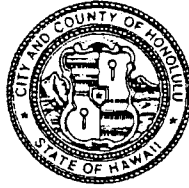
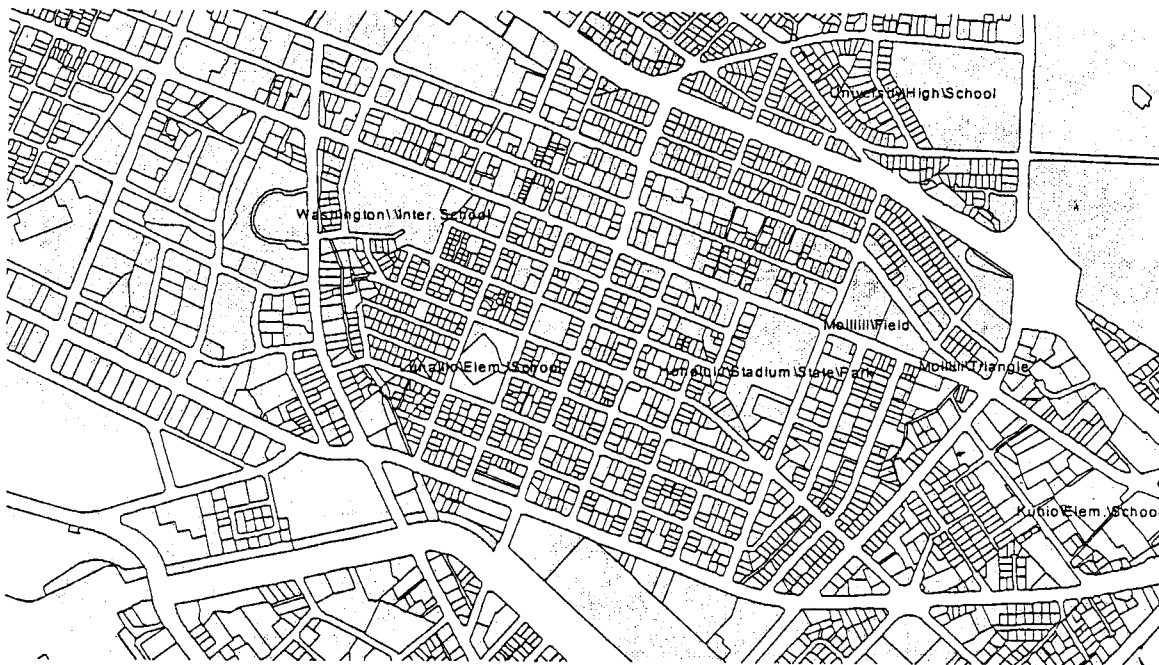


SUBDIVISION STREET STANDARDS

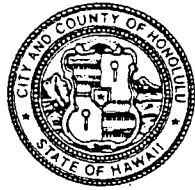


Department of Planning and Permitting
City and County of Honolulu
Honolulu, Hawaii



December 2000

SUBDIVISION STREET STANDARDS



DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

A handwritten signature in black ink, appearing to read "Randall K. Fuijki". The signature is written in a cursive style and is positioned above a horizontal line.

RANDALL K. FUIJKI, AIA
Director of Planning and Permitting

Date Adopted *December 1, 2000*

Date Effective *June 1, 2001*

PART 1

**Section 1-1
Purpose and Intent**

These standards update and replace, in its entirety, the Department of Land Utilization's SUBDIVISION RULES AND REGULATIONS STANDARDS, adopted by the Planning Commission on June 20, 1973. Roadways which have been constructed under these previous standards may be considered acceptable for development purposes and dedication to the City. The intent of the updated standards is to promote greener and more people-oriented streets throughout the City, provide a greater variety of street types, and create more opportunities for trees within City street rights-of-way and in future developments.

**Section 1-2
Applicability**

These standards shall apply to all application or construction plan review requests received by the Department of Planning and Permitting (DPP) on or after the effective date. Any project wishing to utilize these standards prior to the effective date may do so on or after the adopted date. Exceptions to these standards may be granted as follows:

- (A) Subdivision Applications. Subdivision applications which are submitted prior to the effective date and which obtain deferral or tentative approval before or after the effective date need not comply with the new standards. Subdivision applications which are submitted to the DPP prior to the effective date, which are rejected or expire, and which will be resubmitted after the effective date, must comply with the new standards.
- (B) Roadway Master Plans. Major roadways (arterial and collector as defined in these standards) that are shown on a Roadway Master Plan approved prior to the adoption of these standards may be designed and developed as approved by the Roadway Master Plan. However, internal minor roadways (sub-collector, access and alley) shall be designed and developed in accordance with these standards.
- (C) Extensions or Expansions to Existing Roadways. Roadway extension or road widening which is adjacent to an existing roadway may be designed and developed to match the adjoining or previously developed roadway standard. Continuation of an existing roadway across an intersection shall be designed in accordance with these standards. An appropriate transition shall be provided between different roadway standards.

