

(c) "Final Subdivision Plat": The final map, drawing or chart upon which the subdivider's plan of subdivision is presented to the Office of Planning and Zoning for approval, and which, if approved, will be submitted to the County Clerk for recording.

(38) "Public": The word "public" means "open to common use", whether or not public ownership is involved.

(39) "Public Works Agreement": A contract, between the developer and the County, to complete the necessary improvements in accordance with approved plans and specifications by a given date: such contract to be guaranteed by a surety bond, PERFORMANCE BOND, a certified check, cash, or an irrevocable letter of credit from a local bank or other accredited institution.

(40) "Reservation": The ~~retention~~ ASSIGNMENT of land BY A SUBDIVIDER for a ~~special~~ SPECIFIED use, TO BE held ~~to a specified future date~~ BY HIM FOR THAT USE AND NO OTHER TO A FUTURE TIME.

(41) "Right-of-way": A strip of land ~~between property lines~~ APPROPRIATED FOR THE ~~used or to be used as~~ USE OF a street, highway, DRIVEWAY, alley or walkway, or for any drainage or public utility purpose OR OTHER SIMILAR USES.

(42) "Setback": Same as "Building line".

(43) "Sight distance" (along road and across intersections): Refer to Anne Arundel County Design Manual.

(44) "Sketch Plat": See "Plats".

(45) "Steep Slope": Areas that contain slopes over fifteen percent (15%) and are characterized by increased run-off, erosion and sediment hazards. See Section ~~13-109.7~~ 13-109.6 of these regulations relating to development on slopes of more than fifteen percent (15%).

(46) "Street": A right-of-way which provides primary access to abutting properties. The term also applies to rights-of-way under County ownership prior to the enactment of this Ordinance. The County's highways and streets are classified into one of the following:

(a) "Highways":

(i) "Freeways": are the highest type of traffic facility. Their function is to handle most of the through travel and long distance trips. They are divided highways or four (4) or more lanes with full access control and grade separation.

(ii) "Expressways": are highways whose function is to serve through travel and long trips within the County. In design they are multi-lane divided highways with varying degrees of access control and grade separation.

(iii) "Major Highways": are highways whose function is to serve longer trips within the County as the major circulation system. In design, they range from multi-lane divided highways to multi-lane undivided highways without access controls. This classification indicates that heavy volumes of traffic will be expected and, therefore, a minimum of access points are desirable for safety and efficient traffic movement.