

PUBLIC WORKS

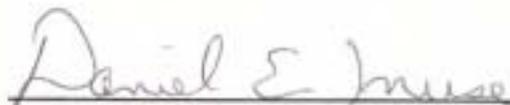
RULES & REGULATIONS

OF THE MANAGER OF THE DEPARTMENT OF PUBLIC WORKS, CITY & COUNTY OF DENVER

PART III--SUBDIVISION REGULATIONS OF
THE DEPARTMENT OF PUBLIC
WORKS, CITY & COUNTY OF
DENVER

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Adopted Pursuant to Article II
of the Charter of the City &
County of Denver and Section
2 - 91 et seq. of the Revised
Municipal Code



Approved as to form:

Daniel E. Muse

Attorney for the City & County of Denver



Approved & Adopted:

October 15, 1993

Michael D. Musgrave

Manager of Public Works

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G U I D E L I N E S

The City and County of Denver has adopted the following street classification system together with respective standards for right-of-way and street design. The standards are to be used in the design and construction of all new streets in Denver and as guides in the improvement of the existing street system.

It is recognized that standards cannot be devised which will apply to all situations. In those few instances where these standards are inapplicable, a reasonable cross-section will be determined by the Department of Public Works and the Planning Office.

Existing streets do not always comply with these standards. Therefore, the function being performed by these streets has been used as the basis of an existing street system classification.

The design of new streets and the improvement of existing streets can now be directly related to a classified system. Where the terms community and neighborhood are used in the following standards, the definitions given below are applicable:

1. A community can be defined as a large identifiable area of the city which is generally separated from other parts of the city by a major physical barrier such as a river, free way or railroad. The population of a community is large enough to support a high school, community shopping center, branch library and a community park and recreation center.

2.. The community, in turn, is composed of a number of subunits usually called neighborhoods. The neighborhood is a unit large enough to support an elementary school, a neighborhood shopping center and a local park and recreation facility. As a rule, the neighborhood is not divided by major physical barriers.

The illustration on page 39 shows a suggested street pattern for a hypothetical community.

Note the suggested use of the various types of streets.

Included in this Section are many guidelines for development of good and basic subdivision design.

RESPONSIBILITY FOR DEVELOPMENT OF STREETS

1. PURPOSE

The purpose of these Rules and Regulations is to establish the responsibility for the development of streets between the benefited developer and the City as a whole. The basic principle for the rules which follow is to assign to the developer the responsibility for right-of-way and construction of streets up to the point required for proper access to the area to be developed, and to assign to the City the responsibility for added street capacity necessary for transportation beyond the needs of the area to be developed.

2. STREET: CLASSIFICATION

The text following will refer to the functional classification of streets, as Local, Collector, or Arterial. Freeways are not considered in these Rules and Regulations. Definitions for these classifications are included in the Traffic Code (Revised Municipal Code, Article 501). Determination of the classification of every street in the City is made by the Traffic Engineering Division.

3. APPLICATION

The determination of responsibility for street development described herein shall apply to all developments of property regardless of method, where the streets involved have not been built to current standards.

This would include any substantial new building or change in existing building, whether in a new subdivision, a planned building group, or an improvement of a single parcel of land. Where the streets involved have already been fully built with curb, gutter and sidewalk, these Rules and Regulations will not apply even if the streets do not meet current right-of-way, design, or construction standards. These Rules and Regulations will apply to all new streets and to all streets which do not have curb, gutter and sidewalk.

4. ALLOWANCE FOR STAGE DEVELOPMENT

Where a development occurs along a street already open to traffic, but not having curb, gutter or sidewalk, the procedure described herein will be modified as necessary to take into account a possible necessity for stage

development. It may be impractical to require final curb, gutter, and sidewalk because of grade, drainage, or location along the existing roadway. Every effort will be made to place the curb, gutter, and sidewalk in final location, but in the event that this is impractical, the Director of Engineering may waive the requirements of these Rules and Regulations. The requirements for placing pavement may also be difficult in some cases, but the intent will be to pave from the curb and gutter to a match with whatever pavement exists.

5 ASSIGNMENT OF RESPONSIBILITY TO DEVELOPER

Right-of-Way, Streets Within Area to be Developed

The developer shall dedicate the entire right-of-way for all Local, Collector, and Arterial Streets within the area to be developed.

Right-of-way, Streets on Periphery of Area to be Developed

The developer shall dedicate one-half of the right-of-way for Local, Collector, and Arterial Streets on the periphery of the area to be developed.

Construction, Streets Within Area to be Developed

The developer shall construct the curbs, gutters, sidewalks, and the entire pavement for Local and Collector Streets within the area to be developed. The developer shall construct the curbs, gutters and sidewalks, and a minimum of 44 feet of pavement on Arterial Streets within the area to be developed.

Construction, Streets on Periphery of Area to be Developed

The developer shall construct the curb, gutter, sidewalk, and one-half of the pavement for Local and Collector Streets on the periphery of the area to be developed. In addition, the developer constructing the first half of a Local or Collector Street to be opened to traffic shall construct a minimum of 30 feet of pavement where right-of-way or permission can be secured from the opposite landowner.

The developer shall construct the curb, gutter sidewalk, and minimum of 22 feet of pavement for Arterial Streets on the periphery of the area to be developed. In addition, the developer constructing the first half of an Arterial Street to be opened to traffic shall construct a minimum of 30 feet of pavement

Measurement and Placement of Pavement

The pavement widths discussed in Paragraph 5 are measured from the face of curb. The 44 feet of pavement width described in Paragraph 5c on Arterial Streets within an area to be developed could be placed as two 22 foot roadways with an undeveloped median, or it could be placed as one 44 foot roadway if future improvement is not immediate.

STANDARDS FOR LOCAL STREETS (Single Family Residential Areas)

Function

- A. Local streets provide direct access to adjacent property.
- B. All traffic carried by local streets should have an origin or a destination within the neighborhood.

Right-of-Way Width

In single family residential areas (RS-1, RS-2, RS-3, RS-4, and R-O and R-1 Districts in Denver Zoning Ordinance) - 50'

Number of Moving Lanes

Generally two.