**Section 1-3
Modification**

The Director of Planning and Permitting may modify these street standards in accordance with Section 1-112 of the Subdivision Rules and Regulations (SR&R).

PART 1 Section 1-4

Arterial Street	A street which carries high traffic volume and public transit. In addition to the facilities mentioned above, the right-of-way dimensions include a minimum 14-foot wide planted median and four to six travel lanes. This street is defined as Major in the SR&R.
Collector Street	A street which carries residential neighborhood traffic, but which provides no or limited residential frontage. This street also services traffic within or abutting apartment, commercial or industrial uses. This street is defined as Secondary in the SR&R.
Sub-collector Street	A street which provides access to abutting properties and which may also conduct traffic from one or more residential access streets that intersect it. This street is defined as a Minor Street in the SR&R.
Access Street	A street which provides access to abutting properties; it shall be designed to carry no more traffic than that which is generated on the street itself. It should be used in dead-end (cul-de-sac) streets. Also referred to as a local street. This street is defined as a Minor Street and Dead End Street in the SR&R.
Alley	A special type of street which provides a secondary means of vehicular access to residential lots. Its use is intended to allow garages and driveways to be located at the rear of the property. It is intended to be a private street and may have grassed or paved shoulders. An alley will not be permitted to have a street name.
Marginal Access Street	A street parallel and adjacent to a collector or higher level street which provides access to abutting properties and separation from through traffic. Such streets shall be designed at the level of either residential access streets or subcollector streets as anticipated traffic volumes dictate.
Divided Street	Streets in which directional lanes are separated by a median, or a medial strip such as in an arterial street. It shall be designed to the aggregate dimensions of both segments.
Street	The entire area between the adjoining property lines of a road, highway or way privately or publicly owned and maintained and established for the use of vehicles, bicycles, pedestrians and utilities. Also referred to as a right-of-way.



