or structure is designated, arranged, intended, or for which it is or may be occupied or maintained; also, any activity, occupation, business or operation carried on, or intended to be carried on, in a building, structure or on a tract of land.

USE, PERMITTED: A use which may be lawfully established, if permitted, in a particular zone provided it conforms with all requirements of such zone.

CONTINUED: SECTION 2.0 - DEFINITIONS;

USE, PRINCIPAL: The main use of land or buildings as distinguished from a subordinate or accessory use.

USED CAR LOT: A permanently surfaced parking area on which are displayed operative automobiles each of which is capable of being started and driven off the lot under its own power.

UTILITY BUILDING: A detached accessory building used for the purpose of storing equipment and materials and/or housing parts of electrical, plumbing and heating systems for the main building.

VARIANCE: A departure from dimensional terms of the zoning regulations pertaining to the height, width, or location of structures, and the size of yards and open spaces where such departure meets and requirements of KRS 100.241 to 100.247. KRS 100.111(24).

VARIANCE, DIMENSIONAL: A departure from the terms of the Zoning Ordinance pertaining to height or width of structures and size of yards and open spaces, where such departure will not be contrary to the public interest, and where, owing to conditions peculiar to the property because of its size, shape of topography, and not as a result of the actions on the applicant, the literal enforcement of the zoning regulations would result in unnecessary and undue hardship.

VICINITY MAP: A drawing located on the plat which sets forth by dimensions or other means, the relationship of the proposed subdivision or use to other nearby developments or landmarks and community facilities and service within the general area in order to better locate and orient the area in question.

VIDEO ARCADE: See ELECTRO-MECHANICAL GAMES CENTER

WALL: A boundary enclosure or separating barrier which is usually opaque.

WAREHOUSE: Any building or structure which use is limited to the storage of equipment or material.

WATERCOURSE: A stream, river, or channel for water, as a canal.

WHOLESALE ESTABLISHMENT: An establishment that engages in the sale of goods, merchandise and commodities for resale by the purchaser.

WORK AREA: A specifically indicated area of land on which earthwork operations are under permit; may be a portion of a site or the entire site, depending on the topography.

YARD: A required open space unoccupied and unobstructed by any structure or portion of a structure from three (3) feet above the general ground level of the graded lot upward; provided accessories, ornaments, and furniture may be permitted in any yard, subject to height limitations and requirements limiting obstruction of visibility.

CONTINUED: SECTION 2.0 - DEFINITIONS / YARD;

1. **FRONT YARD:** An area extending the full width of the lot or building site measured between a line parallel to the street right-of-way line intersecting the foremost point of any building excluding steps and unenclosed porches and the front lot line, as defined herein.
2. **REAR YARD:** An area extending across the full width of the lot and measured between a line parallel to the rear lot line, as defined herein, which intersects the rearmost point of any building excluding steps and unenclosed porches and the rear lot line.
3. **SIDE YARD:** An area between any building and the side lot line, as defined herein, extending from the front to the rear yard or on through lots or building sites from one front lot line to the other front lot line.

ZONING ADMINISTRATOR: The individual appointed by the City of Alexandria or by a firm, organization, agency or company contracting with the City to provide zoning administration services, to administer and enforce the provisions of the zoning regulations.

ZONING DISTRICT: A mapped area to which different land use controls are imposed. These controls specify the allowed uses of land and buildings, the intensity or density of such uses, and the maximum height and minimum setbacks for any proposed structure within the City of Alexandria. The words "DISTRICT" and "ZONE" shall also be synonymous with "ZONING DISTRICT".

ZONING ENFORCEMENT OFFICER: An individual appointed and/or designated by the City of Alexandria Planning Commission, or by an agency, firm, organization or company contracted by the Planning Commission to provide zoning enforcement services, to issue citations for violations of the zoning regulations and the subdivision regulations pursuant to KRS 100.991(4) and (5).

ZONING MAP AMENDMENT: A change to the existing zoning district boundaries, or a change in classification or district within the boundaries.

ZONING PERMIT: A permit issued by the Planning Commission or its designee authorizing the permitted use or lot and/or a structure and its accompanying characteristics.

ZONING REGULATIONS: The minimum land use requirements for each zoning district, adopted for the promotion of the public health, safety, morals and general welfare. Whenever the requirements of the Official Zoning Ordinance conflict with the requirement of any other lawfully adopted rules, regulations, ordinances, orders or resolutions, the most restrictive, or that imposing the higher standards shall govern.

ARTICLE III SUBDIVISION PROCEDURE

Any person desiring to subdivide any lot, tract or parcel of land, or to change or rearrange any such lot, tract, or parcel of land within the City of Alexandria, shall comply with the procedures established in this article and other applicable articles and sections of these regulations and in the sequence specified.

SECTION 3.0 PRELIMINARY INFORMATION: The subdivider is encouraged to notify the Planning Commission, or its duly authorized representative, of his/her intention to subdivide a property prior to submission of the Preliminary Plat. Such notification should include, mention or illustration of any aspect or feature which will affect the design or layout of the subdivision. For clarity, the subdivider may utilize a map to illustrate various features or aspects of the property.

SECTION 3.1 SUBMISSION OF PRELIMINARY PLAT: The subdivider shall file twelve (12) copies of the Preliminary Plat with the Planning Commission's duly authorized representative, prepared in accordance with the requirements of Article IV, at least thirty (30) consecutive days prior to the planning commission meeting at which the plat will be reviewed. Such submission shall be considered the date of official filing. The subdivider shall also submit copies of the Preliminary Plat to the applicable local (city, county, and other local agencies) and state governmental agencies, and other organizations (see checklist--a part of the Preliminary Plat application). At this time, the following material shall also be filed with the Planning Commission's duly authorized representative, where applicable.

A. APPLICATION FOR PRELIMINARY PLAT APPROVAL:

An application (provided by the Planning Commission) shall be submitted (see APPENDIX F). At the time of submission, the Planning Commission's duly authorized representative, shall indicate on the application, the date of submission and signature of the Planning Commission's duly authorized representative.

B. INDIVIDUAL ON-SITE DISPOSAL SYSTEM/ PACKAGE TREATMENT PLANT PERMITS & APPROVAL (where applicable):

Where individual on-site disposal systems or package treatment plants have been approved, as per SECTION 7.2 of these regulations, a copy of the permit approved by the Northern Kentucky Health Department shall be required.

C. PRELIMINARY PLAT FEES:

Preliminary Plat fees shall be submitted in accordance with ARTICLE VIII, SECTION 8.1 of these regulations.

D. EROSION AND SEDIMENTATION CONTROL PLANS:

In the event the subdivider elects to proceed with grading, following preliminary plat approval, or conditional approval, but prior to the submission of improvement drawings and specifications, three (3) copies of plans for control of erosion and sedimentation (as per SECTION 7.13) must also be submitted to the Planning Commission's duly authorized representative for review and approval.

SECTION 3.2 PROCESSING OF THE PRELIMINARY PLAT: Within three (3) working days after the date of filing of the Preliminary Plat, the Planning Commission's duly authorized representative shall notify the local and state governmental agencies, and other organizations of the public meeting and transmit copies of the proposed Preliminary Plat (number of agencies notified including copies forwarded shall be determined from a CHECKLIST on the application provided by the Planning Commission's duly authorized representative).

The local and state governmental agencies and other affected organizations shall forward their recommendations an/or comments, if any, to the Planning Commission or its duly authorized representative prior to or at the meeting of the Planning Commission at which the issue will be heard.

The Preliminary Plat, the application, and all other required information, shall be checked by the Planning Commission's duly authorized representative for compliance with: (1) the requirements of the Preliminary Plat as per ARTICLE IV; (2) the requirements of the applicable zoning ordinance; and (3) any other pertinent sections of applicable regulations.

SECTION 3.3 PLANNING COMMISSION ACTION: The Planning Commission's duly authorized representative, shall review the Preliminary Plat, including determination of its conformance to the requirements of these regulations, and shall consider the recommendations and/or comments of all applicable local (City, county and other local agencies) and state governmental agencies and other applicable organizations, and shall forward such recommendations and/or comments to the Planning Commission along with its recommendations. The Planning Commission shall then review the recommendations of its duly authorized representative and/or comments of all applicable local (city, county, and other local agencies) and state governmental and other affected organizations, and take one (1) of the following actions: (1) approve the plat; (2) approve the plat, subject to conditions; or (3) disapprove the plat; within two (2) consecutive meetings from the date of official filing, unless such time is extended by agreement between the Planning Commission and the subdivider. **Approval of the Preliminary Plat by the Planning Commission does not constitute final approval of**

the subdivision, but is merely an authorization to proceed with the preparation of the improvement drawings and specifications and the Final Plat.

In the event of conditional approval or disapproval of the Preliminary Plat, a statement, in writing, by the Planning Commission setting forth the conditions of approval, or reasons for disapproval, shall be submitted to the subdivider.

Approval or conditional approval of a Preliminary Plat shall be valid and not subject to additional requirements for a period of twenty-four (24) consecutive calendar months, except that if a portion of an approved Preliminary Plat is approved or conditionally approved as a Final Plat, said approval or conditional approval of the remainder of the Preliminary Plat shall be valid for twenty-four (24) consecutive calendar months after the date of approval or conditional approval of said Final Plat (as provided for in SECTION 3.7). The Planning Commission may, upon receipt of a request by the subdivider, grant an extension to this twenty-four (24) month period if prevailing conditions have not changed appreciably.

SECTION 3.4 SUBMISSION AND PROCESSING OF PRELIMINARY GRADING PLANS:

Following approval or conditional approval of the Preliminary Plat, the subdivider may elect to proceed with preliminary grading of the area to be subdivided, provided that plans for erosion and sedimentation (as per SECTION 7.13) are submitted to the Planning Commission's duly authorized representative who shall check the erosion and sedimentation plans for preliminary grading to insure their conformance with the approved or conditionally approved Preliminary Plat and that they meet the requirements established in ARTICLE VII and other pertinent sections of these regulations. Following this review, the Planning Commission's duly authorized representative shall take one of the following actions: (1) approve the erosion and sedimentation plans for preliminary grading; (2) approve the erosion and sedimentation plans for preliminary grading, subject to conditions; or (3) disapprove the erosion and sedimentation plans for preliminary grading. In the event of conditional approval or disapproval, a statement, in writing, by the Planning Commission's duly authorized representative, setting forth the conditions of approval, or the reasons for disapproval, shall be submitted to the subdivider. All sites containing ½ acre or more must submit grading plans prior to initiating grading work. Sites containing less than ½ acre which have steep topography or where excessive cut and fill will greatly change the topography thus impacting the natural drainage of the site or capacity of the stormwater system shall submit a preliminary grading plan when requested by the planning commission's duly authorized representative.

SECTION 3.5 SUBMISSION OF IMPROVEMENT DRAWINGS AND SPECIFICATIONS:

Following approval or conditional approval of the Preliminary Plat by the Planning Commission, the subdivider may elect to submit the improvement drawings and specifications to the Planning Commission's duly authorized representative for review and approval, prior to the submission of the Final Plat. It shall also be the responsibility of the subdivider to submit copies of the improvement drawings and specifications to, include but not limited to, the applicable local and state governmental agencies and other organizations affected by the subdivision. Said improvement

drawings and specifications shall include at least the area intended for processing as a Final Plat. At this time, the subdivider shall submit to the Planning Commission's duly authorized representative, the following:

1. Three (3) copies of the Sanitary Sewerage & Storm System Plans and Profiles (as per SECTION 7.0 & 7.2);
2. Three (3) copies of the Water System Plans (as per SECTION 7.3);
3. Three (3) copies of the Street Plans and Profiles, including typical cross sections (as per SECTION 7.4);
4. Three (3) copies of the Drainage Report, including computations, (as per SECTION 7.0);
5. Three (3) copies of plans for control of erosion and sedimentation (as per SECTION 7.13) if not submitted previously for processing as per SECTION 3.4;
6. Where applicable, three (3) copies of the landscape plan as required by Section 7.14 and Article 10 of the Alexandria Zoning Ordinance;
7. The required fees as per SECTION 8.1.

SECTION 3.6 PROCESSING OF IMPROVEMENT DRAWINGS AND PLANS: The Planning Commission's duly authorized representative shall check the improvements drawings and plans to insure they are in conformance with the approved or conditionally approved Preliminary Plat and that they meet the requirements established in ARTICLE VII and other pertinent sections of these regulations. The Planning Commission's duly authorized representative shall also contact the applicable local and state governmental agencies and other organizations for their comments as they pertain to the proposed improvement drawings and specifications. Following these reviews, the Planning Commission's duly authorized representative shall take one of the following actions: (1) approve the improvement drawings and specifications; (2) approve the improvement drawings and specifications, subject to conditions; or (3) disapprove the improvement drawings and specifications. In the event of conditional approval or disapproval, a statement, in writing, by the Planning Commission's duly authorized representative, setting forth the reasons for conditional approval or disapproval, shall be submitted to the subdivider.

SECTION 3.7 SUBMISSION OF THE FINAL PLAT:

- A. **GENERAL:** The Final Plat shall only be submitted after the Preliminary Plat has been approved or conditionally approved. The Final Plat shall conform to the approved or conditionally approved Preliminary Plat and shall include all changes, additions, deletions, or approvals as may be required on conditional approval by the Planning Commission, and shall be prepared in accordance with ARTICLE V and other applicable sections of these regulations.

- B. **PREPARATION:** The subdivider may cause, within twenty-four (24) consecutive calendar months after the approval or conditional approval of the Preliminary Plat, the subdivision or any part thereof, to be surveyed and a final plat thereof to be prepared. The Final Plat shall contain only that portion of the approved or conditionally approved Preliminary Plat which the subdivider wishes to have approved, recorded and developed at that time. Final Plats which are a portion of the approved or conditionally approved Preliminary Plat shall be named and listed as "Filing No. (assigned by Planning Commission's duly authorized representative) of (Name of Subdivision)". Final Plats which are resubdivisions of approved and recorded Final Plats shall be labeled as "RESUBDIVISION OF (Appropriate Listing Title)". The subdivider shall insure that the Final Plat is prepared under the supervision of a registered land surveyor.
- C. **FILING:** The subdivider shall submit to the Planning Commission's duly authorized representative, twelve (12) copies of the Final Plat drawings prepared in accordance with ARTICLE V of these regulations. At this time, the following material shall also be filed with the Planning Commission's duly authorized representative, unless otherwise noted:
1. Application for Final Plat approval: An application (provided by the Planning Commission) shall be submitted (APPENDIX F). At the time of submission, the Planning Commission's duly authorized representative, shall indicate, on the application, the date of submission and signature of the Planning Commission's duly authorized representative.
 2. Traverse Sheets: Three (3) copies of the traverse calculations. The minimum traverse calculations required shall include a closed traverse of the subdivision boundaries (as per SECTION 5.0, B).
 3. Improvement Drawings and Specifications: Improvement drawings and specifications will be required, if not submitted previously for processing, as per SECTIONS 3.5 and 3.6.
 - a. Three (3) copies of the Sanitary Sewerage & Storm Systems Plans and Profiles (as per SECTION 7.1 & 7.2).
 - b. Three (3) copies of the Water System Plans (as per SECTION 7.3).
 - c. Three (3) copies of the Street Plans and Profiles, including typical cross sections (as per SECTION 7.4).

4. Drainage Plans Including Computations and Plans for Control of Erosion and Sedimentation: This report will be required, if not submitted previously for processing, as per SECTIONS 3.4 and 3.5.
 - a. Three (3) copies of the Drainage Report, including computations (as per SECTION 7.0).
 - b. Three (3) copies of plans for control of erosion and sedimentation (as per SECTION 7.13).
5. As-Built Improvement Drawings: Where the improvement drawings and specifications were previously submitted and approved prior to the submission of the Final Plat, as per SECTIONS 3.5 and 3.6, and where improvements were constructed differently from the originally approved improvement drawings, the subdivider shall submit three (3) copies of the As-Built Improvement Drawings for the sanitary sewerage and storm system and water system.
6. Final Plat Fees: Final Plat fees shall be submitted in accordance with SECTION 8.1.
7. Guarantee: A guarantee (if applicable) per SECTION 7.18 of these regulations.

SECTION 3.8 PROCESSING OF THE FINAL PLAT AND WHERE APPLICABLE, THE IMPROVEMENT DRAWINGS AND SPECIFICATIONS: The Planning Commission's duly authorized representative, shall check the Final Plat as to conformity with the approved, or conditionally approved, Preliminary Plat and all other pertinent aspects as required in ARTICLE VI and other applicable sections of these regulations. Following review, the Planning Commission's duly authorized representative shall recommend one (1) of the following actions: (1) approve the Final Plat; (2) cause to revise the Final Plat, subject to conditions; or (3) disapprove the Final Plat, in accord with SECTION 3.9, B. Where applicable, the Planning Commission's duly authorized representative, shall also check the improvement drawings and specification, drainage plans and plans for erosion and sedimentation control, to insure that they are in conformity with the Final Plat and that they meet the requirements as established in ARTICLE VII and other pertinent sections of these regulations. In the event that improvement drawings and specifications were previously submitted and approved, prior to the submission of the Final Plat, and where improvements were constructed differently from the originally approved improvement drawings, the Planning Commission's duly authorized representative, review the as-built drawings (if required as per SECTION 3.7, C., 5.) for their conformity to the Final Plat. Where improvements were constructed in accord with the originally approved improvement drawings, the subdivider's engineer shall certify, in writing to the Planning Commission that the improvements have been constructed and tested, where applicable, in accordance with the approved improvement drawings including any condition(s) added by the Planning Commission's duly authorized representative.

SECTION 3.9 PLANNING COMMISSION ACTION: Following the review of the Final Plat and, when applicable, the improvement drawings and specifications, as per SECTION 3.8, the Planning Commission shall take one (1) of the following final actions:

- A. **FINAL APPROVAL--** final approval of a plat shall be given in one (1) of two (2) ways:
 - 1. **After construction of improvements:** after the subdivider has obtained approval or conditional approval of the improvement drawings and plans, as indicated in SECTION 3.6 and has installed all required improvements in compliance with these regulations, final inspections have been performed and certified in accord with SECTION 7.15 and record copies of as-built drawings have been submitted (if such improvements were constructed differently than the originally approved improvement drawings), the Planning Commission shall then give Final Approval. The original drawing of the Final Plat shall then be signed and dated by the Chairperson of the Planning Commission.
 - 2. **Before construction of improvements:** The Planning Commission may give Limited Approval for the purpose of allowing the plat to be recorded before all required improvements are installed or completed, provided that a construction agreement and a guarantee (security bond) is submitted with the plat for the purpose of assuring installation and completion of such improvements. The amount of the guarantee (security bond) shall be based on an estimate made by the subdivider and approved by the Planning Commission's duly authorized representative (see SECTION 7.18). The original drawing of the Final Plat shall then be signed and dated by the Chairperson of the Planning Commission indicating that the Final Plat has received such Limited Approval, that there is a construction agreement and guarantee, and the amount of the bond. Upon determination that all requirements of these regulations have been met and only when all improvements are completed and installed and certified as such by the Planning Commission's duly authorized representative, shall the Planning Commission give a totally effective Final Approval. The original drawing of the Final Plat shall then be signed and dated by the Chairperson of the Planning Commission indicating such Final Approval. The guarantee (security bond) shall be returned to the subdivider only after all improvements are installed, completed, and certified as such by the Planning Commission's duly authorized representative, Final Plat approval has been issued by the Planning Commission, and after as-built drawings have been provided to the Planning Commission, according to these regulations.

- B. Where construction and installation of utilities and other improvements which are not under the control and responsibility of the subdivider under these regulations are not complete when the Final Plat is offered for approval, the following shall apply:
1. A construction agreement and a guarantee (security bond) shall be submitted with the Final Plat for the purpose of assuring that any damage to the public right-of-ways and/or improvements therein caused by installation of the utilities will be repaired and/or restored. The amount of the guarantee (security bond) shall be based upon an estimate made by the subdivider and approved by the Planning Commission's duly authorized representative (See SECTION 7.18).
 2. Final Approval of the Final Plat pursuant to KRS 100.277(4), and release of the construction guarantee and security, shall not occur until installation of utilities and other improvements which are not under the control and responsibility of the subdivider under these regulations shall have been completed, and the public right-of-ways and easements and improvements thereon have been repaired, replaced, restored and/or completed and are certified by the Planning Commission's duly authorized representative that such are in full compliance with these regulations; the forty-five (45) days set forth in KRS 100.277(4) shall then begin to run.
- C. A subdivision may receive Final Plat Approval if required sidewalks have not been installed. However, it shall be the subdivider's continuing responsibility to insure that such sidewalks are ultimately installed (See SECTION 3.12).
- D. **DISAPPROVAL:** Should the Planning Commission decide to disapprove the Final Plat, written notice of such action, including the reasons for disapproval shall be made to the subdivider by the Planning Commission's duly authorized representative. The action shall be entered on the official records of the Planning Commission and the Commission's duly authorized representative.

SECTION 3.10 EFFECT OF APPROVAL: After the Final Plat has been approved by the Planning Commission or the Planning Commission's duly authorized representative, and signed by the Chairperson of the Planning Commission, it shall be recorded as specified in SECTION 3.12 of these regulations. Final plat certification by the planning commission shall not occur until all lots

created by the subdivision are appropriately marked in accordance with Section 7.11 of these regulations.

SECTION 3.11 DISPOSITION OF APPROVED FINAL PLAT: After approval of the Final Plat by the Planning Commission, the subdivider's land surveyor shall submit six (6) copies of the Final Plat for disposition and one (1) reproducible mylar copy to the Planning Commission's duly authorized representative for record purposes.

SECTION 3.12 RECORDING: After approval of the Final Plat, the original drawing of the approved Final Plat shall be filed in the Campbell County Clerk's office, after which lots may be sold, leased or transferred. A certificate of occupancy, however, may not be issued until all required improvements have been installed and completed. In the case where sidewalk improvements have not been completed, a conditional certificate of occupancy shall be given, provided either a guarantee (bond) is executed as per SECTION 7.18, A of these regulations, or a time period for completion is established, by contract with the City of Alexandria or fiscal court not to exceed six (6) months, signed by the developer, builder, and owner of the premises for which the improvements will serve.

SECTION 3.13 SUBMISSION OF RECORD COPIES OF IMPROVEMENT DRAWINGS: Where public improvements were constructed, the subdivider shall submit to the Planning Commission's duly authorized representative, on (1) reproducible mylar of the Record Copies of as-built Improvement Drawings including plans and profiles for streets, sanitary and storm sewer and water systems reflecting significant changes, where applicable, prior to approval of a Final Plat, per SECTION 3.9, A, 1, or release of Guarantee per SECTIONS 3.9, A, 2, and 7.18.

SECTION 3.14 ACCEPTANCE OF IMPROVEMENTS FOR MAINTENANCE AND/OR LAND OFFERED FOR DEDICATION: After all improvements have been installed in accordance with the approved improvement drawings and specifications, certified in writing by the subdivider's engineer or record copies of as-built drawings have been submitted to the Planning Commission, and the City's inspector has indicated that the inspection was made and approved (per SECTION 7.15) and upon Final Approval by the Planning Commission, the expiration of forty-five (45) days after such inspection and final approval, the City of Alexandria shall be deemed to have accepted for maintenance (or in the case of lands to be dedicated, may accept such lands in fee simple, by easement, or other such instrument approved by the applicable governmental body), pursuant to applicable state statutes and other applicable regulations. Where construction and installation of utilities and other improvements which are not under the control and responsibility of the subdivider under these regulations are not complete when the Final Plat is offered for approval, the following shall apply:

- A. A construction agreement and a guarantee (security bond) shall be submitted with the Final Plat for the purpose of assuring that any damage to the public right-of-ways and/or

improvements therein caused by installation of the utilities will be repaired and/or restored. The amount of the guarantee (security bond) shall be based upon an estimate made by the subdivider and approved by the Planning Commission's duly authorized representative (see Section 7.18).

- B. Final Approval of the Final Plat pursuant to KRS 100.277(4), and release of the construction guarantee and security, shall not occur until installation of utilities and other improvements which are not under the control and responsibility of the subdivider under these regulations shall have been completed, and the public right-of-ways and easements and improvements thereon have been repaired, replaced, restored and/or completed and are certified by the Planning Commission's duly authorized representative that such are in full compliance with these regulations; the forty-five (45) days set forth in KRS 100.277(4) shall then begin to run.

SECTION 3.15 REVOCATION OF SUBDIVISION PLAT: Revocation of a previously approved subdivision plat shall be permitted only in accordance with KRS 100.285 as follows:

1. Upon application of all persons owning land comprising a subdivision, the planning commission may revoke the approval of a subdivision plat, including all dedications of public facilities, easements, and right-of-ways.
2. Before any plat shall be revoked, all owners shall, as part of their application for revocation state under oath that no person has purchased a lot shown on the plat.
3. A revocation shall become effective only upon:
 - a. A notation on the margin of the recorded plat stating that such plat has been revoked and the date of such vote of revocation; such notation shall be signed by the planning commission chairman or other duly authorized representative; and
 - b. A written approval of such revocation filed with the commission, duly assigned by each entity to which an offer of dedication of any public or private facility, easement or right-of-way was made on the plat.
4. The remedy provided in this section is in addition to all other remedies provided by law and shall not impair the right of the commission or any interested party from filing an application in circuit court for such relief as may be appropriate.

SECTION 3.16 SUBMISSION AND PROCESSING OF IDENTIFICATION PLATS:

- A. **GENERAL:** It is the purpose of the identification plat to provide a process whereby parcels or lots may be subdivided from land, without having to be processed through the Preliminary and Final Plat procedures, as established in these regulations. Identification Plats for subdividing and platting land including strips, parcels, tracts, residuals, remnants, lots or lot splits, for sale, lease, mortgages or building development, may be used in accord with these regulations. In order to be

processed as an identification plat, the following requirements must be met in addition to other requirements of these regulations:

1. Except for tracts subdivided for financing or mortgage purposes, in areas approved or conditionally approved as a Preliminary Plat as noted in Section 3.16 A, 3 (d), the parcel to be subdivided will not involve the construction of any public water lines, storm and sanitary sewers, and streets, which require review and processing through Preliminary and Final Plat Procedures.
2. Not more than two (2) lots may be subdivided from an original parent tract of land existing since 1966 under the same ownership.
3. Identification Plats for partial surveys involving strips, parcels, tracts, residuals, remnants, and lot splits may be used provided that such plats comply with the following requirements:
 - (a) Lot lines that are to be adjusted in recorded subdivision plats shall not involve more than three (3) contiguous lots. If more than three (3) lots are involved, then the said lots shall be handled as a re-subdivision and processed according to the applicable requirements for Preliminary and Final Plats.
 - (b) Strips, parcels, residuals or remnants of land surveyed for conveyance or record purposes which are less than minimum lot requirements of the zoning district shall be labeled, "Non-Buildable Lot." Furthermore, the certification by the land surveyor shall state, "I certify that this plat of land in and of itself does not meet the current zoning regulations for use and is being transferred for non-building purposes." Partial surveys isolated from the remainder of the property shall not be approved if residual or remnant land contains an existing principal residence or building where such remnant is less than minimum requirements of the zoning district.
 - (c) Unplatted residuals or remnants of land referenced in deeds resulting from partial surveys, having less than five (5) acres, under ownership in same name shall be surveyed, platted, and approved prior to approval of additional partial surveys or transfer, sale or conveyance of such unplatted residual or remnant of land to a new owner. A new instrument of transfer or other document shall be prepared based upon the approved Identification Plat prior to recording.
 - (d) Tracts or parcels surveyed for financing and mortgage purposes shall be labeled as in (b) above; or in areas approved or conditionally approved as a Preliminary Plat as follows: "Subject tract approved for financing and mortgage purposes only in the name of (Developer or Subdivider). Any development within tract or further subdivision must comply with conditions on file at the planning commission office unless amended via submission of revised plans".

4. Except noted in item (3) above, the Identification Plat Process shall not be permitted in areas already approved or conditionally approved as a Preliminary Plat.
 5. Proposed flag lots, as defined by Section 6.6 E of these regulations, require Planning and Zoning Commission approval. The plat shall contain all applicable information as required by Section 6.6 E., to justify the creation of a flag lot.
- B. SUBMISSION OF THE IDENTIFICATION PLAT:** The subdivider shall submit to the Planning Commission's duly authorized representative, the original and one (1) copy of the Identification Plat at a size measuring 8-1/2"x11" or 8 1/2"x14" (intended for attachment to a deed) and prepared in accordance with applicable requirements of ARTICLE V and other pertinent sections of these regulations. In addition, the Identification Plat shall be submitted thirty days in advance and also contain the following information:
1. A statement by a registered land surveyor preparing the plat that the parcel represents the first or second parcel subdivided from the original parent tract of land existing since 1966 under the same ownership. This statement is not required for land additions or "non-buildable" lots.
 2. In the case of the second lot to be subdivided, sufficient information shall be included to locate the parcel being subdivided in relation to the previous subdivided parcel, as well as its location within the original parent tract of land existing since 1966 under the same ownership.
 3. A vicinity map drawn at a scale of one (1) inch to two thousand (2,000) feet or greater (e.g., one (1) inch to one thousand (1,000) feet) on the plat showing, within one half (1/2 mile of the proposed subdivision, existing roads and other significant features (e.g. streams, lakes, etc.).
 4. The bearings and distances of each course of the parcel to be conveyed. Geometrically curved lines must be identified with sufficient curve data to define the curve including length of curve, chord length, radius, and chord bearing.
 5. A description of all monuments, in accordance with 201 KAR 18.150.
 6. Names of roads, owner & adjoiners (including deed book and page), and/or recorded subdivision lot designations (including plat book and page) and title references.
 7. Encroachments discovered in the course of the survey.
 8. A north point or reference meridian.
 9. A statement of whether or not the bearings and distances shown on the plat have been adjusted for closure.
 10. A statement as to the basis of the reference meridian used to determine the bearings of survey lines. If a magnetic meridian is used, this meridian should be related to objects not affected by this survey.
 11. For land addition plats, a statement certifying that the parcels to be conveyed shall not be considered "Free Standing" or "Stand Alone" parcels.

12. The dated signature and seal of the Registered Kentucky Land Surveyor responsible for the survey.
13. The surveying statement as shown in Appendix D of these regulations along with any required statements mentioned previously (Items # 1, 9, 10 and 11).
14. Location and names of public and/or private rights-of-way that adjoin the boundary.
15. Location and names of all existing buildings, including any manufactured or mobile homes.
16. Written and graphic scale.
17. A title block containing at least the following: a) title of the survey, b) location of the land being surveyed, c) name, address, and phone number of the land surveyor or surveying firm, and d) name and address of client.

At this time, the following information shall also be filed with the Planning Commission's duly authorized representative:

1. Application for Identification Plat Approval: An application (provided by the Planning Commission) shall be submitted (see APPENDIX F) at the time of submission. The Planning Commission's duly authorized representative shall indicate on the application the date of submission and signature of the Planning Commission's duly authorized representative.
2. Traverse Sheets: Three (3) copies of the traverse calculations. The minimum traverse calculations required shall include a closed traverse of the subdivision boundaries as per SECTION 5.0, B.
3. Identification Plat Fees: Plat fees shall be submitted in accordance with SECTION 8.1 of these regulations.
4. Legal Description: Three (3) copies of a metes and bounds description of the parcel (s).

C. **PROCESSING OF IDENTIFICATION PLAT:** The Planning Commission's duly authorized representative(s) shall review the Identification Plat as per the application requirements of ARTICLE V, the requirements of this section, and other pertinent sections of these regulations. Following the review, the Planning Commission Chairman may approve the plat when it has been determined that all subdivision regulations have been met. However, the Planning Commission Chairman may also forward the plat to the full planning commission who shall take one of the following actions: (1) approve the Identification Plat; (2) or disapprove the Identification Plat. Should the Planning Commission disapprove Identification Plat, written notice of such action, including the reasons for disapproval shall be mailed to the subdivider by the Planning Commission's duly authorized representative. The action shall be entered in the official records of the Planning Commission. If approved and signed by the Chairperson of the Planning Commission, the original Identification Plat shall be recorded in the Campbell County Clerk's office per Campbell County's requirements.

SECTION 3.17 SUBMISSION AND PROCESSING OF CONDOMINIUM PROPERTY REGIME PLATS:

A. GENERAL: In accord with the Horizontal Property Law (KRS 381.805-381.910), whenever a developer, the sole owner, or the co-owners of a building or buildings constructed or to be constructed, expressly declare through the recordation of a master deed or lease, a condominium property regime may be established. Once the property is submitted to the condominium property regime, a unit in the building(s) may be individually conveyed and may be the subject of ownership possession or sale and other acts as if it were sole and entirely independent of the other units in the building(s) of which they form a part and the corresponding individual titles and interest shall be recordable. It is the purpose of the condominium property regime plat to provide a process whereby two (2) or more apartments, townhouses, rooms, office spaces, or other units existing or proposed buildings or structures may be subdivided and offered or proposed to be offered for sale in accordance with requirements as established by these regulations. In order to be processed as a condominium property regime plat, the following requirements must be met in addition to other requirements of these regulations and application sections of KRS 381.805-381.910:

1. The condominium project shall be in compliance with all other applicable requirements of the zoning ordinance and/or subdivision regulations.
2. The condominium project will not involve the subdivision and conveyance of land with any unit within the condominium property regime for which other processes are available.

B. SUBMISSION OF CONDOMINIUM PROPERTY REGIME PLATS: The developer shall submit to the Planning Commission's duly authorized representative, twelve (12) copies of the Final Plat drawing prepared in accordance with ARTICLE V of these regulations. In addition to other requirements of these regulations, the Final Plat shall show the location of the building or buildings proposed for the condominium project. Simultaneously, with the submission of the Final Plat, there shall be attached twelve (12) copies of a set of floor plans of the building or buildings in accord with KRS 381.835 bearing the certification of a registered architect or professional engineer.

At this time, the following information shall be filed with the Planning Commission's duly authorized representative:

1. Application for Condominium Property Regime Plat Approval: An application form provided by the Planning Commission, shall be submitted (see APPENDIX F) at the time of filing for Condominium Property Regime Plat Approval.

2. Traverse Sheets: One (1) copy of the traverse calculations. The minimum calculations required shall include a closed traverse of the property (as per SECTION 5.0, B).
3. Master Deed or Lease: One (1) copy of the master deed or lease, in accord with the requirements of KRS 381.835 to 381.837.
4. Condominium Property Regime Plat Fees: Plat fees shall be submitted the same as for Final Plat, in accord with SECTION 8.1 of these regulations.

C. **PROCESSING OF CONDOMINIUM PROPERTY REGIME PLATS:** The Planning Commission's duly authorized representative shall review the condominium property regime plats for conformance to the applicable requirements of ARTICLE V of these regulations and KRS 381.805 to 381.910. Following the review, the Planning Commission shall take one (1) of the following actions (1) approve the condominium property regime plats; or (2) disapprove the condominium property regime plats. Should the Planning Commission disapprove the plats, written notice of such action, including the reasons for disapproval, shall be mailed to the subdivider by the Planning Commission's duly authorized representative. The action shall be entered in the official records of the Planning Commission. If approved and signed by the Chairperson of the Planning Commission, the original condominium property regime plats shall be recorded simultaneously with the master deed or lease in the Campbell County Clerk's office per Campbell County's requirements.

ARTICLE IV PRELIMINARY PLAT REQUIREMENT

SECTION 4.0 SPECIFICATIONS FOR AND CONTENT OF THE PRELIMINARY PLAT: The following information shall be clearly shown on or accompany the Preliminary Plat:

The subdivider shall file with the Planning Commission's duly authorized representative, twelve (12) copies of the Preliminary Plat for review. Such plat shall be drawn at a scale of one (1) inch to two hundred (200) feet or greater (e.g., one (1) inch to one hundred (100) feet).

A. INFORMATION TO BE CONTAINED ON PRELIMINARY PLAT:

1. Proposed name of subdivision, which shall not duplicate or too closely approximate, phonetically, or in spelling, the name of any other subdivision in Campbell County;
2. Name, address and phone number of record owner(s);
3. Name, address and phone number of subdivider(s);
4. Name, address and phone number of person, firm or organization preparing the Preliminary Plat, with the seal and signature of the registered professional engineer responsible for its preparation;
5. North point, written and graphic scale, and date;
6. Vicinity sketch map: A vicinity sketch map drawn at a scale of (1) inch to two thousand (2,000) feet or greater (e.g., one (1) inch to one thousand (1,000) feet), including the following information, if applicable, within at least one half (½) mile of the proposed subdivision:
 - a. proposed subdivision name and location;
 - b. existing and proposed streets;
 - c. other significant features (e.g. streams, lakes, etc.);
7. The perimeter boundary lines of the tract to be subdivided and submitted as a Preliminary Plat shall be drawn to scale showing all bearings and distances;

CONTINUED: SECTION 4.0 SPECIFICATIONS FOR AND CONTENT OF THE PRELIMINARY PLAT;

8. The existing use or uses of the property and, to scale, the outline of any existing buildings or improvements to be retained and their location in relation to existing or proposed street and lot line locations (addresses if available);
9. The right-of-way lines and names of all existing or platted streets, other public ways and easements adjacent to or in connection with the subdivision including right-of-way widths or other important features at least within one hundred (100) feet of the boundary lines, such as railroad lines, watercourses, etc;
10. Names of adjacent subdivisions and the property lines, at least within one hundred (100) feet of the subdivision boundary, and owners of record of all adjacent parcels that are unsubdivided (for adjacent platted land, refer to subdivision plat by name, plat book and page);
11. Location and dimensions of all existing easements and rights-of-way within the subdivision;
12. Existing utilities on and adjacent to the subdivision: location and size of water mains, sanitary and storm sewers, and storm water detention facilities, if any;
13. Existing contours at five (5) foot intervals within the subdivision;
14. Subsurface conditions on the subdivision; any known conditions that are not typical, or which may cause problems, such as soils, geological formation, old mine shafts, wells, known mineral deposits, etc.
15. Proposals:
 - a. Streets: layout, names, right-of-way and pavement widths, approximate corner radii at the right-of-way line and the approximate proposed grades of all street;
 - b. Other Rights-of-way or Easements: location, width, and purpose;
 - c. Lots: lots and blocks numbered;
 - d. Water and Sewer Systems: plan view layout of water lines, storm water facilities and sanitary sewer lines, including sizes, to serve the subdivision;

CONTINUED: SECTION 4.0 SPECIFICATIONS FOR AND CONTENT OF THE PRELIMINARY PLAT;

16. Statement of the lot area of the smallest lot in the subdivision (reference shall be made to the lot and block number);
17. Parcels of land intended to be dedicated or temporarily reserved for public use, or to be reserved by deed restriction or protective covenant for use of all property owners in the subdivision or parcels of land or lots to be used for any purpose other than private, shall be so designated;
18. Proposed uses for all land in the subdivision;
19. Approximate boundaries or area subject to flood of 100 year frequency (including 100 year floodway) and the location, width, and direction of flow of all watercourses, lakes, marshy areas, and swamps;
20. Total site data: including acreage, number of lots, and, if applicable, approximate number of square feet or acres in parks and other public uses.

