

(1) Highways: coordination with the State Roads Commission will be necessary where existing or proposed State roads are involved and greater right-of-way widths may be required.

(2) County Roads: in cases where the General Development Plan specifies a greater width, a wider right-of-way may be required by the Office of Planning and Zoning to handle anticipated traffic or to allow for special construction problems or traffic situations upon recommendations of the Department of Public Works. Due to the diversity of development in the County, ranging from sparsely populated agricultural areas to densely populated areas, required pavement widths will necessarily vary with the character of building development and the amount of traffic encountered. Pavement width shall be as designated in the Anne Arundel County Design Manual.

(3) Proposed Rights-of-Way: where a proposed street or road is designated on the General Development Plan or Capital Improvement Program, and no definite alignment has been established, the Office of Planning and Zoning may withhold approval for not more than ninety (90) days to permit accurate road alignment to be established.

#### Section 13-107.2 LAYOUT

(a) The subdivider shall provide in a proposed subdivision any part of a street so designated on the General Development Plan, such part of said street shall be platted by the subdivider in the location and at the right-of-way width indicated on the General Development Plan. When a larger right-of-way is required, paving is to be installed by the developer within the development for the minimum classification of the function to be served.

(b) The street system layout shall be continuous in alignment and grade with existing streets, planned or platted, with which they are to connect.

(c) Rights-of-way for proposed streets shall be extended to the boundary lines of the proposed subdivision so that a connection can be made to all adjacent properties unless such extension is not feasible because of topography ~~of~~ OR other physical conditions, or unless, in the opinion of the Planning and Zoning Officer, such extension is not necessary or desirable for the coordination with existing streets or the most advantageous development of adjacent tracts. IN ANY EVENT, NO SUBDIVISION SHALL BE DESIGNED SO AS TO CREATE OR PERPETUATE THE LANDLOCKING OF ADJACENT UNDEVELOPED LAND.

(d) Dead-end streets are prohibited except to permit future extensions to adjoining tracts. Where necessitated by topography, or where they are appropriate for the type of development contemplated and they are of reasonable length, they shall be designed as cul-de-sacs.

(e) Wherever there exists adjoining the tract to be subdivided a dedicated or platted and recorded half-width or partial highway, street, or road, the remaining width shall be platted with such tract. New half or partial highways, streets or roads will not be permitted except where essential to the reasonable subdivision of a tract in conformance with the other requirements and standards contained herein and where, in addition, satisfactory assurance for dedication of the remaining part of the highway, street or road can be secured.