PART 1 Section 1-5

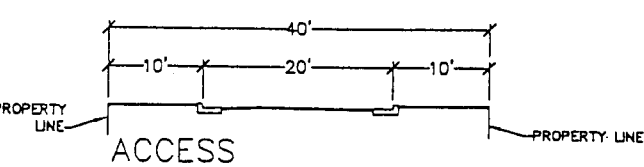
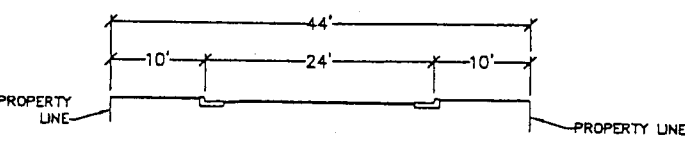
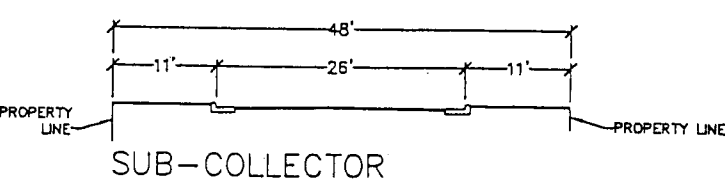
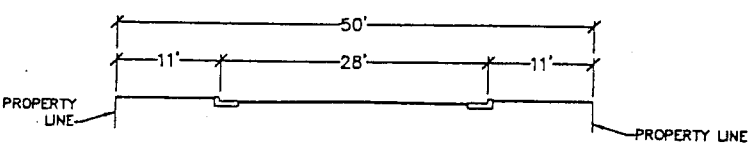
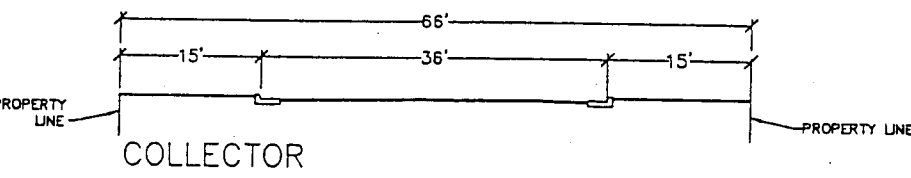
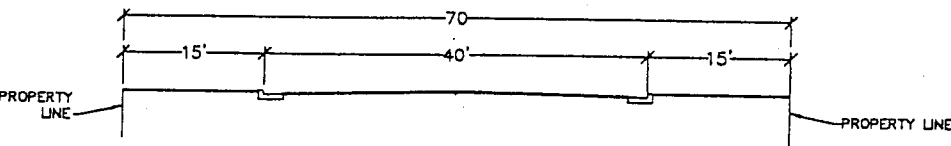
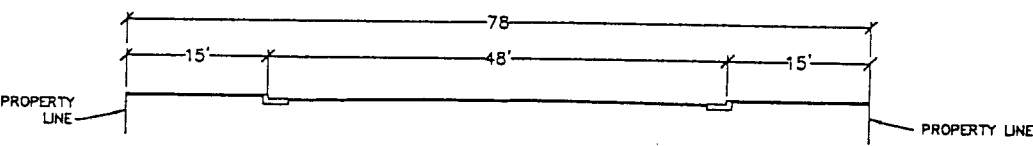
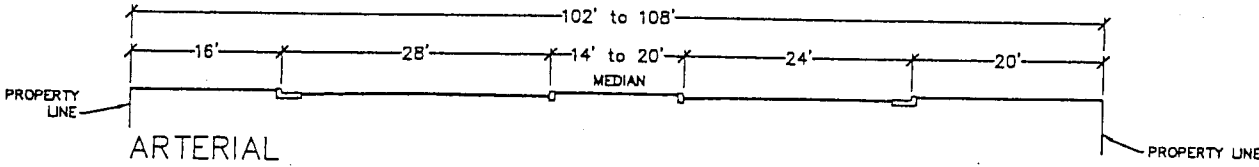
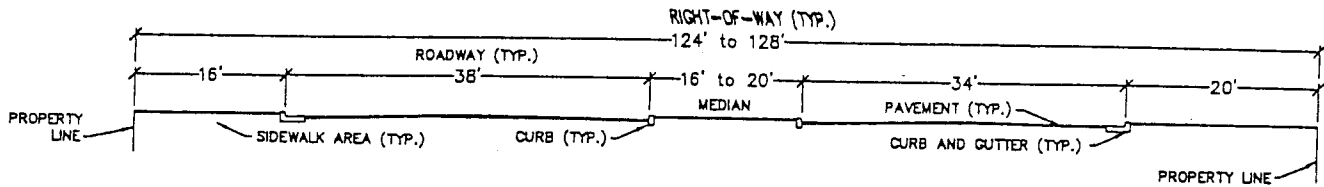
Street Type, Volume, and Components

Street Type	Volume (Number of Dwellings)	Design Speed	Right-of-Way	Roadway Width	Parking	Bike lane (Min. 6 ft. width with or without gutter)	Curb and Gutter ¹	Sidewalk ²
Arterial		40 mph 40 mph	124-128 ft. ³ 102-108 ft. ³	68-76 ft. ⁴ 48-56 ft. ⁴	none none	both sides both sides	required required	Min. 6 ft. width required both sides
Collector	+1,000 du 501-1,000 du 201-500 du	30 mph 30 mph 30 mph	78 ft. 70 ft. 66 ft.	48 ft. 40 ft. 36 ft.	both sides both sides both sides	both sides none none	required required required	Min. 5 ft. width required both sides
Sub-Collector	101-200 du 51-100 du	25 mph 25 mph	50 ft. 48 ft.	28 ft. 26 ft.	both sides ⁵ both sides ⁵	none none	required required	5 ft. width required both sides
Access	26-50 du 0-25 du	25 mph 20 mph	44 ft. 40 ft.	24 ft. 20 ft.	one side one side	none none	required required	4 ft. width required both sides
Alley		15 mph	26 ft.	18 ft.	none	none	none	none

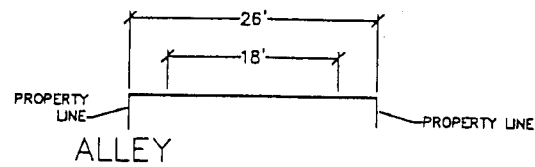
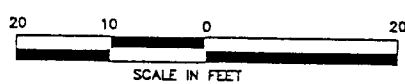
Footnotes

