

(g) Where a proposed subdivision involves frontage on a ~~heavy~~ HEAVILY traveled street or highway, particularly BUT NOT LIMITED TO a controlled-access highway, the street layout should provide vehicular access to such ~~frontage~~ SUBDIVISION by one of the following means:

(1) A parallel street, supplying frontage for lots backing onto the street or highway; or providing the approach for vehicles to an apartment development;

(2) A series of cul-de-sacs or short loops entered from and planned at right angles to such a parallel street, with the rear lines of their terminal lots abutting on the street or highway;

(3) An access drive separated by a planting strip from the street or highway to which motor access from the drive is provided at points suitably spaced.

(h) Where residential, COMMERCIAL OR INDUSTRIAL lot lines include or adjoin an easement, right-of-way, or area used or proposed to be used for a railroad, or denied-access motorway, the plan should make provision for underpasses or overpasses where grade separations are necessary either now or in the future. Construction AND timing of CONSTRUCTION IS to be determined by the Office of Planning and Zoning upon the recommendation of the Department of Public Works. CONSTRUCTION MAY NOT BE REQUIRED BY OF THE DEVELOPER UNLESS HE OWNS PROPERTY ON BOTH SIDES OF THE EASEMENT OR RIGHT-OF-WAY TO BE CROSSED.

Section 13-107.6 ALLEYS

(a) Alleys may be platted in the rear of all lots to be used for business or industry where the site does not permit a planned commercial or industrial complex. Alleys will be prohibited in other locations unless required by unusual topography or other exceptional conditions OR AS REQUIRED BY SUBPARAGRAPH (b) BELOW.

(b) Alleys or other approved access ways shall be required to the rear of all hotels and motels and apartment buildings other than walkups to assure reasonable fire protections. In a walkup apartment or development (garden apartments or townhouses), where suitable provision is made for parking courts with pedestrian access along the rear or side lot or building lines, alleys may not be required. Pedestrian rights-of-way in such instances shall be paved to a four (4) foot minimum. The Office of Planning and Zoning, upon the recommendation of the County Fire Prevention Bureau, shall determine when and where alleys are to be required in such apartment subdivisions. Normally, an alternate means of access shall be encouraged.

(c) If a proposed commercial or industrial development adjoins a residential area in which there is an existing alley or one shown on an approved residential development plan, no use by the commercial or industrial development may be planned for or made of such residential alley.

Section 13-107.7 ACCEPTANCE

The approval of a Final Subdivision Plat shall not be deemed to constitute or imply the acceptance by the County of any street shown on said plat. Acceptance of streets occurs only after all public improvements secured by a Public Works Agreement have been completed, IN ACCORDANCE WITH THE TERMS OF SAID AGREEMENT and approved by the Public Works Department.