Access Conditions

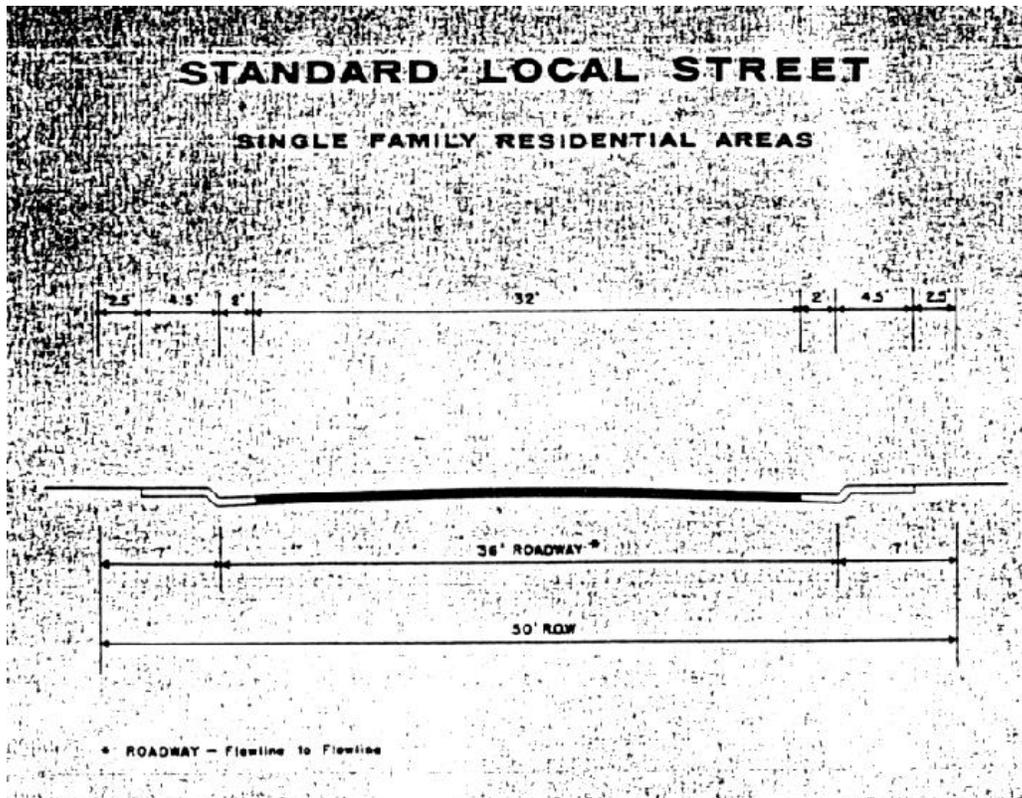
Intersections at grade with direct access to abutting property.

Traffic Characteristics

Traffic and access requirements in these areas may require special design consideration by the City Engineer and the City Traffic Engineer.

Planning Characteristics

- A. Local streets should be designed to discourage through traffic from moving through these areas.
- B. These streets should intersect arterial street, as infrequently as possible and only in reasonable locations.



STANDARDS FOR LOCAL STREETS

(Multiple Family, Residential, Business and Industrial Areas)

Function

- A. Local streets provide direct access to adjacent property.
- B. All traffic carried by local streets should have an origin or a destination within the immediate area.

Right-of-Way Width

In multiple family residential areas (R-2, R-2-A, R-3, R-3-X, R-4 and R-5 Districts in Denver Zoning Ordinance) and for streets abutting a business district (B-1, B-A-1, B-2, B-A-2, B-3, B-A-3, and occasionally B-4 Districts in the Denver Zoning Ordinance) - 60'

In industrial areas (I-P, I-0, I-1, and I-2 Districts in the Denver Zoning Ordinance) 60'.

Number of Moving Lanes

Two to four.

Traffic Characteristics

Usually direct access to residential properties by way of curb cuts or drive over curbs. Parking normally allowed on both sides of the street.

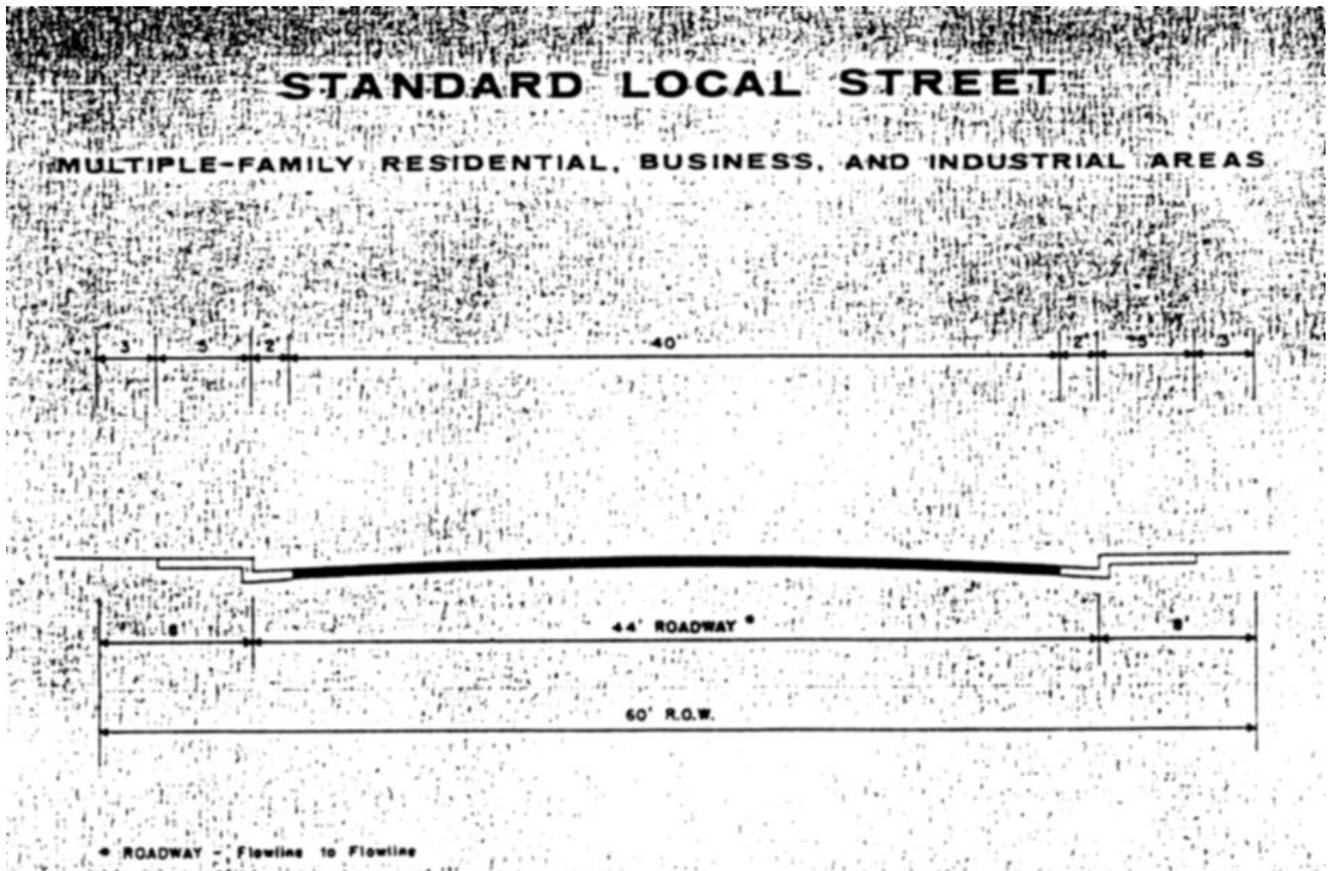
Access Conditions

Intersections at grade with direct access to abutting property permitted.

