

Summary of Major Changes

2022 Subdivision Regulations

Coffee County

Effective January 1, 2023

Sections 1 – 3 Fees

Page 6

Proposed Plat Review Fee was increased by adding \$15 per lot in addition to the current \$100 fee. Road Construction Inspection Fee was increased from \$500 plus \$0.25/linear foot to \$500 plus \$0.75/linear foot.

Sections 2 – 1 Definition of Terms

Page 7

Added the definition for *ADMINISTRATIVE REPLAT*. This will establish a procedure for the County Engineer to have the authority to approve simple replat of lot lines which do not affect the integrity of a recorded subdivision plat.

Page 11 & 12

Increased the minimum road frontage lot width required for a lot to be excluded from the subdivision regulations from 140 feet to 360 feet. Lots must still be greater than 3 acres and not require extension of public utilities in order to meet the exclusion.

Sections 3 – 3 Proposed Plat Submission

Page 14

Requires the developer to provide a copy of the Health Department's Application for Large Flow Development instead of requiring a Health Department representative to sign a Certification on the Proposed plat.

Requires that the developer provide a copy of most recent vesting deed showing name of property owner.

Requires the developer is to submit review fee at time of proposed plat submission.

Sections 3 – 8 Final Plat Approval

Page 16

Increased the number of FINAL PLAT copies from 5 to 7. The Probate Office now requires developers to present a minimum of 3 copies for recording.

Requires developers provide a surety for new roads even if developer chooses not to dedicate road to the public. Surety is necessary due to the new requirement of placing a second layer of asphalt after a 2 year period.

Sections 5 – 3 – 8 Access to County Road

Page 25

This section only applies to subdivisions that are accessed from an existing County road that has a current ADT greater than 2500 vehicles per day. For subdivision along these County roads, existing road frontage lots may not be allowed and installation of turn lanes may be required.

Sections 5 – 4 – 3 Geometric Design

Page 27

Lowered the minimum lot road frontage requirement for allowing open ditch section subdivision roads from 500 feet to 200 feet.

Sections 5 – 4 – 4 Road Construction Requirements

Page 28

Requires concrete slope paved ditches for grades greater than 7% and for grades less than 1%. Also requires developer to install all driveways in the slope paved ditch sections at the time of road construction.

Page 29

Increased the pavement width from 20 feet to 24 feet for open ditch section roads.

Requires new roadway pavements to consist of two (2) layers of asphalt paving. The first layer is 2 inches thick. The second 1-inch thick layer is placed later a two-year maintenance period.

Page 30

Limits the length of driveway pipe in open ditch subdivisions to 60 feet. Requires that there be at least 100 feet between driveways for each lot and a driveway cannot be located within 125 feet of an intersecting road.

Page 31

Added Section 5-4-5 MAIL SERVICE REQUIREMENTS. This section is to clarify that the developer and design engineer shall consult with the USPS and provide details of any required centralized mail locations in the construction plans.

Sections 5 – 5 Lots

Page 31 & 32

Requires that lots have a minimum road frontage on open ditch section roads to be 200 feet or greater and 100 feet or greater for curb and gutter section roads. On State roads, the minimum road frontage will be 200 feet for both open ditch and curb and gutter sections.

Requires a minimum distance of 400 feet between Flag Lots and cannot be further subdivided to provided an additional building site.

Established minimum building setback distances. A minimum of 50 feet from the right-of-way for open ditch section roads and a minimum of 35 feet from the right-of-way for curb and gutter section roads.

Article VII Maintenance of Required Improvements

Page 35

Requires the developer to be responsible for all required maintenance for a two year period. After this period, developer is required to correct all deficiencies then place the final one-inch layer of asphalt paving. Value of surety the developer must provide in order to have the Final Plat approved increased from \$20 to \$40 per linear foot on newly constructed roadway.