BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN COUNCIL MET:

1) That Article III - Definitions, of Appendix A - Land Subdivision Regulations be amended by deleting Section G - Roadway in its entirety and inserting in lieu thereof the following:

G. *Roadway:* A paved street or alley primarily used for vehicular traffic. The roadway width shall be measured from the vertical face of the curb to the vertical face of the curb.

1. Arterial Street and Highway: Street primarily used for fast and/or heavy traffic.

2. Collector Street: Street carrying traffic from local streets to arterial streets and highways.

3. Local Street: Street primarily used for access to the abutting properties.

4. Marginal Access Street: Local streets paralleling and adjacent to an arterial street or highway, and providing access to abutting properties and protection from through traffic.

5. Dead-End Street (or cul-de-sac): Street closed at one end, and having only one connection with any other street.

6. Half Street: Street paralleling the boundary of a subdivision and lying partly in an abutting tract.

2) That Section A - Streets, of Appendix A - Land Subdivision Regulations, Article VI - Subdivision-General Requirements and Design Standards, be amended by deleting paragraphs 12 and 13 in their entirety and inserting in lieu thereof the following:

Appendix A, Article VI, Subdivision – General Requirements and Design Standards, A. Streets

12. Street right-of-way lines at intersections shall be connected with a curve, the radius of which shall be at least twenty-five (25) feet. The required radius may be increased by the City Engineer if the increased radius is necessary for public safety.

13. Street right-of-way and Roadway shall be as shown on the official map or development plan and, if not shown thereon, said widths for the various street types, shall not be less than follows:

13.1 Right-of-Way and Roadway widths for the various street types, with no on-street parking, shall not be less than as follows:

Street Type	*Right-of-way*	*Roadway*
Arterial	80 to 110 feet	60 to 80 feet
Collector	60 feet	38 feet
Local for all residential areas	60 feet	24 feet
Local for Commercial areas	60 feet	26 feet

Cul-de-sac and Dead Ends	60 feet	24 feet
Marginal Access	60 feet	24 feet
Alley, one way	16 feet	12 feet

13.2 The minimum roadway widths provided in Section 13.1 are to be utilized on streets with no on-street parking.

13.3 In areas where off-street parking does not exceed that required in Appendix B and on all Local Commercial streets, roadway widths shall be increased by six (6) feet for parking to be allowed on one side of the roadway and by twelve (12) feet for parking to be allowed on both sides of the roadway. These street width requirements shall not be amended by any alternative street widths provided for in §13.4 or §13.5 of this section.

13.4 In areas where off-street parking does exceed that required in Appendix B, but on-street parking is necessary or desired, roadway widths shall be increased by four (4) feet for parking to be allowed on one side of the roadway and by ten (10) feet for parking to be allowed on both sides of the roadway.

13.5 In areas where off-street parking meets or exceeds that required in Appendix B and rear access alleys are provided for parking and access to garages, roadway widths shall be increased by two (2) feet for parking to be allowed on one side of the roadway and by eight (8) feet for parking to be allowed on both sides of the roadway.

13.6 Accommodations for off-street parking must exceed that required in Appendix B, Articles 3, 4, 5 or 6, as applicable to take advantage of the street widths allowed in §13.4 or §13.5 of this section. In residential subdivisions, off-street parking requirements must be increased by a minimum of one (1) space per lot. Only one (1) off-street parking space on a residential parcel for every three (3) proposed may be enclosed in a garage. Accommodations to increase off-street parking from that required may include but not be limited to: garage placement to allow for additional parking spaces between the front yard setback and the garage, alternate side driveway entrances staggered so that they are separated by at least twenty-five (25) feet, or other design alternatives or project densities specifically requested by the applicant and as approved by the Planning Commission.

13.7 The adequacy of the proposed roadway widths and parking provided must be approved by both the City Planner and the City Engineer. Under no circumstances shall a roadway other than that required for an alley, be less than twenty-four (24) feet.

13.8 All townhouses shall be provided with rear access alleys unless the Planning Commission finds that alleys are infeasible for the development or finds that the design of the townhouses precludes their suitability. The required alley right-of-way and roadway width may be increased at the discretion of the City Manager.

13.9 All streets with townhouses or other multiplexes greater than three units per structure shall have parking on at least one side of the street. Reduction in the required roadway width below the requirements of 13.3 of this section shall not be allowed.

ADOPTED: *