Planning Characteristics

A. Local streets should be designed to discourage through traffic from moving through the neighborhood

B. Local streets should not intersect arterial streets.



STANDARDS FOR COLLECTOR STREETS

Function

A. Collector streets collect and distribute traffic between arterial and local streets.

B. Collector streets serve as main connectors within communities, linking one neighborhood with another or one industrial district with another.

C. All traffic carried by collector streets should have an origin or a destination within the community

Right-of-Way Width

70'

Number of Moving Lanes

Two to Four

Access Conditions

Intersections at grade with direct access to abutting property permitted.

Traffic Characteristics

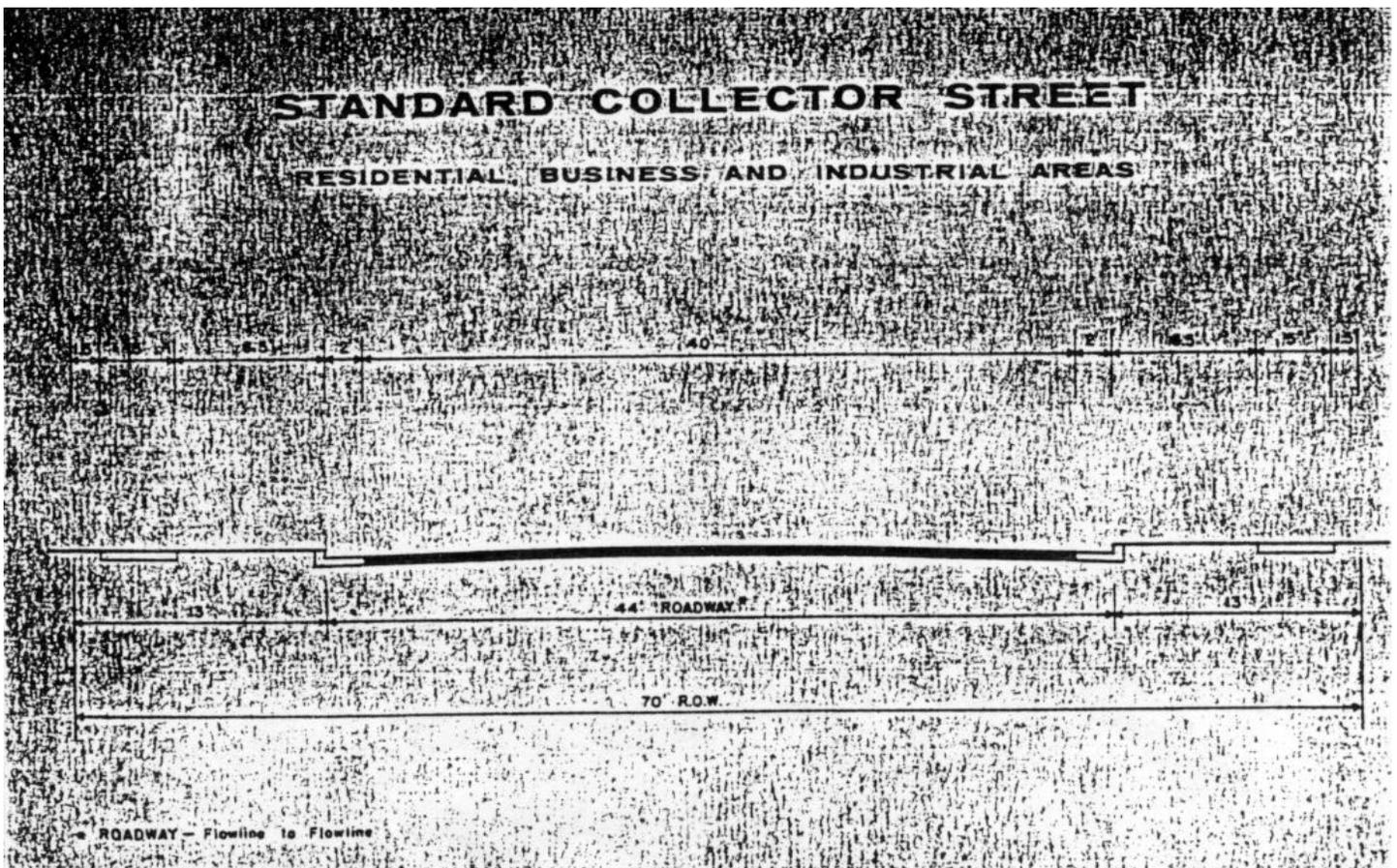
Regulation of traffic between collector streets and other types of streets accomplished by normal traffic engineering devices.

Planning Characteristics

A. Collector streets should have continuity throughout a neighborhood or industrial district but need not extend beyond the neighborhood or industrial district.

B. Intersections with arterial streets should be at least one-quarter mile apart.

C. Sidewalks should be set back from the street.



STANDARDS FOR FREEWAYS

Function

Freeways permit rapid and unimpeded movement of traffic through and around the city.

Right-of-Way Width

420'.

Number of Moving Lanes

Six to eight.

Access Conditions

- A. Access will be completely controlled.
- B. Interchanges will normally be made only with arterial streets
- C. No intersections at grade will be permitted.

