

**SCOTT FISCAL COURT
ORDINANCE NO. 2001- 01**

**AN ORDINANCE RELATED TO THE AMENDMENT
OF THE GEORGETOWN/SCOTT COUNTY SUBDIVISION & DEVELOPMENT
REGULATIONS REGARDING PUBLIC AND PRIVATE ROAD CONSTRUCTION**

WHEREAS: The existing Subdivision & Development Regulations requirements are not satisfying the community's needs. The regulation requirements must be updated to reflect the current professional thinking and reduce existing problems with road maintenance and durability by establishing a uniform design standard for proposed public and private roads. The intent of this proposed ordinance is to provide an appropriate means to maintain the integrity and durability of existing and proposed roads within our neighborhoods and to reduce the potential negative impacts on the residents of Scott County and the Scott County Fiscal Court;

WHEREAS: This proposed amendment to the Georgetown/Scott County Subdivision & Development Regulations has been submitted to the citizens through a properly advertised public hearing before the Georgetown-Scott County Planning and Zoning Commission conducted at their December 14, 2000 public meeting. The Commission voted unanimously to recommend the adoption of this amendment to the City and County governments of Scott County;

NOW, THEREFORE, BE IT ORDAINED BY THE FISCAL COURT FOR SCOTT COUNTY, KENTUCKY, as follows:

SECTION ONE: NEW PROVISIONS. [New language is underlined. Language which is unchanged is not marked. Superseded language is shown as ~~stricken~~.]

1. THE SUBDIVISION & DEVELOPMENT REGULATIONS, Agricultural Cluster Regulations (Scott County Ordinance 2000-02), is amended to include:
 - J. Road Construction Standards: The minimum standards for cluster infrastructure are:
 - a. New public roads and private roads intended for acceptance by Scott County shall have the following minimum design standards:
 - i. ~~Right-of-way shall be fifty (50) feet in width;~~
 - ii. ~~Pavement shall be eighteen (18) feet in width;~~
 - iii. ~~Pavement depth shall include a base (rock) of eight (8) inches, a binder of two (2) inches and one (1) inch of asphalt;~~
 - iv. ~~Shoulders on each side shall be six (6) inches of gravel with an additional six (6) feet of earthen shoulders.~~
 - b. ~~New private roads shall have:~~
 - i. Right-of-way shall be forty (40) feet in width;
 - ii. Pavement shall be eighteen (18) feet in width;

- iii. Pavement depth shall include a base (rock) of eight (8) inches, a binder of two (2) inches and one (1) inch of asphalt;
- iv. Shoulders on each side shall be two (2) feet of gravel.
- c. Ditches and cross-drains shall be constructed to the same standard for both public and private roads ... *(unchanged)*
- d. Cul-de-sac length ... *(unchanged)*
- e. Final Plats of cluster developments containing roads intended for public dedication to the County for maintenance shall display a note which informs the public concerning Scott County's Road Acceptance Policy on road dedication and acceptance. *(unchanged)*
- f. Cluster developments containing private roads must have a homeowners association obligated and authorized to maintain those private roads. Final Plats of cluster developments containing private roads shall display a note, which informs the public concerning the homeowner's association, ownership of the private roads and the mechanism for maintaining private roads. *(unchanged)*

2. THE SUBDIVISION & DEVELOPMENT REGULATIONS, Article X, Section 1000:

F. Private Streets

Private street standards shall only apply to non-through streets that are privately owned and maintained, including those specifically designated in planned unit developments. The minimum-paving standard in Appendix VII shall be met for all private streets- **shall meet the following standards.** A private street constructed to less than public street standards shall not be offered or considered for dedication to the public **appropriate legislative body. Private roads shall be noted as such, in bold, on the plat.**

1. Private residential streets:

- a. Private residential streets may be of lesser width than local public streets, but no less than 20 feet back of curb to back of curb, if:
 - i. *(unchanged)*
 - ii. *(unchanged)*
 - iii. *(unchanged)*
 - iv. *(unchanged)*
- b. Private rural residential streets (local classification) shall be constructed similar to public rural residential streets and include:**
 - i. Right-of-way shall be fifty (50) feet in width;**
 - ii. Pavement shall be eighteen (18) feet in width;**
 - iii. Pavement depth shall include a base (rock) of eight (8) inches, a binder of two (2) inches and one (1) inch of asphalt;**
 - iv. Shoulders on each side shall be six (6) inches of gravel with an additional six (6) feet of earthen shoulders.**

v. Ditches and cross-drains shall be constructed to the same standard for both public and private roads.

c. Owners of lots accessing a private street shall be responsible for their pro-rata share of all maintenance and improvement of the private street. A note to this effect shall be placed on the final subdivision plat.

SECTION THREE: EFFECTIVE DATE: This Ordinance shall take effect upon passage and publication.

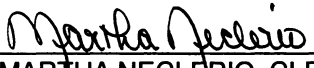
The foregoing Ordinance was introduced and read for the first time at the Fiscal Court's regular meeting January 12, 2001, and for the second time, adopted and approved, at the Fiscal Court's regular meeting January 25, 2001.

APPROVED BY:



GEORGE LUSBY, JUDGE-EXECUTIVE

ATTESTED BY:



MARTHA NECLERIO, CLERK