B. ADDITIONAL INFORMATION TO BE SUBMITTED AT TIME OF FILING OF PRELIMINARY PLAT:

1. Twelve (12) copies of an application for Preliminary Plat approval (provided by the Planning Commission). (see APPENDIX F)
2. If individual on-site disposal systems or package treatment plants have been approved, as per SECTION 7.2 of these regulations, three (3) copies of a permit to use on-site disposal systems, approved by the Northern Kentucky District Health Department, shall be submitted.
3. Twelve (12) copies of applicable board of adjustment action identifying any dimensional variances granted, if applicable.
4. In the event the subdivider elects to proceed with grading following Preliminary Plat approval or conditional approval, but prior to submission and processing of the improvement drawings and specifications, one (1) copy of plans for control of erosion and sedimentation, and grading must also be submitted to the Planning Commission's duly authorized representative, for review and approval.

ARTICLE V

FINAL PLAT REQUIREMENTS INCLUDING IMPROVEMENT DRAWINGS AND SPECIFICATIONS

SECTION 5.0 SPECIFICATIONS FOR AND CONTENT OF THE FINAL PLAT: The subdivider shall file with the Planning Commission's duly authorized representative, twelve (12) copies of the Final Plat for review. The Final Plat of the subdivision shall be drawn on material as provided by the Campbell County Clerk's office in black, waterproof India ink. The Final Plat shall be drawn at a scale of one (1) inch to fifty (50) feet or greater (e.g., one (1) inch to thirty (30) feet.). However, if the final plat will contain lots of one hundred (100) feet or greater, fronting along a street, then a scale of one (1) inch to one hundred (100) feet or greater may be used.

Where necessary, the Final Plat may be on several sheets accompanied by an index showing the entire subdivision. The particular number of the sheet, the total number of sheets, and the relation of each adjoining sheet shall be clearly shown by a small key map on each sheet. Each sheet of said plat shall show the north point, written and graphic scale and the date. The Final Plat shall contain a vicinity map showing the location of the subdivision with relation to at least one (1) east/west and one (1) north/south major arterial. The Final Plat shall further show the following, including all mathematical information and data necessary to locate and retrace any of the required data thereon:

A. INFORMATION TO BE CONTAINED ON FINAL PLAT:

1. The boundary lines of the Final Plat shall be drawn in heavy solid lines with accurate lengths and bearings. These boundaries shall be determined by an accurate field survey, which shall be balanced and closed. All lines shown on the Plat which do not constitute a part of the subdivision shall be dashed. Any area enclosed by the subdivision, but not a part thereof, shall be labeled "NOT A PART OF THIS SUBDIVISION".
2. The exact location and the widths of all existing or recorded streets, intersecting or paralleling the boundaries of the subdivision at least within one hundred (100) feet.
3. The exact location and width of all abutting lot lines. Names of recorded owners of adjoining unplatted land and reference to subdivision plats of adjoining platted land by name, plat book, and page.

CONTINUED: SECTION 5.0 SPECIFICATIONS FOR AND CONTENT OF THE FINAL PLAT;

4. The boundary line of the proposed Final Plat shall be tied by bearings and distances to a selected point or points (described on the plat) on the nearest established monument(s) in which case the location of said monument shall be identified and accurately described on the plat. In addition, the Final Plat shall be tied by bearings and distances to a point in the original parent tract.
5. Municipal and county boundaries lines, if applicable.
6. The exact layout of the subdivision showing:
 - a. Street centerlines and right-of-way lines shall be graphically shown; street names and bearings and distances along centerlines;
 - b. Sufficient linear, angular, and curve data (at least Delta, Tangent, Radius and Length of Curve) to readily determine the bearing and length of the boundary lines of every block, lot and tract which is a part of the subdivision;
 - c. All easements or other rights-of-way (the limitation of the easement rights shall be stated or referenced on the plat);
 - d. All lot lines with dimensions and bearings.
7. Identification of any waivers of the subdivision regulations granted by the Planning Commission, such as: sidewalks on one side of the street; width of street pavement; any need for additional off-street parking spaces; etc.
8. All blocks and lots numbered or lettered in consecutive manner with no omissions or duplications. Ditto marks shall not be used for lot dimensions. Tracts offered for dedication, other than for streets or easements shall be designated by letter or number (further, the accurate outline of all such tracts shall be shown with the proposed use indicated thereon).
9. Permanent monuments shall be set and shown on the Final Plat in accordance with SECTION 7.11, A. and B.:

CONTINUED: SECTION 5.0 SPECIFICATIONS FOR AND CONTENT OF THE FINAL PLAT;

- a. The location of all monuments placed in making the survey and if any points were reset, that fact shall be stated and attached to Final Plat for recording.
 - b. Monuments shall be set at intersections of street centerlines and curve points or offsets therefrom. The exact location of all such monuments shall be shown on the Final Plat before approval is requested.
10. The accurate outline of all property (if applicable) which is to be reserved by deed restriction or protective covenant for the common use of the property owners in the subdivision.
11. Flood Hazard Information: Elevation and flood profiles shall be shown on the Final Plat if required (as determined as per SECTION 6.4 (A) of these regulations).
12. All easements shall be shown by a fine dashed line and clearly labeled and identified on the Plat. If an easement shown on the Plat is already of record, its recorded reference must be given.
13. Name of the subdivision and name or number of the larger subdivision or tract of which the tract now being subdivided is a part.
14. North point (showing true north), written and graphic scale, and date.
15. Total site data: including acreage and if applicable, number of square feet or acres in parks and other public uses.
16. Certification, acknowledgment, and descriptions; The following certificates, acknowledgments, and descriptions shall appear on the title sheet of the Final Plat (unless otherwise stated herein). Representative certificates, acknowledgments, and approvals that shall be used on the Final Plat appear in APPENDIX D of these regulations.
 - a. Dedication certificates: a notarized certificate shall be signed and acknowledged offering for dedication all parcels of land shown on the Final Plat which are intended for public dedication.

CONTINUED: SECTION 5.0 SPECIFICATIONS FOR AND CONTENT OF THE FINAL PLAT;

- b. Surveyor's certificate: a certificate shall be signed by a Registered Land Surveyor, in Kentucky, stating that he/she is responsible for the survey and that the Final Plat accurately depicts the subdivision and the survey. The signature of such surveyor or engineer must be accompanied by his/her seal and registration number.
- c. Reference of property from which the Plat is taken: each reference in such description to any tract, development, or subdivision, shall show a complete reference to records of Campbell County.
- d. Other affidavits, etc.: the title sheet shall contain such other affidavits, certificates, acknowledgments, endorsements, and notarial seals as are required by law and by these regulations. If such documents are recorded elsewhere, then reference to such documents should be included on the Final Plat.
- e. Certificate of approval by the Chairperson of the Planning Commission or the Planning Commission's duly authorized representative.
- f. Certificate of acceptance for recording by the Campbell County Clerk.

B. ADDITIONAL INFORMATION TO BE SUBMITTED AT TIME OF FILING OF FINAL PLAT:

- 1. Twelve (12) copies of an application for Final Plat approval provided by the Planning Commission (see APPENDIX F).
- 2. Three (3) copies of traverse calculations, resulting from an accurate and complete boundary survey of the perimeter of the Final Plat. Traverse calculations when computed from field measurements, on the ground, shall close with an error of closure not to exceed one (1) foot to five thousand (5,000) feet.
- 3. Improvement drawings and specifications (Improvement drawings and specifications will be required if not submitted previously for processing as per SECTIONS 3.5 and 3.6): Drawings, showing typical cross sections, profiles, construction details, and specifications for all required improvements shall be prepared by a registered engineer in conformance with provisions in Article VII and any other pertinent sections of these regulations.

CONTINUED: SECTION 5.0 SPECIFICATIONS FOR AND CONTENT OF THE FINAL PLAT;

- a. Three (3) copies of the Sanitary Sewerage & Storm System Plans (as per SECTIONS 7.0 & 7.2).
 - b. Three (3) copies of the Water System Plans (as per SECTIONS 7.3).
 - c. Three (3) copies of the Street Plans and Profiles, including typical cross sections (as per SECTION 7.4).
 - d. Three (3) copies of Drainage Report, including computations (as per SECTION 7.0).
 - e. Three (3) copies of plans for control of erosion and sedimentation (as per SECTION 7.13).
 - f. Where applicable, three (3) copies of the landscape plan as required by Section 7.14 of these regulations and Article 10 of the Alexandria Zoning Ordinance.
4. Record Copies of As-Built Improvement Drawings: Where the improvement drawings and plans were previously submitted and approved prior to the submission of the Final Plat, the subdivider shall be required to submit three (3) copies each of record copies of as-built improvement drawings for: sanitary sewerage & storm system, and water system. The as-built drawings must be reviewed and certified by the City Inspector and/or City Engineer prior to acceptance of the final plat.
 5. Three (3) copies of all deed restrictions or protective covenants (may be either placed directly on the Final Plat, or if separately recorded, reference is made on the Final Plat).
 6. Final Plat fees: Final Plat fees shall be submitted in accordance with SECTION 8.1.
 7. Guarantee: a guarantee (if applicable) per SECTION 7.18.
 8. Recording fees: The subdivider shall pay the recording fee, per requirements of the Campbell County Clerk.

SECTION 5.1 REVISION OF PREVIOUSLY APPROVED PRELIMINARY PLAT AND IMPROVEMENT PLANS: In certain cases, a developer or applicant may find it necessary to make changes to the arrangement, size, number, or location of individual lots, streets, or utilities. These changes are usually recognized by the planning commission in the subdivision review process. In general, the Preliminary Plat, Improvement Plans, and Final Plat should be similar in design. Based upon the changes, the Alexandria Planning Commission may request that a developer or

CONTINUED: SECTION 5.1 REVISION OF PREVIOUSLY APPROVED PRELIMINARY PLATS AND IMPROVEMENT PLANS;

applicant submit revised plans for planning commission action or for its files. It is the responsibility of the developer or property owner of the subdivision to submit any revised Preliminary Plat, Preliminary Development Plan, or Improvement Plans to the Alexandria Planning Commission and to the affected utility company/organization or legislative body. The Alexandria Planning Commission's duly authorized representative will determine if the proposed changes are major or minor in nature in terms of overall impact of the subdivision phase on the adjoining properties and community facilities. The changes will include, but not be limited to, building density, utilities, and street construction.

ARTICLE VI

DESIGN STANDARDS FOR THE LAYOUT OF SUBDIVISIONS

SECTION 6.0 STREETS:

- A. Conformity to Comprehensive Plan and/or official map: whenever a tract of land to be subdivided or resubdivided includes any part of, or is adjacent to, a proposed arterial or collector street as designated on the Comprehensive Plan and/or official map, the subdivider shall meet with the Planning Commission to determine its compliance (e.g., right-of-way width for future widening and pavement widths) and resulting design requirements, of such locations, otherwise such street right-of-way shall be platted by the subdivider in the exact location so designated at the width indicated in these regulations.
- B. Street Extension:
 - 1. Existing Streets: the arrangement of streets in new subdivisions shall make provision for the property continuation of existing streets in adjoining areas, unless determined otherwise by the Planning Commission.
 - 2. Adjacent Property: where adjoining areas are not subdivided and are appropriate for future subdivision, arrangement of streets in new subdivisions shall make provision for the proper projection of streets to those adjoining areas in a manner which shall provide for the practical development of the adjacent property. Public Street right-of-way not intended to dead-end permanently through the use of the use of a cul-de-sac are required to extend to the abutting property line. Spite strips of land, defined as a piece of land that limits or denies access to another right-of-way for no legitimate reason, are prohibited by these regulations.
 - 3. Half Streets: Dedication of one-half (1/2) of the rights-of-way (half street) for streets proposed along the boundaries of land to be subdivided, shall be prohibited.
- C. Street Classification and Function:
 - 1. Arterial Streets: Arterial streets should be planned so as to provide for the smooth flow of traffic between points of heavy traffic generation and from one (1) section of the community or communities to another. Such arterial streets should traverse the entire community or communities. Arterial streets should not bisect neighborhoods but should act as boundaries between such neighborhoods. Direct

access onto the roadway from abutting properties shall be discouraged.

CONTINUED: SECTION 6.0 STREETS;

2. Collector Streets: Collector streets should be designed to provide a traffic route from subcollector streets to arterial streets. These streets should be designed to carry traffic which has an origin or destination within the neighborhood and between arterial streets. Said streets shall be designed in such a manner to discourage "short cuts" through the neighborhood. Direct access to abutting property should be discouraged whenever possible.
3. Subcollector Streets: Subcollector streets shall be designed to provide a traffic route from local streets to collector streets. Said streets will serve equally both traffic movement and abutting properties.
4. Local Streets, including Cul-de-sacs and Courts: Local streets shall provide direct and full access to each lot and direct traffic movement to another local street or to a subcollector street. Said street shall be laid out so that their use by through traffic will be discouraged. Local street intersections with arterial streets shall be discouraged, wherever practical.
5. Frontage Roads: Frontage roads may be required along an existing or proposed arterial street to provide access to lots along such streets.

D. Street Rights-of-Way:

1. Right-of-Way widths: Street right-of-way widths shall conform to the following minimum requirements:

Table 1: Street Rights-of-Way Width Requirements	
Type of Street	Minimum Right-of-Way Width (ft)
Arterial	*
Collector	60
Subcollector	50
Local (Including Cul-de-sacs)	
Residential	50
Commercial and Industrial Areas	60
Courts	40
Frontage Road	**
Alleys	20
NOTE: * Arterial streets shall be based on current design standards and other pertinent requirements of KYTC and the official area-wide comprehensive plan.	

** Requirements will vary for a frontage road depending on whether the street would serve as a local-subcollector or collector type street and as such would be designed in accordance with respective requirements of said streets.

CONTINUED: SECTION 6.0 STREETS;

2. Existing Streets: Subdivisions platted along existing streets shall dedicate additional right-of-way, if necessary, to meet the minimum street width requirements set forth in Section 6.0, Subsection D (1) of these regulations. Such dedication shall be in accordance with the following:
 - a. At least the minimum right-of-way width shall be dedicated where the subdivision is on both sides of an existing street.
 - b. When the subdivision is located on only one (1) side of an existing street, one-half ($\frac{1}{2}$) of the required right-of-way width, measured from the centerline of the right-of-way, shall be dedicated. However, the owner or owners of such property shall not be required to dedicate more than one-half ($\frac{1}{2}$) of required rights-of-way width.

E. Curves and Sight Distance Criteria:

1. Sight Distance: Minimum Sight Distances for vehicles entering and exiting an intersection shall be designed in compliance with the guidelines established by the American Association of State Highway Officials (AASHTO) manual "A Policy of the Geometric Design of Highway and Streets," as summarized in Tables 2 & 3. Sight Distance calculations and profiles shall utilize a driver's eye height of 3.5 feet and an object height of 2.0 feet.

CONTINUED: SECTION 6.0 STREETS;

TABLE 2: SIGHT DISTANCE REQUIREMENTS FOR EXITING VEHICLES (FEET)								
No. of Lanes	Posted Speed Limit (Miles Per Hour)							
	20	25	30	35	40	45	50	55
2-Lanes	230	285	340	400	455	510	570	625
4-Lanes	245	305	365	425	485	545	605	665

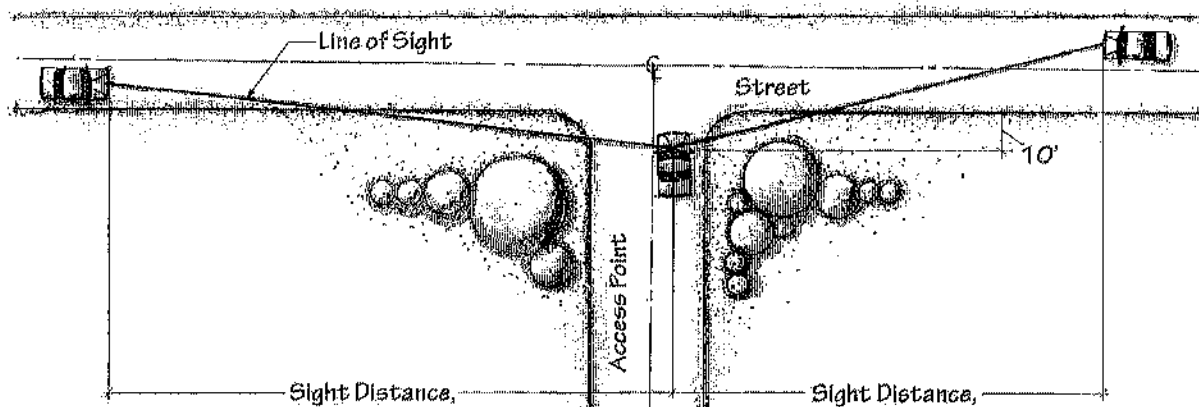


Figure 1: Illustration of Sight Distance Requirements for Exiting Vehicles

TABLE 3: SIGHT DISTANCE REQUIREMENTS FOR APPROACHING VEHICLES (FEET)								
No. of Lanes	Posted Speed Limit (Miles Per Hour)							
	20	25	30	35	40	45	50	55
2-Lanes	165	205	245	285	325	365	405	445
4-Lanes	180	220	265	310	355	400	440	485
6-Lanes	195	240	290	335	385	430	480	525

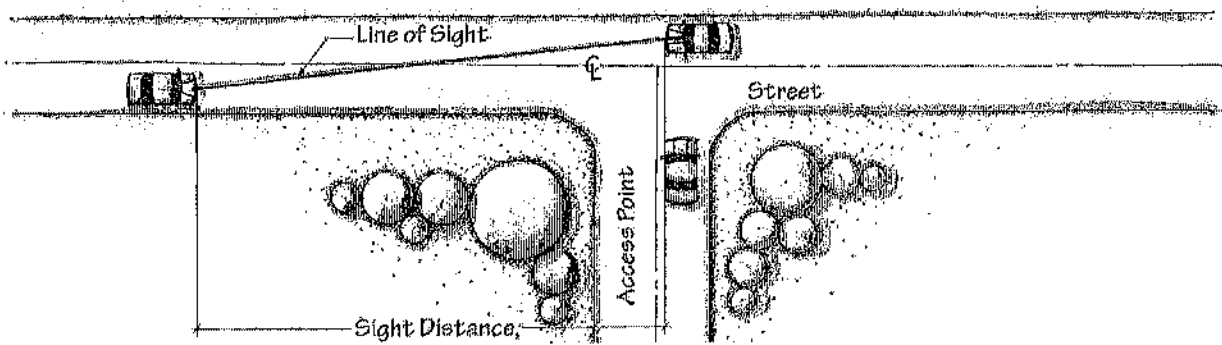


Figure 2: Illustration of Sight Distance Requirements for Approaching Vehicles

CONTINUED: SECTION 6.0 STREETS;

2. Horizontal Curve: Where there is a change in the alignment of a street along the centerline, a curve with a radius adequate to insure safe sight distance shall be constructed. The minimum radii of curves are shown in Table 4.
3. Reverse Curves: A tangent of at least two hundred (200) feet for collector streets, shall be provided between reverse curves. No tangent shall be required for local and subcollector streets.
4. Vertical Curves: The minimum vertical curve length required shall be calculated by multiplying the algebraic difference in grades times a "K" factor. Rounded "K" factors for local and subcollector and collector street are shown in Table 4.

Table 4: Geometric Design Standards						
Functional Classification	Design Speed	Horizontal Min. Radius (FT)	Vertical		Grades (%)	
			Crest K Factor Minimum	Sag K Factor Minimum	Max.	Min.
Local	25	100	15	15	12 (8)	1
Subcollector	25	100	15	15	12	1
Collector	35	400	30	35	10	1

Note: Number in parenthesis indicate values required for Commercial and Industrial areas

- F. Cul-de-Sac and Dead-End Streets: Cul-de-Sacs and Dead-End streets designed to be dead-end permanently, shall not be longer than one thousand two hundred (1,200) feet, unless local topographic or other physical conditions are such as to render these provisions impracticable. Descending centerline grades approaching the terminus of a Cul-de-sac shall be reduced within a vertical curve to a maximum of four percent unless determination is

made by Staff that a steeper grade will provide adequate clearance for vehicles entering ascending driveways.

G. Street Names and House Numbers:

1. The name of a new Street shall not duplicate existing or platted Street names within the County, or approximate such name in spelling, sound, or pronunciation.
2. The use of existing Street names differentiated by alternate prefixes (i.e., "North", "South", etc.) or suffixes (i.e., "Lane", "Way", etc.) is prohibited.
3. Street names shall not be objectionable or offensive.

CONTINUED: SECTION 6.0 STREETS;

4. Street names shall be limited to no more than three words including any prefix or suffix, and shall not contain more than 20 characters including spaces.
5. Punctuations such as apostrophes or hyphens, etc., or numerals including fractions, are prohibited.
6. Streets in direct alignment that cross an intersecting Street should bear the same name.
7. All Street names shall be approved by the Planning Commission's duly authorized representative, before approval of Final Plat.
8. House Numbers shall be assigned by the Planning Commission's duly authorized representative, following approval of the Final Plat.

H. Street Sign Posts: Developer will be responsible for providing the post for initial street name and stop signs. The City will responsible for the maintenance of the signs and post after acceptance of dedicated, platted streets. In the event that the post becomes damaged, the City will replace with a standard sign post.

I. Private Streets:

1. New private streets or alleys shall not be created or extended, except as approved by the Planning Commission, and existing ones shall, whenever practicable, be dedicated to the public. Private streets, when approved, shall be designed, constructed and inspected in accord with same minimum standards for public streets, per SECTION 7.4 and other applicable sections of these regulations.

SECTION 6.1 INTERSECTIONS:

- A. Angle of Intersection: The centerline of all streets shall intersect as nearly at a ninety (90) degree angle as possible, but in no case shall the angle of intersection be less than seventy-five (75) degrees or greater than one hundred five (105) degrees, unless a special modification is granted by the Planning Commission due to certain exceptional conditions.
- B. Centerline offset of Adjacent Intersections: Where T-intersections are used, the minimum centerline offsets of adjacent intersections shall be as follows:

TYPE OF STREET	MINIMUM CENTERLINE OFFSET OF ADJACENT INTERSECTIONS IN FEET
Local - Local	150
Local - Subcollector	150
Subcollector - Collector	150
Collector - Collector	200

- C. Corner Radii: Property lines at street intersections shall be provided from the same radius point necessary to establish the pavement radius. If because of certain exceptional conditions, a modification is granted permitting an angle of intersection less than seventy-five (75) degrees, or greater than one hundred five (105) degrees, then the minimum radii shall be increased or decreased, respectively.

- D. Centerline Grades Within Intersections: At intersections, the algebraic difference in cross slopes at the crown line of the intersected street shall not exceed six percent. This shall apply to the centerline of all through travel lanes at the intersection. See Figure 3.

CONTINUED: SECTION 6.1 INTERSECTIONS;

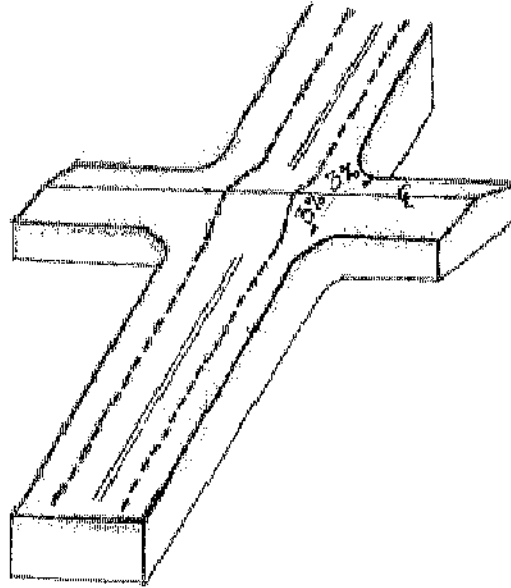


Figure 3: Illustration of Cross Slopes at an Intersection

The maximum grade of the centerline of the side streets intersecting with the gutter line of the through street shall not exceed four percent for a distance of not less than seventy-five (75) feet for local and subcollector streets and one hundred fifty (150) feet for collector streets. See Figure 4.

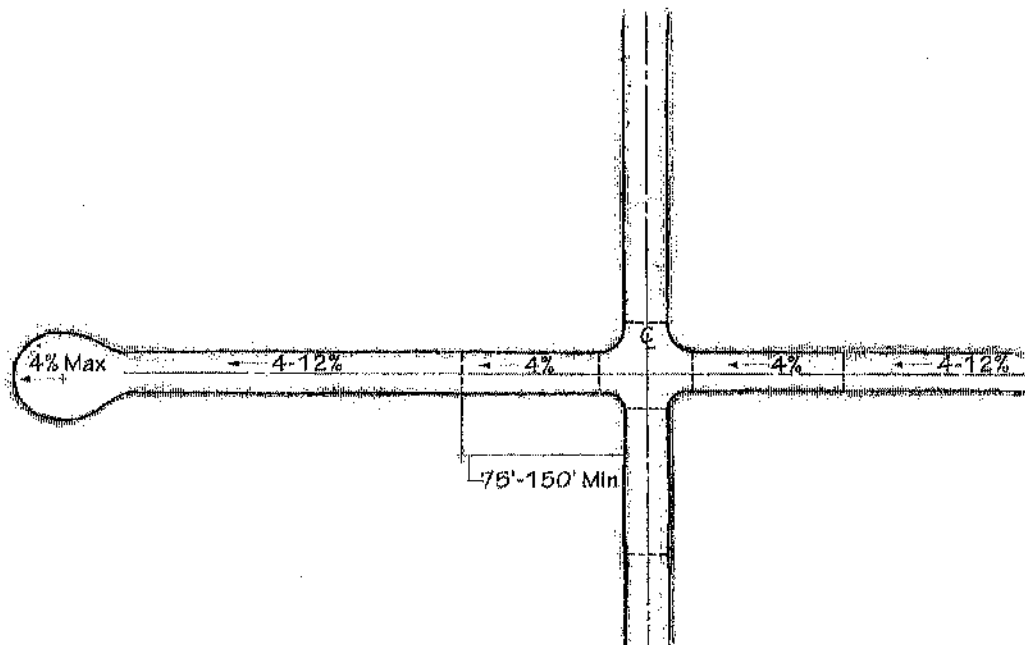


Figure 4: Illustration of the Maximum Grades Permissible along a Street

CONTINUED: SECTION 6.1 INTERSECTIONS

- E. Design Adjacent to Freeways, Expressways, Arterials or Collectors: The following principles shall be used in the design of subdivisions adjacent to freeways, expressways, or arterials.
1. Street Design shall have the purpose of making adjacent lots desirable by cushioning the impact of heavy traffic and of minimizing the interference with traffic of such thoroughfares.
 2. Collector, Subcollector, and Local streets shall not be permitted to intersect with freeways or expressways. The number of intersections with arterial streets shall be held to a minimum. Wherever practicable, such intersections shall be spaced not less than six hundred (600) feet apart. In the case of collector streets, intersections with said streets shall be spaced not less than four hundred (400) feet apart and access to driveways shall be spaced at intervals of not less than two hundred (200) feet. At those access points where turning vehicles to and from the arterial and collector streets will affect the roadway capacity or safety, reserved turn lanes shall be required, wherever practical. Frontage or service roads shall be used when these spacing requirements cannot be met.
 3. Where frontage roads are not required, lots adjacent to such thoroughfares shall, when practical, be served and be accessible only by a street generally paralleling said thoroughfare or by a series of cul-de-sacs or loop streets extending towards said thoroughfare from an internal street system.
- F. Access Spacing: All proposed Access Points shall meet the minimum spacing standards in Table 5.

Table 5: Access Spacing Standards				
Functional Classification	Signalized Intersection Spacing	Non-Residential (Full Access)	Non-Residential (Partial Access)	Residential Access
Arterial	2,400	2,400/1,200 ^[1]	1,200/600 ^[1]	600
Collector	1,200	600	300	300
Local (not applicable to residential driveways)	1,200	150	N/A	N/A
Note: ^[1] For streets with speed limits greater than or equal to 45 miles per hour (mph), use the larger values. For Streets with speed limits of less than 45 mph, use the lower values.				

SECTION 6.2 EASEMENTS:

- A. Utility Easements: Public utility easements at least twenty (20) feet in total width may be required along the front, rear and sides of lots where needed for the accommodation of a public utility, drainage, or sanitary structures, or any combination of the foregoing. Where deemed necessary by the Planning Commission, an additional easement width shall be provided.
- B. Watercourses: The subdivider shall dedicate rights-of-way or provide easements for storm drainage purposes which conform substantially with the lines of any natural watercourses, channels, streams, or creeks which traverse the subdivision or for any new channel which is established to substitute for a natural watercourse, channel, stream or creek. Such rights-of-way or easements shall be of a width which will provide for the maintenance needs of the channel as determined by the Planning Commission and/or its duly authorized representative.

SECTION 6.3 PHYSICAL CONSIDERATIONS:

- A. Natural Land Use: Wherever practicable, subdivisions shall be planned to take advantage of the natural topography of the land, to economize in the construction of drainage facilities, to reduce the amount of danger, to minimize destruction of trees and topsoil, and to preserve such natural features as watercourses, unusual rock formations, large trees, sites for historical significance, and other assets which, if preserved, will add attractiveness and value to the subdivision and the community.

SECTION 6.4 FLOOD HAZARDS:

- A. Prohibition of development in Areas Susceptible to Flooding: Land subject to flooding or otherwise uninhabitable shall not be platted for residential, commercial, or industrial uses or for any other use which may increase the danger of health, life, property or aggravate erosion or flood hazards. Such land within the subdivision shall be set aside on the plat for such uses as will not be endangered by periodic or occasional inundation or will not result in conditions contrary to the public welfare (e.g., use as open space, extensive recreation use, conservation purposes).
- B. Areas of land adjacent to streams, rivers, or bodies of water which have a high degree of susceptibility to flooding shall be limited to development according to either the flood protection control regulations, if adopted as part of the zoning ordinance, or according to

the following regulations:

CONTINUED: SECTION 6.4 FLOOD HAZARDS;

1. The limits of the floodplain (areas subject to flooding during the occurrence of a 100-year flood) including elevations of the 100-year flood level along the Ohio & Licking Rivers and certain tributaries thereof, are designated on FIRM maps and charts. The limits of the floodway are contained within the floodplain area.
2. In the case of any subdivision to be developed along the tributaries of the Ohio and Licking Rivers, and located in those areas which are identified as being susceptible to flooding according to the report prepared by the U.S. Department of Agriculture, Soil Conservation Service, "Soil Survey of Boone, Campbell and Kenton Counties, Kentucky", August, 1973, a survey shall be made by a qualified registered civil engineer establishing the elevation of the 100-year and floodway for said tributary.
3. No subdivider in development of a subdivision, shall fill any area with earth, debris, or any other material or raise the level of any area in any manner, or place a building, barrier, or obstruction of any sort on any area located within the floodway which would result in any increase in flood levels during the occurrence of a 100-year flood discharge. Plans and specifications for any work which the subdivider believes will not increase the flood levels shall be submitted to the Planning Commission's duly authorized representative for review and approval to determine if said encroachment will meet the requirements of these regulations. Mobile homes shall be prohibited from being placed within the floodway.
4. All land in the subdivision which is outside the floodway of the Ohio and Licking Rivers and their tributaries, but located within the floodplain, may be used for any purpose for which it is zoned; provided that: (a) the land is graded in such a manner that any residential construction, within said floodplain shall have the lowest floor, which is used for living quarters, elevated to or be above the level of the 100-year flood; and (b) that land is graded in such a manner that any new nonresidential structures within the floodplain area shall have the lowest floor elevated to or be above the level of the 100-year flood or together with attendant utility and sanitary facilities shall be designed and flood proofed so that, below the 100-year flood level, any structures that are anticipated to be constructed are water tight with walls impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of frequency.

CONTINUED: SECTION 6.4 FLOOD HAZARDS;

5. All streets and utilities constructed to serve the subdivision to be located within the floodplain, but which are outside the floodway, shall be: (a) flood protected; (b) the land filled; or (c) any combination thereof, to a level of not less than the elevation of the 100-year flood level. Where the fill is partially within the floodplain, roadway access and utilities shall be provided from the "dry" side (areas located above the 100-year floodplain).
- C. Stream Easement: If a stream flows through or is adjacent to, the proposed subdivision, the Plat shall provide for a storm water easement or drainage right-of-way along the stream for a floodway of at least ten (10) feet. For the smaller streams, the plat shall provide for channel improvement to enable them to carry all reasonable floods within banks. The floodway easement shall be wide enough to provide for future enlargement of the stream channels as adjacent areas become more highly developed and run-off rates are increased.
- D. Streets: Approval shall not be given for streets within a subdivision which would be subject to flooding. All streets must be located at elevations above a flood of a 100-year frequency in order that no portion of the subdivision would become isolated by floods, except that where a secondary access is provided which would be above a 100-year flood frequency. However, streets may be permitted in areas subject to flooding of a 100-year frequency provided said streets provide access to activities relating to rivers, streams and recreational activities located along said areas.

SECTION 6.5 BLOCKS:

- A. Arrangement: The arrangement of blocks shall be such as to provide for convenient access, circulation, control and safety of street traffic. Blocks intended to be used for commercial or industrial purposes shall be designed specifically for such uses with space set aside for off-street parking and loading and/or unloading facilities as required by the applicable zoning ordinance.
- B. Length: Blocks should not exceed twelve hundred (1,200) feet, except where topographical or exceptional physical conditions exist.
- C. Width: The width of blocks should ordinarily be sufficient to allow for two (2) tiers of lots except for double frontage lots, as permitted in SECTION 6.6 of these regulations.

SECTION 6.6 LOTS:

- A. Conformance to Zoning: All lots shall conform to or exceed the requirements of the Official Zoning Ordinance, City of Alexandria. Each lot shall front at least twenty (20) feet onto a publicly dedicated street, other than an alley with the exception of flag lots regulated by Section 6.6 E. All lots created during the subdivision process shall be appropriately marked in accordance with Section 7.11 of these regulations prior to final plat certification by the planning commission."
- B. Lot Frontage and Width:
 - 1. Arterial Street Frontage: No access onto an arterial street shall be permitted from abutting properties except as provided for in these regulations.
 - 2. Corner Lots: Corner lots shall have extra width to permit conformance to the minimum setback from the side street. In no case shall a corner lot be so narrow that minimum zoning requirements cannot be met.
 - 3. Double Frontage Lots: Lots shall not be laid out so that they have frontage onto more than one (1) street except: (a) when the lots are adjacent to the intersection of two (2) streets; or (b) when the rear of the lot faces an arterial, freeway, expressway, collector street, railroad right-of-way, etc., and the front of the lot faces onto another street.
- C. Lot Depth:
 - 1. Conformance to Zoning: Each lot shall conform to all requirements of the applicable zoning ordinance.
 - 2. Maximum Depth: The maximum depth of a lot shall not be greater than four (4) times the width of the lot, except lots which contain over five (5) acres of area. Exceptional individual site conditions may require variation from these requirements, as permitted by the Planning Commission.
 - 3. Extra Depth and Width in Certain Cases: Additional side yard and lot depth as per the applicable zoning ordinance may be required where a lot in a subdivision abuts an industrial or commercially zoned area.

CONTINUED: SECTION 6.6 LOTS;

D. Useable Lots:

1. **Building Lots:** All subdivisions shall result in the creation of lots which are developable and capable of being built upon. No lots may be developed which create building sites which are impracticable to improve due to known problems related to soil conditions and geological formations and areas subject to flood prone conditions based on information contained in soil survey studies prepared by the U.S. Soil Conservation Service, Geological survey maps prepared by the U.S. Geological Survey, and flood provide information supplied by the U.S. Army Corps of Engineers and the U.S. Geological Survey.
2. **Strips, Parcels, Residuals, Remnants, Lot-splits and/or Parcels containing subdivision identification signs:** No remnants of property shall be left which do not conform to minimum lot requirements of the zoning district in which the property is located, or which are not required for a private or public utility purpose, or which are not accepted by the City or any other appropriate public body for an appropriate use. Parcels of land containing subdivision identification signs are to be included in the lot area of an adjacent residential parcel for maintenance by the lot owner or identified on the plat as a common area to be maintained by a homeowners association.
3. **Side Lot Lines:** The side lot lines of all lots, whenever applicable, shall be at right angles to the street which the lot faces or radial to the center of curvature, if such street is curved. In the case of a cul-de-sac on which the lot faces, side lot lines shall be as nearly radial to the center of curvature of the cul-de-sac as practicable.

- E. Flag Lots:** Flag lots shall only be permitted in those locations where because of geometric, topographic, or other natural features, it would be impractical to extend a public street. Flag lots shall have a panhandle extending to a publicly maintained street for the purpose of access, and shall have two conforming lots adjoining the flag lot. Flag lots shall have twenty feet (20') of frontage on a publicly dedicated street. In the case of two adjoining flag lots, a deeded ten foot (10') strip of land for each lot is required with a common unobstructed access easement for a shared driveway to the public street. Flag lots shall have a panhandle for a minimum distance of 150 feet from a publicly dedicated street. In no case shall more than two flag lots be contiguous to each other at the publicly dedicated street. The maximum number of flag lots permitted for each phase of a subdivision (Improvement Plan submittal) shall not exceed 15% of the total number of lots. The minimum building setback line for flag lots in residential zones is measured from the rear lot line of the adjoining lots fronting on the public road or from the other lot lines of each flag lot. For a flag lot, the setback for a residentially zoned lot which adjoins the rear lot line of the parcel fronting on a public street is the minimum front yard setback of each zoning district. A driveway must be located within the panhandle of the deeded property for a flag

CONTINUED: SECTION 6.6 LOTS;

lot. Also, the driveway for a flag lot shall be located at a minimum of five feet (5') from each lot line, unless approved by the Alexandria Planning Commission. For two contiguous flag lots with a common driveway, the proper access easement shall be shown on the Final Plat.