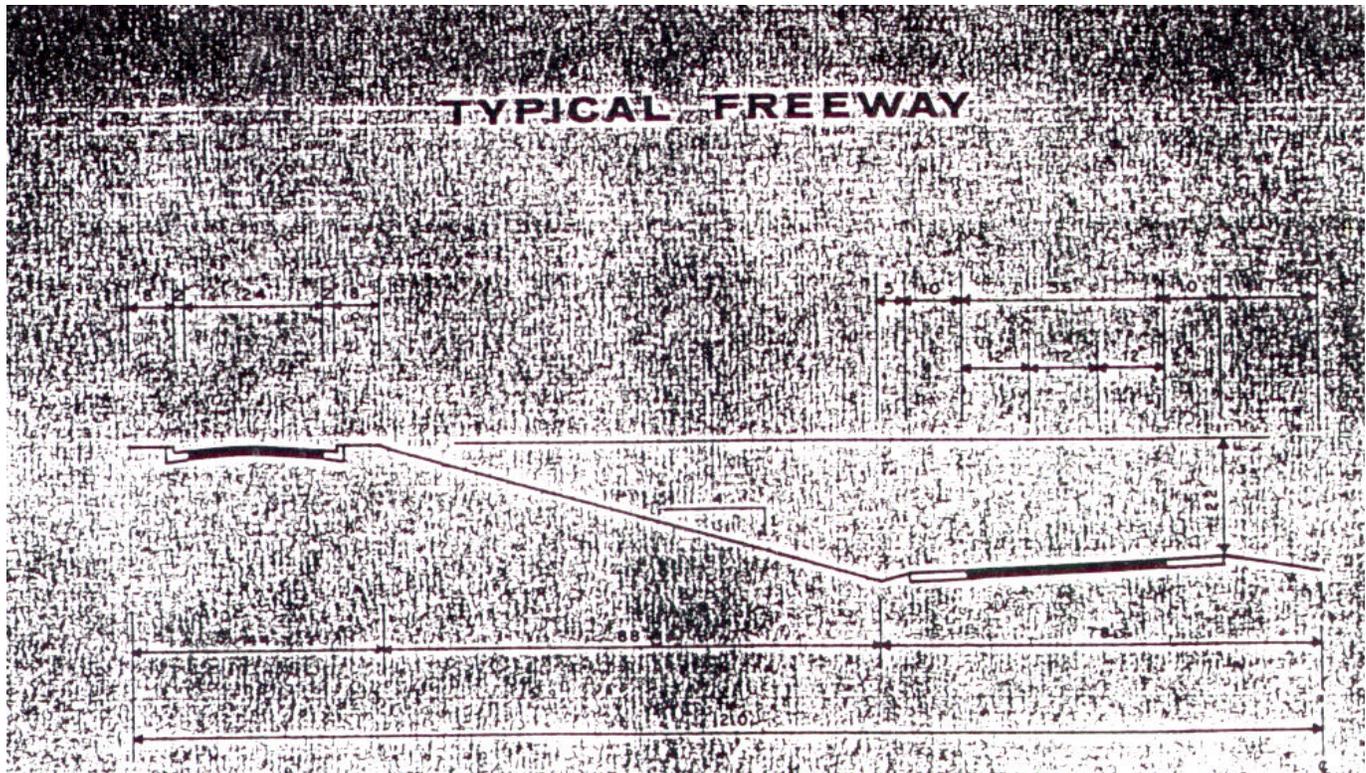
Traffic Characteristics

- A. No traffic signals.
- B. Parking prohibited.
- C. Normally designed on two separate one-way roadways with a dividing median strip

Planning Characteristics

- A. Freeways should connect with main highway approaching and leaving the city from all directions
- B. Freeways should be so aligned as to serve the major traffic generators* within the city.
- C. Freeways should not bisect neighborhoods or communities but should act as boundaries between them.
- D. Where possible in urban areas, freeway arterial streets should be designed with a depressed cross section and profuse landscaping to protect abutting development.

*Central Business District, major industrial areas, regional shopping centers, etc



STANDARDS FOR ARTERIAL STREETS

Function

Arterial streets permit rapid and relatively unimpeded traffic movement throughout the City, connecting major land use elements as communities with one another.

Right-of-Way Width

Two-way operation: 120'

Number of Moving Lanes
Four to Six.

Access Conditions

- A. Intersections will generally be at grade.
- B. Intersections with collector streets should normally be located at one-quarter mile intervals.
- C. Access from collector streets should be permitted only when the access can be controlled by traffic control devices.

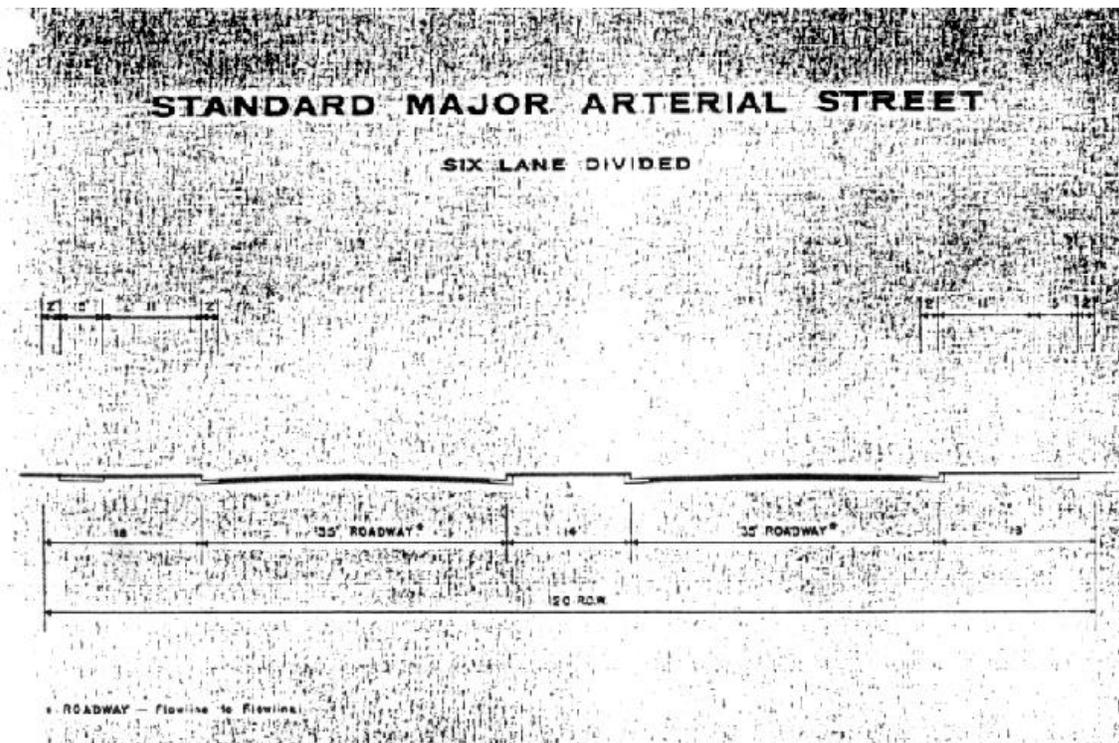
Normally, residential properties will not be allowed direct access to the street, nor should they face on the roadway unless separated from it by a frontage road.

