

Landmark Streets

Landmark Streets have a particular significance in Denver's history because of their influence on the development and unique physical character of the city. Originally, many of the Landmark Streets were developed as parkways and boulevards to connect Denver's major parks, to serve as components of a system for pleasure drives, and as settings for fine homes, important public and private institutions, and recreational amenities. Today, because of their connectivity throughout central Denver and the Denver region, Landmark Streets serve key functions of mobility and land access. They are important components of the City's classification system of arterial, collector, and local streets, as well as the City's bicycle and pedestrian systems.



Landmark Streets are designated as Denver Landmarks by City Council based on a recommendation from the Denver Landmark Preservation Commission, which considers the street's historical, architectural, and geographical significance. Once designated, the Landmark Commission provides advice and guidance to Denver Public Works Department on projects impacting Landmark Streets so that projects are implemented with sensitivity to the historic character of the street. Particular features or elements of projects that are reviewed by the Landmark Commission include landscaped medians and tree lawns, planting patterns along the street, and the relative balance and arrangement of planted area to paved surface area.

Each Landmark Street has its own unique character and design. Right-of-way can vary significantly from street to street and from segment to segment. Generally, Landmark Streets consist of two to four lanes in each direction, with wide tree lawns along each side. Wide, attractively landscaped medians separate the travel lanes. Medians typically are continuous, with limited cross-street access. Finally, Landmark Streets have strict setback and sign regulations.



Views of East 17th Ave. at Ivanhoe St.