- F. 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 should be sufficiently large enough to allow building frontage on either street. Double frontage lots shall be avoided except where essential to provide the separation of a residential development from arterial streets or to overcome specific disadvantages of topography and orientation. Double frontage lots shall be restricted to one driveway in residential subdivisions.

SECTION 6.7 PEDESTRIAN WAYS:

- A. Location: Where deemed necessary by the Planning Commission, pedestrian ways may be required, and if provided, they should not exceed a twelve percent (12%) grade, unless steps of an acceptable design, as determined by the Planning Commission are to be constructed.

SECTION 6.8 PUBLIC SITES: Where a proposed park or other recreational area, school, or other public ground identified in the adopted Comprehensive Plan, is located whole or in part within the proposed subdivision, the Planning Commission may require a reservation, as a condition precedent to Preliminary Plat approval, not to exceed one (1) year, for the purchase of such public ground by the applicable public body.

SECTION 6.9 LANDSCAPING: Existing vegetation, natural buffers, and specimen trees (extraordinarily large) should be identified and retained during the site planning and subdivision platting process. Where applicable, a landscape plan shall be submitted in accordance with Section 7.14 of these regulations and Article 10 of the City of Alexandria Zoning Ordinance.

SECTION 6.10 MAILBOXES: All new development will provide postal services at centralized location through the use of Cluster Box Units (CBU's) pursuant to the United States Postal Service Ohio Valley District's "Builder and Developer Information Packet for the Use and Installation of Cluster Box Units (CBU's). All CBU's will provide ADA accessible routes and a minimum 36" wide concrete landing. The location of the CBU's shall be shown on the Preliminary Plat and Improvement Plans.

SECTION 6.11 TRAFFIC CALMING:

- A. Roadways planned within new residential subdivisions shall include street geometrics that make roads less desirable for speeding and cut-through traffic. Speed control measures shall be incorporated into the design of all roadways. Speed control measures for new neighborhood residential streets shall consist of a combination of the following preferred measures:
 - 1. Road Curvature
 - 2. Breaks in road continuity, such as T-Intersections
 - 3. Traffic circles
 - 4. Roundabouts
 - 5. Medians
- B. Additional types of speed control measures may be allowed by the Planning Commission on a case-by-case basis where preferred speed control measures are not practical.
- C. Speed control points shall be spaced approximately 500 feet apart.
- D. A speed control point is defined as the location of any one of the following:
 - 1. Any design condition that requires a complete stop, such as at a T-intersection. Note that unwarranted stop-sign control at an intersection will not be permitted.
 - 2. A horizontal curve with a deflection angle of 51° or greater and a maximum radius of 175 feet for local roads.
 - 3. A speed control measure, such as traffic circles, roundabouts, or center medians.

Where proposed residential subdivisions provide roadway connections to existing residential neighborhoods, an evaluation of the need for speed control measures along the access route through the existing neighborhood may be required by the Planning Commission.

ARTICLE VII

IMPROVEMENTS

The improvements which are hereby required shall be designed by a registered professional engineer and installed in accordance with the provisions of these and other applicable regulations. Prior to the commencement of any project, a preconstruction meeting will be held with the City's Engineer, or its duly authorized representative, to discuss the project in regard to procedures, materials, inspections, etc.

SECTION 7.0 STORM WATER MANAGEMENT, DRAINAGE, AND RESIDENTIAL LOT GRADING:

- A. Storm Water Drainage Systems: All storm water Drainage systems shall comply with the Northern Kentucky Regional Storm Water Management Program Rules and Regulations of Sanitation District No. 1 (SD 1's Storm Water Regulations).
 - 1. Sanitation District No. 1 shall perform the plan review of the storm water drainage system(s) and issue the appropriate permit(s) for any development that disturbs one acre of land or greater, or for disturbances of less than one acre when that disturbance is part of a larger overall development.
 - 2. Development that does not disturb one acre of land or greater will be subject to the requirement of plan reviews and/or permits through these regulations and/or the applicable zoning ordinance.
 - 3. Any proposed Subdivision that requires submission of a grading plan or improvement drawing to Staff shall receive grading plan or improvement drawing approval prior to the commencement of any earth moving operations.
- B. Inlet Grates: Except for inlets serving temporary silt basins, detention and/or retention basins, inlet grates shall not allow a sphere with a diameter of six inches to pass through.
- C. On-Street Inlet Location: Inlet spacing along streets shall be based upon gutter and inlet capacity, street slope, and contributing drainage area. In addition, inlet spacing shall not exceed the following spacing requirements unless hydraulic calculations are submitted that indicate acceptable capacity:
 - 1. Along continuous grades less than two percent - 400 feet maximum

2. Along continuous grades two percent and over - 600 feet maximum
 3. At sag locations less than two percent - 400 feet maximum between inlets or from a high point
 4. At sag locations two percent and over - 600 feet maximum between inlets or from a high point
 5. Inlets shall be placed immediately upstream of Pedestrian Walkways and designed to intercept 100 percent of the flow at the gutter line
 6. Inlets placed at locations other than in Section 7.0-C-5 above shall be designed to conform to SD1's Storm Water Regulations
 7. Roll type grate inlets shall be used in any location where a driveway will intersect the street
- D. Cul-de-sac Inlet Location: Special consideration should be given to storm Drainage entering cul-de-sacs. In addition to an Inlet provided at the low point within the cul-de-sac, two additional inlets shall be required along each curb prior to the entrance of the cul-de-sac:
1. For Street slopes eight percent and less draining more than 400 feet of pavement
 2. For all Street slopes more than eight percent and draining more than 300 feet of pavement
- E. Culverts and Pipe Types: Culverts and pipe types shall be designed in accord with SD 1's Storm Water Regulations.
1. All pipe installations greater than 30 inches in diameter require full-time on-site inspections under the direction of a Qualified Geotechnical Engineer or Firm.
- F. Lot Grading and Drainage: The following shall apply to lot grading and drainage:
1. Surface Drainage swales to accommodate individual lot drainage shall be constructed as part of the final lot grading and seeded and mulched.
 2. Surface Drainage swales shall have a minimum grade of two percent and shall be constructed so that the surface water will drain onto a street, storm inlet, natural drainage area, or other drainage feature.

3. Roof downspouts, footing, foundation drains, and sump pumps that are discharged above ground shall be discharged onto the same Parcel of land from which the water is generated, as far from the property line as practical and at least five feet from the residence.
4. Roof downspouts, footing, foundation drains, and sump pumps discharging toward the street shall be discharged onto a pervious area no closer than 20 feet from the edge of pavement or back of curb.
5. The connection of roof downspouts, footing, foundation drains, or sump pumps to the public storm sewer system shall be prohibited unless approved by Sanitation District No. 1 in writing.

SECTION 7.1 WAIVER FOR STORMWATER RUNOFF CONTROL FACILITIES:

- A. A waiver of stormwater management control facilities may be granted by Staff when the following criteria are present:
1. Less than one acre of land is disturbed and the area is not part of a larger overall development.
 2. Less than ½ acre will be impervious area.
 3. Drainage calculations indicate that the downstream drainage facilities are adequately sized to accommodate the additional stormwater runoff and that no pre-existing stormwater drainage problems in this watershed exist immediately downstream.

SECTION 7.2 SANITARY SEWER SYSTEM: The subdivider shall construct a sanitary sewage collection system designed to serve adequately all lots in his/her subdivision plus lines adequate in size to facilitate the orderly development of nearby land which is an integral part of the neighborhood service or drainage area (SECTION 7.12 and APPENDIX E of these regulations) and connect said collection system to a centralized sewerage system, or an approved package treatment plant (surface discharge), except as herein provided.

- A. **PLANS REQUIRED:** The subdivider shall submit plans and specifications prepared by a registered professional engineer, showing the proposed sanitary sewerage system and facilities. Said plans shall show pipe sizes, gradients, type of pipe, invert elevations, location and type of manholes, the location, type and size of all lift or pumping stations, location, type and capacity of all proposed package treatment plants, and all construction details including such other information as required by the Planning Commission and/or its duly authorized representative.

- B. **DESIGN STANDARDS:** The sanitary sewage system shall comply with the Rules and Regulations of Sanitation District No. 1.
- C. **SANITARY SEWER EXTENSIONS:** The sanitary sewer system easement shall be required to be provided to adjacent property not presently served by a sanitary sewer system.

SECTION 7.3 WATER SYSTEM: It shall be the responsibility of the subdivider to contact the applicable water district, indicating his/her proposed layout of the water distribution system, according to the subdivision procedures identified in ARTICLE III and APPENDIX D of these regulations. The subdivider shall design and construct a complete water distribution system which shall serve adequately all lots within the proposed subdivision plus coordinated with the applicable water district, lines adequate in size to facilitate the orderly development of nearby land which is an integral part of the neighborhood service area (see SECTION 7.12 of these regulations).

- A. **PLANS REQUIRED:** The subdivider shall submit plans and specifications prepared by a registered professional engineer, showing the proposed water system. Said plans shall show location and size of lines, type of pipe, location of hydrants and valves and supply facilities, booster pumps, elevated or ground-level storage tanks, if applicable, including all construction details and such other information as may be required by the Planning Commission or its duly authorized representative.
- B. **DESIGN STANDARDS:** The design criteria for the water distribution system shall be as required by the Rules and Regulations of Northern Kentucky Water District and the applicable design criteria of the Insurance Services Offices of Kentucky and the National Fire Protection Association. The minimum fire hydrant flows within residential developments shall be provided in accordance with Table 6. The maximum spacing of the fire hydrants shall be provided in accordance with Table 7. A fire Hydrant shall be located a maximum of 500 feet from the face of any building within developments where new Street is involved.

Table 6: Minimum Fire Flow Requirements for Residential Development	
Exposure Distance ^[1]	Minimum Fire Flow ^[2]
Over 100 feet	None
100 feet or less	500 gpm
Note: ^[1] Exposure distances are measured using the minimum allowable side yards identified in the applicable zoning ordinance. ^[2] The minimum fire hydrant flow is the quantity of flow in gpm at 20 psi residual pressure.	

Table 7: Maximum Spacing of Fire

Hydrants	
Development Type	Spacing
Single-Family	500 feet
Multi-Family	300 feet

- C. **WATER SYSTEM EXTENSIONS:** Water mains and fire hydrants shall be extended along any proposed Street where the existing water system can support the extension and meet all of the Northern Kentucky Water District Regulations. The water system easements shall be required to be provided to adjacent property not presently served by a water system.

SECTION 7.4 STREETS:

- A. **PLANS REQUIRED:** The subdivider shall submit plans and specifications prepared by a registered engineer showing the proposed street system. Said plans shall show the proposed right-of-way width, pavement width, location and the proposed alignment, grade, geometric details and typical cross sections of each proposed street, including curbs and gutters and sidewalks (where applicable). Said plans and specifications shall show for each proposed street, design criteria such as street classification, pavement classification and thickness and classification and thickness of base and subbase materials.

In addition, the following information shall be required:

1. The plans and profiles of all surrounding streets which are to connect to a street in the proposed subdivision (for a distance of one hundred (100) feet back from the boundary line of the proposed subdivision).
 2. All profiles shall be drawn at a scale not to exceed one (1) inch equals one hundred (100) feet horizontal and one (1) inch equals one hundred (100) feet vertical.
 3. Elevations shall be shown at all vertical point of intersection(s) and percent grade between point of intersection(s).
 4. Elevations shall be tied to a benchmark (U.S.G.S. or other benchmarks when available), when, within a reasonable distance (as determined by the Planning Commission) and shall be shown on the improvement drawings.
 5. Details of curb and gutter, sidewalks, street section and paving shall be shown.
- B. **PAVEMENT SPECIFICATIONS:** All streets shall be paved with Portland Cement concrete or asphalt concrete and constructed in accordance with the specifications in APPENDIX A of these regulations.
- C. **MINIMUM PAVEMENT WIDTHS:** Pavement widths shall be measured from back of curb to back of curb, or if no curbs are required, then measurements shall include the entire

paved surface. Minimum pavement widths for each street shall be as shown in Table 8 and laid out in the manner indicated by the typical street cross sections shown in APPENDIX "C", of these regulations.

Table 8: Improvement Requirements by Type of Street Serving Residential Subdivisions						
Type of Street	No. of Lots Served	Right of Way Width (ft)	Pavement Width (ft)	Curb	Sidewalk	Parking
Courts						
Typical	Under 7	50	22	Yes	None	One Side
Optional		40	20	Yes	None	None
Cul-de-sac						
Typical	7-25	50	25	Yes	One Side	One Side
Optional		50	22	Yes	One Side	None
Local						
Typical	Under 200	50	25	Yes	Both Sides	One Side
Optional		50	22	Yes	Both Sides	None
Sub-Collector	200-500					
Typical		50	28	Yes	Both Sides	One Side
Optional		50	22	Yes	Both Sides	None
Collector						
Typical	500-1000	60	30	Yes	Both Sides	One Side
Optional		60	22	Yes	Both Sides	None
NOTE: Where streets are to serve industrial or commercial areas, the pavement design shall be based on a study prepared by the subdivider's engineer, projecting the type of vehicles using the street and traffic volumes and approved by the Planning Commission's duly authorized representative.						

- D. **CURBS AND GUTTERS:** The subdivider shall construct vertical curbs, at least six (6) inches in height for all commercial/industrial areas or rolled curbs four (4) inches in height for all residential streets as identified in Table 8. For streets to be constructed of asphalt concrete, curb and gutter shall be constructed according to the typical section detail in APPENDIX "C".

All curbs and gutters shall be constructed in accordance with the specifications in APPENDIX "A" and typical cross sections in APPENDIX "C".

- E. **CURB RADII:** A Curb radius shall be constructed at intersections as shown in Table 9. The minimum radius to be used shall comply with the standards for the Street with highest functional class at the intersection and the adjacent land use.

Table 9: Curb Radius (FT)	
Functional	Land Use

Classification	Residential	Commercial	Industrial
Local/Subcollector	25	30	40
Collector	30	40	50
Arterial	40	40	50

- F. **SIDEWALKS:** Sidewalks shall be required as identified in Table 8 of these regulations. Sidewalks shall be constructed of Portland Cement concrete in accordance with the specifications of APPENDIX "A" of these regulations, at least four (4) inches thick and increased to five (5) inches of thickness when included as part of a driveway. All sidewalks shall be constructed with a minimum width of four (4) feet and this width increased to five (5) feet for streets in multi-family residential, commercial, and industrial areas, where pedestrian traffic volume indicates the need for this additional width.
- G. **ALTERNATIVE PEDESTRIAN WALKWAYS:** Alternative Pedestrian Walkways may be permitted in developments by the choice of the Applicant and/or as an alternative to Sidewalks. Pedestrian Walkways within the public right-of-way shall be constructed shall be constructed of Portland cement concrete. Pedestrian Walkways located outside of the public right-of-way that are intended to meet in an alternative way, may be constructed of asphalt. Asphalt walkways shall have a minimum width of five (5) feet and a minimum thickness of five (5) inches consisting of a modified base mixture. The subgrade for the asphalt walkways shall be proofrolled prior to the placement of the sidewalk. Walkways constructed outside the public right-of-way shall only be permitted within developments that contain a homeowners' association with specific maintenance and Easement agreements for the walk recorded at the County Clerk's office. If the requirements for sidewalks have been met, by either concrete sidewalks within the right-of-way or asphalt sidewalks outside of the right-of-way, then any other sidewalk construction is not regulated in terms of material used. Sidewalk construction where materials are not regulated by these regulations is still required to comply with the Americans with Disabilities Act of 1990.
- H. **AMERICANS WITH DISABILITIES ACT (ADA) CURB RAMPS:** Where sidewalks along streets are required, Curb ramps shall comply with the U.S. Department of Justice's regulations for the Americans with Disabilities Act of 1990 and the current ADA Standards for Accessible Design.
1. Curb ramp installation shall prohibit stormwater from flowing onto the ramps.
 2. Curb ramps shall be installed at all new Street Intersections in conjunction with construction of the concrete curbs and gutters.

3. Curb ramps shall be installed at the intersection of the sidewalk and curb when sidewalk dead-ends into a t-type or hammerhead type turnaround.
 4. Curb ramp locations shall be shown on submitted improvement plans.
- I. **PARKING:** Parking on any street where pavement width is less than thirty-six (36) feet, shall be limited to one side of the street. Parking lanes shall not be shifted from one side to the other from block to block or where the proposed street is the extension of an existing street the parking lane shall extend continuously on the same side of the street. If practicable, the parking lane shall be located on the opposite side of the street from where the fire hydrants are located. Lots that abut streets which prohibit on-street parking in residential developments shall contain twice the off-street parking that is required in the zoning ordinance. The typical design details for cul-de-sacs per APPENDIX C are not intended to accommodate parking therein. If a subdivision is proposed to provide for parking in a cul-de-sac, and if such parking is otherwise permitted by applicable city ordinance, then the subdivider's engineer shall submit design details to appropriately accommodate such parking to be reviewed by the City Engineer and approved by the Planning Commission.
- J. **CUL-DE-SAC AND DEAD-END STREETS:** Cul-de-sac courts and dead-end streets shall be designed in accordance with the typical design details as per APPENDIX "C" of these regulations. However, if conditions warrant, other turn around designs may be permitted by the Planning Commission. If such street is of a temporary nature and a further extension into adjacent land is anticipated, then said turn around, beyond normal street width, shall be in the nature of an easement of the premises included in said turn around, as per the typical design in APPENDIX "C". Such easement may be vacated to abutting property owners when said dead-end street is legally extended into adjacent lands. If such dead-end street serves four (4) lots or less, no temporary turn around will be required. If the dead-end street is legally extended into adjacent lands, the pavement for the temporary turnaround shall be removed and the resulting street left in a state such that it complies in all respects to these regulations. The disturbed areas shall be filled and graded with topsoil, seeded and mulched. If the dead-end street is not legally extended into adjacent lands within two years after Final Plat Approval for that section of the subdivision, then the subdivider shall either 1) construct a cul-de-sac pursuant to Appendix "C" or 2) petition the Planning Commission for an extension of time within which to either extend the street or construct a permanent cul-de-sac.
- K. **CONSTRUCTION OF REQUIRED PAVEMENT WIDTH ON EXISTING STREETS:** When a subdivision is located on only one side of an existing street, and where the pavement width of such existing street is less than that required by these regulations, the subdivider

shall be required to construct one-half (1/2) the required pavement width, as per these regulations, along the side fronting his property on such street.

SECTION 7.5 DRIVEWAY APPROACHES: Driveways for residential areas (single and two-family) shall be provided with a minimum width shown in Table 10 and a minimum radius at the curb of five (5) feet, or a five (5) foot flare, for collector streets and a minimum radius at the curb of four (4) feet, or a four (4) foot flare, for local and subcollector streets. Only one driveway access point (except those used as circular drives where both access points are located on a local road serving a residential subdivision) is permitted per residential lot.

Table 10: Minimum Required Driveway Widths	
No. of Residences	Driveway Width (FT)
1	9
2	12
3-6	16

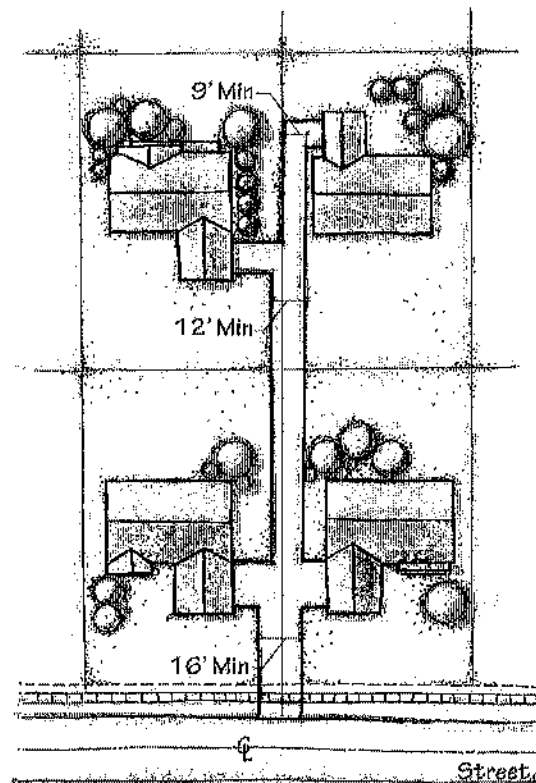


Figure 5: Illustration of Required Driveway Widths Based on Number of Residences Served

In areas of heavier traffic volumes or where special conditions are encountered (Multi-family, industrial, commercial areas), increased driveway widths, plus increased minimum radii or flares may be required by the Planning Commission. All driveways within the right-of-way shall be constructed in accordance with the specifications of APPENDIX A of these regulations. Within the street right-of-way area, driveway grades shall not exceed eight percent (8%). In upward sloping driveways beyond the street right-of-way area, the change in grade shall not exceed twelve percent (12%) within ten (10) feet of distance. On downward sloping driveways beyond the street right-of-way area, (entering basement garages), the change in grade shall not exceed eight percent (8%) within any ten (10) feet of distance (see design as per APPENDIX "C").

SECTION 7.6 OFF STREET PARKING AREAS: Off-street parking areas shall be constructed in accordance with the requirements of the Official Zoning Ordinance, City of Alexandria, unless additional off-street parking is required as per these regulations.

SECTION 7.7 TELEPHONE, CABLE TV AND ELECTRICAL UTILITY LINES: All new telephone, cable television, and electrical utility lines shall be installed underground and be in conformance with the appropriate utility company's policy and requirements. See SECTION 3.9.B (1.) for information regarding applicable construction agreement and a guarantee (security bond).

SECTION 7.8 STREET SIGNS:

- A. **STREET NAME SIGNS:** The City should arrange for installation of street signs at all street intersections. The signs shall conform to the specifications of the City and be mounted at a height of approximately seven (7) feet above the top of the curb or the crown of the pavement. They shall be located on diagonally opposite corners on the far right hand side of the intersection for traffic of the more important streets.
- B. **TRAFFIC CONTROL SIGNS AND DEVICES:** The City shall arrange for the installation of traffic control signs and devices which shall be in conformance with the "Manual on Uniform Traffic Control Devices" as prepared by the Joint Committee on Traffic Control Devices, U.S. Department of Commerce, Bureau of Public Roads.

SECTION 7.9 STREET LIGHTS: Any developer or subdivider desiring to provide street lights when subdividing any tract or parcel of land within the City of Alexandria, Kentucky, shall submit to the Planning Commission a plan for installation of street lights in the subdivision. The City Council shall be given the opportunity to determine if the City should pay for electric and maintenance, or whether there should be other provisions (such as Home Owners Association (HOA)). The developer or subdivider shall pay for and arrange for the installation of street lights pursuant to the plan approved by the Planning Commission and City Council. In cases where there will be

street lights, Final Subdivision Plat approval shall be made by the Planning Commission only after the submission and approval of a street lighting plan, and the applicable improvements are complete (or a construction guarantee and security bond is in place pursuant to SECTIONS 3.9, 3.14 and 7.18).

SECTION 7.10 PLANTING SCREEN OR FENCES: The Planning Commission, or its duly authorized representative, shall require and permit planting screens, fences, or masonry walls, as required by the Official Zoning Ordinance, City of Alexandria.

SECTION 7.11 MONUMENTATION:

- A. **MONUMENTS OF RECORD - PERMANENT CONTROL MONUMENTS:** The subdivider shall establish or confirm the prior establishment of permanent monuments along the centerline of all street not to exceed five hundred (500) feet in spacing. Such permanent control monuments shall be designed according to specifications as per APPENDIX "C". All such monuments shall be set in pavement. All permanent control monuments shall be clearly shown on the Final Plat.
- B. **OTHER MONUMENTS:** Other monuments set shall be metal pins of no less than one-half (1/2) inch diameter and no less than twenty-four (24) inches in length. Monuments of this type shall be set at all of the following locations:
1. At every point of intersection of the outer boundary of the subdivision with an existing or created right-of-way line of any street, railroad, or other way:
 2. Prior to final plat certification by the planning commission and recording or a subdivision plat, all property lines of lots created by the subdivision shall be appropriately marked. In addition, appropriately identified markings shall also be located at points along the building set-back line on every-other lot line.
 3. Appropriately identified markings shall also be located at each point along the street curb which intersects with the side lot lines of each lot.
- C. In such cases where the placement of a required monument at its proper location is impractical, a reference monument may be set close by that point providing its location is properly shown on the Final Plat.

SECTION 7.12 PLANS FOR FUTURE EXPANSION - EXTRA SIZE AND OFF-SITE IMPROVEMENTS: All improvements shall be installed to satisfy the service requirements for the service or drainage area in which the subdivision is located and the improvements shall be of sufficient capacity to handle the expected development of the overall service or drainage area involved.

- A. **EXTRA-SIZE IMPROVEMENTS:** Where the Planning Commission has determined that improvements in excess of the size needed to serve just the proposed subdivision are required, the subdivider shall be so notified and arrangements for construction shall be agreed upon.

SECTION 7.13 PLANS REQUIRED FOR THE CONTROL OF EROSION AND SEDIMENTATION: Any developer who intends to make changes in the contour of any land proposed to be subdivided, developed, or changed in use by grading, excavating or removing the natural topsoil, trees, or other vegetative covering thereon, or to otherwise create hazards or degradation of the natural environment in areas of steep slopes and susceptibility to erosion, shall be required to submit to the Planning Commission a detailed plan for erosion and/or sedimentation control. The plan shall contain proposed methods for slope stabilization, erosion control and water pollution abatement and shall be reviewed by the Planning Commission. The Commission shall require that such a plan or part thereof be submitted with or prior thereto the Site Plan. The Planning Commission may determine that such plans are not necessary. If the disturbed limits of the site exceeds one (1) acre, the developer will be required to obtain a Land Disturbance Permit from Sanitation District No. 1.

Such plans, if required, shall contain adequate measures for control of erosion and siltation where necessary, using the guidelines and policies contained in Section 7.13 of these regulations.

On no property shall anyone, entity or governmental entity strip, excavate, fill, or otherwise move soil, trees or other vegetation for sale, or any other purpose, except for minor changes such as the filling of small pockets in lots, removal of vegetation which is diseased or endangering the public safety, flower beds and other similar operations, in any zone set forth in Official Zoning Ordinance without first insuring that all requirements of these regulations, if applicable, have been fulfilled and then obtaining a permit from the Building Inspector and/or the Planning Commission's duly authorized representative for such stripping, excavation, filling, or other means of soil movement including wholesale removal of trees and other vegetation.

- A. **REQUIREMENTS:**

1. Three (3) sets of plans for the control of erosion and sedimentation shall be submitted to the Planning Commission's duly authorized representative, as per the procedures established in ARTICLE III;
2. In the event the Planning Commission gives Final Plat approval before construction of improvements, as per SECTION 3.9, A., 2., measures to be taken to control erosion and sedimentation shall be included and are the responsibility of the developer, as provided as per Section 7.13 of these regulations;
3. Prior Grading or Disturbed Site: No Site Plan may be approved where the site has been graded, stripped, excavated, de-vegetated 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 Building Inspector;
4. 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 Experimental Station is hereby made a part of these regulations and will be used for informational and reference purposes;
5. The Building Inspector and/or the Planning Commission's duly authorized representative may issue the required permit only after being informed by letter from the City of Alexandria's Engineer that the resulting change of grade or removal of trees and other vegetation in the affected area will not be against the best interests of the local area. The provisions of this section shall not be construed to prohibit normal excavation or grading incidental to the construction or alteration of a building on the premises for which a building permit has been granted as required otherwise in this ordinance, but shall include all road cuts thereto.
6. During the construction phase, further technical assistance will be furnished, if requested, by the Planning Commission's duly authorized representative, or by the local representative of the Soil Conservation Service. The Planning Commission, or its duly authorized representative, shall enforce compliance with the approved plans during the construction phase.
7. Until street, sewers, utilities and appurtenances thereto, and other public improvements are one hundred percent (100%) complete and fifty-one percent (51%) of the lots in a subdivision have been sold, the Subdivider is responsible for taking such measures as are necessary to maintain, repair and/or replace the erosion and sedimentation control measures, and to prevent erosion of graded surfaces, and to prevent the deposit of soil and debris from graded surfaces onto public streets,

into drainage channels or sewers, or onto adjoining land (SECTION 7.13) afterwards, the Subdivider shall be responsible for such erosion and sedimentation control for the remaining property under his/her/its ownership and/or control. The Planning Commission's duly authorized representative, shall make periodic inspections of the methods used and the overall effectiveness of the erosion and sedimentation control program.

8. After a lot in a subdivision has been sold and/or is transferred, each property owner, builder and contractor is responsible for taking such measures as are necessary to maintain, repair and/or replace the erosion and sedimentation control measures, and to prevent erosion of graded surfaces, and to prevent the deposit of soil and debris from graded surfaces onto public streets, into drainage channels or sewers, or onto adjoining land (SECTION 7.13). The City Building Inspector and/or the Planning Commission's duly authorized representative, shall make periodic inspections of the methods used and the overall effectiveness of the erosion and sedimentation control program.
9. Failure to comply with the regulations of this section shall result in a written and/or oral notification by the Building Inspector and/or the Planning Commission's duly authorized representative to the applicable party, whether the Subdivider, Builder, Contractor, or Property Owner. The applicable party, whether the Subdivider, Builder, Contractor, or Property Owner, as distinguished by the Building Inspector and/or the Planning Commission's duly authorized representative, shall then be responsible for the clean up of all ground occupied or affected by noncompliance, within twenty-four (24) hours or be subject to a fine and/or the costs incurred for clean up by the City.

- B. The owner of lots, and any builder of homes thereon, are to adhere to the requirements of SECTION 7.13 relating to erosion and sedimentation control.

SECTION 7.14 LANDSCAPING PLANS REQUIRED:

Where applicable, a landscaping plan, in accordance with Article 10 of the City of Alexandria Zoning Ordinance shall be required and subject to the approval of the Alexandria Planning Commission. The property owner or developer shall prepare a landscape plan depicting all landscaping features, including the identification of planting areas and the location, type, and height of walls and fences. The landscape plan shall be drawn to an easily readable scale, showing and labeling by name and dimensions, all existing property lines, easements, buildings, and other structures, vehicular use areas (including parking stalls, curbs, wheel stops, driveways, service areas, square footage, etc.) water outlets, planting areas and landscape materials (including botanical name or common name, location, orientation, height, caliper, and type of vegetation to be used), location

of garbage containers, existing trees, and typical elevations and/or cross sections as may be required."

SECTION 7.15 CONSTRUCTION INSPECTIONS:

- A. **AUTHORITY AND DUTIES OF INSPECTORS:** Inspectors, except for inspectors employed by other public agencies including a state highway or plumbing department, or private developers or contractors responsible for specialized inspections under the direction of a qualified Geotechnical Engineer or Firm, shall be employed by the City of Alexandria or if the City does not have a qualified inspector, then inspections shall be performed by the Planning Commission's duly authorized representative authorized to inspect all work done and all materials furnished. Each inspector shall have one (1) complete set of all plans and specifications with certified approval by the Planning Commission's duly authorized representative. Such inspection, including final inspection, may extend to all or any part of the work and to the preparation, fabrication, or manufacture of materials to be used. The inspector shall not be authorized to revoke, alter, or waive any requirements of the approved grading plans related to public improvements construction, erosion and sedimentation control plans, and improvement drawings and specifications. The contractor shall notify the inspector within twenty-four (24) hours prior to the time when work is to begin on each phase of construction, including erosion and sedimentation control, earthwork related to public improvements construction, erosion and sedimentation control plans, storm sewer systems, sanitary sewer system, street paving including all related testing, etc. The inspector shall begin inspection at the time of construction and continue inspections necessary and appropriate in the circumstance as the work progresses on each phase of the project until all construction is complete. Further, and during the time of construction, any work determined by the inspector not to conform to the requirements of the approved grading plans, related to public improvements construction, erosion and sedimentation control plans, and improvement drawings and specifications shall be suspended and construction shall be brought into conformance with approved specifications, and the design engineer shall be notified, if such construction is not brought into conformance with approved specifications, prior to proceeding with that phase of the project. Any question at issue which cannot be determined to conform with the approved grading plans related to public improvements construction, erosion and sedimentation control plans, and improvement drawings and specifications, shall be referred to the Planning Commission's duly authorized representative, who shall inform the contractor, within twenty-four (24) hours of such referral, what actions are necessary in order to proceed. The Planning Commission, acting through its duly authorized representative, reserves the right to order items removed and replaced and additional testing when work was performed contrary to approved plans and specifications, or without adequate notification for inspection. Following final inspections of improvements constructed, the inspector and/or the Planning Commission's duly authorized representative shall certify, in

writing, to the Planning Commission that improvements have been constructed in accord with grading plans related to public improvements construction, erosion and sedimentation control plans, and improvement drawings and specifications and inspected per these regulations, if such is the case.

SECTION 7.16 CONSTRUCTION RESPONSIBILITIES:

- A. **COOPERATION OF SUBDIVIDER AND/OR CONTRACTOR:** The subdivider and/or contractor(s) shall have available on the project, during construction at all times, two (2) complete sets of all required plans and specifications, with certified approval by the Planning Commission's duly authorized representative. He/She shall cooperate with the Inspector and with other contractors in every way possible. The subdivider and/or contractor shall, at all times, during actual construction, have a competent superintendent acting as his/her agent on the project. The superintendent shall be capable of reading and thoroughly understanding the plans and specifications, and he/she shall receive instruction from the Inspector. The superintendent shall have full authority to execute the orders or directions of the Inspector. A superintendent shall be furnished irrespective of the amount of work sublet. Subdivider and contractors are not relieved of other responsibilities and requirements or other state and local agencies relating to zoning, permits, etc., which may be beyond the scope of requirements of the Subdivision Regulations. Satisfactory completion of inspections and certification that improvements have been constructed in accord with grading plans related to public improvements construction, erosion and sedimentation control plans, and improvement drawings and specifications per these regulations, shall not be a defense in an action for damages against anyone who may be liable by reason of non-compliance with the requirements of these regulations.

SECTION 7.17 FINAL CLEANING UP: Upon completion of the work, the subdivider and/or contractor shall clean up all ground occupied or affected by him/her in connection with the work.

SECTION 7.18 AGREEMENTS AND GUARANTEES:

- A. **GUARANTEES:** The subdivider may execute and file guarantees with the Planning Commission and the City, in lieu of actual installation or completion of the required improvements, when requesting approval of the Final Plat. In the case where sidewalk improvements have not been completed (i.e., construction of sidewalks as regulated herein are the responsibility of the builder and owner of the lot in question and are not required to be completed or guaranteed prior to Final Plat approval), a conditional certificate of occupancy may be given by contract with the City not to exceed six (6) months signed by the subdivider, builder and owner of the premises for which the improvements will serve.

Guarantees shall be based on a cost estimate for the required improvements for each phase of uncompleted construction as estimated by the subdivider's engineer. Such guarantees shall run to and be acceptable by the City Council. Copies of such guarantees shall be submitted to and approved by the Planning Commission. The cost estimate shall be based on the amount determined to be reasonably necessary to complete all of the improvements required to be constructed by the subdivider, as specified in the approved improvement drawings and specifications, including a contingency plus engineering fees and the fees for plan review and field inspections.

Except as herein provided, the guarantee shall be in the form of cash, direct or general obligations of the United States Government, a surety bond, or an approved escrow agreement. The guarantee shall be executed by the subdivider as principal, and a corporation authorized to act as a surety under the laws of the Commonwealth of Kentucky, as surety. The guarantee shall be an assurance of faithful performance of any and all work and the construction and installation of all improvements required to be done by the subdivider, as specified in the approved improvement drawings and specifications, together with contingency plus all engineering and inspection fees as required by SECTION 8.1, of these regulations.

The guarantee shall contain the further condition that, should the subdivider fail to complete all work and improvements required to be done by him/her within twenty-four (24) consecutive calendar months of the date of approval of the Final Plat, or within a mutually agreed upon extension, but never to exceed twelve (12) consecutive calendar months, that the Planning Commission and the City shall cause all required work to be done and improvements constructed. The parties executing the guarantee shall be firmly bound for the payment of all necessary costs therefor. Whenever the subdivider elects to execute alternative forms of guarantee (i.e., cash bonds, letter of credit, escrow agreement etc.), written authorization from the City Council shall be filed with the Planning Commission prior to approval of such guarantee and a Final Plat. All guarantees shall include a provision that, in the event of any default on the part of the subdivider or the performance of any work or construction of any improvements for which such guaranteed have been deposited, to cause the required work to be done and to withdraw that amount required for payment of all costs therefor.

Following final inspections of improvements, the Planning Commission shall so certify in writing to the City to permit the release or return of the guarantee to the subdivider or surety within ten (10) days of such final inspection certification.

ARTICLE VIII

ADMINISTRATION AND ENFORCEMENT

SECTION 8.0 ADMINISTRATION: It shall be the responsibility of the Planning Commission's duly authorized representative to administer these regulations, including performance of all inspections in behalf of the Commission, except where specific authority is retained by the Planning Commission, as provided per these regulations.

SECTION 8.1 FEES FOR PRELIMINARY & FINAL PLATS; GRADING PLANS; IMPROVEMENT DRAWINGS AND SPECIFICATIONS; INSPECTIONS AND OTHER PLATS:

- A. The schedule of fees, charges, etc. shall be as established by the Alexandria Planning Commission.
- B. A re-review fee shall be assessed on plat or plans for the following reasons:
 - 1. Applicants' engineer has not completed the revisions from the review comments and applicants.
 - 2. Engineer has not submitted a formal response as to why the review comment is invalid for this particular project.
 - 3. Review comments were addressed, but incorrect information was provided.

The re-review fee shall be the actual costs of such re-review undertaken by the City and/or its consultants.

C. Extraordinary Fees

A charge shall be made (at actual costs) for any extraordinary engineering, testing, and analysis necessary for determination of compliance with the Official Zoning Ordinance, Alexandria, Kentucky. The Planning Commission and/or its duly authorized representative may require a deposit to be made by applicant towards said costs.

SECTION 8.2 PAYMENT OF FEES: The subdivider shall pay all fees to the Planning Commission's duly authorized representative at the time of submitting plats, improvement drawings and specifications, and grading plans for approval. Said fees shall be paid by check or money order only, and made payable to the City of Alexandria.

SECTION 8.3 FEES FOR INSPECTING IMPROVEMENTS AS PER APPROVED IMPROVEMENT DRAWINGS AND SPECIFICATIONS:

Where improvements are to be installed prior to Final Plat approval, no Final Plat approval will be given nor shall such a plat be recorded until all inspection fees are paid in full. In the event Final Plat approval is given prior to installment of improvements, the guarantee posted by the subdivider as per SECTION 7.17 of these regulations shall assure the payment of all inspection fees and no guarantees shall be released until all inspection fees are paid in full. It shall be the responsibility of the Planning Commission's duly authorized representative to insure that inspections will be made by the City of Alexandria's designated inspector. In the event the City of Alexandria does not have a qualified inspector to perform inspections, then said inspection shall be performed by the Planning Commission's duly authorized representative.