Traffic Characteristics

- A. Movement of traffic will be controlled by signals and channelization.
- B. Parking may be prohibited.
- C. Normally designed as two separate roadways separated by a median.

Planning Characteristics

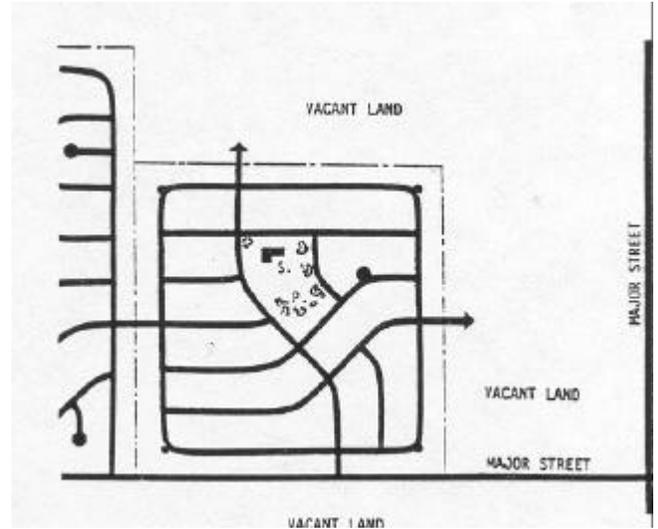
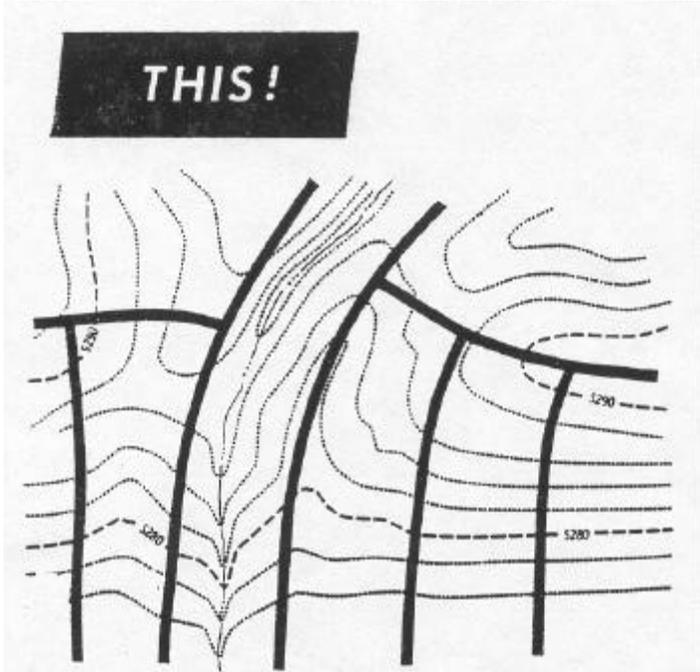
- A. Arterial streets should be spaced approximately one mile apart and should traverse the entire city.
- B. Arterial streets should not bisect neighborhoods but should act as boundaries between them.
- C. Sidewalks should be set back from the street.
- D. The median should be landscaped wherever practicable



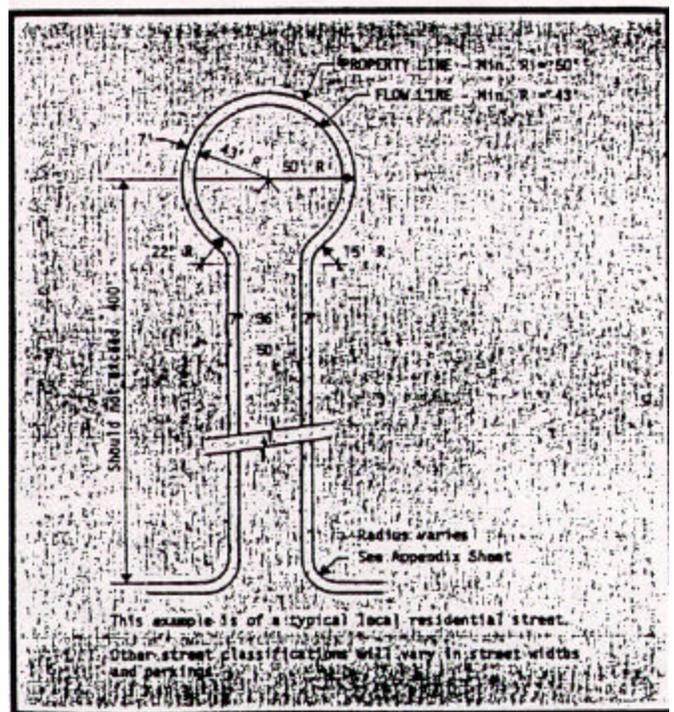
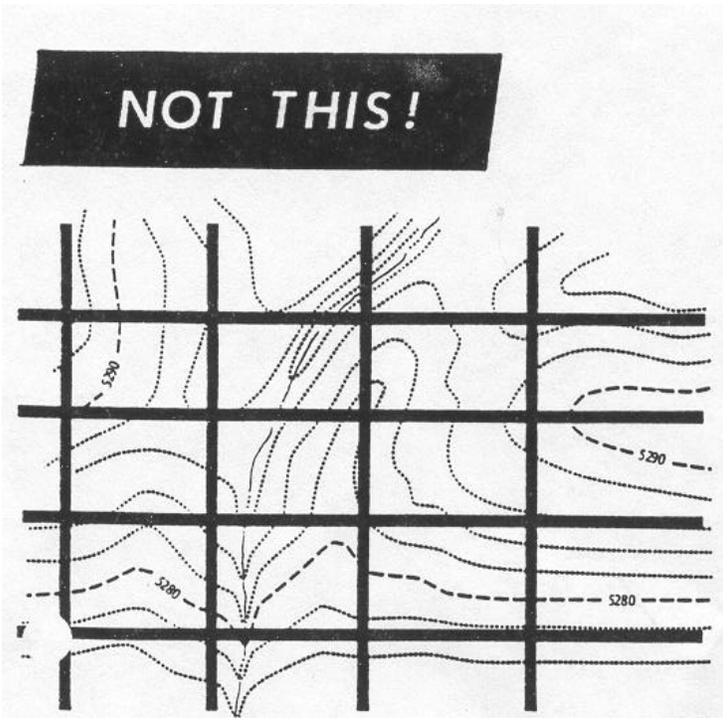
STREETS

Consideration shall be given to the influence of topography insofar as it affects street patterns, proper water drainage, and maintenance of scenic views.

