

SECTION 15-200 SUBDIVISION DESIGN PRINCIPLES AND STANDARDS

15-201 STREET DESIGN PRINCIPLES

15-201.01

Streets shall generally conform to the collector and major street plan adopted by the Planning Commission and County Commissioners and any amendments thereto.

15-201.02

If a tentative plan has been adopted by the Planning Commission to the neighborhood of the proposed subdivision, the street system of the latter shall conform in general thereto.

15-201.03

Streets shall be located with appropriate regard for topography, creeks, wooded areas, and other natural features that would enhance attractive development.

15-201.04

Existing streets, including preliminary platted streets, in adjoining territory shall be continued at equal or greater width and in similar alignment by streets proposed in the subdivision, unless variations are approved by the Planning Commission.

15-201.05

Streets within subdivisions shall be designed as a system of circulation routes such that the use of local streets by through-traffic will be discouraged.

15-201.06

Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Planning Commission shall require adequate provisions for reduction of noise. Parallel streets, landscaping, screening, easements, greater lot depth and increased rear yard setbacks, among others, are recommended solutions.

15-201.07

Streets shall intersect as nearly at right angles as possible.

15-201.08

When a tract is subdivided into larger than normal building lot(s) or parcel(s), such lot(s) or parcel(s) shall be so arranged as to permit the logical location and opening of future streets and appropriate resubdivision, with provision for adequate utility easements and connectors for such resubdivision.

15-201.09

Street jogs with centerline offsets of less than one hundred twenty-five (125) feet shall be prohibited.

15-201.10

A cul-de-sac street shall be limited to a length of six hundred feet (600').

15-201.11

Where a street will eventually be extended beyond the plat but is temporarily dead-ended, an interim turn-around may be required.

Chapter 15: Design Principles

15-201.12

Dedication of half-streets shall be prohibited except where essential to the reasonable development of the subdivision in conformity with the other requirements of these regulations, and provided that the Planning Commission finds it will be practical to obtain the dedications of the other half of the street right-of-way. Wherever a half-street dedication is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract.

15-201.13

- A. No street names shall be used which will duplicate or be confused with the names of existing streets.
- B. All street naming shall be in accordance with the Street Naming Policy of Arapahoe County.

15-201.14

Major arterial streets shall not be intersected by local streets.

15-201.15

Major arterial street intersections with arterial streets or collector streets should normally be located at no closer than approximately one-quarter (1/4) mile intervals.

15-201.16

Whenever a subdivision is not served by sufficient regional infrastructure, facilities, networks or systems (hereafter “regional improvements”), the Board of County Commissioners may restrict or postpone approval of the subdivision and the issuance of any new building permits until the needs are met. The restrictions may consist of any action or combination of actions which, in the discretion of the Board of County Commissioners, sufficiently provide for construction of the particular regional improvements before the impacts of the subdivision create or unduly exacerbate the need for the particular regional improvements. The Board of County Commissioners may also remove these restrictions upon the agreement of a district or other responsible party to construct the needed regional improvements, on a construction schedule and funding proposal deemed sound and adequate by the Board. The restrictions may include postponement of approval of subdivision plats not yet approved, or the imposition of conditions upon approval of the subdivision, or restrictions or limitations on the issuance of building permits or certificates of occupancy, or the assessment of fees and charges as needed to equitably provide for the cost of the regional improvements, or required pro-rata contributions toward the cost of the regional improvements prior to approval or permit issuance, or any combination of the above, calculated based upon the benefit to the subdivision and the need created or exacerbated by the subdivision. The Board of County Commissioners may also impose such restrictions upon the issuance of building permits or certificates of occupancy for lots in subdivisions approved without conditions or requirements related to the particular regional improvements, in accordance with the County’s Building Permit Referral Policy.

15-201.17

An improvement, facility, network or system is considered “regional” in nature for the purposes of Paragraph 15-201.16 above, if it exists, is planned or is designed, primarily to benefit or to serve more than a single subdivision or development, and if the service area of the particular regional improvement includes the future residents of the proposed subdivision. Examples of regional improvements include, but are not limited to: traffic signals, major intersection improvements, utilities, arterial road infrastructure and related facilities, road infrastructure serving public facilities (such as schools, parks, libraries, and government offices), bridges, parks, schools, libraries and public transportation facilities.

Chapter 15: Design Principles

15-201.18

Pursuant to CRS Article 28 of Title 30, as amended, all subdivisions must be so established that all lots and parcels conform to the State Highway Access Code (Article 2 of Title 43).