SECTION 8.4 FEES FOR RECORDING FINAL PLATS IN COUNTY CLERK'S OFFICE: The subdivider shall pay the recording fee as per the requirements of the Campbell County Clerk's office.

SECTION 8.5 MODIFICATIONS: The Planning Commission may grant a modification or waiver to these regulations, as specified herein, providing the Planning Commission shall find:

- A. That unusual topographical or exceptional physical conditions exist; or
- B. That strict compliance with these regulations would create an extraordinary hardship in the face of the exceptional conditions; or
- C. That the modifications would provide for innovative design layout of the subdivision

In granting any modification or waiver to these regulations, the Planning Commission shall find that said modification or waiver will not be detrimental to the public interest nor in conflict with the intent and purpose of these regulations.

The Planning Commission may require certain conditions to be met, as may be determined necessary to accomplish the purpose of these regulations, when modified.

SECTION 8.6 ENFORCEMENT:

- A. **PLANNING COMMISSION'S DULY AUTHORIZED REPRESENTATIVE APPROVAL REQUIRED FOR ALL SUBDIVISIONS:** No person or his/her agent shall subdivide any land, before securing the approval of the Planning Commission of a plat designating the areas to be subdivided, and no plat of a subdivision of land within the planning unit jurisdiction shall be recorded by the Campbell County Clerk until the plat has been approved by the Planning Commission and the approval entered thereon in writing by the chairperson.
- B. **SALE OF LAND IN SUBDIVISION:** No person owning land composing a subdivision, or his/her agent, shall transfer or sell or agree to sell any lot or parcel of land located within a

subdivision by reference to, or by exhibition, or by any other use of a plat of such subdivision, before such plat has received final approval of the Planning Commission, signed by the Chairperson of the Planning Commission and has been recorded. Any such instrument of transfer, sale, or contract shall be void and shall not be subject to be recorded, but all rights of such purchaser to damages are hereby preserved. The description of such lot or parcel by metes and bounds in any contract or instrument of transfer or other document used in the process of selling or transferring same shall not exempt the person attempting to transfer from penalties provided or deprive the purchaser of any rights or remedies he may otherwise have.

- C. **REVISION OF PLAT AFTER APPROVAL:** No changes, erasures, modifications, or revisions shall be made in any plat of a subdivision after final approval has been given by the Planning Commission and an endorsement is made in writing on the plat, unless the plat is first resubmitted and the changes approved by the Planning Commission.
- D. **IMPROVEMENTS IN CONFLICT WITH OFFICIAL MAP:** After the City has adopted an official map, no board, public officer, or authority shall accept, layout, improve, or authorize any improvements to be constructed in any street, including rights-of-way, watercourses, park and playgrounds, public school or other public building sites shown on the official map, except as provided for in KRS 100.293 - 100.317.
- E. **ENFORCEMENT BY PLANNING COMMISSION OR ITS DULY AUTHORIZED REPRESENTATIVE:** The Planning Commission or its duly authorized representative, shall have a cause of action for all appropriate relief including injunctions against any governmental bodies or any person who violates any of these regulations.

SECTION 8.7 PENALTIES: Pursuant to KRS 100.991, any person or entity who violates any of these regulations shall, upon conviction, be fined not less than ten dollars (\$10.00) but not more than five hundred dollars (\$500.00). Each day of violation shall constitute a separate offense.

SECTION 8.8 APPEALS FROM PLANNING COMMISSION'S DULY AUTHORIZED REPRESENTATIVE: Any subdivider claiming to be aggrieved by any actions by the Planning Commission's duly authorized representative may appeal such actions to the Planning Commission.

SECTION 8.9 APPEALS FROM PLANNING COMMISSION: Any appeal from the Planning Commission's action may be taken in the following manner:

- A. Any person or entity claiming to be injured or aggrieved by any final action of the Planning Commission may appeal from the action to the circuit court of the county in which the land lies. Such appeal shall be taken within thirty (30) consecutive calendar days after the final

action of the Planning Commission. Final action shall not include the Commission's recommendation made to the other governmental bodies.

- B. All appeals shall be taken in the appropriate circuit court within thirty (30) consecutive calendar days after the action or decision of the Planning Commission and all decisions which have not been appealed within thirty (30) consecutive calendar days shall become final. After the appeal is taken, the procedure shall be governed by the rules of civil procedure. When an appeal has been filed, the clerk of the circuit court shall issue a summons to all parties, including the Planning Commission in all cases, and shall cause it to be delivered for service as in any other law action.

ARTICLE IX

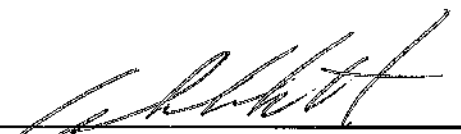
ADOPTION, AMENDMENT AND EFFECTIVE DATE

SECTION 9.0 PUBLIC HEARING: Before adoption of these subdivision regulations or any amendments thereto, by the Planning Commission, a public hearing shall be held by the Planning Commission. A public notice of the time and place of the public hearing shall be published in a newspaper of general circulation in Campbell County, in accordance with Kentucky Revised Statutes Chapter 424.

SECTION 9.1 EFFECTIVE DATE: These subdivision regulations shall take effect and be in force upon their adoption as provided for in KRS Chapter 100.

ADOPTED BY THE ALEXANDRIA PLANNING & ZONING COMMISSION:

February 5, 2019
DATE


CHAIRPERSON

**CITY OF ALEXANDRIA
PLANNING COMMISSION
NOTICE OF PUBLIC HEARING**

All interested persons please take notice that the City of Alexandria Planning Commission will hold a Public Hearing on Tuesday, February 5, 2019, at the Commission's regularly scheduled meeting beginning at 7:00 pm at the Alexandria City Building, 8236 West Main St. Alexandria, Ky 41001. The purpose of the Public Hearing is to hear and gather evidence and public comment regarding text amendments to the City of Alexandria Subdivision Regulations. A copy of the revised regulations are available for viewing at The City of Alexandria City building, 8236 West Main St. Alexandria, Ky.

The Public Hearing shall be conducted according to Kentucky State Law and Alexandria City Ordinances, and any person is invited to attend and submit written and/or verbal comment (written comment and evidence shall be submitted at or before the public hearing so it may lawfully be made part of the record). Further information is available at the Alexandria City Building at the above address or by call 859 635-4125.

Carol S Hofstetter
Zoning Administrator

*Published in CC Recorder
1/24/19*



ORIGINAL

**PLANNING & ZONING MEETING
Minutes of February 5, 2019**

Chairperson Dave Hart opened the regular meeting at 7:00 p.m. on the above date, with the Pledge of Allegiance and the following members answering roll call:

Present:	Dave Hart, Chair	Sonny Markus	Ron Johnson
	Tom Wheeler	Nick Reitman	Randy Nehus
Absent:	Steven Shinkle		

Also Present:	Stephanie Tarter, Admin. Clerk	Carol Hofstetter, Zoning Administrator
	Robert Seitzinger, City Engineer	Andy Schabell, Mayor
	Jan Johannemann, City Clerk	Mike Duncan, City Attorney

***PUBLIC HEARING: To hear and gather evidence and public comment
regarding text amendments to the City of Alexandria Subdivision Regulations.***

Chairman Hart opened the Public Hearing at 7:02 p.m. Mr. Duncan stated the P & Z Commission has been working on updating Subdivision Regulations. This is done every so often to make sure that the Subdivision Regulations carry out the Comprehensive Plan and the law. The amendments and the adoption of those amendments is entirely up to the discretion of the members of Planning & Zoning.

Mr. Duncan stated that all legal requirements were met to hold this public hearing. Mrs. Hofstetter is happy with everything that was added and updated by CT Consultants. Chairman Hart commented that this has been a two-year process.

Mr. Seitzinger presented the changes, article by article, and gave a summary of each. Articles 1 through 5 included minor changes and additions. Major changes to the Subdivision Regulations started in Article 6, which included design standards for the layout of subdivisions, regulations on naming streets and house numbers and replacing current language with something similar to the Kenton County regulations for consistency across Northern Kentucky. A section was added that allows developers to install decorative sign posts, but if one is damaged, either the developer can pay to replace it, or the City will replace it with a standard post. A section was added to address the cluster mailbox units for new developments that is now required by the Post Office. This section includes when information must be submitted for design review and standards. Also added was a section on traffic calming, which is an issue in some of the residential areas of Alexandria. Developers are now required to include traffic calming techniques in their design.

Article 7, Stormwater Management & Design, was updated because the language was prior to SD1 taking on the management of stormwater for the City. Language was modified to include lot grading and inlet placements, but calls out SD1 as the guide for stormwater management regulations. Sanitary sewer system also included an added section about sewer extensions to ensure that access is available to all properties. If a property adjacent to a development property does not have access to sanitary sewer, then easements must be granted to allow for improvements to the adjacent property. The section on water utilities calls out Northern Kentucky Water District as the guide for requirements and the same easements will be required for water utilities as are required for sanitary sewer for all future utility connections.

The sections on streets, curbs, and sidewalks were updated and consolidated into one section. A section was added to include alternative pedestrian walkways. A section was also added to include ADA compliance for curb ramps. Other updates included parking, cul-de-sac requirements, and tables.

Appendix A was changed to include all pavement design for both concrete and asphalt. Design standards are the same as the ones developed for Kenton County. CT Consultants, Cardinal Engineering, along with some developers for Kenton County worked on these regulations.

The City requires a stone base and thicker pavement which differs from Kenton County regulations. Mr. Hart pointed out that these regulations are already being required of all new subdivisions, including Arcadia, but these changes will bring the policy up to date.

Some sections were removed due to SD1 and Northern Kentucky Water District handling respective utilities. Some appendixes were moved around and other information was updated and adjusted to reflect what Alexandria was already requiring in newly developed subdivisions.

Mr. Reitman pointed out that Kenton County was referenced multiple times and wondered if that was to keep things standardized. Mr. Seitzinger affirmed they want to have a standardized requirement throughout Northern Kentucky so that contractors know what to expect no matter where they are doing work. Mr. Hart pointed out Alexandria is a little more stringent than other areas in Northern Kentucky.

Mr. Duncan was very pleased with the updates and the language used to ensure easements for utilities in the future.

Hearing no further evidence, Mr. Hart declared the Public Hearing closed at 7:31 p.m.

MOTION: Mr. Markus made a motion to accept the text amendments to the City of Alexandria Subdivision Regulations, seconded by Mr. Johnson. All in favor, the motion passed 5-0-1, Mr. Hart abstaining.

APPROVAL OF MINUTES – January 15, 2019

MOTION: Nick Reitman made a motion to approve the minutes of January 15, 2019, seconded by Sonny Markus. All in favor, the motion passed 5-0-1, Mr. Hart abstaining.

VISITORS AND GUESTS

Mayor Andy Schabell – The Mayor wanted to thank the Commission for all of their hard work and hours. He has watched every P&Z meeting since being elected to keep up with what is happening, and plans to attend the meetings.

NEW BUSINESS – None

UNFINISHED BUSINESS

Sign Ordinance Changes: Mr. Duncan asked how far along the Commission was in the process and Mr. Hart said they are close to polishing them up. Mr. Duncan will take a look at them once they are ready.

INTERNAL BUSINESS

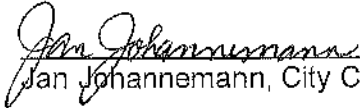
Council: Mayor Schabell announced a council member is resigning due to moving outside of the city limits. Council will discuss the next steps at this Thursday's meeting. It will be up to Council on how to proceed and who to appoint. Also, Assistant City Clerk Ramona Williams has taken the City Clerk's position in Falmouth. The City will be hiring someone to fill that position and there will be an ad in the paper this week. The City has a new Police Chief, Lucas Cooper, and two new police officers have been hired.

ORIGINAL

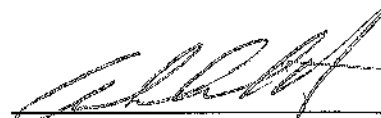
ADJOURNMENT

MOTION: Nick Reitman made a motion to adjourn, seconded by Randy Nehus. All in favor, the motion passed with a 5-0-1 vote, Mr. Hart abstaining. Meeting adjourned at 7:38 p.m.

Attested to and submitted by:


Jan Johannemann, City Clerk

Dated 2/19/19


Dave Hart, Chair

Dated 2/19/2019

APPENDIX A

PAVEMENT DESIGN

SECTION A.1: PAVEMENT DESIGN METHOD AND REQUIRED THICKNESSES

A.1-1 Pavement Design Method

AASHTO Guide for Design of Pavement Structures (1986 and 1993), published by The American Association of State Highway and Transportation Officials is the design method used herein and is specified as the design method to be used for any alternate pavement designs that are allowed or required in this regulation. Table A-1: Subdivision Pavement Design Parameters Using AASHTO Method sets out the design parameters used herein for Alexandria Subdivision pavements. For definition and explanation of the parameters shown here, see the above mentioned AASHTO guides. Project specific pavement designs are required for residential streets serving over 1,000 residences or commercial/industrial streets serving more than 3,500,000 ESALs or alternative pavement designs proposed under Section A.1-2: Required Thicknesses. Any project specific pavement designs are required to use the design parameters identified in Table A-1: Subdivision Pavement Design Parameters Using AASHTO Method.

Table A-1: Subdivision Pavement Design Parameters Using AASHTO Method		
Parameter	Design Values	
	Concrete	Asphalt
Design Life	20 years	20 years
Life Cycle Analysis	50 years	50 years
Drainage Coefficient	1.0	--
Reliability	80%	80%
Deviation	0.35	0.45
Initial Serviceability	4.2	4.5
Terminal Serviceability	2.5	2.5
Modulus of Rupture	600 psi	--
Modulus of Elasticity	3,600,000psi	--
CBR, Minimum	2 (K=50 pci)	3 (MR=2700 psi)
Load Transfer	4.4 (no dowels)	--
Load Transfer	3.2 (dowels)	--
20 Year ESAL, Residential Local Street, ≤ 199 lots served	81,000	81,000
20 Year ESAL, Residential Sub-collector Street, 200-500 lots served	203,000	203,000
20 Year ESAL, Residential Collector Street, 501-1000 lots served	406,000 ^[2]	406,000 ^[2]
20 Year ESAL, Commercial/Industrial Street	3,500,000 ^[1]	3,500,000 ^[1]
Year 17 to Year 34 and Year 34 to Year 50 ESAL, Residential Local Street, ≤ 199 lots served	53,000	53,000
Year 17 to Year 34 and Year 34 to Year 50 ESAL, Residential Local Street, 200-500 lots served	133,000	133,000
Year 17 to Year 34 and Year 34 to Year 50 ESAL, Residential Local Street, 501-1000 lots served	265,000 ^[2]	265,000 ^[2]
ESAL, Arterial	Per KYTC Specifications	
Asphalt Surface Layer Coefficient		0.44
Asphalt Base Layer Coefficient		0.40
Crushed Stone Base Layer Coefficient		0.14
Crushed Stone Base with Tensar TX5 Geogrid Layer Coefficient		0.25 for CBR ≥ 3
		0.21 for 2 ≤ CBR < 3
Thickness conversion factor, 17 year old asphalt		0.7
Thickness conversion factor, 34 year old asphalt		0.6
NOTES:		
^[1] Engineer shall submit a Traffic Impact Study (TIS) documenting project-specific design ESALs for each commercial/industrial Subdivision generating more than 100 vehicle trips per hour during the AM or PM peak period. If project-specific ESAL loading is greater than 3,500,000, a project-specific pavement design is required.		
^[2] Project-specific pavement design required for residential streets serving more than 1,000 lots.		

A.1-2 Required Thicknesses

- (A) Table A-2: Required Subdivision Street Thicknesses shows the required pavement thicknesses for various Street classifications for Asphalt and Concrete Streets where in situ Subgrade soils can meet the minimum required Subgrade CBR equal to 2 or greater for Concrete pavements or CBR of 3 or greater for Asphalt pavements. These thicknesses were determined using the AASHTO Guide for Design of Pavement Structures (1986 and 1993) and the design parameters identified in Table A-1: Subdivision Pavement Design Parameters Using AASHTO Method. These values meet requirements for a 50 year life cycle without replacement, assuming resurfacing at 17 and 34 years.

Table A-2: Required Subdivision Street Thicknesses								
Street Classification With Number of Lots Served	Concrete Over Crushed Stone Base (CSB)		Asphalt Over Crushed Stone Base (CSB)			Asphalt Over Crushed Stone Base (CSB) + Geogrid		
	Concrete	CSB	Surface	Base	CSB	Surface	Base	CSB
Residential Local/Sub-collector ≤ 500 Lots	8"	4"	1.5"	6"	7"	1.5"	4"	7"
Residential Collector 500-1000 Lots	9"	4"	1.5"	7.75"	7"	1.5"	5.75"	7"
Commercial/Industrial	10"	4"	1.5"	10.5"	7"	1.5"	8.5"	7"
Arterial	Per KYTC Specifications							

- (B) Wherever the minimum CBR values for Asphalt or Concrete pavements as defined in Table A-1: Subdivision Pavement Design Parameters Using AASHTO Method cannot be provided by the in situ Subgrade soils, the Engineer shall: 1) submit an engineered Subgrade improvement design that increases the CBR value of the in situ Subgrade soils to the required minimum CBR values for Asphalt and Concrete pavement in Subsection A.1-1: Pavement Design Method; or 2) submit an engineered alternate pavement design that takes into account the substandard CBR values.

(1) Engineered subgrade improvements may include:

- Undercutting the substandard Subgrade soils and replacing them with documented soils that provide the minimum CBR values, or greater.
- Providing a chemically stabilized Subgrade (usually lime stabilization) to effectively provide the minimum CBR values, or greater.

- c) Utilizing crushed stone base with geotextile and/or Tensar TX5 triaxial geogrid to effectively provide the minimum CBR values, or greater.
- (2) Alternative pavement designs may be proposed for Asphalt pavement on subgrades with a CBR value of 2, provided the pavement structure is shown to meet the structural number requirements identified in Table A-3: Structural Numbers for Alternative Asphalt Pavement Designs (CBR =2). Alternative pavement designs are not permitted for Subgrade soils with a CBR less than 2; rather, the subgrade soils shall be improved to CBR equal to 2 or greater, per Subsection A.1-2(B)(1).

Table A-3: Structural Numbers for Alternative Asphalt Pavement Designs (CBR=2)	
Street Classification	Structural Number
Local (≤199 Lots)	4.09
Sub-collector (200-500 Lots)	4.92
Collector (501-1000 Lots)	5.60
Commercial/Industrial	8.40

- (3) When chemically stabilized Subgrade demonstrates a documented CBR value greater than 3, an alternative asphalt pavement design may be proposed to reduce pavement thickness, provided the pavement structure is shown to meet the structural number requirements identified in Table A-4: Structural Numbers for Alternative Asphalt Pavement Designs.

Table A-4: Structural Numbers for Alternative Asphalt Pavement Designs				
Street Classification	Structural Number			
	CBR 4	CBR 5	CBR 6	CBR 7
Local (≤199 Lots)	2.85	2.50	2.24	2.04
Sub-collector (200-500 Lots)	3.52	3.14	2.84	2.60
Collector (501-1000 Lots)	4.09	3.65	3.34	3.07
Commercial/Industrial	6.47	5.92	5.47	5.12

- a) For Asphalt over Crushed Stone Base pavements, the crushed stone base may not be reduced below the thicknesses shown in Table A-2: Required Subdivision Street Thicknesses.
- b) There shall be no reduction in thickness for Concrete pavements below those shown in Table A-2: Required Subdivision Street Thicknesses.
- c) Alternative pavement designs shall not be permitted for:

- i) in situ soils with CBR values greater than 3;
- ii) undercut and replaced subgrade soils; or
- iii) crushed stone base and geotextile/geogrid subgrade improvements.

A.1-3 Pavement and Pavement Drainage Construction Details

Appendix C: Standard Construction Drawings contains important construction details that are a part of these specifications for the pavement, pavement Drainage system, and other utility construction within the Right of Way that can impact pavement performance. Proper construction execution of the details in Appendix C: Standard Construction Drawings is important to good pavement performance.

SECTION A.2: USE OF AGGREGATES WITHIN THE RIGHT-OF-WAY

A.2-1 Aggregate Specifications

Table A-5 indicates the specifications for the various aggregate types and their uses in improvement construction within the Street Right-of-way. All aggregates must pass all KYTC aggregate requirements for their intended use as set out in Section 800 of the KYTC Road and Bridge Manual, latest edition.

Table A-5 Aggregate Specification Table	
KYTC Specification	Use Within Right-of-Way
Pipe Bedding Sand	Bed and cover for deep sanitary sewer and storm sewer
Concrete Sand	Concrete mix and bed and cover for waterline and power and communication utilities
DGA	Backfill for waterline and power and communication utilities under the Street
57's Crushed Limestone	Concrete pavement aggregate and catch basin crossover construction
57's Gravel	Allowable aggregate for all Concrete not used in Concrete Pavement and Concrete Curb and Gutter
No. 8's Gravel	Allowable aggregate for all Concrete
#4 Crushed Limestone	Required aggregate for Concrete Pavements
Crushed Stone Base	Base material all pavements
Asphalt Aggregates	Asphalt pavement aggregates must meet requirements in Section 400 of KYTC Road and Bridge Manual, latest edition, except where noted otherwise in this specification

All aggregates must pass all KYTC aggregate requirements for their intended use as set out in Section 800 of the KYTC Road and Bridge Manual, latest edition.

SECTION A.3: PORTLAND CEMENT CONCRETE (CONCRETE) INFRASTRUCTURE

A.3-1 General Requirement

(A) Materials

Portland cement, water, aggregates, air entraining agents, and admixtures to reduce water, retard set, etc. shall satisfy the material specifications of, and be proportioned, batched, delivered, and cured in accordance with, the Portland Cement Association (PCA), Design and Control of Concrete Mixtures, latest edition, except as noted otherwise in these regulations.

(B) Mix Design

Concrete mix design shall: (1) contain six bags of cement (564 pounds) per cubic yard; (2) be air entrained to an air content of six percent +2 percent using ASTM air entraining admixture; and (3) have a maximum water cement ratio of 0.45, and a maximum slump of four inches. Aggregate type, gradation and weight distribution will vary depending on the intended use, as spelled out in Subsections A.3-2(A), A.3-3(A), and A.3-4(A).

(C) Fly Ash

No fly ash is allowed in the Concrete mix.

(D) Strength

Finished Concrete shall attain a minimum compressive strength at 28 days of 4,000 pounds per square inch.

(E) Ready Mix Suppliers

All Concrete Ready Mix must be provided by Ready Mix plants listed on the KYTC List of Approved Materials (LAM) as a qualified producer. In the alternative, the Ready Mix supplier must supply to the staff an executed original of KTC Form TC-64-764/09 2011 "Certification of Compliance for Freeze Thaw Resistant Concrete Aggregate" for the aggregate used in Concrete mixes prior to commencement of construction. All Ready Mix Concrete suppliers shall submit to the Staff in January of each year mix design verifications for all Concrete mixes that will be supplied during that year for use in Subdivision improvements.

(F) Delivery and Discharge

Concrete shall be delivered and discharged from a truck mixer or agitator truck within the periods specified in Table A-6. Delivery tickets shall have this time clearly shown and be checked for conformance by the Staff. Delivery tickets shall also show the date of the delivery, the Concrete mix supplied, and the design compressive strength. All delivery tickets shall be delivered to Staff. Any Concrete which is not plastic and workable when placed shall be rejected.

Table A-6: Maximum Concrete Discharge Time	
Air Temperature	Maximum Discharge Time
Up to 85 degrees Fahrenheit	1.5 hours
More than 85 degrees Fahrenheit	1 hour

(G) Curing

Concrete shall be cured in accordance with Section 601.03.17 of the KYTC specification.

(H) Expansion and Isolation Joints

Expansion and Isolation Joint material used herein shall be pre-formed one inch thick material, the full depth of the Concrete, and shall conform to KYTC specifications for use in Concrete pavements.

(I) Cold Weather Placement

Concrete may be placed when the ambient air temperature in the shade and away from artificial heat is 40° F (and rising). No concrete shall be placed upon frozen subgrade. Concrete shall be protected from freezing for a period of up to seven days.

(J) Hot Weather Placement

Maintain the temperature of the mixture at or below 90° F during placement. Cease concrete production when the mixture exceeds 90° F until adequate methods are in place to reduce or maintain the mixture temperature. Do not place concrete in areas where the ambient temperature is above 100° F.

A.3-2 Street Pavement Requirements

(A) Aggregates

(1) Aggregates for Concrete Street pavement shall be a blend of No. 467 crushed limestone, No. 8 gravel and concrete sand.

(2) The No. 467 crushed limestone aggregate shall meet the gradation limits shown in Table A-7.

Table A-7: No. 467 Gradation Limits

Sieve Size	Percent Passing
2"	100
1 1/2"	93-98*
1"	--
3/4"	35-70
1/2"	--
3/8"	10-30
#4	0-5
#8	--

*Note that the specified percent passing the 1 1/2" sieve differs from Section 800 of the KYTC Road and Bridge Manual, latest edition, for No. 467 gradation. The No. 467 crushed limestone for Street pavement in the Regulation must have 2% to 7% retained on the 1 1/2" sieve.

(3) Gradation of the No. 8 gravel and the concrete sand shall meet the requirements of Section 800 of the KYTC Road and Bridge Manual, latest edition.

(4) Minimum cement factor shall be 564 pounds per cubic yard.

(5) Minimum compressive strength at 28 days shall be 4,000 psi.

(6) Maximum water / cement ratio shall be 0.45.

(7) Air entrainment shall be 6% $\pm$ 2%.

(8) Maximum slump without mid-range water reducer shall be 4-inches.

(9) Maximum slump with mid-range water reducer shall be 7-inches.

(10) Workability factor shall be between 38 high to 33 low.

(11) Coarseness factor shall be between 73 high to 68 low.

(B) Thickness Requirements

Pavement thicknesses for various classifications of Streets shall be as shown in Table A-2: Required Subdivision Street Thicknesses. Various critical Concrete pavement design and construction details that shall be used in Concrete Subdivision pavements are shown in Appendix C: Standard Construction Drawings.

(C) Testing Requirements

(1) One set of three test cylinders shall be made for each day's placement of Street. An additional set of three test cylinders shall be made for each

additional 100 cubic yards of placement. One slump, air entrainment and temperature test shall be performed for each set of Concrete test cylinders.

- (2) One cylinder shall be tested for compressive strength at no later than seven days and two cylinders at 28 days.
- (3) Part of the plastic Concrete sample used for the test cylinders shall be washed to visually confirm that crushed limestone coarse aggregate was used in the Concrete mix.
- (4) All Concrete testing shall be performed by a Qualified Materials Testing firm in accord with applicable ASTM specifications, latest editions. The results of all Concrete testing are required to be provided to Staff by the Developer prior to the approval of a Final Plat.

(D) Reinforcing Steel

The use of continuous reinforced concrete pavements is not required but can be considered for streets serving commercial/industrial uses.

- (1) Bent bars are not considered reinforcing steel in the contents of this section.
- (2) The use of wire mesh in concrete pavements is prohibited.

(E) Placement

(1) Formwork

- a) Fixed forms shall have a depth equal to or greater than the thickness of the pavement.
- b) Forms shall be of such cross-sections and strength and so secured as to resist the pressure of the Concrete when placed, and the impact and vibration of any equipment which they support, without springing or settlement.

(2) Setting

The Subgrade under the forms shall be compacted and shaped so that the form set shall provide the specified elevation.

(3) Grade and Alignment

The alignment and grade elevation of the forms shall be checked by the Contractor immediately ahead of Concrete placement and corrections made when necessary.

(4) Placement Method

- a) All Concrete placement shall conform to ACI Specifications, latest edition.
- b) The Concrete shall be mixed in quantities required for immediate use and shall be deposited on the Subgrade to the required depth and width of the construction lane in successive batches and in a continuous operation. The terminus of a continuous pour shall be a Construction Joint per Appendix C: Standard Construction Drawings.
- c) The Concrete shall be placed as uniformly as possible in order to minimize the amount of additional spreading necessary.
- d) The Concrete shall be vibrated and consolidated with suitable tools while being placed so that the formation of voids or honeycomb pockets is prevented.
- e) Concrete shall not be placed around manholes or other structures until they have been brought to the required grade and alignment.
- f) Additional tamping and compaction of surrounding fill material may be required after raising manholes.

(5) Consolidating and Finishing

- a) Concrete pavement shall be struck off and consolidated with a mechanical finishing machine, vibrating screed, slipform paver, or by hand-finishing methods such that, after consolidation and final finishing, it shall be at the elevation shown on the approved plans.
- b) The finishing method shall incorporate a screed, which will consolidate the Concrete by pressure, vibration, or both.
- c) The Concrete shall be brought to a true and even surface, free from rock pockets.
- d) Hand-finishing tools shall be kept available for use in case the mechanical finishing machine breaks down.
- e) When hand finishing, the pavement shall be struck off and consolidated by a vibrating screed to the elevation as shown on the plans. When the forward motion of the vibrating screen is stopped, the vibrator shall be shut off and not be allowed to idle on the Concrete.

(6) Scraping and Straight Edging

- a) The Inspector may require that the pavement be scraped with a straightedge with a minimum width of six feet, equipped with handles long enough to permit it to be operated from the edge of the pavement.
- b) When irregularities with the surface elevation are discovered, they shall be corrected by adding or removing Concrete. All disturbed areas shall be floated with a wooden or metal float not less than four feet long and not less than six inches wide and straight edged.

(7) Edging

Before final finishing is completed and before the Concrete has taken its initial set, the edges of the slab and Curb shall be carefully finished with an edger.

(8) Final Surface Finish

- a) The final surface of the Concrete pavement and Curb shall have a uniform gritty texture at the grades and cross-sections shown on the plans.
- b) A burlap drag or medium broom shall be used as the final finishing method for Concrete pavement.
- c) A burlap drag finish shall have a minimum width of at least three feet and have a length that is long enough to cover the entire pavement width.
- d) The burlap drag shall be pulled forward across the pavement in the direction in which the pavement is being placed.
- e) A broom finish shall be drawn transversely across the pavement using overlapping strokes to produce surface corrugations of uniform appearance approximately 1/16th inch in depth.
- f) Curbs shall be finished using the same method as the pavement.

(9) Integral Curb

- a) Curbs shall be constructed monolithically with pavement extrusion equipment or hand formed prior to the finishing operation.
- b) The integral barrier and sloped Curb shall be constructed with or prior to the finished paving operation. Special care shall be taken so that the Curb construction does not create a "cold joint."

- c) Curbs placed immediately following the paving operation shall be sufficiently consolidated with the paving slab and shall not contain voids within or along the back face of the Curb.
- d) Integral barrier Curbs along the edges of Street pavement shall contain depressed Curbs not less than 1-3/4 inches above the gutter line at all Driveway entrances and at such other locations as designed on the approved plans.
- e) When barrier Curb is used, the Curb may be sawed horizontally to facilitate residential Driveways, approaches, and Sidewalks.

(F) Concrete Street Pavement Joints

(1) Contraction Joints

- a) All Contraction Joints shall be placed a maximum of 15 feet on center. Commercial/Industrial Subdivision pavements shall have sawed transverse Contraction Joints with steel dowels that are cut perpendicular across the pavement. All residential pavements shall have tooled or sawed Contraction Joints without dowels. Residential pavement transverse Contraction Joints shall be skewed (except at intersections, paired catch basins and in Cul-de-sacs). See Appendix C: Standard Construction Drawings.
- b) Sawed joints shall be equal to a depth of one-fourth (1/4) of the pavement thickness continuous across the slab.
- c) The timing of the installation of joints shall conform to ACI specifications, latest edition.
- d) Contraction Joints cut into fresh Concrete with a jointing tool shall be a minimum 1½ inches deep.

(2) Expansion Joints

There shall be no Expansion Joints in any pavements except at bridge abutments and where required by construction details in Appendix C.

(3) Longitudinal Joints

- a) All pavements wider than 15 feet require Longitudinal Joints. Longitudinal Joints may be Construction Joints or tooled/sawed joints.
- b) Longitudinal Construction Joints will require 18 inches long #4 deformed bars embedded into each slab at the mid-slab height, no

more than four feet on center and no closer than 18 inches to each Contraction Joint.

c) Bent bars may be inserted into fresh Concrete before its initial set.

d) Bent bars shall not be straightened until the Concrete has cured sufficiently to enable bending without fracture of the Concrete slab.

(4) Other Pavement Joints

Other Contraction Joints and Isolation Joints shall be constructed per Appendix C: Standard Construction Drawings.

(G) Manholes and On-Street Inlets

Manholes, on-Street inlets, and water valves encountered in the areas to be paved shall be raised or lowered to the surface of the new pavement. On-Street inlets may be separated from the pavement and Curb by boxing out around the inlet. Details for Joint construction at manholes and catch basins are in Appendix C: Standard Construction Drawings.

(H) Protection and Opening to Traffic

(1) Traffic shall be prohibited from the pavement until the Concrete has attained a compressive strength of 3,500 pounds per square inch.

(2) Prohibited traffic shall include Contractor's vehicles.

(3) Prior to opening to public traffic, the Developer is responsible for completing, curing and sealing the pavement, including box outs, backfilling the Street, sealing the joints and cleaning the pavement of all debris.

(I) Concrete Pavement Lugs

The purpose of pavement lugs in Subdivision pavements is to provide some additional resistance to Contraction Joints separating during repeated expansion and contraction cycles over the life of the pavement in certain open ended and relatively steep downhill pavement conditions. In these open ended and downhill conditions, resistance to pavement lengthening at contraction joints is substantially reduced as compared to Contraction Joints in long stretches relatively straight pavement. In the long, relatively straight streets, the repetitive adjacent slabs help keep the contraction joints from separating during repeated expansion and contraction cycles. Those conditions which shall require lugs are related to the geometry of the Streets and are as follows (see Appendix C: Standard Construction Drawings).

(1) The ends of Cul-de-sacs where the Street grade approaching the Cul-de-sac decreases more than 20 feet vertically, at an average grade of more than six percent, before there is a change in direction of Street Drainage. In

this condition, install a lug near the end of the Cul-de-sac across the extension of the two lanes of pavement.

- (2) At T-intersections, place a lug on the intersecting street near the intersection, where grade on the intersecting Street is going up from the intersection more than 20 feet vertically, at an average grade of more than six percent, before there is a change in the Drainage direction.
- (3) On the main line of a Street pavement where the pavement is going straight and downhill more than 20 feet vertically, at an average grade of more than six percent and the direction of centerline deflects horizontally by more than 30 degrees, place a lug just uphill of the start of the horizontal curve.
 - a) Lugs shall be placed at least 20 feet uphill from any shallow utility excavation transverse to the pavement.
- (4) The Design Engineer may add other lugs in conditions he considers critical to Contraction Joint integrity.
- (5) Lug locations are to be shown on construction design and as-built drawings.

(J) Joint Sealing Compound

- (1) Joint sealing compound shall conform to the following standard designations:
 - a) Hot-poured elastic type, as specified by AASHTO, latest edition; or
 - b) Silicone rubber sealant type (non-sag, self-leveling, or rapid cure) conforming to the KYTC Department of Highways Standard Specifications for Road and Bridge Construction, latest edition; or
 - c) An approved equal, as determined and approved by Staff.
- (2) The application of joint sealant is prohibited at temperatures below 40 degrees Fahrenheit.

A.3-3 Concrete Curb and Gutter Requirements for Asphalt Streets

(A) Aggregates

- (1) Aggregates for Concrete Curb and Gutter shall consist of KYTC aggregates approved for use in pavements.
- (2) The following quantities and aggregate types shall be provided for one cubic yard of concrete:

- a) 1,500 pounds of #57 crushed limestone.
- b) 300 pounds #8 gravel.
- c) 1,320 pounds of Concrete sand.

(B) Curb Design

- (1) 24-inch wide Concrete Curb and gutter shall be used for all Streets Types with Asphalt pavements.
- (2) All Streets serving residential developments shall use the sloped curb as shown in Appendix C: Standard Construction Drawings.
- (3) All Streets serving industrial/commercial developments shall use the six inch barrier Curb.

(C) Concrete Curb over Crushed Stone Base

Concrete Curb over Crushed Stone Base shall be a minimum of seven inches thick at the Curb apron.

(D) Expansion Joints

- (1) Expansion Joints shall be placed in Concrete Curbs at each side of Curb inlet catch basins.
- (2) Two 3/4-inch diameter, 18-inch long smooth dowels with expansion caps shall be placed in each Expansion Joint location.
- (3) Expansion material must go completely through the Curb cross section, preventing Concrete to Concrete contact.

(E) Contraction Joints

Contraction Joints shall be installed in the Curb at a spacing of no more than 10 feet on center.

(F) Standard Details

Details for Concrete Curb and gutter are shown in Appendix C: Standard Construction Drawings.

(G) Testing Requirements

- (1) One set of three test cylinders shall be made for each day's placement of Street. An additional set of three test cylinders shall be made for each additional 100 cubic yards of placement. One slump, air entrainment and temperature test shall be performed for each set of Concrete test cylinders.

- (2) One cylinder shall be tested for compressive strength at no later than seven days and two cylinders at 28 days.
- (3) Part of the plastic Concrete sample used for the test cylinders shall be washed to visually confirm that crushed limestone coarse aggregate was used in the Concrete mix.
- (4) All Concrete testing shall be performed by a Qualified Materials Testing firm in accord with applicable ASTM specifications, latest editions. The results of all Concrete testing are required to be provided to Staff by the materials testing firm prior to the approval of a Final Plat.

A.3-4 Concrete Public Sidewalks, Pathways, Driveway Aprons and Other Infrastructure Uses Not Specified Elsewhere in These Regulations

(A) Aggregates

- (1) Aggregates for Concrete Curb and Gutter shall consist of KYTC aggregates approved for use in pavements.
 - (2) One of the following quantities and aggregate types shall be provided for one cubic yard of concrete:
 - a) 1,500 pounds of #57 crushed limestone.
 - b) 300 pounds #8 gravel.
 - c) 1,320 pounds of Concrete sand.
- or
- a) 1,413 pounds of #57 gravel.
 - b) 350 pounds of #8 gravel.
 - c) 1,280 pounds of Concrete sand.