Arterial streets in a subdivision, shall, wherever possible, be a continuation of arterial streets in adjoining subdivisions. Collector streets in a subdivision shall be a continuation of collector streets in adjoining subdivisions unless such collector streets are terminated at the adjoining subdivision. (Termination of a collector street shall be determined by the Planning Office.)

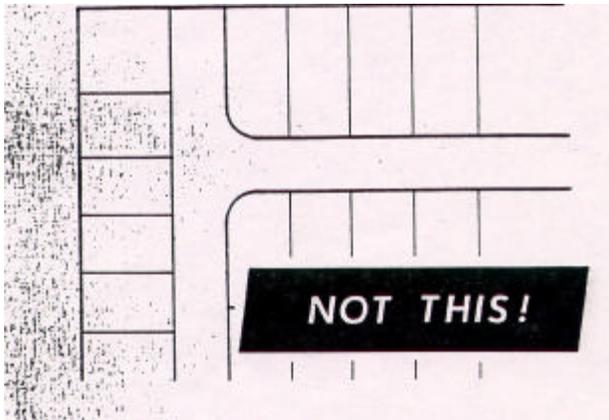
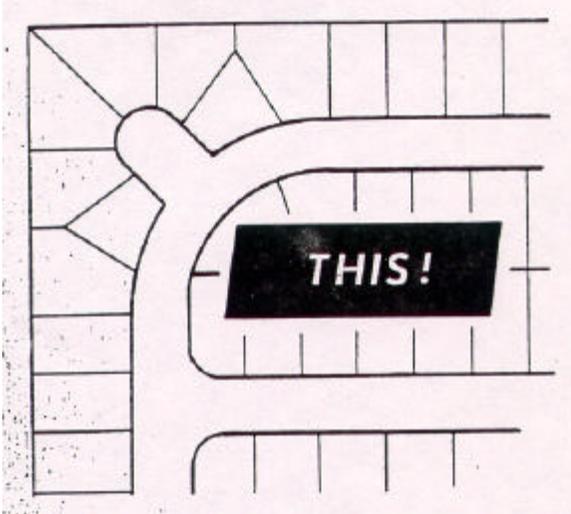


Cul-de-sacs should not exceed 400' in length to the center of the turnaround and shall have at a minimum an outside right-of-way radius of 50' and a minimum flow line radius of 43' at the turnaround. (See sketch.)



Extensions

Where future street extensions are not required in corners of the property, streets shall not deadend at property lines (see sketch).



RIGHT -OF-WAY WIDTH

Design standards for right-of-way widths are illustrated on page 31 through 35.

PAVEMENT WIDTHS

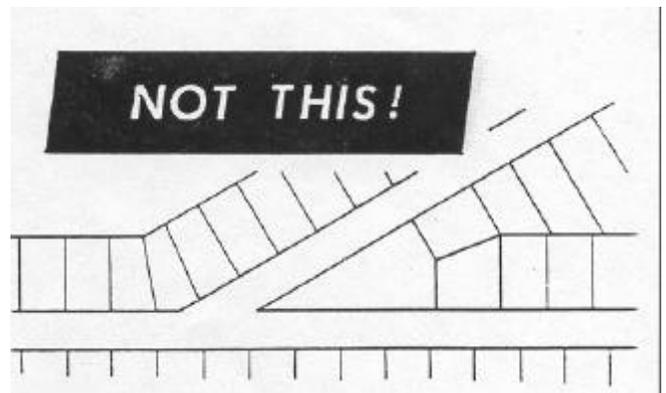
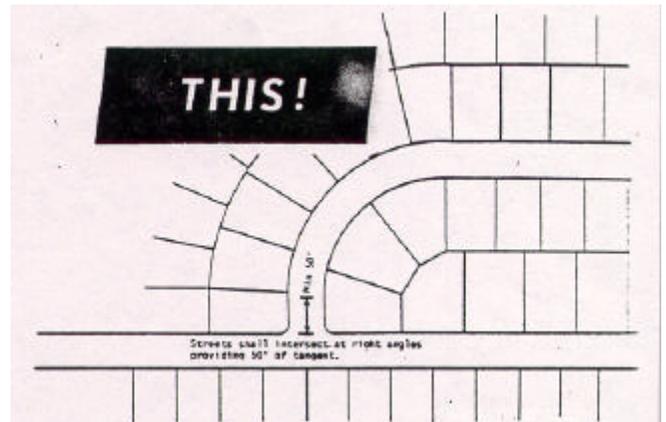
Design standards for pavement widths are illustrated on page 31 through 35.

SIDEWALKS

Standards for the width and placement of sidewalks are illustrated on page 31 through 34.

INTERSECTIONS

- Arterial streets should not be intersected by Local Streets.
- Collector street intersections with Arterial Streets should be not less than 1/4 mile (1320') apart, center to center. A Collector Street should intersect an Arterial Street at an angle of 90 degrees.
- Local Streets should intersect other Local Streets at an angle of 90 degrees.



LOTS ABUTTING AN ARTERIAL STREET

When residential lots abut an arterial street as defined by the City, such lots should be platted so as to back on the arterial street. Lots which back on an arterial street shall be no less in depth than 130' to provide adequate area for screen planting.

BLOCKS

Length

Blocks normally should not exceed 1,500' nor be less than 500' in length.

Width

The width of blocks should be normally planned to provide two tiers of lots.