15-202 SUBDIVISION, STREET DESIGN, AND CONSTRUCTION STANDARDS

15-202.01

- A. All public streets in residential subdivisions classified as an R-2, R-3, R3-S, R-4, R-5, R-P, R-M, R-D, R-PSF, R-PM, R-PH or MU-PUD zone as set forth in the Arapahoe County Land Development Code, shall be complete with curb, gutter sidewalk and pavement. These public streets shall be designed and constructed according to criteria and standards set forth in the Arapahoe County Infrastructure Design and Construction Standards.
- B. All private streets shall be constructed to meet or exceed minimum roadway and parking requirements as found in the Arapahoe County Infrastructure Design and Construction Standards.
- C. Any parking restrictions shall be detailed on the applicable development plans or plats.

15-202.02

- A. All public streets in subdivisions which are classified as A-E, A-1, A-2, R-1, R-E, or R-A by the Arapahoe County Land Development Code and Zoning Map shall be constructed in conformance with the Arapahoe County Infrastructure Design and Construction Standards for the rural road cross-sections.
- B. All private streets shall be constructed to meet or exceed minimum roadway and parking requirements as found in the Arapahoe County Infrastructure Design and Construction Standards.

15-202.03

No new subdivisions shall be approved with gravel streets. The pavement design and construction of all streets, whether publicly or privately owned and maintained, shall be in accordance with criteria contained in the Arapahoe County Infrastructure Design and Construction Standards.

15-202.04

More stringent requirements due to design variations may be imposed by the PWD Engineering Services Division based on recommendations by the Planning Commission or PWD.

15-202.05

All streets abutting a subdivision shall be complete with curb, gutters, sidewalks, and pavements which shall be designed and constructed in accordance with the Arapahoe County Infrastructure Design and Construction Standards. The subdivider shall pay for the improvement costs for a street width of twenty-six (26) feet for the street abutting the subdivision in bringing that street to current standards for its classification as adopted in the current Arapahoe County Comprehensive Plan. This is applicable only to streets abutting the proposed development. The subdivider shall also be responsible for offsite roadway improvements identified by the approved traffic impact study as being required or recommended to mitigate traffic impacts of the proposed development. The Board of County Commissioners will decide on the extent of offsite improvements appropriate for any subdivision application.

15-202.06

Traffic control devices which are required under the Manual on Uniform Traffic Control Devices as published by the U.S. Department of Transportation, Federal Highway Administration, will be

Chapter 15: Design Principles

installed by the County at the developer's expense. The County PWD Department will determine the needs and they will be listed along with their cost in the Subdivision Improvement Agreement. Prior to probationary street acceptance, all traffic control devices listed in the Subdivision Improvement Agreement will be paid for and/or installed. The County will furnish and install traffic signs according to the cost schedule published by the PWD Department.

15-202.07

Subdivision Monumentation - Benchmarks, boundary monuments and range points shall be provided in accordance with Chapter 14 of this Land Development Code.

15-202.08

Vertical control shall be established according to Chapter 14 of this Land Development Code.

15-202.09

Street plan and profile requirements are given in Chapter 3 and in Chapter 4 of the Arapahoe County Infrastructure Design and Construction Standards.

15-202.10

General Construction Requirements

- A. Construction of streets and appurtenant improvements shall be in accordance with the Arapahoe County Infrastructure Design and Construction Standards.
- B. It is the policy of Arapahoe County to not allow street cuts for utility installations for a period of two years after streets have been newly paved or newly constructed. Specific requirements may be found in Chapters 8 through 10 of the Arapahoe County Infrastructure Design and Construction Standards.
- C. For unusual or emergency circumstances, subdivider or developers who wish to arrange for utility installations that are contrary to this policy shall submit a variance request in accordance with procedures established by the PWD Engineering Services Division.
- D. The location of curb cuts shall be determined by the approved Final Development Plan (for P.U.D.'s), for all other properties the location of curb cuts shall be by an access permit granted by the PWD Engineering Services Division.
- E. Before opening newly constructed roadways for public use, all striping, signs, and barricades depicted on the approved signing and striping plan must be in place. Explicit approval from the PWD Department must be obtained prior to opening new roadways for public use.
- F. Subdivider shall dispose of trash and debris resulting from construction of the site in a manner approved by the regulating authority.

15-202.11

All on-site water systems within a subdivision must meet the standards of the Tri-County Health Department.

15-202.12

All sanitary sewer systems within a subdivision must meet the standards of the Tri-County Health Department.