(B) Subgrade

- (1) Subgrade for Sidewalks, pathways, and Driveway aprons shall be non-organic and consist of natural clay or sand soils.
- (2) Clay soils must be knit together without any loose clay soils. Any material used to finish grade Subgrade shall be bank run sand, KYTC crushed limestone DGA, or crushed recycled Concrete.
- (3) Any granular material in excess of two inches thick shall be compacted with a vibrating plate compactor or equivalent.

- (4) No gravel and no other crushed limestone gradation will be used for finish grade fill material.

(C) Thickness Requirements

- (1) Concrete for public Sidewalks and pathways shall be a minimum of four inches thick.
- (2) Residential Driveway aprons shall be a minimum of five inches thick.
- (3) Commercial and industrial Driveway aprons shall be a minimum of seven inches thick.

(D) Drive/Apron Requirements

Required Driveway apron layouts and construction details, including required Expansion Joint thickness and location, are shown in Appendix C: Standard Construction Drawings. Special care must be taken during construction to make sure there is no Concrete-to-Concrete contact under all Expansion Joints.

(E) Edge Drain Installation

When installing Driveway aprons, special care must be taken not to damage the edge drain installed on the outside of the Curb. If the edge drain is damaged, the damaged section must be properly replaced to assure water flow through the edge drain.

(F) Contraction Joint Spacing

For Sidewalks, the maximum spacing of Contraction Joints shall not exceed five feet, except when the Sidewalk or pathway is wider than five feet when the spacing shall not exceed the width of the slab.

SECTION A.4: ASPHALT CONCRETE (ASPHALT) PAVING MIXTURE AND CONSTRUCTION SPECIFICATIONS

A.4-1 General

- (A) All Subdivision Streets in Alexandria Subdivisions shall be constructed in accordance with the latest edition of the KYTC Roadway Manual, Division 400, except where noted otherwise in this specification.
- (B) All Contractors, suppliers and producers must be prequalified by KYTC or demonstrate experience and success on similar projects in order to perform this work.
- (C) All construction materials incorporated into the work shall conform to the requirements set forth in the KYTC Roadway Manual.
- (D) The Contractor shall notify Staff of the intent to start the project within 24 hours of beginning production.

A.4-2 Mixture Designation and Design

- (A) Volumetric Mix Design
The Contractor shall perform the volumetric mix design according to AASHTO R35 and conforming to AASHTO M323 and utilize 50 gyrations.
- (B) Mix Design Submittal
At least 72 hours prior to the start of production, the Contractor shall submit the mix design to the Staff and the Applicant's Qualified Material Testing Lab for review.
- (C) Aggregate Gradation
Aggregate gradations for base, intermediate and surface mixtures shall conform to KYTC Roadway Manual Division 400 and Table A-8.

Table A-8: Aggregate Gradations			
Sieve Size	1.0 Base Mixture	0.75 Intermediate Mixture	Surface Mixture
1-1/2"	100	--	--
1"	90-100	100	--
3/4"	<90	90-100	--
1/2"	--	<90	100
3/8"	--	--	90-100
#4	--	--	<70
#8	19-45	23-49	25-55
#16	--	--	--
#200	1-7	2-8	2-10

- (D) Voids in Mineral Aggregate (VMA), Asphalt Content (AC) and Air Voids (AV)
VMA, AC and AV for residential streets shall be as specified in Table A-9 and for commercial/industrial streets as specified in Table A-10.

Table A-9: VMA, AC, and AV for Residential Streets			
	Minimum VMA	Minimum AC	AV
Base Mixture	12%	4%	4%
Intermediate Mixture	13%	4.3%	4%
Surface Mixture	14%	5.4%	3%

Table A-10: VMA, AC, and AV for Commercial/Industrial Streets			
	Minimum VMA	Minimum AC	AV
Base Mixture	12%	4%	4%
Intermediate Mixture	13%	4.3%	4%
Surface Mixture	14%	5.4%	4%

(E) Remaining Mix Design

The remaining mix design shall conform to the applicable KYTC mix designations Class 2 BASE 0.75D PG64-22 or Class 2 BASE 1.0D PG64-22 "Base and Intermediate Mixture" and Class 2 SURF 0.38D PG64-22 "Surface Mixture".

(F) Recycled Asphalt Pavement and Recycled Asphalt Shingles

Recycled Asphalt Pavement (RAP) may be used but is limited to 25 percent of the mixture by weight in the surface and 30 percent of the mixture by weight in the base. Recycled Asphalt Shingles (RAS) may be used but is limited to 3.0 percent of the mixture by weight. However, when combined, the total amount of RAP and RAS may not exceed 25 percent in the surface and 30 percent in the base with no more than three percent RAS. Warm mix Asphalt technology is allowed on a permissive base similar to the KYTC Standard Specifications. See Table A-11.

Table A-11: Maximum Recycled RAP and RAS in Asphalt Pavement			
	Maximum RAP	Maximum RAS	Maximum RAP and RAS
Base Mixture	30%	3%	30%
Intermediate Mixture	30%	3%	30%
Surface Mixture	25%	3%	25%

A.4-3 Plant Mix Operation

(A) Plant Requirements

- (1) Maximum asphalt temperature during plant operations is 330° F.
- (2) Minimum asphalt temperature in the truck at the plant is 220° F.

(B) Plant Testing Requirements

- (1) The Contractor shall monitor the plant production and perform quality control testing at the Asphalt mixing plant.
- (2) Staff shall be provided access to the facility during production and may be present to observe sampling and testing by the Contractor personnel.
- (3) A minimum of one test shall be performed per day of paving and additional tests shall be performed for each 1,000 tons produced.
 - a) The Contractor may perform additional testing as desired to control mix properties.
 - b) When multiple test samples are obtained, the average value of those results shall be used for acceptance.
 - c) At the start of production on the project, the first sample shall be obtained after a minimum of 50 tons have been loaded.
 - d) Samples shall be tested for conformance to gradation and Asphalt content requirements (AASHTO T164 & AASHTO T30).
 - e) Testing results from any offsite laboratory testing shall be reported to Staff, the applicant and the Qualified Material Testing Lab within 24 hours.

A.4-4 Minimum and Maximum Lift Thicknesses

Minimum and maximum thicknesses for asphalt lifts are indicated in Table A-12.

Table A-12: Minimum and Maximum Lift Thickness		
	Minimum Lift	Maximum Lift
Base	3"	5"
Intermediate	2-1/4"	4-1/4"
Surface	1-1/4"	1-3/4"

A.4-5 Placement Procedures

(A) General

- (1) All Contractors must be prequalified by KYTC or demonstrate experience and success on similar projects in order to perform this work.
- (2) Immediately before placing Asphalt materials, remove loose and deleterious materials using a power broom or street sweeping equipment.

(B) Subgrade

- (1) Asphalt placement is prohibited on subgrade with free water on the surface.
- (2) Pavement Subgrade cross slopes shall vary from 3.7 percent to 5 percent depending on the applicable Street cross section.

(C) Overlay

- (1) A tack coat shall be evenly applied across the width of the lane at a rate of 0.05 gallons per square yard. Adjust spray bars as necessary to avoid streaks.
- (2) A tack coat is not required when placing Asphalt base mixtures on granular base layers.
- (3) When Asphalt surface abuts a barrier Curb or similar vertical surface, the abutting surface shall be tack coated prior to construction of the Asphalt course.

(D) Equipment

- (1) The Contractor shall furnish dump trucks with clean, smooth metal beds to transport materials and shall use approved and environmentally friendly release agents.
- (2) Use of diesel fuel is strictly prohibited in truck beds.
- (3) Sufficient trucks should be scheduled to allow for a continuous paving operation without significant delays between trucks.
- (4) The Contractor shall furnish a self-propelled paver with the capacity of spreading and finishing all courses to the indicated widths, depths, line, grade and cross section, with a smooth finish, uniform in density and texture.

- (5) Rollers must also be self-propelled and capable of reversing smoothly. Steel wheel rollers must be equipped with adjustable scrapers, spray bars, and/or wetting pads to keep wheels clean at all times.

- (6) Hand tampers may also be used in tight areas inaccessible by rollers.

(E) Temperatures for Asphalt, Ambient Air and Subgrade

- (1) Do not place Asphalt mixtures when the ambient air temperature and existing surface temperatures on the project are less than those specified below or when weather conditions otherwise prevent the proper handling or finishing of the Asphalt mixtures.
 - a) Minimum ambient air and existing surface temperature shall be 40° F (and rising) prior to placement of Asphalt Base Mixture.
 - b) Minimum ambient air and existing surface temperature shall be 40° F (and rising) prior to placement of Asphalt Surface Mixture:
- (2) The maximum temperature of the mixture shall not exceed 330° F at any time, and the minimum temperature (measured in the truck at the project site) shall not fall below 200° F for all mixtures.
- (3) Compaction efforts shall be completed before the Roadway mix temperature falls below 150° F.

(F) Application of Asphalt Mixes

- (1) All courses shall be placed and spread as continuously as possible, keeping the number of joints to a minimum.
- (2) The longitudinal joint in the final surface course shall be placed along the dividing line between the lanes.
- (3) Best paving practices shall be utilized to ensure the proper amount of material at the joint and to make the same number of passes over the joint as the middle of the mat.
- (4) The finished Joint shall be smooth and tight and free from voids or coarse material.

(G) Surface Course Application

- (1) The surface course application shall be provided no later than 12 months from the date the base Asphalt was placed.

- (2) Prior to the surface course application, Staff shall inspect the Asphalt base course. Damage to the Asphalt base course that will affect the structural integrity or future maintainability of the pavement section shall be repaired prior to placement of the surface course.
- (3) Damage to Curb and gutter sections identified by Staff that will affect the structural integrity and/or future maintainability of the Curb and gutter shall be removed and replaced prior to the placement of surface Asphalt course.
- (4) The surface course shall be compacted to between 1/8" and 1/2" above adjacent Concrete Curb apron.
- (5) The pavement surface cross slope shall be three percent.
- (6) The joint between Curb and gutter and Asphalt pavements shall be sealed in accord with Subsection A.4-7: Joint Sealing.

A.4-6 Density Testing Requirements

(A) Sampling

All base and surface Asphalt and aggregate materials shall be sampled, tested, and reported by a Qualified Material Testing Lab in accordance with the KYTC Roadway Manual Division 400.

(B) Testing Frequency and Results

- (1) Density tests shall be performed at least every 150 feet along each lane of asphalt placed.
- (2) At the discretion of Staff, a quality assurance check (including cores) of the sampling and testing may be required if deficiencies are suspected.
- (3) Asphalt base and surface courses shall be compacted to an average density of between 90 and 97 percent of solid volume.
- (4) Density testing shall be per ASTM D2950 "Density of Bituminous Concrete In Place by Nuclear Density Methods" or ASTM D7113 "Density of Bituminous Mixtures In Place by Electromagnetic Surface Contact Methods".

A.4-7 Joint Sealing

(A) Compound Material

The Joint Sealing Compound shall conform to the following standard designations:

- (1) Hot-Poured Elastic Type, as specified by AASHTO, latest edition; or
- (2) Silicone Rubber Sealant Type (Non-Sag, Self-Leveling, or Rapid Cure) conforming to the KYTC Roadway Manual, latest edition; or
- (3) An approved equal, as determined and approved by Staff.
- (4) The use of AC-20 as joint sealant is prohibited.

(B) Air Temperature

The application of joint sealant is prohibited at air temperatures below 40° F.

(C) Application

- (1) Joint Sealant shall be applied to all Joints abutting the Asphalt, which includes the Joint between the base Asphalt and the Curb if the surface course is not going to be applied immediately.
- (2) Joint sealant shall be applied to the Curb line immediately upon placement of the surface Asphalt.

A.4-8 Acceptance

All Asphalt pavement materials shall be evaluated by the Staff, per the requirements set forth in this specification and the KYTC Roadway Manual. Asphalt mixtures will be considered acceptable if the test results determine the materials are within the acceptable limits, as shown in Table A-13 and Table A-14. Any materials deemed to be outside of these ranges shall be retested for compliance.

Table A-13: Acceptable Ranges for AC and Density

Asphalt Content	Density
±0.6%	90%-97%

Table A-14 : Acceptable Gradation Ranges

Sieve Size	Acceptable Ranges Percent Passing		
	1.0 Base Mixture	0.75 Intermediate Mixture	0.38 Surface Mixture
1-1/2"	94-100	--	--
1"	84-100	94-100	--
3/4"	<90	84-100	--
1/2"	--	<90	94-100
3/8"	--	--	84-100
#4	--	--	<90
#8	14-50	18-54	32-73
#16	--	--	--
#200	1-10	1-10	1-10

APPENDIX B

GEOTECHNICAL EXPLORATION AND EARTHWORK CONSTRUCTION REQUIREMENTS

SECTION B.1: GEOTECHNICAL EXPLORATIONS

B.1-1 Purpose

This section fulfills the infrastructure requirements of Kentucky Revised Statutes (KRS) 100.273 through 100.292 by determining that: (1) important in situ Subdivision soils and geologic features that will impact the functional use of public and private improvements have been identified; and (2) that soils and geologic aspects of the design and construction of public and private improvements within the Public Street Right of way or Private Street easements meet the support requirements of their intended use.

- (A) All earthwork and geotechnical exploration requirements within Appendix B shall apply to areas within the Public Street Right-of-way and Private Street easements, and areas structurally supporting the Public Street Right-of-way and Private Street easements;
- (B) All Geotechnical Engineering and Geotechnical Technician work and reporting required under Appendix B shall be provided by the Applicant of the proposed Subdivision. The Geotechnical Technician must be under the direction and control of the Geotechnical Engineer who has been employed by the Applicant for the proposed Subdivision. The proposed Subdivision's Geotechnical Engineer shall have substantial professional engineering discretion to determine when the Geotechnical Engineering intent of the requirements of this Article is being met.
- (C) The Applicant shall submit all Geotechnical Engineering and Geotechnical Technician reports and testing results to staff at the appropriate submittal time, as noted in Appendix B.

B.1-2 Geotechnical Explorations Outside of the Public Right-of-Way, Private Street Easements, and Areas Structurally Supporting the Public Street Right-of-Way and Private Street Easements

- (A) Prior to the approval of the preliminary plat, a geotechnical engineer shall complete a preliminary report that addresses the soil and bedrock types and any existing slope stability issues that are expected in the proposed Subdivision.

- (1) The Geotechnical Engineer's preliminary report will render a preliminary engineering opinion about the suitability of those soil and bedrock types and existing slopes to provide the necessary support for the intended private property use of the Subdivision.
- (2) The opinion of expected soil and bedrock types and opinion of soil support suitability can be based on the Geotechnical Engineer's local soil and bedrock knowledge, USGS maps, and a visual field reconnaissance.

B.1-3 Geotechnical Explorations Within the Public Street Right-of-Way, Private Street Easements, and Areas Structurally Supporting the Public Street Right-of-Way and Private Street Easements

(A) Preliminary Geotechnical Exploration

- (1) Prior to the approval of the preliminary plat a geotechnical engineer shall complete a preliminary geotechnical exploration report. The report will address the soil and bedrock types that are expected on the project site, and present an engineering opinion about the suitability of the soil and bedrock types (when properly prepared and constructed) to provide adequate proposed Public Street Right-of-way structural support, including the minimum required CBR (subgrade support) values for asphalt and/or concrete pavements described herein.
- (2) The opinion of expected soil and bedrock types and opinion of Subgrade support suitability can be based on the Geotechnical Engineer's local soil and bedrock knowledge, USGS maps, and a visual field reconnaissance.

(B) Final Geotechnical Exploration

Prior to approval of the Improvement Plans or Grading Plans a Geotechnical Engineer shall complete a final geotechnical exploration report that identifies the soil and bedrock types present on the project site covered by the Improvement Plans or Grading Plans and presents a written engineering opinion about the suitability of the soils and bedrock to provide stable Right-of-way earthwork construction, and to provide the minimum CBR values for Asphalt and Concrete pavement.

- (1) This written report shall be submitted to staff and be based on the results of soil borings, test pits, field and laboratory soil testing, etc. that are sufficient for the Geotechnical Engineer to render his/her engineering opinion.
- (2) If the soils are not suitable to provide the minimum CBR values, the Geotechnical Engineer shall include recommendations in the written report for subgrade improvement or alternate pavement designs.

SECTION B.2: EARTHWORK SPECIFICATIONS, EVALUATION, MATERIAL TESTING AND REPORTING FOR EARTHWORK WITHIN THE PUBLIC STREET RIGHT-OF-WAY AND PRIVATE STREET EASEMENTS, AND AREAS STRUCTURALLY SUPPORTING THE PUBLIC STREET RIGHT-OF-WAY AND PRIVATE STREET EASEMENTS

B.2-1 Purpose

The purpose of this section is to establish the appropriate earthwork specifications and material testing requirements so that the Public Street Right-of-way and Private Street easements have adequate earthwork structural support and the required pavement subgrade support.

B.2-2 Earthwork Excavations

The following shall apply to earthwork excavations other than trenches or temporary excavations:

- (A) All topsoil shall be stripped from proposed cut, fill and pavement areas.
- (B) Excavations shall be made to approximate grade or Subgrade elevations consistent with approved plans.
- (C) Final cut slopes shall not be steeper than a slope of 3.0 horizontal to 1.0 vertical unless otherwise designed by a Geotechnical Engineer, but in no case shall be steeper than 2.0 horizontal to 1.0 vertical.
- (D) Any spongy, unstable, or organic material that is exposed at the finished Subgrade level must be removed to expose stiff, non-yielding, non-organic soils and the excavated material replaced with soils capable of producing the required Subgrade CBR for the pavement design being used for the project (see Section A.1: Pavement Design Method and Required Thicknesses of these regulations).
- (E) When excavating at the cut/fill transition during earthwork, remove spongy or unstable material, organic matter, or other unsuitable materials that are exposed. The Contractor shall remove same to expose stiff, non-yielding, non-organic soils and shall replace with approved materials, placed and compacted in accordance with these regulations and the recommendations of the geotechnical engineer.
- (F) Excavations can be backfilled with the same soils that were removed, provided they meet the requirements of Subsection B.2-3: Controlled Fill, Subsection B.2-4: Trench Backfill, Subsection B.2-5: Shallow Trench Backfill, and Subsection B.2-6: Deep Trench Backfill.

B.2-3 Controlled Fill Other than Trench Backfill

- (A) Construction of controlled fills shall be observed and tested by a Geotechnical Technician. Density testing and reporting is required at a minimum frequency of one density test per 500 cubic yards.
- (B) Organic or vegetative soils shall not be used in the construction of the controlled fill.
- (C) Controlled fills shall be constructed of natural soils or bedrock to approximate Subgrade elevation in level lift thicknesses that are approved by the Geotechnical Engineer. All shale used in controlled fills shall be pulverized to a soil-like consistency and moisture-conditioned the same as a soil. Limestone shall be laid flat and shall be broken up and dispersed in the fill so that it does not nest or impede compaction. The incorporation of limestone floaters in the fill shall be in accordance with the recommendations of the Geotechnical Engineer.
- (D) Except for the top one foot of earthwork finished grades, which is the pavement subgrade, controlled fills shall be constructed with soils that are within two percent below to three percent above their optimum moisture content and compacted to a firm, non-yielding condition and to dry densities at least 95 percent of the maximum dry density, as determined by the standard Proctor moisture-density test (ASTM D698, latest edition), or 87 percent of maximum dry density as determined by the modified Proctor moisture-density test (ASTM D1557, latest edition).
- (E) Clean granular soils that do not exhibit a well-defined moisture-density curve shall be compacted to a firm, non-yielding condition and to at least 75 percent relative density as determined by the testing methods contained in ASTM D4253 and D4254, latest edition.
- (F) Controlled fill slopes shall not be steeper than 3.0 horizontal to 1.0 vertical unless otherwise designed by a Geotechnical Engineer. In no case shall unreinforced fill slopes be steeper than 2.5 horizontal to 1.0 vertical.
- (G) Lime stabilization in controlled fills is prohibited unless designed and approved by a Geotechnical Engineer.
 - (1) Prior to using lime stabilization, staff shall approve the recommended lime stabilization specifications from a Geotechnical Engineer.
 - (2) The Geotechnical Engineer shall be required to monitor the lime stabilization process in the field to determine that it is consistent with their recommended specifications.

- (3) A letter from the Geotechnical Engineer shall be submitted to staff confirming that the lime stabilization process used in the field was consistent with their written recommendations.
- (H) Heavy equipment used for compaction shall be capable of producing the required controlled fill densities without lamination.
- (1) Cohesive soils shall be compacted with kneading type compaction equipment.
- (2) Cohesionless soils shall be compacted with smooth face vibratory equipment.

B.2-4 Trench Backfill

The following general information shall apply to all trench backfill:

- (A) Trench backfill is defined as the backfill material used to refill the trench excavation above the initial utility conduit bedding and cover that is a part of underground utility installation.
- (B) Natural non-organic soils, bedrock, approved aggregates, and Controlled Low Strength Material shall be used to backfill utility trenches as defined herein.
- (C) Backfill shall not be flushed with water to obtain compaction.
- (D) A Geotechnical Technician shall observe, test and report on the trench backfill compaction at least once per day when said trench backfill operations are occurring.

B.2-5 Shallow Trench Backfill

The following shall apply to shallow trench backfill:

- (A) Shallow trenches are defined as the utility trenches where the backfill material (the material above the granular utility conduit bedding and cover material) is less than three feet deep to finish earthwork grade.
- (B) Shallow trench backfill under the pavement and within a 1 horizontal to 1 vertical projection downward from the bottom edge of curb shall be dense graded aggregate (DGA), No. 57 crushed limestone (only when connected to a Drainage structure) or controlled low strength material (CLSM) as set out in Appendix C: Standard Construction Drawings. Aggregates shall be compacted as shown in the above noted details.

(C) Shallow trench backfill within the Right of Way but outside of the pavement and beyond a 1.0 horizontal to 1.0 vertical projection downward from the bottom edge of curb shall be natural, nonorganic soil or bedrock (no pieces of limestone thicker than six inches or more than 12 inches long/wide or specified aggregates as set in Appendix C: Standard Construction Drawings.

- (1) All shale shall be pulverized to a soil-like consistency and moisture-conditioned as a soil.
- (2) All limestone shall be laid flat, broken up, and dispersed so it does not nest or impede compaction.
- (3) All backfill shall be moisture-conditioned to within two percent below to three percent above the optimum moisture content for compaction, shall be placed in layers of 8 to 10 inches in thickness, and each lift shall be thoroughly compacted to densities not less than 90 percent of the standard Proctor maximum dry density, or 82 percent of the modified Proctor maximum dry density for that soil.
- (4) Backfill method shall be either a sheepsfoot roller attachment on a track mounted excavator or a self-propelled kneading-type compactor operating longitudinally in the trench excavation.

B.2-6 Deep Trench Backfill

The following shall apply to deep trench backfill:

- (A) Deep trench backfill is defined as any trench with backfill deeper than shallow trench backfill.
- (B) Deep trench backfill shall consist of natural non-organic soil or bedrock (no pieces of limestone thicker than six inches or more than 12 inches long/wide) or specified aggregates as set out in Appendix C: Standard Construction Drawings.
 - (1) All shale shall be pulverized to a soil-like consistency and moisture-conditioned as a soil.
 - (2) All limestone shall be laid flat, broken up and dispersed so that it does not nest or impede compaction.
 - (3) All backfill shall be moisture-conditioned to within two percent below to three percent above the optimum moisture content for compaction.

- (4) Backfill lifts shall be 10 inches thick or less (unless otherwise specified by the Geotechnical Engineer), and compacted to not less than 95 percent of the standard Proctor maximum dry density for that soil.
- (5) Backfill method shall be either a sheepsfoot roller attachment on a track mounted excavator or a self-propelled kneading-type compactor operating longitudinally in the trench excavation.
- (C) Where depths of trenches are more than four feet and worker safety is at risk, the technician shall observe the compaction process in layers with an appropriate type of compaction equipment and document observations until worker safety is assured when compaction testing, as required, is resumed.

B.2-7 Street Pavement Subgrade

- (A) Subgrade Preparation During Excavation

Subgrade is defined as the top one foot of the soils under the pavement. The pavement Subgrade must provide adequate support for the pavement structure as defined in these regulations.

 - (1) During earthwork and initial pavement subgrade preparation, the Geotechnical Engineer or Geotechnical Technician shall evaluate in situ pavement subgrade materials on the site and develop an opinion about their suitability to provide the minimum CBR values when compacted to the required densities at the specified moisture contents.
 - (2) Any soils identified as unsuitable to prove the minimum CBR values will be removed from the subgrade and replaced with suitable soils, or otherwise improved as recommended by the Geotechnical Engineer.
- (B) Final Subgrade Preparations and Testing
 - (1) At the time of final Subgrade preparation, density testing and proofrolling before paving, the Subgrade shall be within two percent of its optimum moisture content and compacted to a firm, non-yielding condition and to dry densities at least 98 percent of the maximum dry density, determined by the standard Proctor moisture-density test (ASTM D698, latest edition) or 89 percent of the maximum dry density as determined by the modified Proctor moisture-density test (ASTM D1557, latest edition). Cohesive Subgrade material shall be properly knit together and free of loose, dry, crumbly, baked or crusted soil material.
 - (2) The Subgrade shall consist of cohesive soils, clean #57 crushed limestone, crushed stone base, or Controlled Low Strength Material (CLSM). Any aggregate material used to replace part of the cohesive Subgrade soil must

be drained, so that no standing water can collect and be held in the aggregate Subgrade.

- (3) Clean granular soils that do not exhibit a well-defined moisture-density curve shall be compacted to a firm, non-yielding condition and to at least 80 percent relative density as determined by the testing methods contained in ASTM D4253 and D4254, latest edition.
- (4) The Subgrade shall be shaped to plan elevation and cross-section and checked by the Staff inspector for conformity with the cross section shown on the approved Improvement Drawings immediately prior to placing the pavement. Pavement shall not be placed on any part of the Subgrade which does not conform to the cross section shown on the approved Improvement Drawings.

(C) Final Subgrade Proofrolling

- (1) Subgrade Proofrolling is the final test to be performed immediately prior to beginning the paving operations.
- (2) Prior to the placement of pavement materials and after confirming proper density and moisture content of the Subgrade soils, all Street Subgrades shall be proofrolled to test the stability and uniformity of Subgrade materials.
- (3) Subgrade Proofrolling shall be performed with a dual axle dump truck fully loaded with clayey soils or aggregate.
- (4) Subgrade Proofrolling shall be performed at walking speed with at least two passes made in each drive lane direction with the outside wheel generally traveling along the inside line of the future Curb during one pass, and the wheel-paths offset one-half of the truck width during the second pass to maximize subgrade coverage. Extra proofroll passes shall be made at the discretion of the Staff inspector.
 - a) Where proofrolling indicates areas of soft or unsuitable Subgrade soils or areas of non-uniform Subgrade stability, the area shall be delineated and repaired.
 - b) Areas of soft or unsuitable Subgrade soils or areas of non-uniform Subgrade stability shall be identified by observing Pumping and/or Rutting.
 - c) Rutting in excess of one inch in depth shall be deemed a Subgrade failure requiring Subgrade repair.

- d) Pumping or deflection of less than one inch is acceptable so long as the Subgrade soil rebounds back to its original position after the wheel load passes. Pumping or deflection greater than one inch or areas of permanent deflections shall be deemed a Subgrade failure requiring Subgrade repair.
- e) For larger areas of subgrade proofroll failure, the alternative pavement design procedures in Subsection A.1-2(B) can be implemented by the Applicant.
- (5) Subgrade repairs shall be performed by scarifying, aerating and recompacting the Subgrade soils. As an alternative, the failed Subgrade soils can be removed and replaced with properly compacted soils capable of producing the required CBR value.
- (6) In all cases, repaired areas shall be retested for compaction and proofrolled again before proceeding with the placement of pavement materials. Rutting can typically be repaired by scarifying, aerating, and recompacting, while areas of pumping will more likely require a more significant repair with depth often including the removal and replacement of unsuitable Subgrade materials.

(D) Final Subgrade Inspection Testing and Reporting Requirements

- (1) Both the Staff inspector and the Geotechnical Technician have final Subgrade review, testing, and reporting responsibilities.
- (2) The Geotechnical Engineer shall provide soil testing to develop an opinion of adequate bearing characteristics of the final Subgrade soils. Those tests will include, but are not limited to, moisture content testing, density testing, and verification of soil types being adequate to produce the required CBR values for the pavement. Moisture content testing, density testing, and verification of soil types being adequate to produce the required CBR values for the pavement shall be performed by the Geotechnical Engineer at intervals no less than one test per 100 lineal feet of Street for Streets of 500 lineal feet or less, or one test per 200 lineal feet for Streets over 500 lineal feet.
- (3) The Geotechnical Technician and the Staff Inspector shall review the proofrolling described in Subsection B.2-7(C): Final Subgrade Proofrolling and determine whether the Subgrade passes the proofroll.
- (4) Paving operations shall only be permitted to begin after passing inspection results are achieved from Subsection B.2-7: Street Pavement Subgrade, Subsection B.2-7(C): Final Subgrade Proofrolling, and Clause B.2-7(D)(2). Inspection reports referenced in Clause B.2-7(D)(1) and Clause B.2-7(D)(2)

shall be placed in the Staff project file and Staff shall make their inspection records available to the Developer.

- (5) Street paving shall occur within 30 hours after passing inspection results are achieved from Clause B.2-7(D)(1) and Clause B.2-7(D)(2). A ¼ inch rain event or sub-freezing temperature occurrence between a passing proofroll and Street paving shall void the proofroll and geotechnical testing and shall require re-evaluation.
- (6) For concrete pavements, small pours of up to one hundred square yards to complete intersections, cul-de-sacs, etc. do not require subgrade re-proofrolling after initially passing a proofroll as part of a large subgrade preparations and testing. Moisture conditioning and rerolling may be required.

B.2-8 Controlled Low Strength Material

- (A) CLSM may be used in place of compacted clayey soils to uniformly backfill utility trenches, manholes, etc.
- (B) CLSM shall not be used in place of clean, free-draining #57 crushed limestone specified for and intended as Drainage backfill around catch basins and manholes or in trench drains, such as between catch basin pairs.
- (C) CLSM shall be transported by mixing truck to ensure proper suspension when placed. Constant agitation is required.
- (D) Flotation of pipes should be avoided by backfilling in 8 to 12 inch lifts until fluid head subsides.
- (E) Adequate separation from aluminum pipe, such as a bituminous coating, is required.
- (F) CLSM shall extend from the top of compacted bedding or other backfill to bottom of pavement structure.
 - (1) CLSM placement shall begin no greater than six inches above the top of the pipe.
- (G) CLSM shall have a minimum excavatable strength of 20 pounds per square inch at three days and 30 pounds per square inch at 28 days. CLSM shall have a maximum excavatable strength of 100 pounds per square inch at 28 days for potential future excavatability.

B.2-9 Construction Equipment on Paved Surfaces

Only rubber tired or rubber tracked equipment shall be used on paved surfaces.

B.2-10 Work Adjacent to Plastic Concrete

Grading operations adjacent to Concrete Curb are prohibited for a minimum of 24 hours after Concrete placement has been completed.

B.2-11 Final Geotechnical Reporting

After the completion of all earthwork covered under this Article, for each Subdivision section that is constructed and is to be recorded, the Geotechnical Engineer shall complete a final written report for that Subdivision section. The report will include the following:

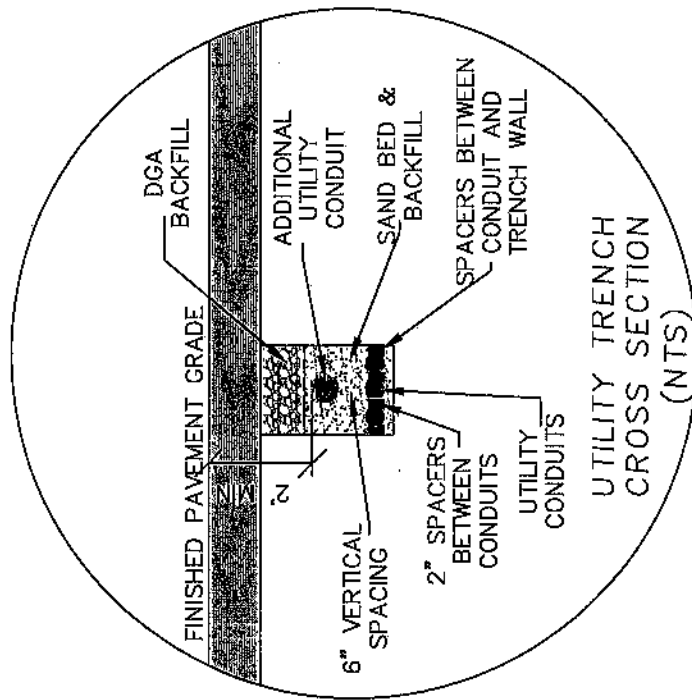
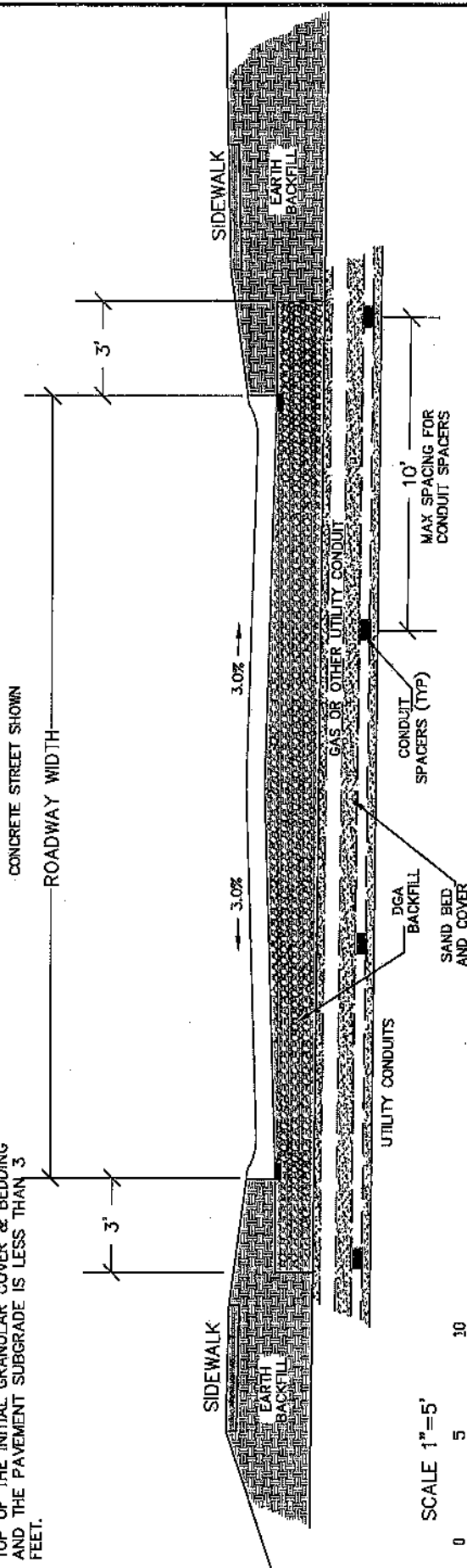
- (1) All relevant construction inspection results; and
- (2) A statement from the project Geotechnical Engineer that, to the best of his/her knowledge and belief, all earthwork operations within the Public Street Right-of-way, Private Street easements and areas structurally supporting the Public Street Right-of-way and Private Street easements were performed in general conformance with the requirements of this Article and the recommendations for the areas within the Public Street Right-of-way, Private Street easements and areas structurally supporting the Public Street Right-of-way and Private Street easements contained in the associated geotechnical exploration report.

APPENDIX C
STANDARD CONSTRUCTION DRAWINGS

THIS DETAIL SHALL APPLY TO ALL SHALLOW UTILITY CROSSINGS UNDER THE STREET. SHALLOW IS DEFINED AS WHEN THE DISTANCE BETWEEN THE TOP OF THE INITIAL GRANULAR COVER & BEDDING AND THE PAVEMENT SUBGRADE IS LESS THAN 3 FEET.