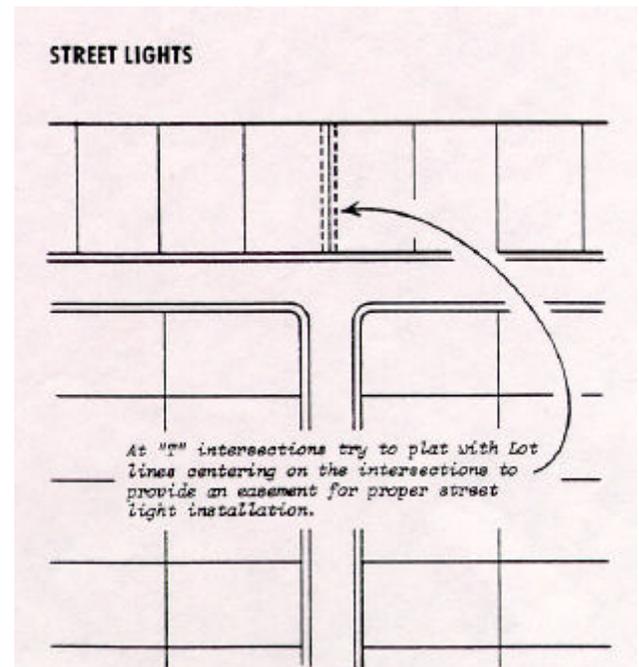
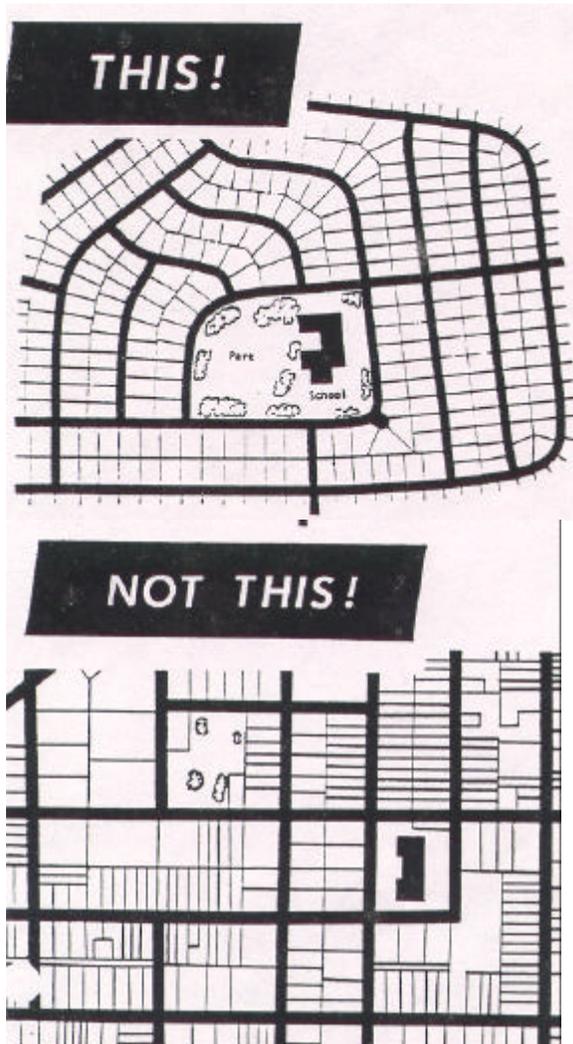
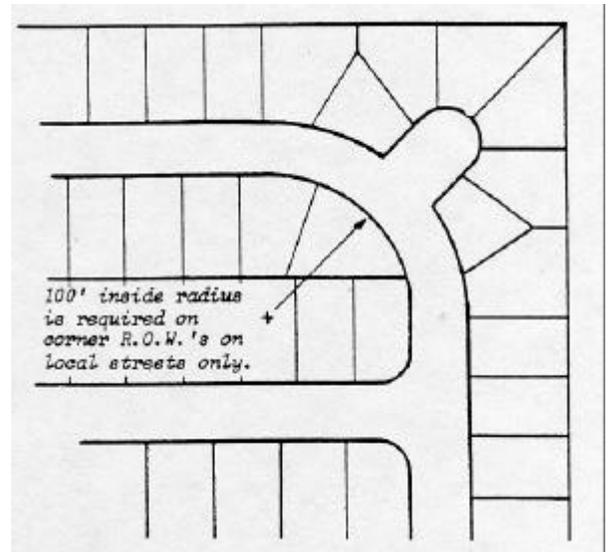
Double Frontage

Lots fronting on two or more streets should be avoided except in the cases of corner lots and lots backing on major arterial streets.

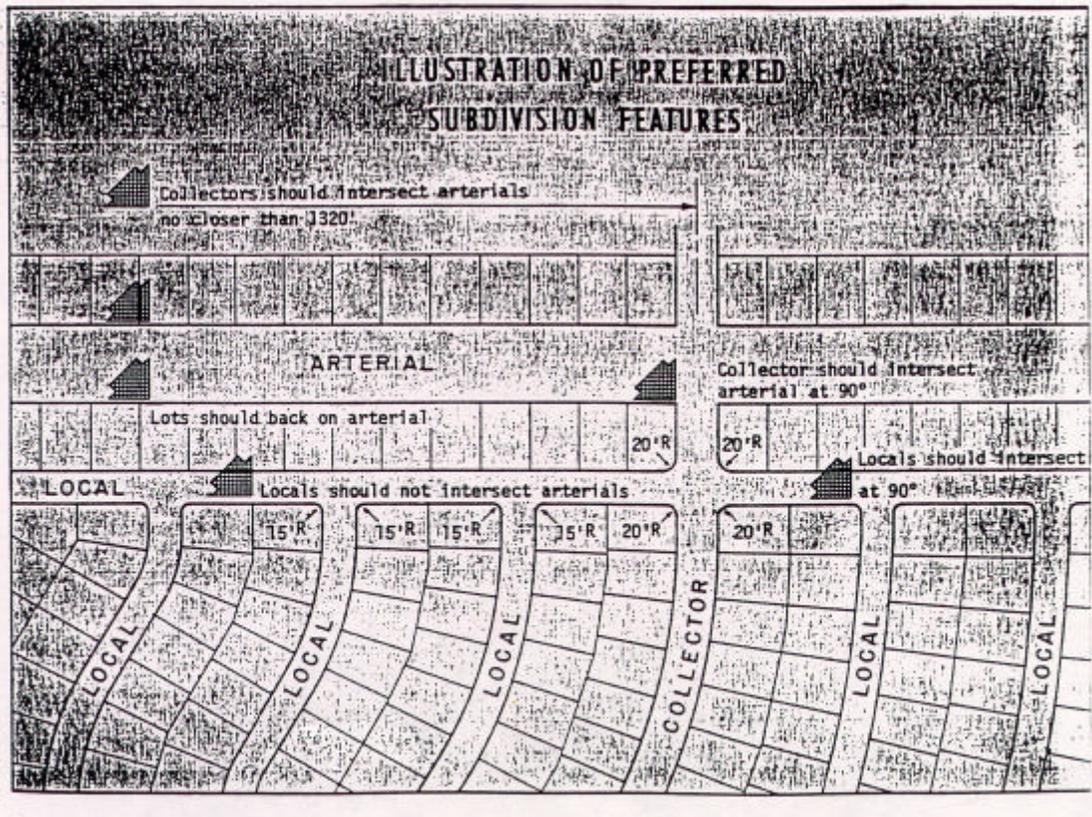
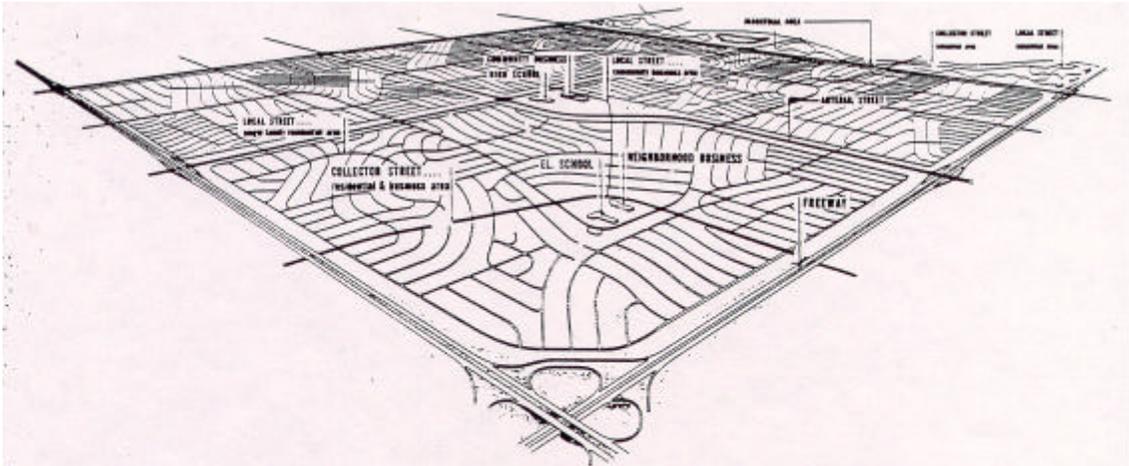
Irregular Platting