15-203 ALLEYS

15-203.01

Alleyways shall be a minimum of 20 feet in width with paving of not less than sixteen (16) feet in width including drainage pans.

- A. Except where justified by special conditions, alleys will not be publicly maintained by Arapahoe County and shall be categorized as a private road.
- B. Enforcement of no parking on private alleyways shall be the responsibility of the owner/subdivider/HOA. Development plans including alleys will include notes to this effect.
- C. When an alleyway is used for emergency access, compliance with all applicable fire district and PWD engineering standards shall apply. Approval from the applicable fire district shall be required prior to finalization of a project.

15-203.02

Sharp changes in alignment of alleyways shall be accommodated through adequately sized curb returns, turning radii for vehicles and site distance triangles.

15-203.03

Dead-end alleys are allowed depending upon alleyway length, width and the turn-around ability as determined by the applicable fire district and PWD engineering requirements.

15-203.04

- A. Alleyway landscaping shall be consistent with the rest of the development with landscaping strips on both sides of the alley for property outside the paved surface. The landscaping shall be installed by the developer or builder and maintained by the HOA to ensure consistency through the development.
- B. All fencing along the alleys is required to be consistent in terms of material and design.
- C. Sight triangles shall be provided on all alleyways.

15-204 LOTS

15-204.01

The size, shape, and orientation of lots shall be appropriate to the location of the proposed subdivision and to the type of development contemplated. The lot shall provide an adequate buildable area for the development contemplated.

15-204.02

Lots should front only on local streets; however, when necessary, lots designed to face a collector street shall provide adequate means for automobile turnaround within the lot.

15-204.03

Side lot lines should be approximately at right angles or radial to street lines.

15-204.04

Lots may not be required for subdivision of commercial and industrial use, but when provided should be of appropriate size and arrangements to provide for adequate off-street parking and loading facilities based on the intended use, and no individual parcel shall be created for a particular commercial or industrial use that has an area, width, or depth that is less than is required for the permitted use under the applicable provisions.

Chapter 15: Design Principles

15-204.05

Double frontage and reverse frontage lots should be avoided except where they are needed to provide for the separation of residential development from major streets or to overcome specific disadvantages of topography and orientation. A planting and screening easement of at least ten (10) feet shall be provided along the portion of the lots abutting such a traffic artery or other use where screening is required. There shall be no right of access across a planting and screening easement. The Planning Commission may require a permanent ornamental fence of a height and architectural design that will appropriately screen and be harmonious with the neighborhood and residential character.

15-204.06

The building area of lots should not face directly into the oncoming traffic of an intersecting street of a "T" intersection.

15-205 BLOCKS

15-205.01

The length, width, and shape of blocks shall be determined with the regard for the following:

- A. Provision of adequate building sites suitable to the special needs of the type of use contemplated.
- B. Zoning requirements as to lot sizes and dimensions.
- C. Needs for convenient access, circulation, control, and safety of street traffic.
- D. Limitations and opportunities of topography.

15-205.02

Blocks for residential use shall not be longer than one quarter (1/4) mile, measured along the centerline of the block, unless approved by the Board of County Commissioners.

15-205.03

Blocks should be of sufficient width to allow two (2) tiers of lots of appropriate depth.

15-205.04

Blocks for business or industrial use should be of a width suitable for the intended use, with due allowance for off-street parking and loading facilities.

15-205.05

Irregular shaped blocks, indented by cul-de-sacs, containing interior parks or playgrounds and adequate parking space, will be acceptable when properly designed and covered by agreement as to maintenance of such park areas.

15-206 EASEMENTS

15-206.01

Whenever a block exceeds six hundred (600) feet in length, the Planning Commission may require a dedicated easement not less than ten (10) feet in width to provide pedestrian access across the block.

15-206.02

Electric, telephone, and CATV lines shall be placed underground, except for major transmission lines of a public utility.

Chapter 15: Design Principles

15-206.03

Easements for “cross-access” through and between platted lots of a non-residential subdivision shall be required in order to minimize the proliferation of curb cuts along collector and/or arterial streets.

15-207 PLANNED UNIT DEVELOPMENT

15-207.01

Whenever a subdivision is developed as a Planned Unit Development, and meets the standards and criteria established by the Land Development Code of Arapahoe County, Colorado, for a Planned Unit Development, the Planning Commission and Board of County Commissioners may vary the requirements of this Resolution.

15-207.02

In no case will development be allowed or building permits issued until a Planned Unit Development Plan is approved by the Board of County Commissioners where required.