STREET CROSS SECTION AT SHALLOW UTILITY CROSS OVER

DETAIL #1

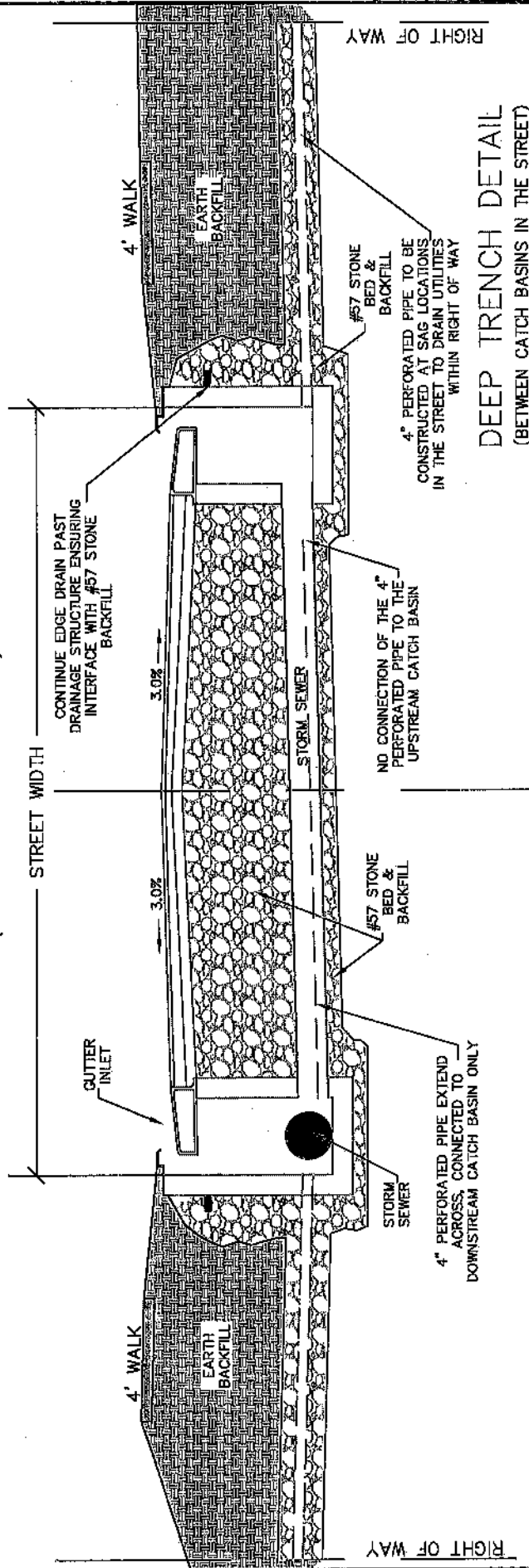


SHALLOW UTILITY CROSSOVER INSTALLATION PROCEDURE

1. ALL UTILITY CONDUITS SHALL BE SDR-35 OR EQUAL.
2. A MINIMUM OF 4" BETWEEN EACH OUTSIDE CONDUIT AND THE WALL OF THE TRENCH. (EACH CONDUIT MUST HAVE A MINIMUM SPACING OF 2" BETWEEN THE OUTSIDE EDGE OF EACH CONDUIT)
3. INSTALL A MINIMUM SAND BEDDING OF 3" IN THE BOTTOM OF THE TRENCH.
4. INSTALL UTILITY CONDUITS IN ONE SINGLE ROW (DO NOT STACK CONDUITS DIRECTLY ON TOP OF EACH OTHER) WITH A MINIMUM SPACING OF 2" BETWEEN THE OUTSIDE EDGE OF EACH CONDUIT AND A MINIMUM OF 4" BETWEEN THE LAST CONDUIT AND THE TRENCH WALL. THE MINIMUM 2" SPACING BETWEEN CONDUITS MUST BE ACCOMPLISHED USING SPACERS SUCH AS MANUFACTURED SPACERS, BRICKS, BLOCKS, ETC. THERE SHALL BE BLOCKS / SPACERS BETWEEN THE TRENCH WALL AND EACH OUTSIDE CONDUIT. SPACERS SHALL BE INSTALLED AT THE BEGINNING AND THE END OF EACH UTILITY TRENCH AND AT MINIMUM OF EVERY 10 FEET ALONG THE CONDUIT IN THE TRENCH.
5. BACKFILL CONDUITS WITH SAND TO A MINIMUM COVER OF 6" AND COMPACT WITH VIBRATORY PLATE COMPACTOR MAKING A MINIMUM OF 2 PASSES.
6. INSTALL NEXT ROW OF CONDUITS (IF NECESSARY) A MINIMUM OF 6" VERTICAL ABOVE THE FIRST ROW OF CONDUITS (MEASURED FROM THE TOP OF THE LOWER CONDUIT TO THE BOTTOM OF THE UPPER CONDUIT)
7. BACKFILL CONDUITS WITH SAND TO A MINIMUM COVER OF 6" AND COMPACT WITH VIBRATORY PLATE COMPACTOR MAKING A MINIMUM OF 2 PASSES.
8. INSTALL DGA BACKFILL (PUG MILLED) UP TO SUBGRADE OF STREET USING MAXIMUM LIFTS OF 8" AND COMPACTING WITH A VIBRATORY PLATE COMPACTOR MAKING A MINIMUM OF 2 PASSES.
9. THIS METHOD SHALL APPLY TO ALL SHALLOW UTILITY CROSSINGS (WATER MAIN, WATER SERVICES, ELECTRIC, TELEPHONE, CABLE, ETC.).

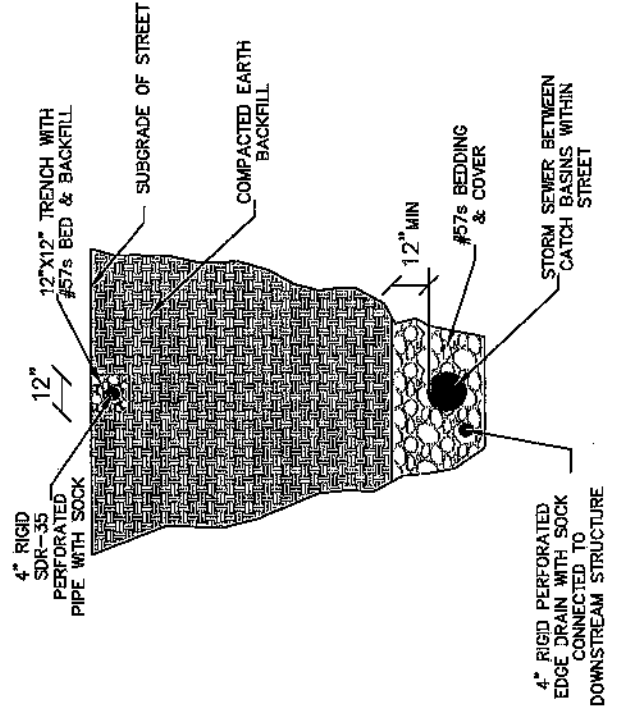
STREET CROSS SECTION AT PAIRED CATCH BASIN CROSSING (FULL-DEPTH ASPHALT STREET SHOWN)

DETAIL #2



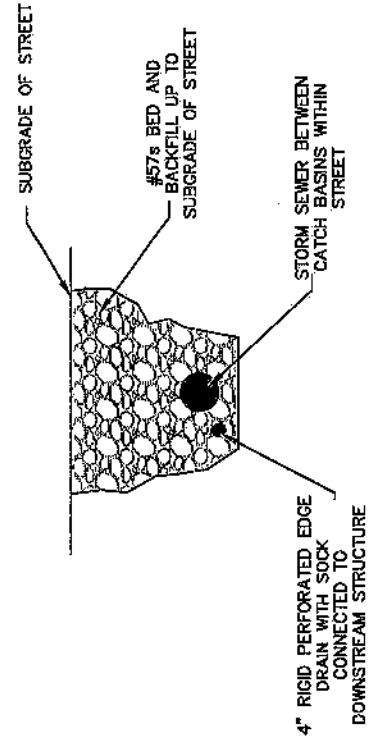
0 5 10
SCALE 1"=5'

DEEP TRENCH DETAIL (BETWEEN CATCH BASINS IN THE STREET)

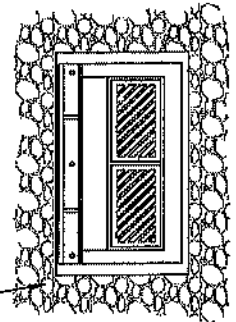


NOTE: DEEP TRENCH DETAIL CAN BE USED WHEN THE DISTANCE BETWEEN THE TOP OF THE GRANULAR COVER & BEDDING AND THE SUBGRADE OF THE STREET IS 3 FEET OR GREATER.

SHALLOW TRENCH DETAIL (BETWEEN CATCH BASINS IN THE STREET)

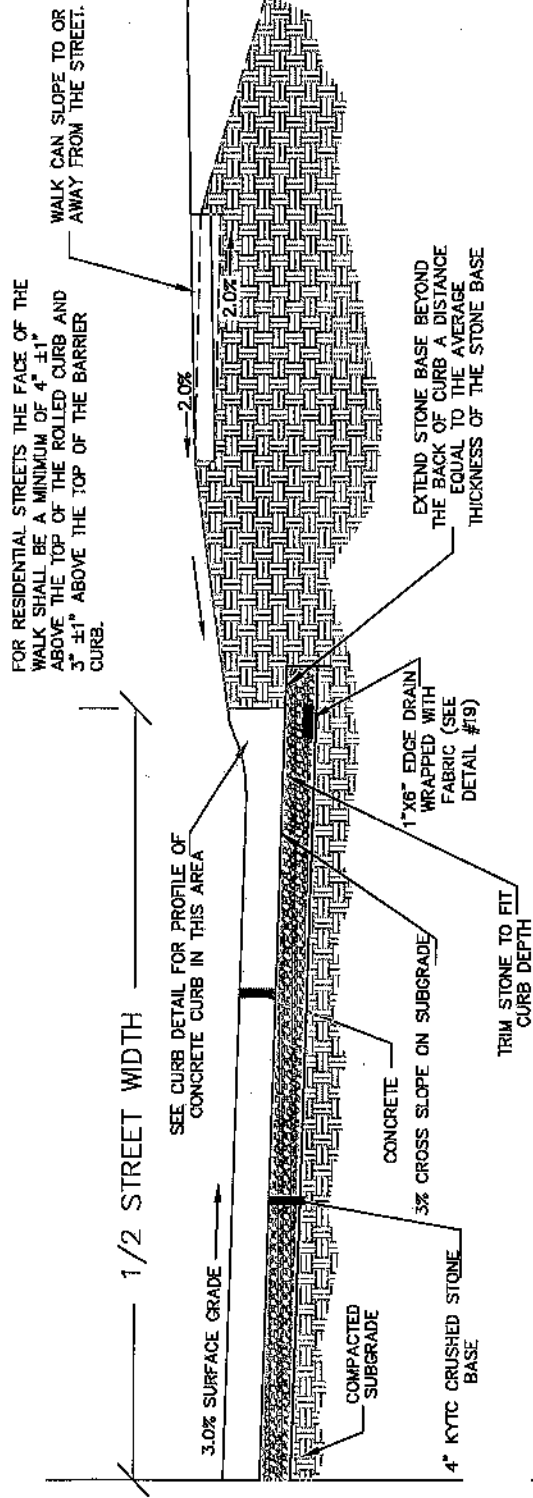


BACKFILL ALL SIDES OF CATCH BASIN FROM BOTTOM TO SUBGRADE WITH #57 STONE FOR BOTH SHALLOW AND DEEP TRENCH APPLICATIONS



SUBURBAN & URBAN PAVEMENT SECTIONS

DETAIL #3



CONCRETE

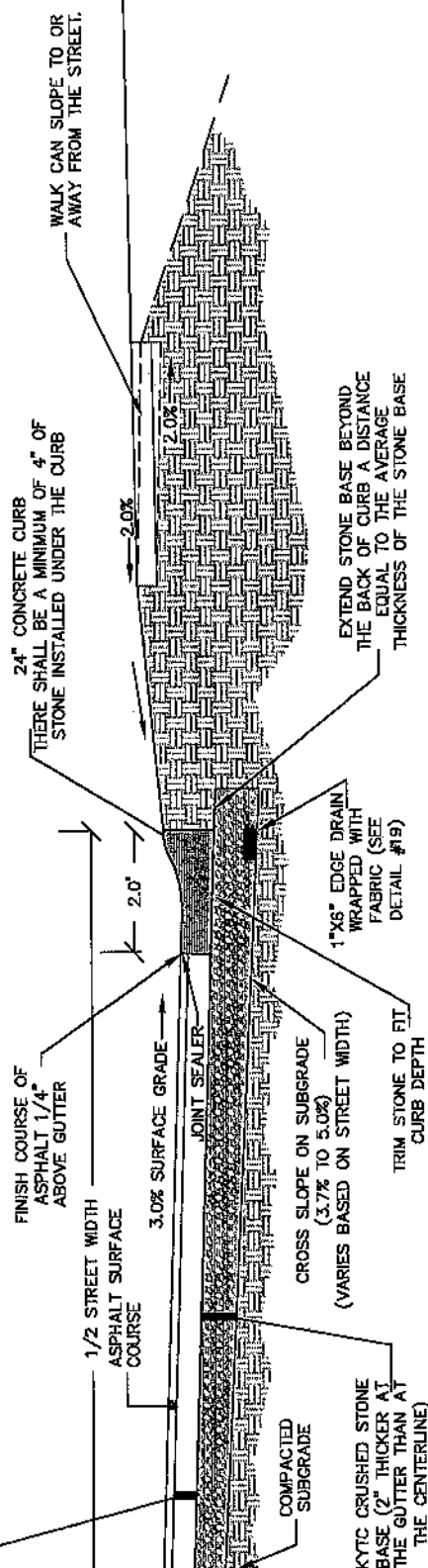
SEE TABLE A-2 FOR ALL PAVEMENT THICKNESSES

SUBURBAN & URBAN PAVEMENT SECTIONS

DETAIL #4

FOR RESIDENTIAL STREETS THE FACE OF THE WALK SHALL BE A MINIMUM OF 4" ±1" ABOVE THE TOP OF THE ROLLED CURB AND 3" ±1" ABOVE THE TOP OF THE BARRIER CURB.

- ASPHALT INTERMEDIATE COURSE
1. IF SURFACE IS INSTALLED IMMEDIATELY THIS COURSE CAN BE INSTALLED AS AN ASPHALT BASE COURSE
 2. IF SURFACE IS NOT INSTALLED IMMEDIATELY THIS COURSE SHALL BE INSTALLED USING AN INTERMEDIATE ASPHALT COURSE. IF THIS COURSE IS INSTALLED IN TWO LIFTS THEN ONLY THE SECOND LIFT SHALL BE REQUIRED TO BE AN INTERMEDIATE ASPHALT COURSE

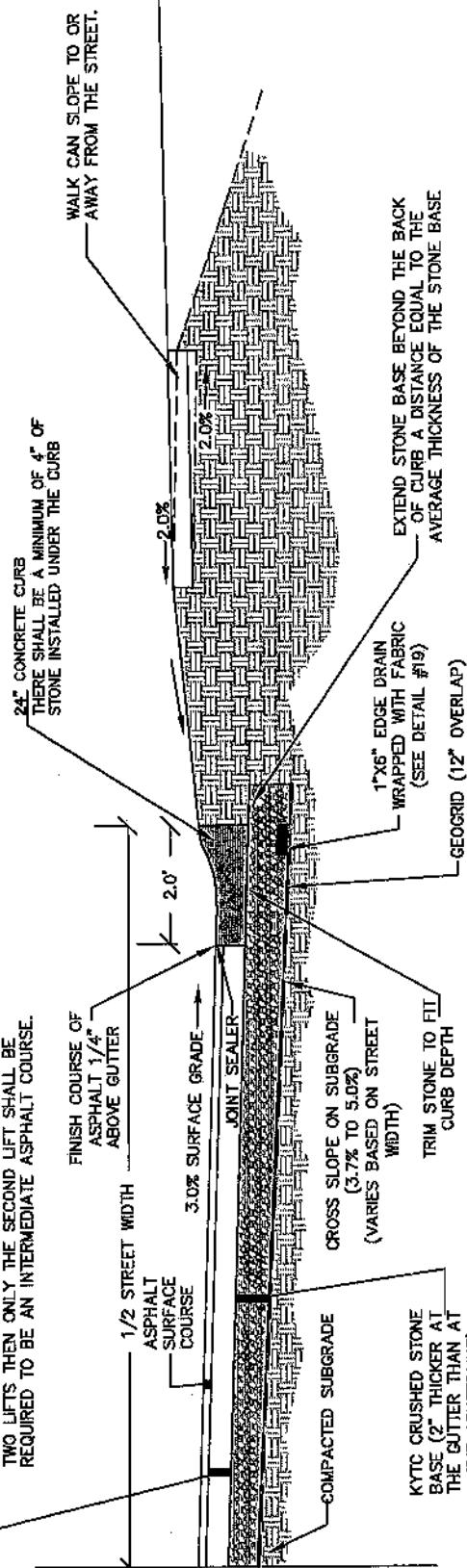


ASPHALT WITH STONE BASE

- ASPHALT INTERMEDIATE COURSE
1. IF SURFACE IS INSTALLED IMMEDIATELY THIS COURSE CAN BE INSTALLED AS AN ASPHALT BASE COURSE
 2. IF SURFACE IS NOT INSTALLED IMMEDIATELY THIS COURSE SHALL BE INSTALLED USING AN INTERMEDIATE ASPHALT COURSE. IF THIS COURSE IS INSTALLED IN TWO LIFTS THEN ONLY THE SECOND LIFT SHALL BE REQUIRED TO BE AN INTERMEDIATE ASPHALT COURSE.

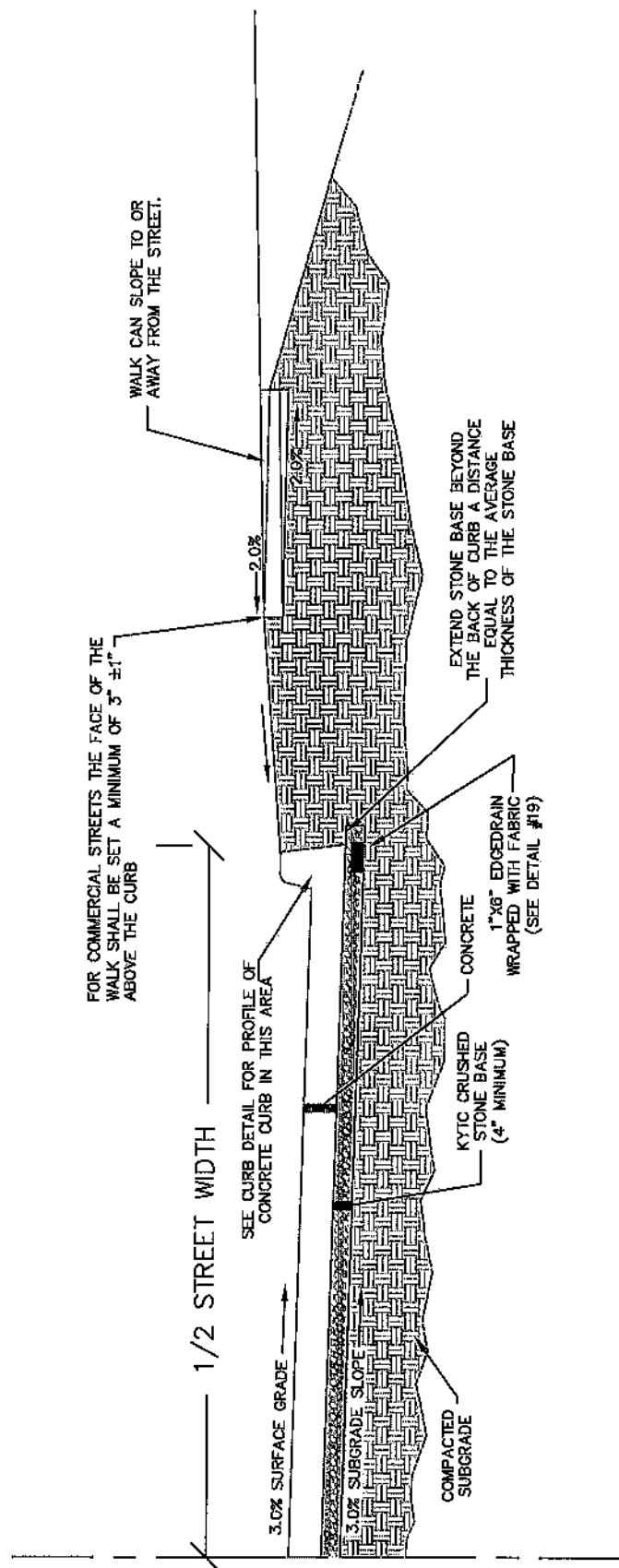
SEE TABLE A-2 FOR ALL PAVEMENT THICKNESSES

FOR RESIDENTIAL STREETS THE FACE OF THE WALK SHALL BE A MINIMUM OF 4" ±1" ABOVE THE TOP OF THE ROLLED CURB AND 3" ±1" ABOVE THE TOP OF THE BARRIER CURB.



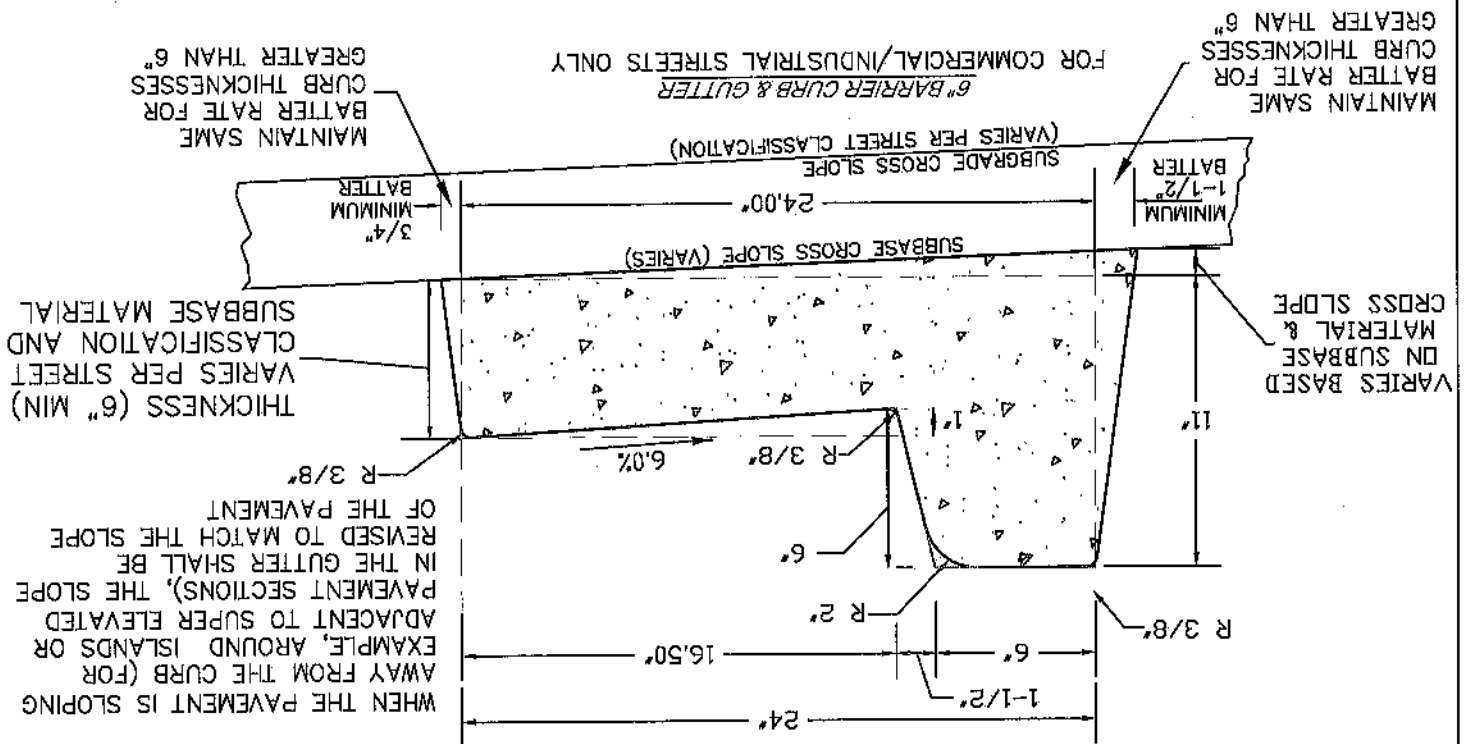
ASPHALT WITH STONE BASE & GEOGRID

COMMERCIAL PAVEMENT SECTION

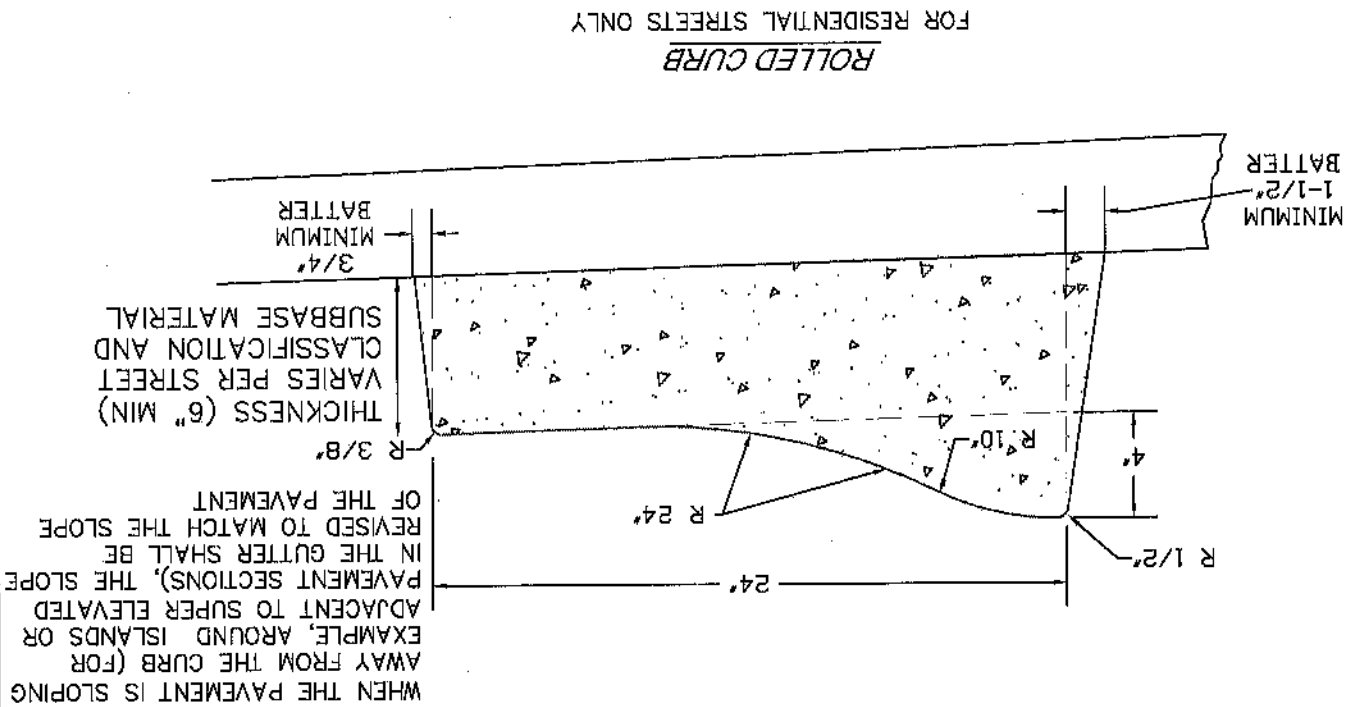


DETAIL #6

MACHINE PLACED CURB DETAILS ASPHALT STREETS



BATTER SHOWN ON THESE DETAILS ARE THE MINIMUM FOR MACHINE FORMED CURBS, HAND FORMED AND PLACED CURBS DO NOT REQUIRE THE BATTER SHOWN

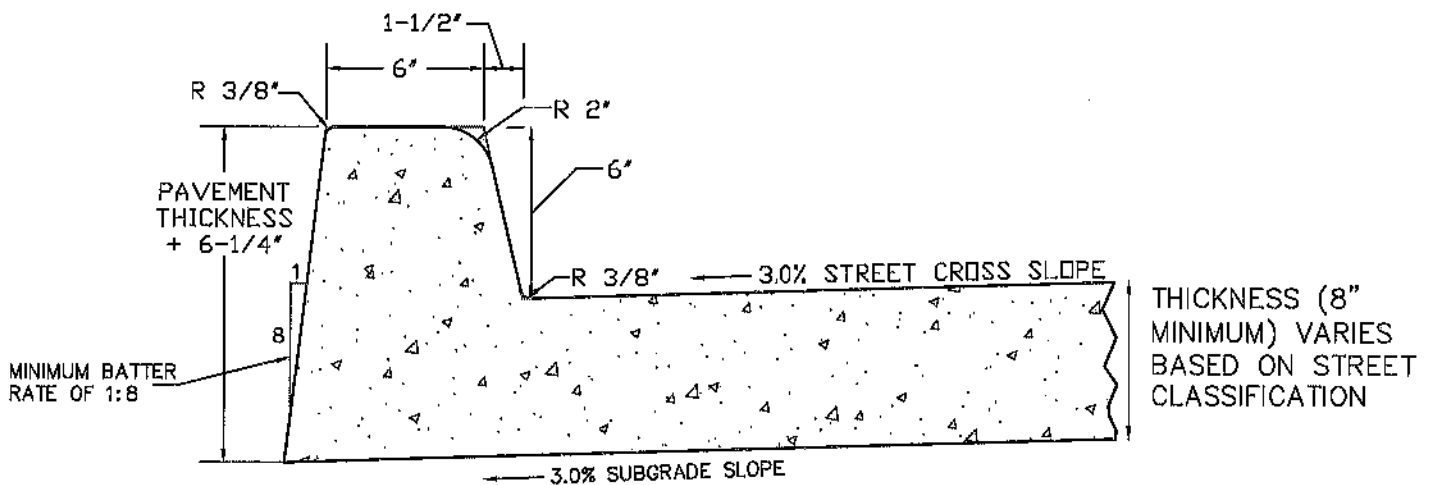


ROLLED CURB

FOR RESIDENTIAL STREETS ONLY

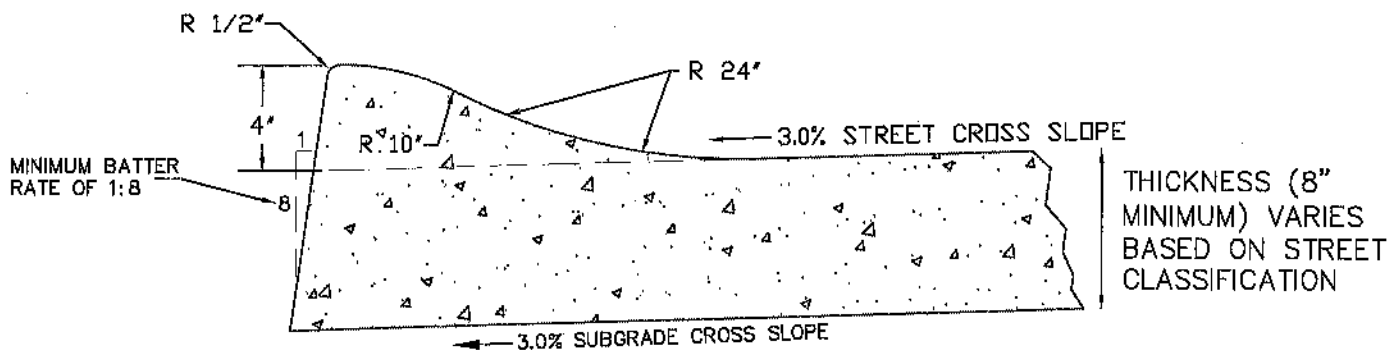
MACHINE PLACED CURB DETAILS CONCRETE STREETS

DETAIL #6A



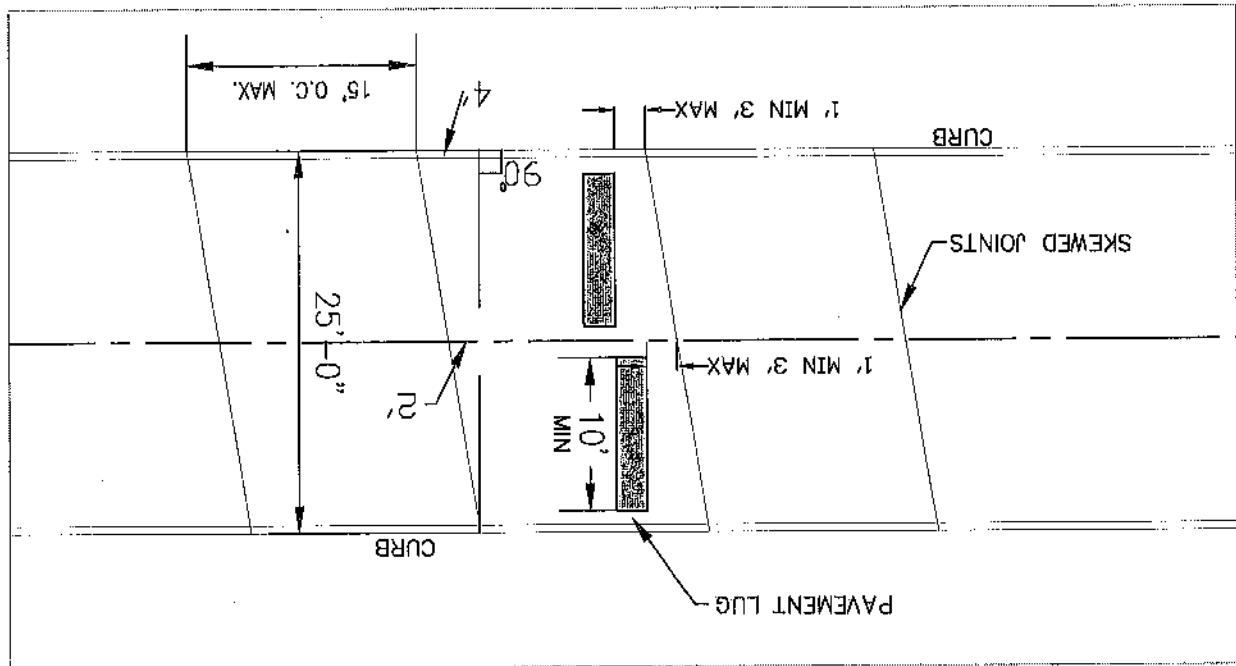
6" BARRIER INTEGRAL CURB
FOR COMMERCIAL/INDUSTRIAL STREETS ONLY

BATTER SHOWN ON THESE DETAILS ARE THE MINIMUM FOR MACHINE FORMED CURBS. HAND FORMED AND PLACED CURBS DO NOT REQUIRE THE BATTER SHOWN



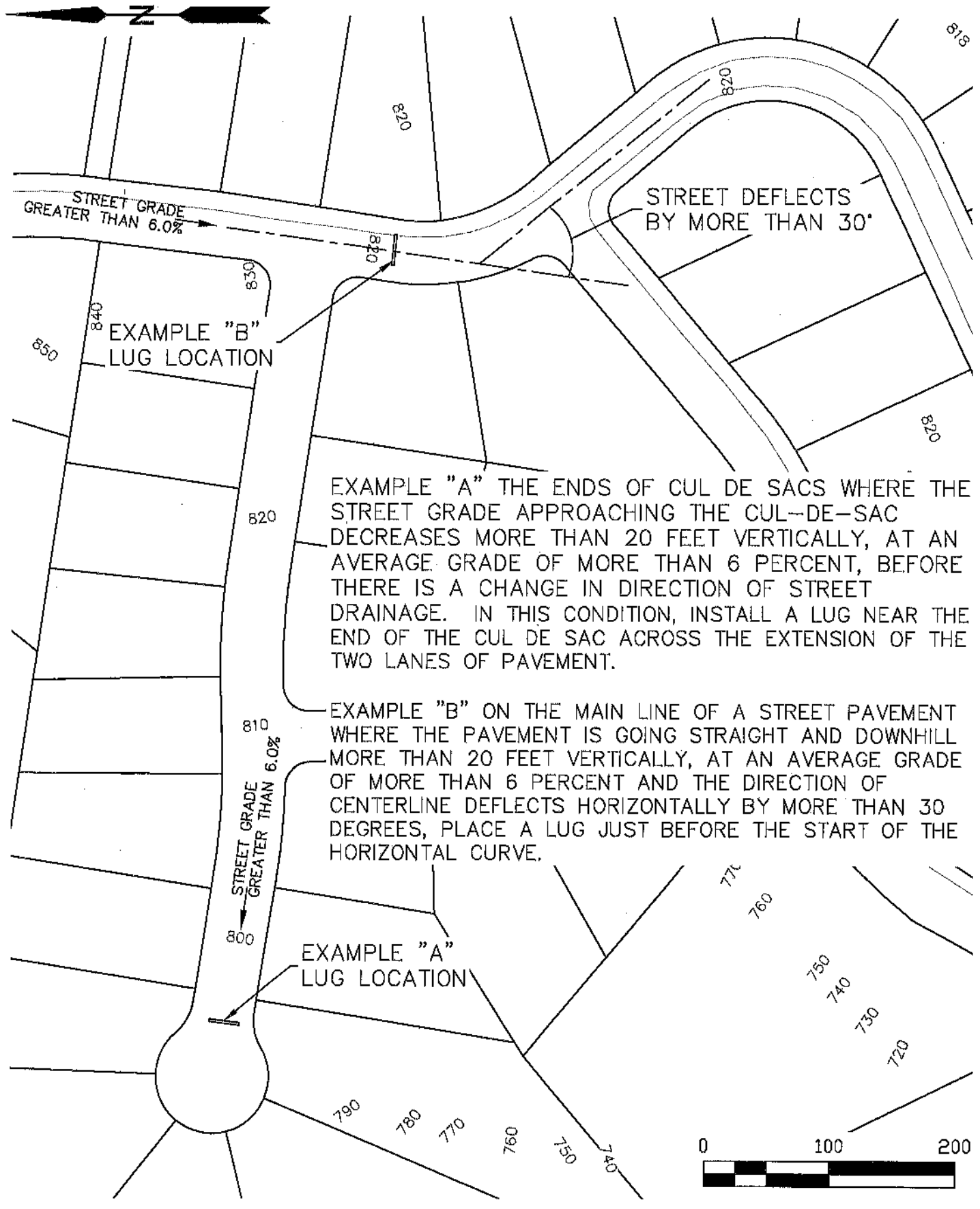
ROLLED INTEGRAL CURB
FOR RESIDENTIAL STREETS ONLY