Subdivision designs that do not take into consideration good design in regards to platting and lotting will be rejected. See Sketch.

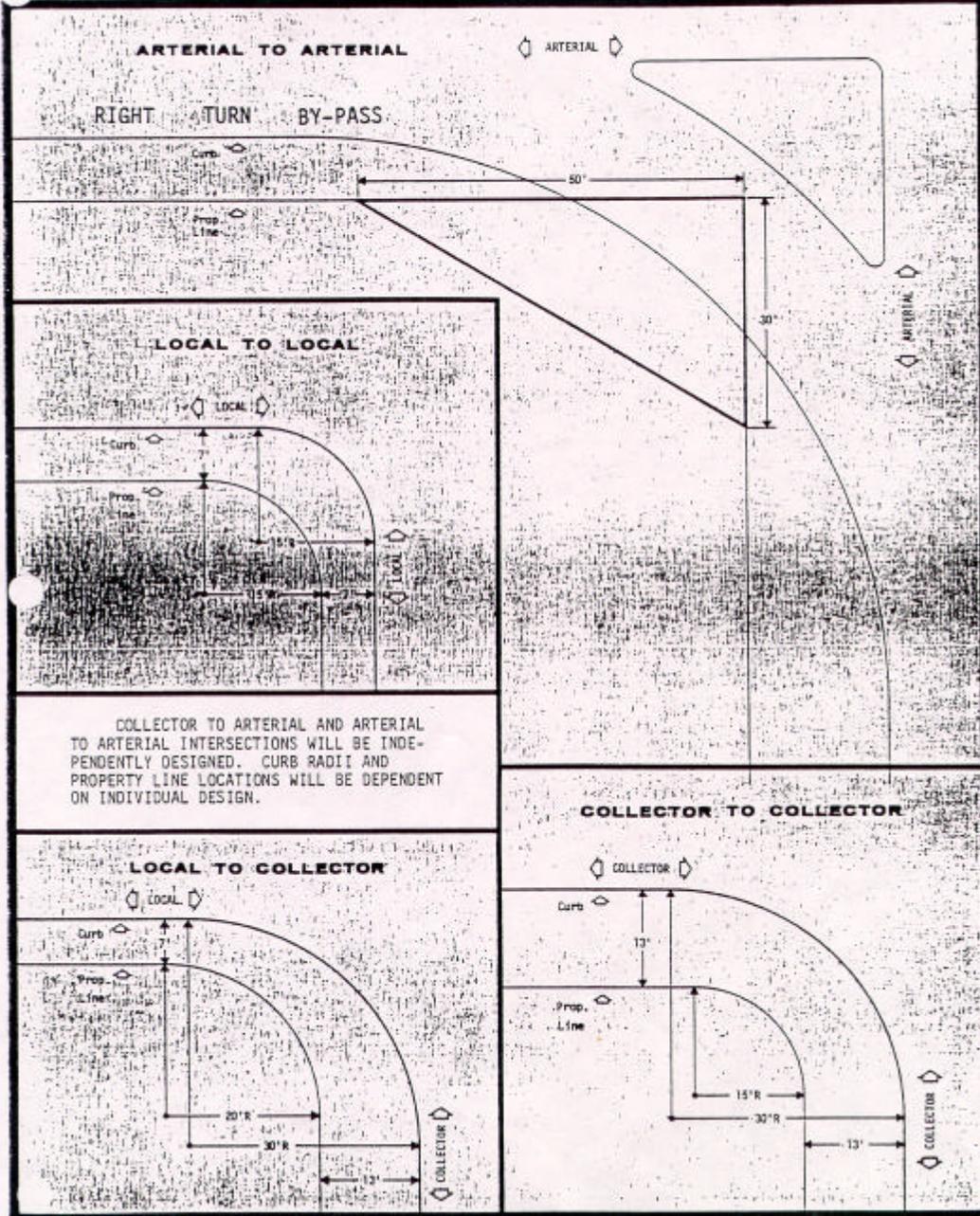
On corner turn right-of-ways, a 100' inside radius will be required on local streets only. See Sketch.



STREET CLASSIFICATION APPLIED TO A HYPOTHETICAL COMMUNITY AND NEIGHBORHOODS



CURB RADII AND PROPERTY LINE INTERSECTION STANDARDS



COLLECTOR TO ARTERIAL AND ARTERIAL TO ARTERIAL INTERSECTIONS WILL BE INDEPENDENTLY DESIGNED. CURB RADII AND PROPERTY LINE LOCATIONS WILL BE DEPENDENT ON INDIVIDUAL DESIGN.

LETTERING STANDARDS

TITLE	TEMPLATE	PEN NO.	TYPE
SUB-NAME (ALL CAPS)	500	5	Vert.
LEGAL DESC-BLOCK NUMBERS (ALL CAPS)	240	2	Vert.
<i>Street Names</i>	175	1	Slant
<i>Dedication and approvals</i>	120	0	Slant
Lot Numbers and Notes	100	00	Vert.
DIMENSIONS (ALL CAPS)	80	00	VERT.
RANGE LINES (RED)	80	00	SLANT