DETAIL #7



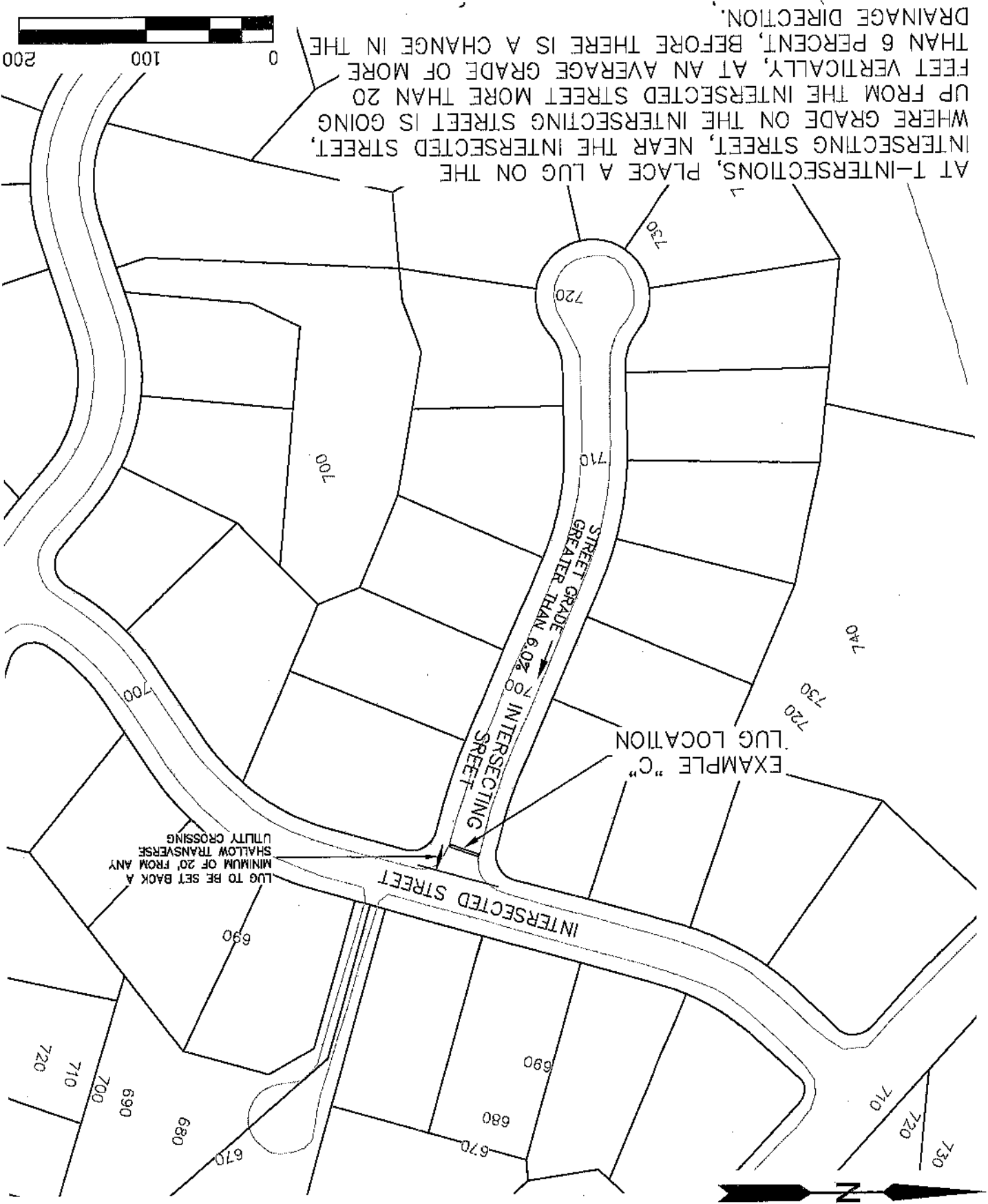
EXAMPLE PAVEMENT LUG LOCATION

DETAIL #8



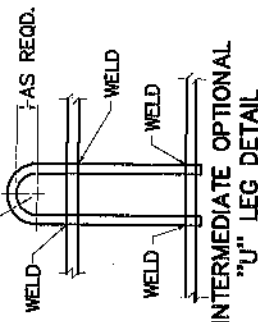
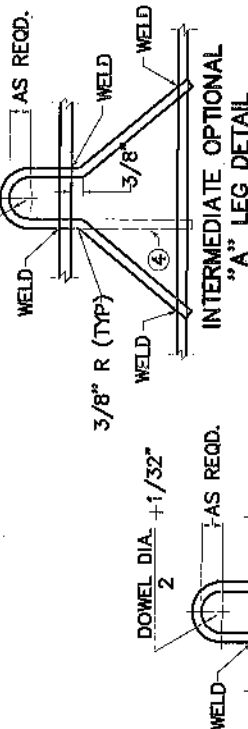
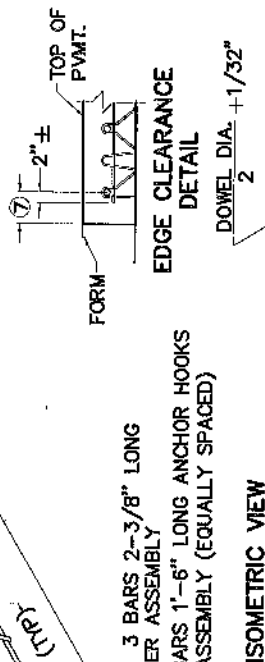
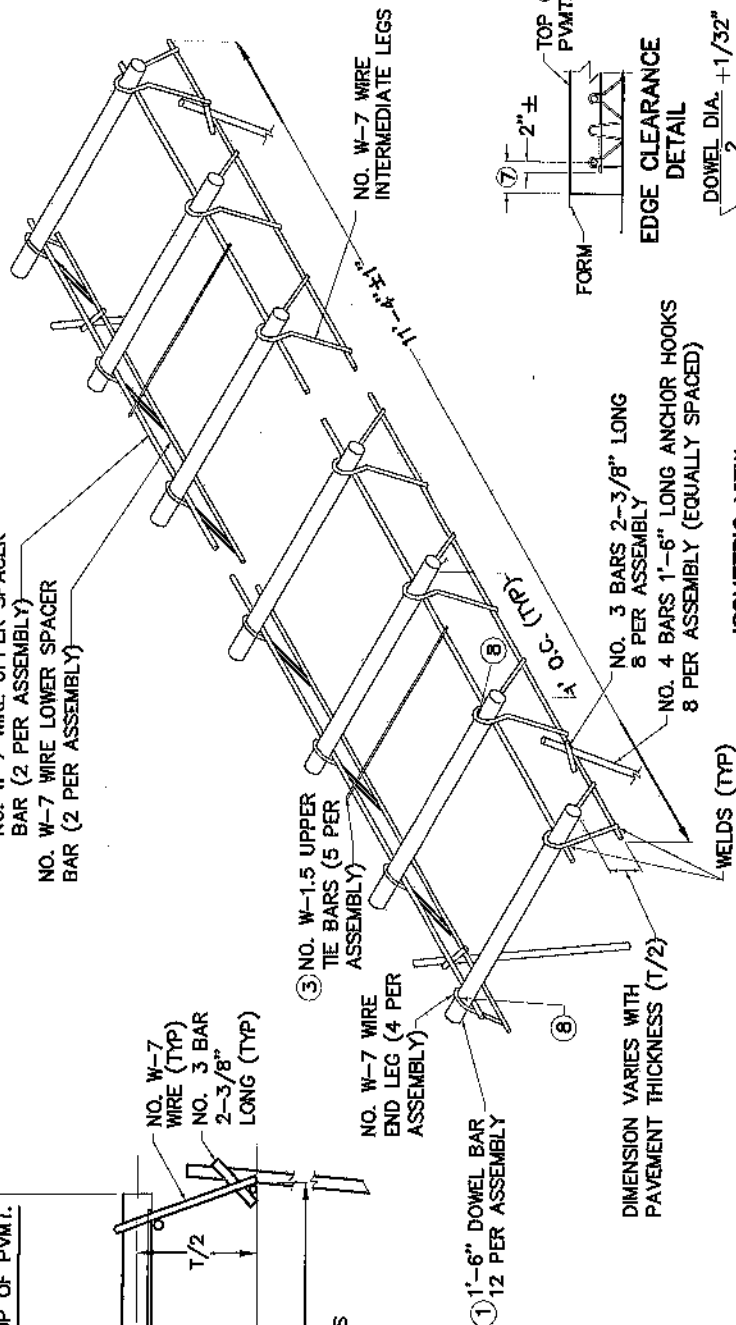
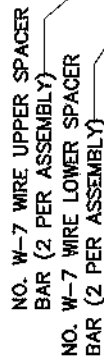
DETAIL #9

EXAMPLE PAVEMENT LUG LOCATION



AT T-INTERSECTIONS, PLACE A LUG ON THE INTERSECTING STREET, NEAR THE INTERSECTED STREET, WHERE GRADE ON THE INTERSECTING STREET IS GOING UP FROM THE INTERSECTED STREET MORE THAN 20 FEET VERTICALLY, AT AN AVERAGE GRADE OF MORE THAN 6 PERCENT, BEFORE THERE IS A CHANGE IN THE DRAINAGE DIRECTION.

DETAIL #10



DOWEL BAR SIZES

PAVEMENT THICKNESS			
8"	9"	10"	11"
		12"	13"
			14"

BAR DIAMETER			
1-1/4"		1-1/2"	
LEG ANGLES +/- 3 DEGREES			
63	63	63	70
70	70	70	70

② NOT USED

③ NO. W-1.5 UPPER TIE BARS WELDED TO UPPER SPACER BARS CUT AFTER FIRST CONCRETE PLACEMENT.

FOR END LEGS, BEND WIRE AS SHOWN BY PHANTOM LINES IN INTERMEDIATE LEG DETAIL.

REFERENCE POINTS SHALL BE REQUIRED ON EACH SIDE OF THE LOAD TRANSFER ASSEMBLY, IN ORDER TO LOCATE THE INTENDED SAWED JOINT AFTER PAVING. ALL SAWING SHALL BE ACCURATELY CONTROLLED TO THE CENTERLINE OF THE LOAD TRANSFER ASSEMBLIES. LONGITUDINAL ORIENTATION OF DOWEL BARS SHALL BE SUCH THAT ALL DOWEL BARS ARE PARALLEL WITH THE CENTERLINE OF EACH PAVING LANE.

⑥ NOT USED

⑦ 4-1/2" MIN. AND 10-1/2" MAX. FOR VARIABLE SLAB WIDTH. 6" FOR UNIFORM OR STD. SLAB WIDTH. LOCATION AND SPACING SEE APPLICABLE PAVEMENT STANDARD DRAWINGS.

8. WELD EITHER NO. W-7 UPPER SPACER BAR OR LEG SUPPORT TO ALTERNATE ENDS OF DOWEL BARS AS TYPICALLY SHOWN.

9. DOWEL ENDS SHALL NOT VARY MORE THAN 1/4" FROM A STRAIGHT LINE.

(10) DOWELS SHALL BE PARALLEL WITH BASE, WITH A TOLERANCE OF $1/4^{\circ}$.

(11) EPOXY SHALL BE CLEANED OFF TO BARE METAL

⑫ "U" LEG OR "A" LEG ARE ACCEPTABLE ALTERNATES PROVIDING MATCHED LEGS ARE SUPPLIED.

KENTUCKY

DEPARTMENT OF HIGHWAYS

**CONTRACTION JOINT
LOAD TRANSFER ASSEMBLIES
FOR COMMERCIAL &
INDUSTRIAL STREETS**

STANDARD DRAWING NO. RPS-020-13

REMITTED

DEFECTOR DRAGON OF WISDOM

CONCRETE JOINT DETAILS

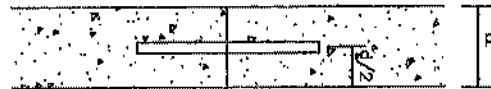
DETAIL #11

NOTE: TRAVERSE JOINTS FOR COMMERCIAL AND INDUSTRIAL PAVEMENTS SHALL USE LOAD TRANSFER ASSEMBLIES PER DETAIL #10.



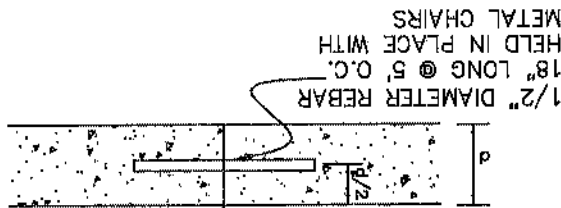
FILL WITH JOINT SEALER
PER APPENDIX A
SAWED AND/OR TOOLED
JOINT PER APPENDIX A

TRAVERSE CONTRACTION
JOINT
(SAWED OR TOOLED JOINT)



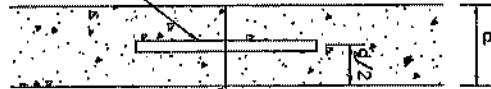
FILL WITH JOINT SEALER
PER APPENDIX A
TOOLED JOINT
PER APPENDIX A

TRAVERSE CONSTRUCTION
JOINT
(PLANNED OR EMERGENCY)
COINCIDE WITH CONTRACTION JOINT



FILL WITH JOINT SEALER
PER APPENDIX A
SAWED OR TOOLED JOINT
PER APPENDIX A

LONGITUDINAL SAWED OR
TOOLED JOINT
(PLANNED)
COINCIDE WITH CONTRACTION JOINT



FILL WITH JOINT SEALER
PER APPENDIX A
EDGED JOINT PER
APPENDIX A

LONGITUDINAL CONSTRUCTION
JOINT
(DRILLED OR INJECTED)

1/2" DIAMETER REBAR 18"
LONG @ 4' O.C., 9" DEEP
DRILLED AT 30 DEGREE
ANGLE OR INJECTED INTO
FRESH CONCRETE

CONCRETE PAVEMENT JOINT PLAN

DETAIL #12

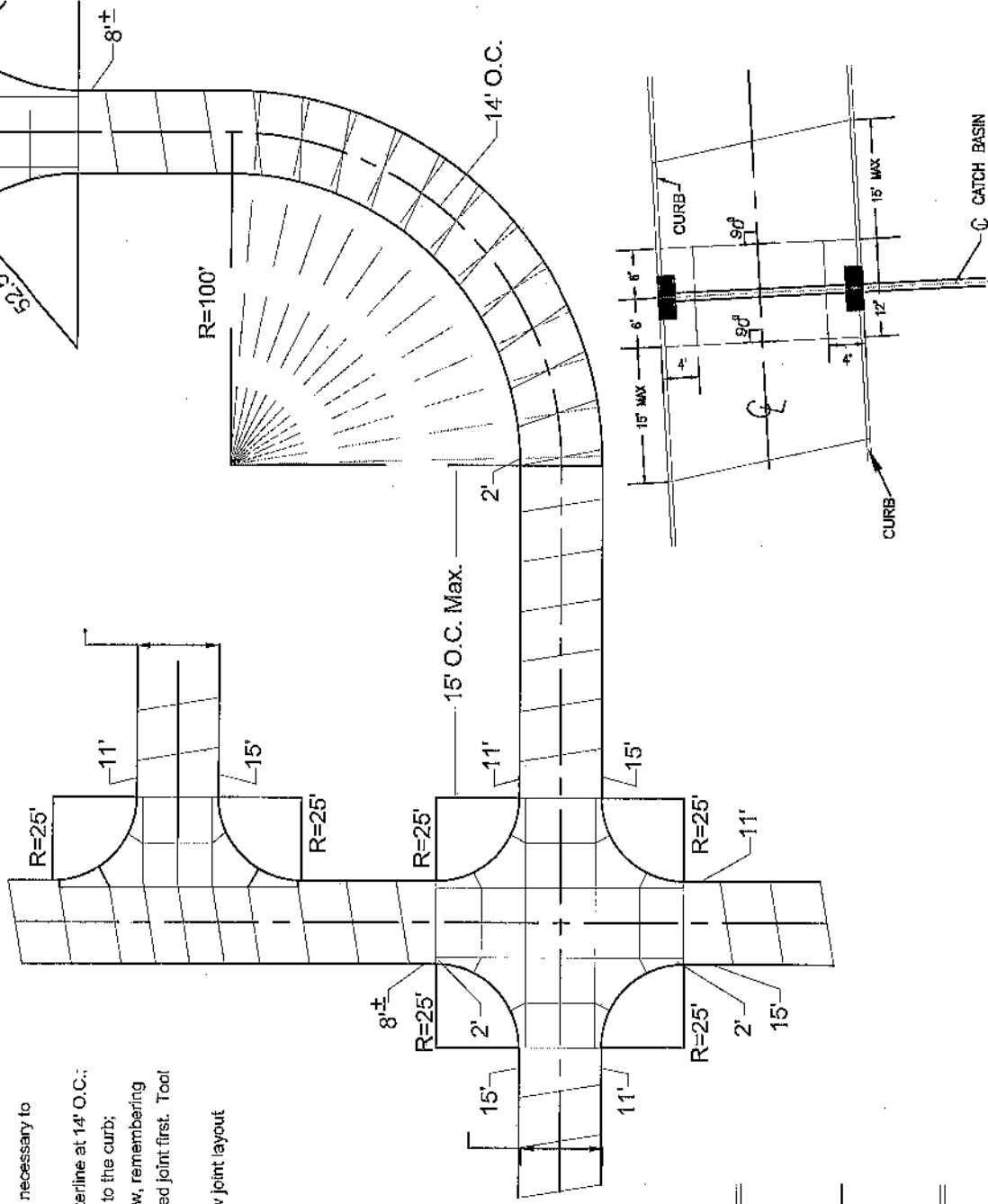
GENERAL RULES OF TOOLED CONTRACTION

JOINT LAYOUT

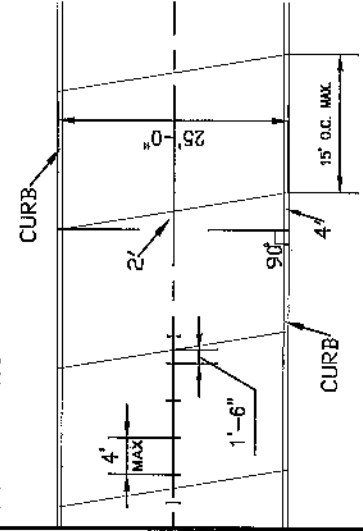
- 1.) Skew joints 2' in each 12.5' lane; 2'-4" skew in each 14' lane.
- 2.) Always have the driver's side front wheel of the vehicle hit the skewed joint first.
- 3.) Maximum joint spacing = 15'; adjust joint spacing as necessary to keep spacing above a 8' minimum.
- 4.) On horizontal curves, layout joint spacing along centerline at 14' O.C.; visually determine a radial line from the centerline back to the curb; measure back (forward) from that point 2' to set the skew, remembering the driver's side front wheel of the vehicle hits the skewed joint first. Tool the joint at the skewed line.
- 5.) At intersections, catch basins and cul-de-sacs, follow joint layout shown.

NOTE:

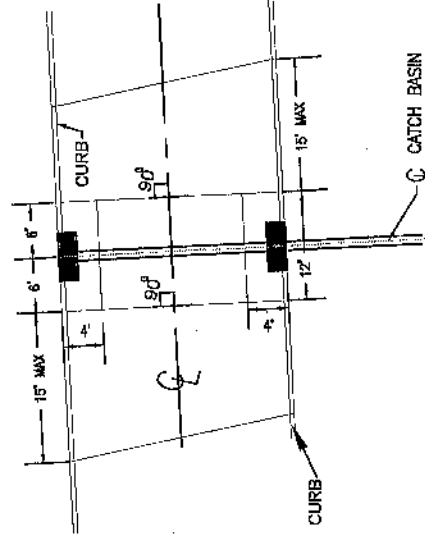
ALL CONSTRUCTION JOINTS
ARE DOWELED JOINTS.

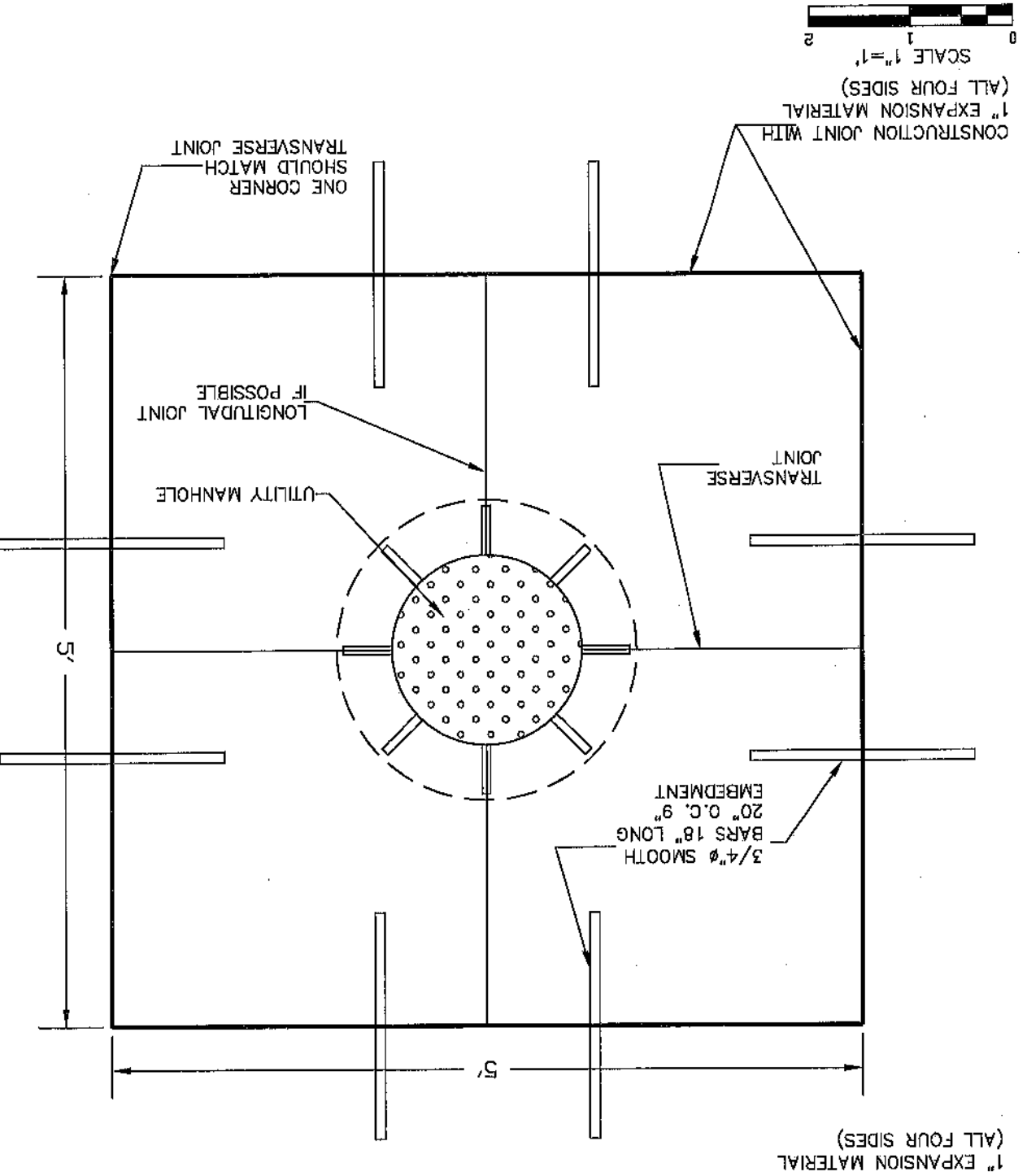


TYPICAL SKEWED JOINT AND C BENT BAR LAYOUT SCALE: N.T.S



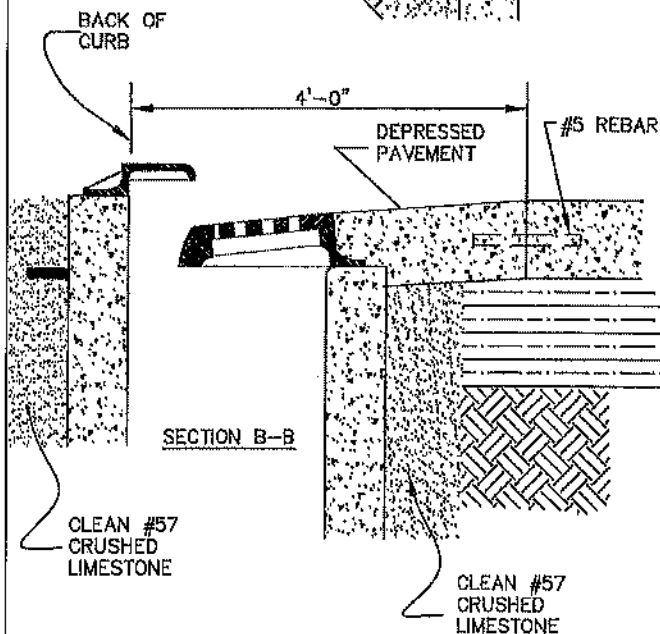
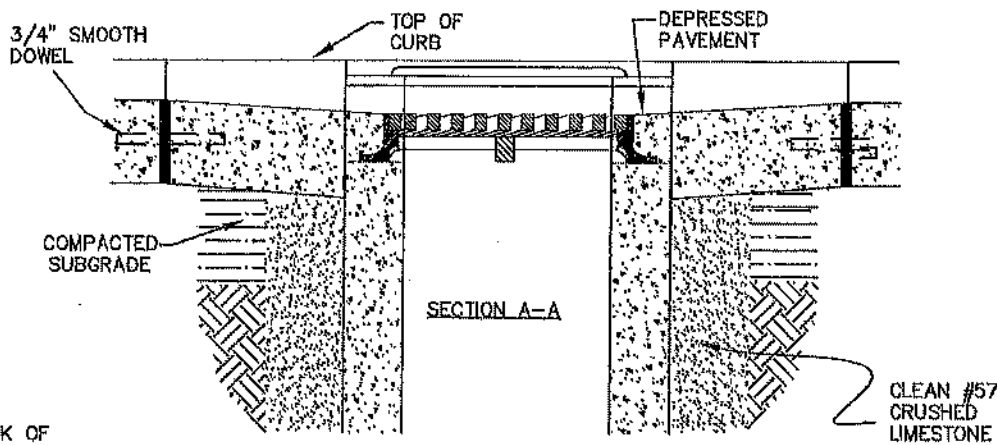
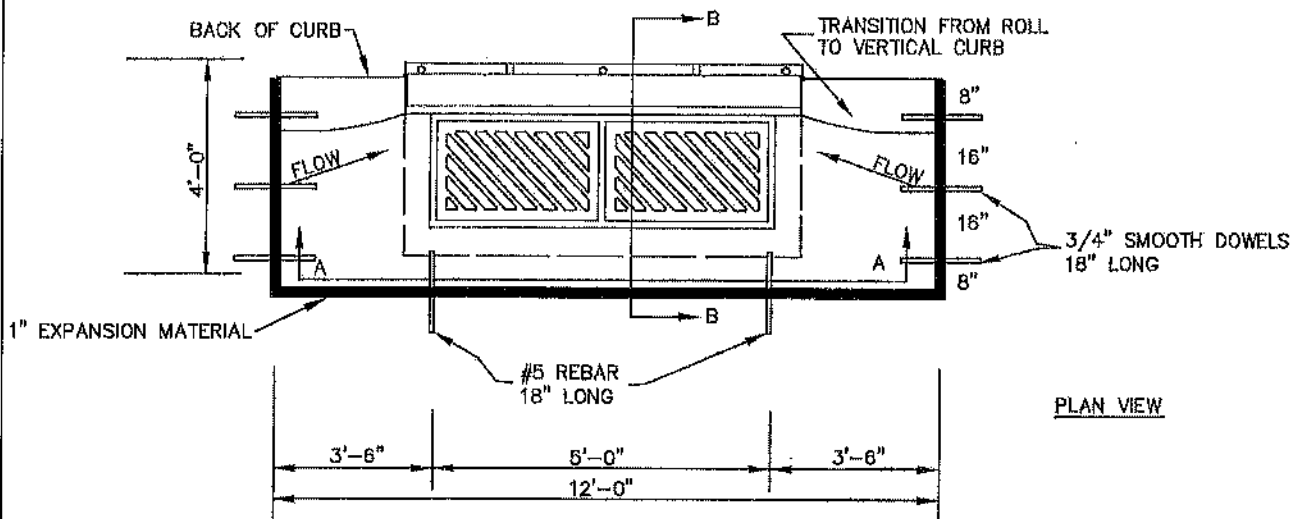
JOINT LAYOUT FOR PAIRED CATCH BASINS





STANDARD CURB INLET
(CONCRETE PAVEMENT BLOCKOUT DETAIL)

DETAIL #14



NOTES:

CONCRETE PAVEMENT FOR THE BLOCKOUTS SHALL MEET THE SAME REQUIREMENTS AS THE CONCRETE PAVEMENT.

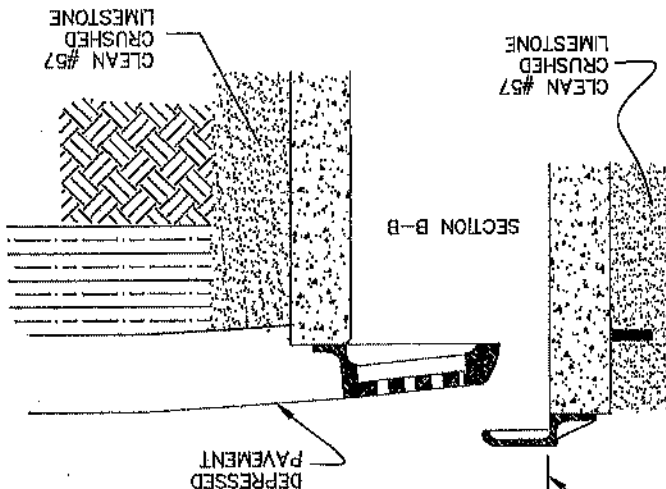
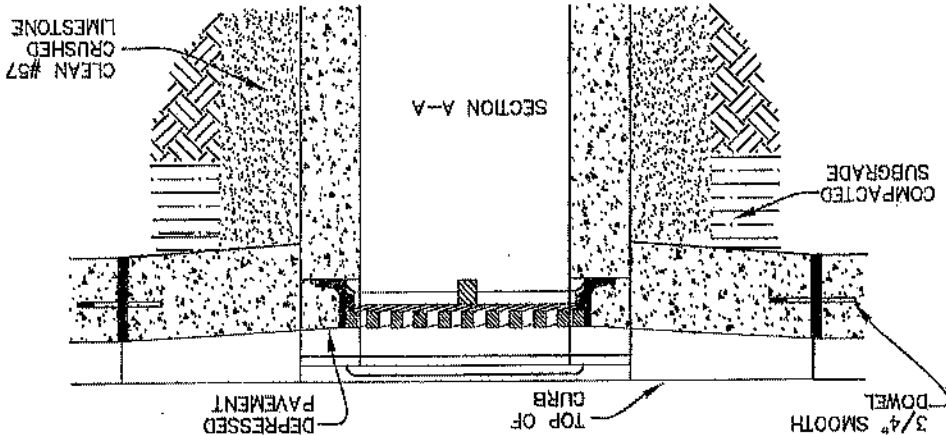
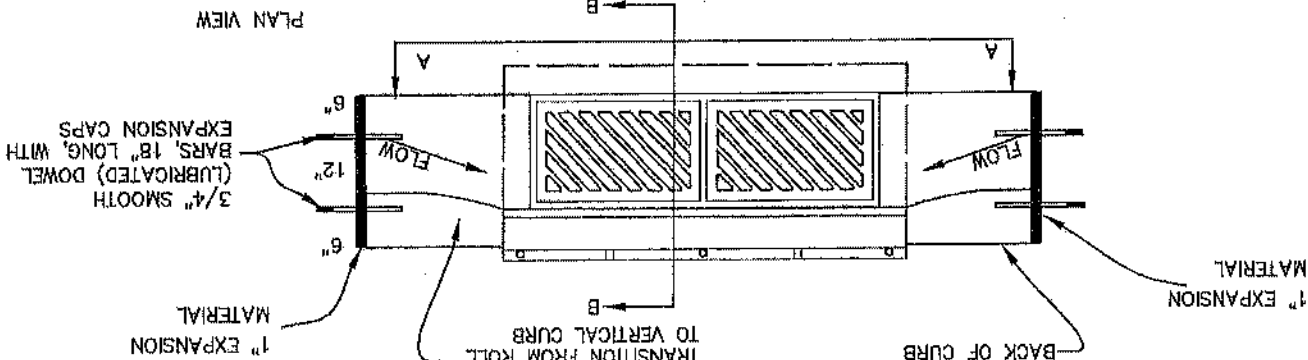
BLOCKOUTS FOR SINGLE INLET CATCH BASINS SHALL BEAR THE SAME DIMENSIONS AS THE DOUBLE INLET CATCH BASIN.

3/4"x18" DOWELS ARE REQUIRED FOR CONCRETE PAVEMENT OR GUTTER BLOCKOUT.

TWO #5 BARS, 18" LONG ARE REQUIRED ALONG BUTT JOINT OF ISOLATION AREA.

ALL GRATES SHALL BE VANE GRATES

STANDARD CURB INLET
(ASPHALT PAVEMENT BLOCKOUT DETAIL)



CONCRETE PAVEMENT FOR THE BLOCKOUTS SHALL MEET THE SAME REQUIREMENTS AS THE CONCRETE PAVEMENT.

BLOCKOUTS FOR SINGLE INLET CATCH BASINS SHALL BEAR THE SAME DIMENSIONS AS THE DOUBLE INLET CATCH BASIN.

3/4"x12" DOWELS ARE REQUIRED FOR CONCRETE PAVEMENT OR GUTTER BLOCKOUT.

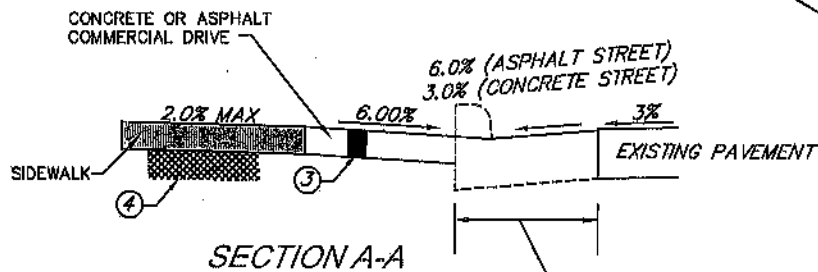
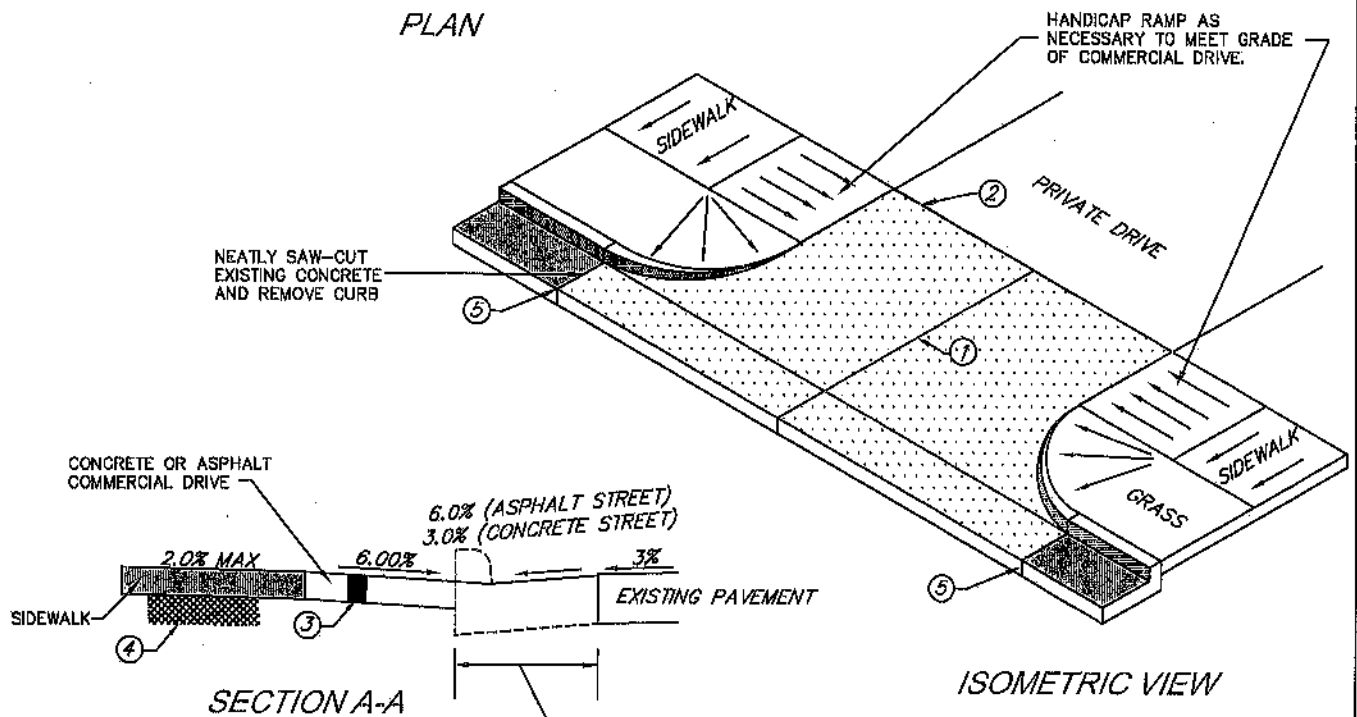
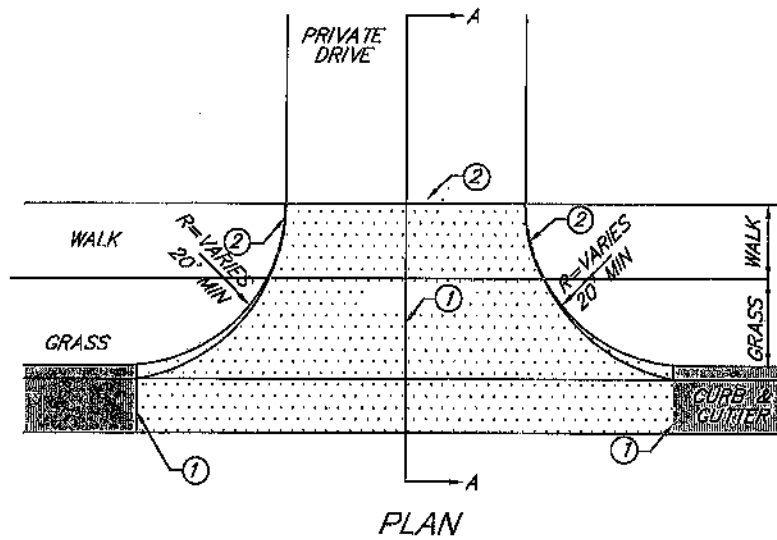
PAVEMENT THICKNESS SHALL CONFORM TO THE RELATED STREET CLASSIFICATION.

ALL GRATES SHALL BE VANE GRATES

NOTES:

COMMERCIAL DRIVEWAY APRON ASPHALT STREET WITH CURB & GUTTER

DETAIL #16



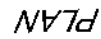
COMMERCIAL ASPHALT DRIVE IN THIS AREA TO MATCH THE DEPTH OF THE ASPHALT STREET. COMMERCIAL CONCRETE DRIVE SHALL MATCH CURB THICKNESS

CONCRETE COMMERCIAL DRIVE NOTES

- ① CONTRACTION JOINT
- ② 1" EXPANSION JOINT
- ③ COMMERCIAL DRIVE
- ④ PREPARED SUBGRADE
- ⑤ CONSTRUCTION JOINT

EXPANSION JOINTS MUST EXCEED THE DEPTH OF THE DRIVEWAY PAVEMENT

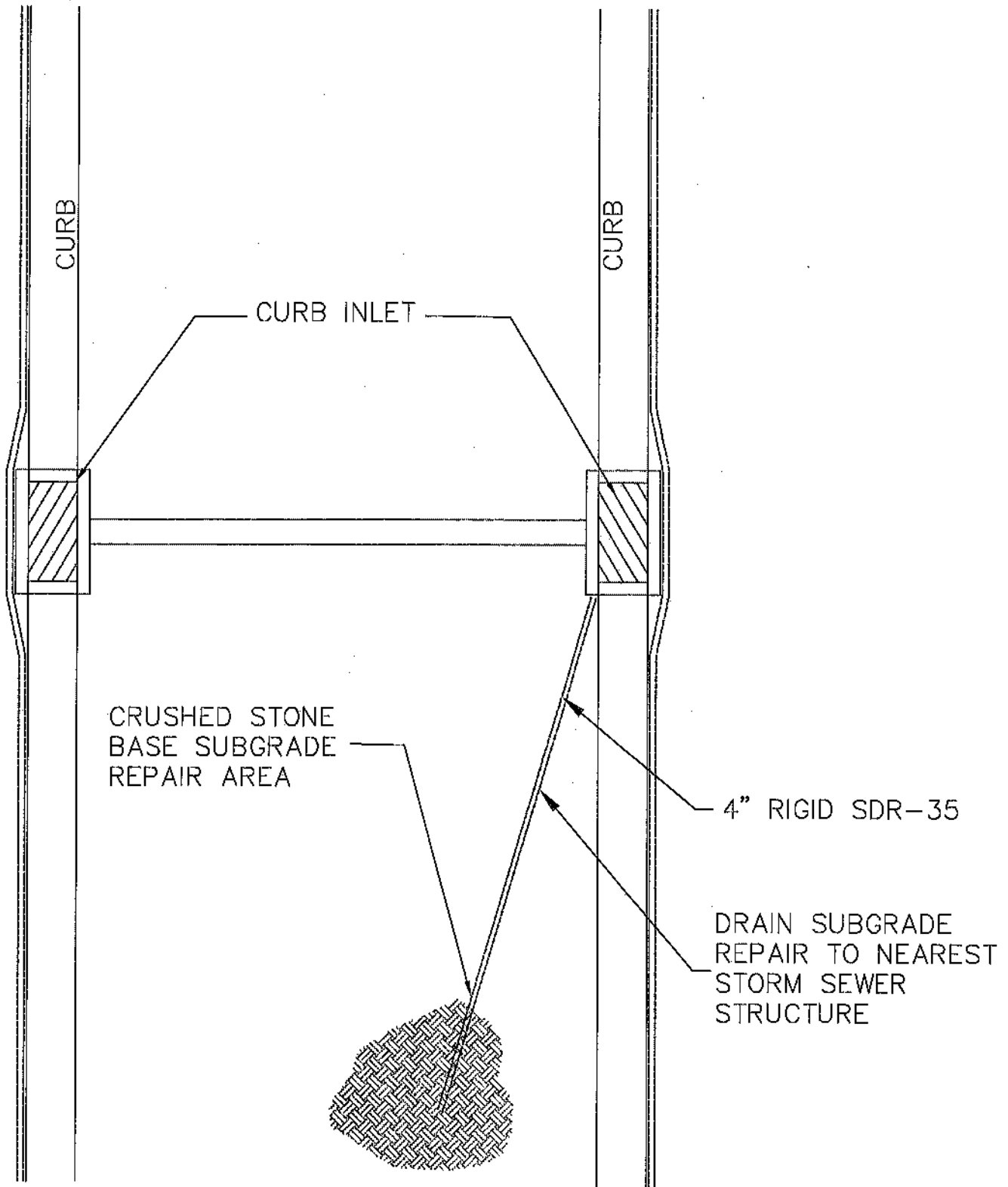
DETAIL #17



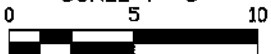
- EXPANSION JOINTS MUST EXCEED THE DEPTH OF THE DRIVEWAY PAVEMENT

DRAINAGE FOR SUBGRADE REPAIR

DETAIL #18

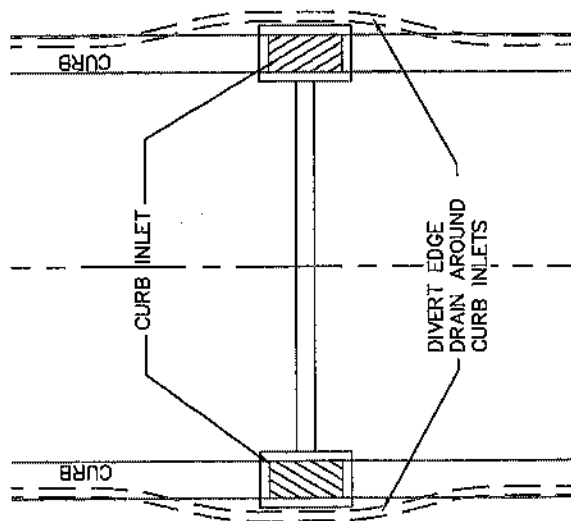


SCALE 1"=5'



EDGE DRAIN INSTALLATION WITH STONE BASE STREETS

DETAIL #19



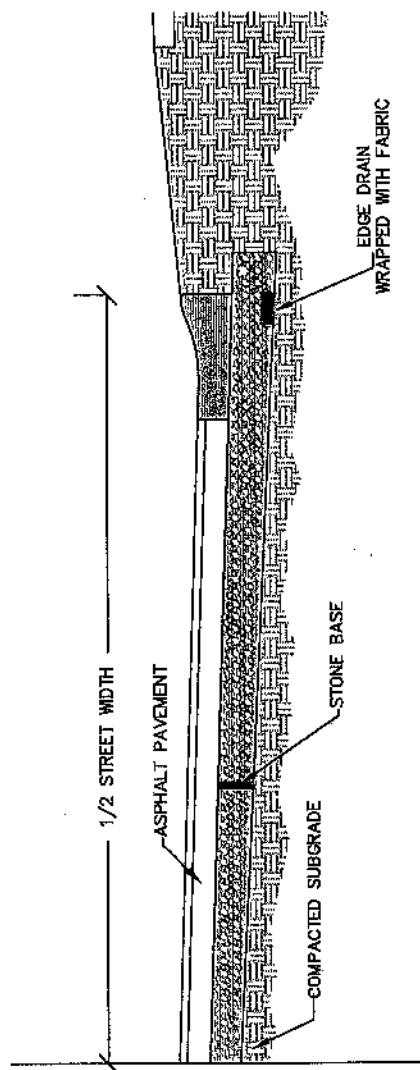
0 5 10
SCALE 1"=5'

EDGE DRAIN MATERIAL SPECIFICATIONS

- A. CORE
1. MATERIAL: POLYETHYLENE OR POLYPROPYLENE. POLYSTYRENE WILL NOT BE ACCEPTED.
 2. MINIMUM THICKNESS: 1.0"
 3. WIDTH = 6" (MINIMUM)
 4. MINIMUM COMPRESSIVE STRENGTH:
 - ONE-SIDED (OPEN-CORE) NOT ACCEPTED
 - CLOSED CORE CONDUIT = 6,000 PSF (ASTM D-1621) OR = 4,000 PSF (ASTM D-6364)
- B. GEOTEXTILE FILTER FABRIC:
1. MATERIAL: NON-WOVEN NEEDLE PUNCH GEOTEXTILE FABRIC THAT MEETS AASHTO CLASS 3.
 2. ATTACHMENT: THE GEOTEXTILE FILTER FABRIC SHALL BE WRAPPED AROUND THE DRAINAGE COMPOSITE CORE AND SECURED IN PLACE.
- C. CERTIFICATIONS
1. CONTRACTOR SHALL SUPPLY MANUFACTURER'S CERTIFICATION THAT THE EDGE DRAIN INSTALLED MEETS PERFORMANCE SPECIFICATION AND THE INTENDED USE SHOWN ON THIS DETAIL.
- D. APPROVED PRODUCTS: ADS ADVANEDGE, MULTI-FLOW OR EQUAL

EDGE DRAIN INSTALLATION PROCEDURE FOR STONE BASE STREETS

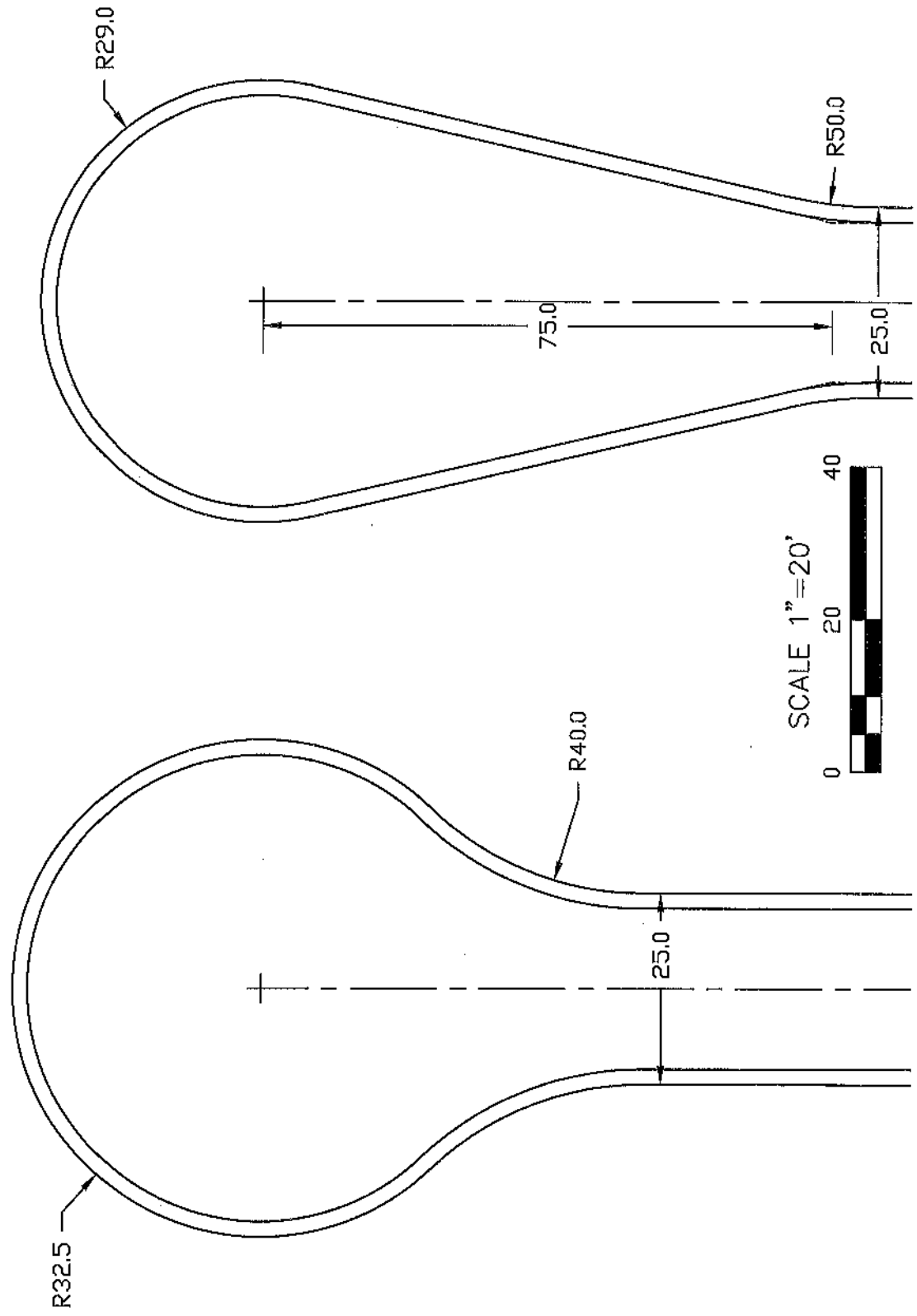
1. ROLL OUT EDGE DRAIN FLAT (HORIZONTAL) SO THAT OUTSIDE FACE OF EDGE DRAIN ALIGNS WITH THE OUTSIDE EDGE OF CURB.
2. TACK EDGE DRAIN EVERY 5 FEET TO THE SUBGRADE USING 16 PENNY NAILS OR EQUAL.
3. DO NOT DRIVE CONSTRUCTION EQUIPMENT DIRECTLY ON EDGE DRAIN.
4. INSTALL STONE BASE TO A MINIMUM THICKNESS OF 4" OVER EDGE DRAIN.
5. COMPACT STONE BASE AS NECESSARY AND PROCEED WITH REMAINING PAVEMENT INSTALLATION.
6. AT CATCH BASINS CONTINUE EDGE DRAIN ALONG THE BACK SIDE OF CATCH BASIN.
7. EDGE DRAIN SHALL BE CONTINUOUS ALONG BOTH SIDES OF CURB.
8. EDGE DRAIN SHALL BE IN DIRECT CONTACT WITH #57 STONE BACKFILL AT ALL CATCH BASINS.
9. SPLICES IN EDGE DRAIN SHALL BE MADE WITH MANUFACTURER'S COUPLERS OR OTHER APPROVED CONNECTION BY MANUFACTURER.



0 3 6
SCALE 1"=3'

CUL-DE-SAC DETAILS

DETAIL #20



STANDARD CUL-DE-SAC

OPTIONAL TEAR DROP CUL-DE-SAC

APPENDIX D

APPENDIX "D" contains representative certificates, acknowledgements, and approvals, to be used on Final Plats, in accordance with ARTICLE V of these regulations and Conveyance (Identification) Plats, in accordance with ARTICLE III of these regulations. These certificates, acknowledgements, and approvals may be modified with the Planning Commission's approval. Phrases shown in parentheses in these certificates shall be used if pertinent. All signatures must be written with black, waterproof, India ink. Provisions shall be made on each signature line for large signatures and date.

REFERENCE TO SECTION 5.0, A, 16, a, of these Regulations:

The following certificate shall appear on all Final Plats presented to the Planning Commission for approval.

A. DEDICATION CERTIFICATE:

"(I) (We) hereby certify that (I am) (We are) the owner(s) of the property shown and described hereon and that (I) (We) hereby adopt this plan of subdivision with (my) (our) free consent, establish the minimum building restriction lines, and dedicate all streets, alleys, walks, parks, and other open spaces to public or private use as noted. (I) (We) further certify that title to the property shown hereon was acquired by Deed recorded in Deed Book _____ Page _____ of the Campbell County Clerk's office.

SIGNATURE OF OWNER

DATE

REFERENCE TO SECTION 5.0, A, 16, e, of these Regulations:

One of the following Notary Public's Certificates must be included as part of this Dedication Certificate. Note that different Notary Public's Certificates are required for different types of owners.

B. FORMS OF ACKNOWLEDGEMENTS:

- (1) For an individual acting in his/her own right:

State of _____ County of _____

The foregoing instrument was acknowledged before me this (date) by (Name of person acknowledged).

(Signature or person taking acknowledgement)

(Title or Rank)

(Serial Number, if any)

- (2) For a Corporation:

State of _____ County of _____

The foregoing instrument was acknowledged before me this (date) by (Name of officer or agent, title of officer or agent) of (Name of corporation acknowledging) a (state or place of incorporation) corporation, on behalf of the corporation.

(Signature of person taking acknowledgement)

(Title or Rank)

(Serial Number, if any)

- (3) For a Partnership:

State of _____ County of _____

The foregoing instrument was acknowledged before me this (date) by (Name of acknowledging partner or agent), partner (or agent) on behalf of (name of partnership), a partnership.

(Signature of person taking acknowledgement)

(Title or Rank)

(Serial Number, if any)

CONTINUED: B. FORMS OF ACKNOWLEDGEMENTS;

- (4) For an Individual acting as principal by an attorney in fact:

State of _____ County of _____

The foregoing instrument was acknowledged before me this (date) by
(Name of attorney in fact), as attorney in fact on behalf of (name of principal).

(Signature of person taking acknowledgement)

(Title or Rank)

(Serial Number, if any)

- (5) By any public officer, trustee, or personal representative:

State of _____ County of _____

The foregoing instrument was acknowledged before me this (date) by (Name of and
title of position).

(Signature of person taking acknowledgement)

(Title or Rank)

(Serial Number, if any)

REFERENCE TO SECTION 5.0, A, 16, b, of these Regulations:

C. SURVEYOR'S CERTIFICATE:

I hereby certify that I am a duly qualified and Licensed Kentucky Surveyor in accordance with KRS 322 and that the survey depicted by this plat was done by persons under my direct supervision by the method of random traverse with sideshots. The unadjusted precision ratio of the traverse was 1:_____ and the directions and distances shown on the plat are based on a traverse that (was/was not) adjusted. The reference meridian basis shown hereon is from_____. This survey is a (Rural/Urban) Survey and the accuracy and precision of said survey meets all the specifications of this class and complies with 201 KAR 18:150. This plat of survey complies with all requirements of the City of Alexandria Zoning Regulations and Subdivision Regulations, and that dedicated areas including public right of ways or street are currently owned by the property owner.

Signature_____ PLS #_____ Date_____

D. CERTIFICATES FOR CONVEYANCE PLAT

For Buildable Lots:

I certify that I have examined the records of the Boone County Court Clerk and find that this is the (first) (second) (third) (fourth) (fifth) conveyance made under the present ownership of the parent tract.

Signature_____ PLS #_____ Date_____

For Non-Buildable Lots:

I certify that this plat of land in and of itself does not meet the current zoning regulations for use and is being transferred for non-building purposes.

Signature_____ PLS #_____ Date_____

Dedication Certificate:

(I) (We) hereby do dedicate the right-of-way of _____ as shown hereon to public use, forever.

SIGNATURE OF GRANTOR(S)

DATE

REFERENCE TO SECTION 5.0, A, 16, e, of these Regulations:

OTHER DOCUMENTS:

Such other affidavits, certificates, acknowledgements, endorsements, and notarial seals as are required by law by these regulations, shall be of the form and substance approved by the Planning Commission.

E. APPROVAL CERTIFICATES:

This plat has been found to be in conformance with the City of Alexandria Zoning and Subdivisions Regulations and is being submitted for recording in the office of the Campbell County Court Clerk.

Approved by the Alexandria Planning and Zoning Commission, Campbell County, Kentucky, this _____ day of _____, (year)_____.

CHAIRPERSON, OR PLANNING COMMISSION'S
DULY AUTHORIZED REPRESENTATIVE

REFERENCE TO SECTION 5.0, A, 16, f, OF THESE REGULATIONS:

F. CLERK AND RECORDER'S CERTIFICATE:

I, _____, CLERK OF CAMPBELL COUNTY, DO
HEREBY CERTIFY THAT THIS PLAT WAS THIS DAY PRESENTED TO ME IN MY
OFFICE BY _____ AND ACKNOWLEDGED
BY THEM TO BE THEIR ACT AND DEED, WAS THIS DAY LEFT FOR RECORD
WHERE UPON SAME HAS BEEN RECORDED THIS _____ DAY OF
, (year) _____.

SIGNATURE OF COUNTY CLERK OR DEPUTY.

OR

A 1.5 inch high by 3.5 inch wide blank space shall be reserved on all Final Plats for the preprinted recording stamp affixed by the Campbell County Clerk's office at the time of recording. A title stating "County Clerk's Stamp" shall be printed over the prescribed blank space.

G. DEDICATED ACCEPTANCE:

I hereby certify: (1) that the streets have been installed and inspected in accordance with the applicable specifications of the Alexandria Subdivision Regulations in the subdivision entitled _____ and the streets are publicly accepted and maintained forty-five (45) days from the recording of this plat (pursuant to KRS 100.277(4), or (2) that a security bond or other guarantee in the amount of \$ _____ has been posted with the legislative body to assure completion of all public improvements in case of default.

DATE

CITY REPRESENTATIVE

TITLE

If a security bond or guarantee was originally submitted with this plat, it is hereby released based upon inspection and such street and storm sewers described on this plat are publicly accepted and maintained forty-five (45) days from the date below.

DATE

CITY REPRESENTATIVE

TITLE

H. UTILITY EASEMENT STATEMENTS:

Water Main Easement Statement:

The Water Main Easement(s) as shown on this plat are subject to the DECLARATION OF MASTER WATER FACILITY EASEMENT AGREEMENT as set forth in Miscellaneous Book 129, Page 145 of Campbell County Clerk's records at Alexandria, Kentucky.

Sanitary Sewer Easement Statement:

The utility easements shown and described on this plat are dedicated to the use and benefit of the named utility. The respective rights, duties and obligations of the individual lot owner and the respective utility are set forth in separate recorded document in the Campbell County Clerk's Office. Terms and conditions of the document listed below are incorporated by reference:

Sanitary Sewers Sanitation District No. 1 Misc. Book 579, Pg. 417

Storm Sewer Easement Statement:

The storm sewer easements shown and identified on this Plat as being for the use and benefit of Sanitation District No. 1 ("SD1") are hereby dedicated to the use and benefit of SD1. SD1 will accept for maintenance the improvements, located within the SD1 storm sewer easements, which are part of the SD1 Storm Water Drainage System (as that term is defined in the "INTERLOCAL COOPERATION AGREEMENT RELATING TO A PERMITTING UNDER THE CLEAN WATER ACT AND THE U.S. ENVIRONMENTAL PROTECTION AGENCY'S NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM, STORMWATER PHASE II PROGRAM AND THE OWNERSHIP, MAINTENANCE AND CONTROL OF THE PUBLIC STORMWATER SYSTEM, AS HEREIN DEFINED, AND OTHER STORM RELATED SERVICES IN BOONE, KENTON AND CAMPBELL COUNTIES, KENTUCKY") upon acceptance of the roadway shown on the Plat for maintenance by the local authority.

The respective rights, duties and obligations of the individual lot owner and SD1 are set forth in a separate recorded document in the Campbell County Clerk's Office. Terms and conditions of the document listed below are incorporated by reference:

Storm Sewers, Sanitation District No. 1 Misc. Book 579, Pg. 420

I. SURFACE DRAINAGE EASEMENT DEFINITION:

"Surface Drainage Easements" shown on this plat are not accepted by the legislative body of jurisdiction. The legislative body is not obligated to maintain or repair any channels or installations in said easements. The easement area of each lot and all improvements in it shall be maintained continuously by the owners of the lots. Within the easements, no structure, planting, fill material or other material shall be placed or permitted to remain which may obstruct, retard or change the direction of flow of water through the drainage channel in the easement.

J. UTILITY ACKNOWLEDGEMENT – GRANT OF EASEMENT

For valuable consideration, we the undersigned do hereby permanently grant to Duke Energy, CATV provider and/or the Cincinnati Bell Telephone Company, their successors and assigns, forever, nonexclusive easements as shown on the within plat and designated as "Utility Easement" for the construction, operation, maintenance, repair or replacement of any and all necessary fixtures for the overhead or underground distribution of gas, electric, telephone, or telecommunications, or other utilities. Said utility companies shall have the right of ingress and egress and also the right to cut, trim and remove any trees, undergrowth or overhanging branches within said easement or adjacent thereto. No buildings or other structures may be built within said easement, nor may the easement area be physically altered so as to (1) reduce clearances of either overhead or underground facilities; (2) impair the land support of said facilities; (3) impair the ability to maintain the facilities; or (4) create a hazard. We acknowledge having full power to convey this easement and will defend the same against all claims.

Signature of Owner(s)

Date

APPENDIX E

TRAFFIC IMPACT STUDIES

SECTION E.1: PURPOSE OF THE TRAFFIC IMPACT STUDY

E.1-1 The purpose of a Traffic Impact Study (TIS) is to protect the function of the Street system while providing appropriate access to a proposed development.

E.1-2 The objectives of a TIS are to:

- (A) Determine the appropriate location, spacing, and design of Access Points necessary to serve the proposed development and minimize impact to the public transportation system.
- (B) Determine the extent of Improvements to the adjacent and nearby Street system necessary to maintain a satisfactory level of service and safety.

SECTION E.2: NEED FOR A TRAFFIC IMPACT STUDY

A TIS shall be required when the full build out potential of the proposed development requesting access meets any or all of the criteria identified in Subsections E.2-1 through E.2-4. The full build out potential shall be defined as the proposed development and future development for which connections are accommodated in the development plan. Future development shall be assumed to be that which is identified and recommended by the Comprehensive Plan.

E.2-1 The proposed development is expected to generate greater than 100 trips per hour during its peak hour of operation based on trip generation estimates according to the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual methodologies.

E.2-2 The proposed access location does not meet applicable access control regulations as set forth in Section 6.1.F.

E.2-3 The access plan proposes a change in the Traffic Control on an existing Public Street including:

- (A) Installation, removal, or relocation of a stop or yield sign;

(B) Installation, removal, or relocation of a traffic signal; or

(C) Changes in the timing and/or phasing of an existing traffic signal or signal system.

E.2-4 The proposed development does not meet the conditions of Subsections E.2-1 through E.2-3 above, but is deemed necessary by Staff for conditions including but not limited to the presence of congested locations identified in previous studies or plans, the presence of high crash locations identified by the Kentucky Transportation Cabinet (KYTC), OKI, or the applicable Legislative Body; or proximity to major planned Street Improvements in the area.

E.2-5 In the case where a TIS has already been completed as part of the approval process, an addendum to the original report shall be required under the following circumstances:

(A) The original report was completed more than two years prior to the initial construction phase of the development.

(B) A change in the application, or proposed land use has caused the generated vehicle trips per hour to increase or modify the proposed Street or access configuration.

(C) There have been major Street Improvements or significant changes in development in the area since the original approval or major changes in traffic flow as determined by Staff. Major Street Improvements involve any Improvements that have an effect on the Street capacity or have caused any changes in traffic flow patterns. This may include construction or installation of a new Traffic Control device, change in cross-section of the Street or significant changes in the Street network.

SECTION E.3: STUDY AREA

The following subsections identify the minimum study area to be addressed by a TIS. Staff may adjust the minimum study area as appropriate to the development size, specific site conditions, and/or local and regional issues and policies. The Applicant may extend the minimum study area described below to demonstrate potential benefits of the proposed access plan to the community.

E.3-1 When a development meets the criteria established in Clause E.2-1 due to traffic volumes, the study area for the TIS shall include all proposed Access Points to the development and shall include the first signalized Access Points in all directions, on the

adjacent Street network, within a two-mile radius of the proposed site. The closest Unsignalized Access Points to the proposed Access Points in all directions shall also be included.

E.3-2 When a development meets the criteria established in Clause E.2-2 due to access control deviations, the study area for the TIS shall include all proposed Access Points to the development, and shall include all Access Points on both sides of the Street within the distance specified by the applicable regulation, from the proposed Access Point, which does not meet the spacing standard.

E.3-3 When a development meets the criteria established in Subsection E.2-3 due to modifications to Traffic Controls, the study area for the TIS shall include:

- (A) All Access Points to the proposed development;
- (B) All Unsignalized Access Points adjacent to the proposed Access Points; and
- (C) All Access Points, with Traffic Controls, on the adjacent Street network in all directions, within a two-mile radius of the proposed site.

E.3-4 When Staff determines that the signal modification will affect the operation of a coordinated signal system, the study area shall include all affected signals within the system. A coordinated signal system may be considered to be affected when:

- (A) The proposed signal would require a different cycle length than currently in use to attain an acceptable Level of Service (LOS) as defined in Section E.5: Mitigation.
- (B) The proposed signal would require adjustment of existing intersection offsets to attain acceptable corridor performance as defined in Section E.5: Mitigation.

E.3-5 When a TIS is required by Staff as outlined in Clause E.2-4, the study area shall be established to address the specific issues for which the study was required.

SECTION E.4: STUDY REQUIREMENTS

E.4-1 Analysis Scenarios

- (A) The TIS shall examine the before and after conditions within the study area to a degree sufficient to document the operational and safety impacts of the proposed development and access plan. The before and after conditions shall be termed the "No Build" and "Build" conditions.

(B) The "No Build" condition shall include:

- (1) Existing traffic volumes forecasted to the appropriate analysis year;
- (2) Existing Street geometry,
- (3) All applicable Traffic Control devices;
- (4) Any traffic generated by proposed adjacent developments;
- (5) Any funded Improvements within the study area; and
- (6) Any Transportation System Management (TSM) Improvements, such as signal timing and/or phasing optimization and reconfiguration of existing lane uses that may improve the operation of the transportation system.

(C) The "Build" condition shall include:

- (1) "No Build" traffic volumes;
- (2) Site generated traffic; and
- (3) Any Street Improvements proposed with the development.

(D) "No Build" and "Build" analysis shall be conducted for the anticipated year of opening and a design year assuming a 10-year horizon. Opening year "Build" analysis should only include that portion of development which is anticipated to be completed at opening. Design year analysis shall include the full build-out potential of the development. In the event that the full build-out of the development is anticipated to extend beyond the 10-year horizon, the design year shall be the anticipated year of full build-out.

(E) All scenarios evaluated shall include analysis of the weekday AM and PM peak hours. The Applicant should work with Staff to determine whether the peak hour of the development or the peak hour of the adjacent Street traffic is to be analyzed to evaluate the worst-case scenario. When a proposed development is anticipated to generate a high volume of traffic during non-traditional peaks, such as a noon peak, late night or weekend peak period, these periods should also be

examined. The need to study additional periods of operation shall be at the discretion of Staff.

E.4-2 Data Collection

The data collection efforts for the study shall be consistent with the level of analysis required. At a minimum this shall include two-hour turning movement counts conducted in 15-minute intervals at all study intersections for all peak periods examined. When traffic patterns are affected by the presence of non-traditional peaks such as school trips, the peak hour turning movement count shall be expanded to include both peak periods. The peak hours should be determined by a 24-hour count of the adjacent Street traffic on a typical weekday (i.e., Tuesday, Wednesday or Thursday). Previously collected data and traffic volumes may be used in the analysis at the discretion of Staff.

E.4-3 Future Traffic Volumes

Future traffic volumes used to evaluate the opening year (if different from existing year) and design year conditions shall be determined by applying an appropriate growth rate to reflect anticipated changes in demand on the Street network. This growth rate shall be determined from comparison of historical traffic volumes in the study area. Other methods of forecasting traffic volumes, such as socio-economic analysis and the use of travel demand models may also be used to determine future traffic growth rates at the discretion of Staff.

E.4-4 Trip Generation and Distribution

- (A) Trips generated by the proposed development shall be calculated using the most current edition of the ITE Trip Generation Manual methodologies.
- (B) Trips generated by the development should be distributed onto the Public Street network consistent with existing traffic patterns in the area, identified by origin destination studies of adjacent developments or traffic counts of adjacent Streets. This methodology may be replaced with more refined trip distribution approaches derived from market research studies, travel demand models, or other methodologies at the discretion of Staff.

E.4-5 Operational Analysis

Operational analysis shall be conducted for all intersections within the study area for all analysis scenarios identified in Subsection E.4-1: Analysis Scenarios. At a minimum, operational analysis shall include, but is not limited to:

- (A) Intersection Level of Service LOS analysis for all intersections in the study area. LOS analysis should be consistent with Highway Capacity Manual (HCM)/Highway Capacity Software (HCS) methodologies for unsignalized and signalized intersections. Roundabout analysis shall utilize RODEL/ARCADY analytical procedures. Analysis results should be summarized with LOS and delay by lane group and intersection totals. For roundabout analysis, LOS shall be determined using both signalized and unsignalized HCM thresholds.
- (B) Analysis shall be evaluated using the following parameters unless justified by additional study at the discretion of Staff.
 - (1) Peak Hour Factor (PHF) = 0.90
 - (2) Lost Time = 2.0 sec
 - (3) No right turns on red (RTOR)
 - (4) HCS arrival type = 3
 - (5) Yellow and red clearance intervals shall be calculated based on ITE recommended procedures.
 - (6) Pedestrian phases and minimum clearance times shall be accommodated for all potential pedestrian crossings.
 - (7) Where applicable the minimum green time per phase shall be equal to or greater than the minimum pedestrian clearance time.
- (C) Queuing analysis shall be conducted for all controlled movements in the study area. Queuing analysis should report 95th percentile queues for all scenarios and periods examined, and identify any conflicts between adjacent queues and/or queues and permitted turning movements.
- (D) Turn lane analysis shall be conducted for all Unsignalized Access Points to the proposed development. This analysis shall determine if a right or left-turn lane is warranted at a location to improve operations or safety and shall identify the

proper length of turn lane to accommodate any storage or deceleration requirements. Turn lane analysis shall be conducted in accordance with KYTC design and permit standards.

- (E) Signal warrant analysis shall be conducted for all existing and proposed traffic signals providing access to the development. Signal warrant analysis shall also be required before any existing traffic signal is removed. Signal warrant analysis shall be conducted in accordance with most recent version of the Manual on Uniform Traffic Control Devices (MUTCD).
- (F) When a TIS is required under the conditions of Subsection E.2-3, corridor level analysis shall also be provided. Corridor analysis shall estimate average travel speed along each contiguous Street or Street(s) in the study area, and shall include all controlled Access Points in the study area defined in Subsection E.2-3. Corridor analysis shall be conducted using the latest version of Synchro software.

E.4-6 Safety Analysis

When the study area includes a corridor or intersection which has been identified as a high accident location by KYTC, OKI, Staff, or the applicable Legislative Body, safety analysis shall be conducted and included in the TIS. Safety analysis shall be conducted using the three most recent years of crash data available. Engineering judgment shall be used when reviewing and analyzing existing crash patterns in areas where Improvements have been implemented within the period of the crash data. At a minimum safety analysis shall include but is not limited to:

- (A) Determination of crash rates for the subject location;
- (B) Statistical analysis of crash data by time, light conditions, day of week, pavement conditions, crash type, and contributing factors;
- (C) Development of crash diagrams based on crash reports. This shall also include analysis of the Street environment to identify factors which may contribute to significant recurring crashes at the location; and
- (D) Identification and analysis of potential impacts associated with site traffic and/or the proposed access plan on the existing crash patterns.

SECTION E.5: MITIGATION

E.5-1 When a proposed development and/or access plan is shown to result in an unacceptable LOS, or reduce the LOS of adjacent Access Points, intersections or corridors, as defined in Subsection E.5-3: Operational Thresholds, the Applicant shall identify the extent of mitigation Improvements necessary to offset the impact of the development.

E.5-2 Mitigation Improvements may include, but are not limited to, modification to signal systems, construction of turn lanes or Medians, access Streets, shared Access Drives, etc. When mitigation Improvements are proposed analysis shall be conducted for the "Build" condition for the year of opening and the design year with the proposed Improvements. This analysis shall be consistent with and in addition to the "No Build" and "Build" analysis required in Section E.4: Study Requirements.

E.5-3 Operational Thresholds

- (A) The following provisions shall be used to define thresholds for acceptable operational performance for the "Build" condition within the study area.
- (B) At existing intersections the intersection LOS shall not be lower than the "No Build" LOS. Individual turning movements at the intersection shall not operate at LOS E or F. In such cases where individual turning movements are shown to operate at LOS E or F under the "No Build" condition, the turning movement delay shall not increase.
- (C) Proposed intersections shall operate at intersection LOS C or better. No individual turning movements may operate at LOS E or F.
- (D) On existing corridors, as identified in Clause E.4-5(F), the average travel speed of the corridor shall not be less than 75 percent of the "No Build" travel speed.
- (E) On proposed corridors, as defined in Clause E.4-5(F), the average travel speed shall not be less than half of the allowable speed limit.

SECTION E.6: ADMINISTRATION

E.6-1 Responsibility for the Traffic Impact Study

The completion of the TIS is the responsibility of the Developer/Applicant of the subject property. The report shall be completed by a Professional Engineer, licensed within the Commonwealth of Kentucky, with previous experience and knowledge in traffic operations and analytical studies. Each report shall contain the stamp, signature, and date of the responsible Engineer.

E.6-2 Pre-Study Meeting

- (A) It is required that a pre-study meeting be conducted prior to starting a TIS. The Applicant will be required to provide:
 - (1) A conceptual layout of the proposed Subdivision/development;
 - (2) An aerial of the proposed site including proposed Access Points; and
 - (3) A map of the Street network within a two-mile radius surrounding the proposed site.
- (B) At this meeting the following parameters of the TIS will be determined:
 - (1) Study area;
 - (2) Proposed ITE Trip Generation Land Use
 - (3) Background and build-out study year;
 - (4) Adjacent developments;
 - (5) Traffic growth rates;
 - (6) Future highway projects in study area; and
 - (7) Operational analysis parameters.
- (C) It is at this meeting, that any potential issues regarding the report shall be discussed. Following the meeting Staff will prepare a memorandum of understanding summarizing the conclusions and parameters established in the pre-study meeting that shall be used to complete the study.

- (D) It is the responsibility of the Developer/Applicant to schedule this meeting prior to submission. Pre-study meetings shall be scheduled with Staff at least one week in advance.
- (E) If a pre-study meeting is not conducted, the report may not be accepted.

E.6-3 Study Assumptions Memorandum of Understanding

Following the Pre-Study Meeting and prior to the submission of the final report, the applicant should submit a Memorandum of Understanding that details:

- (A) Existing Traffic Data
- (B) Trip Generation Results
- (C) Trip Distribution

E.6-4 Documentation

The results of the TIS shall be documented in the TIS report. This report shall contain:

- (A) A summary of proposed development;
- (B) Data collection methodologies;
- (C) A summary of existing traffic conditions;
- (D) Raw traffic data (may be included in appendix);
- (E) Trip generation calculations and summaries;
- (F) Trip generation/distribution methodology (shall include graphics showing existing traffic volumes, generated trips and total trips for all scenarios);
- (G) Adjacent developments included in the background traffic;
- (H) Traffic/safety analysis methodologies;
- (I) A summary of traffic analysis results;

- (J) Full output/calculations from traffic/safety analysis (may be included in appendix);
- (K) A summary of recommended improvements; and
- (L) A concept plan showing proposed Improvements. The concept plan shall show proposed Improvements over aerial (if available) to a measurable scale not greater than one inch is equal to 100 feet.

APPENDIX F

APPLICATION FORMS

- * APPLICATION FOR PRELIMINARY PLAT APPROVAL
- * APPLICATION FOR FINAL PLAT APPROVAL
- * APPLICATION FOR EROSION AND SEDIMENTATION CONTROL PLATS APPROVAL
- * APPLICATION FOR IMPROVEMENT DRAWINGS AND SPECS APPROVAL
- * APPLICATION FOR IDENTIFICATION PLAT APPROVAL
- * APPLICATION FOR CONDOMINIUM PROPERTY REGIME PLAT APPROVAL
- * APPLICATION FOR WAIVER OF ANY SUBDIVISION REGULATION NOT PREVIOUSLY REQUESTED WITH SUBMISSION OF A PRELIMINARY PLAT
- * APPLICATION FOR APPEAL FROM PLANNING COMMISSION'S DULY AUTHORIZED REPRESENTATIVE.

* APPLICATION FORMS ARE AVAILABLE FROM THE ALEXANDRIA, KENTUCKY, PLANNING AND ZONING COMMISSION OR ITS DULY AUTHORIZED REPRESENTATIVE -

THE SCHEDULE OF FEES, CHARGES, ETC. SHALL BE AS ESTABLISHED BY THE PLANNING COMMISSION'S BY-LAWS.

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