- ¹ Curbs, gutters, and swales shall be designed in accordance with City and County of Honolulu Standard Details.
- ² Full sidewalks may be required in conjunction with commercial or industrial uses. Sidewalks are to be located adjacent to property lines and constructed of concrete, except when used in arterial streets and shared with bicycle paths. Sidewalks shall be designed in accordance with City and County of Honolulu Standard Details.
- ³ Right-of-way widths include a 14-foot to 20-foot wide planted median for the 102-foot to 108-foot right-of-way and a 16-foot to 20-foot wide planted median for the 124-foot to 128-foot right-of-way. Actual median widths will be determined upon consultation with the Department of Planning and Permitting. Where possible, medians should be shaped so the center of the median is lower than the median curbs. This inverted shape would contain irrigation water within the planted median area.
- ⁴ In arterial streets, bicycle paths may be located outside the paved roadway when sidewalk area widths are at least 20 feet. When bicycle paths are located in the sidewalk area and shared with pedestrians, the shared pathway must be at least 10-foot wide and the roadway width may be reduced by 4 feet. These shared pathways need not be located adjacent to property lines, may meander, and may be constructed of paved asphalt. The roadway width may be 24 and 34 feet in conjunction with a 20 foot sidewalk area, or 28 and 38 feet in conjunction with a 16 foot sidewalk area.
- ⁵ Where staggered or intermittent on-street parking can be expected (i.e. streets containing driveways), parking may be permitted on both sides of the street.

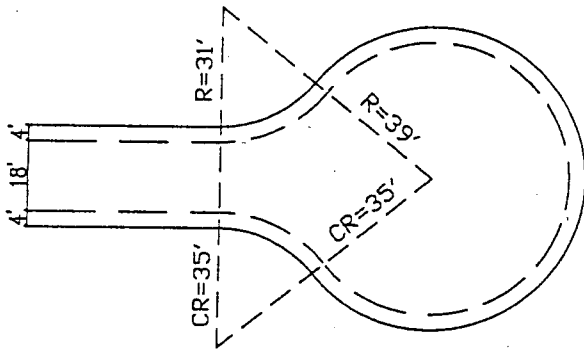
PART 1 Section 1-6



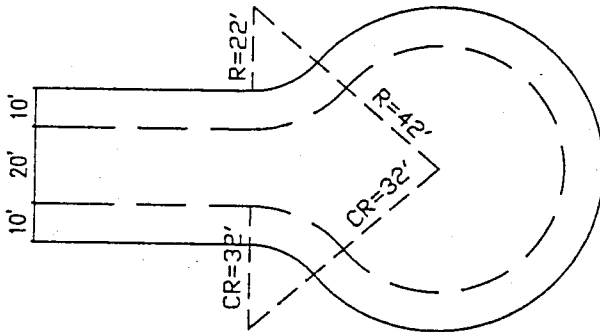
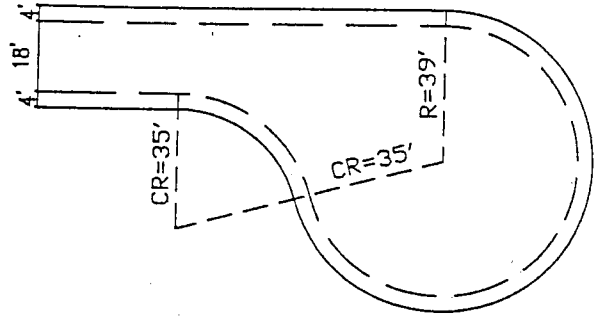
1. SIDEWALKS SHALL COMPLY WITH THE PROVISIONS OF THE REVISED ORDINANCE OF HONOLULU, CHAPTER 14, AS AMENDED.
2. ALLOWABLE GRADIENTS:
 ALL STREETS - 0.4% MIN.
 ARTERIAL STREETS - 7.0% MAX.
 COLLECTOR STREETS - 7.0% MAX.
 SUB-COLLECTOR/ACCESS STREETS - 10.0% MAX.
 ALLEY - 10.0% MAX.
 15% MAX. - DEAD END STREETS < 300 FT.
3. WIDTH OF PAVEMENT MAY BE INCREASED OR DECREASED AS DETERMINED BY THE DIRECTOR OF PLANNING AND PERMITTING, UPON CONSULTATION WITH THE APPROPRIATE AGENCY.



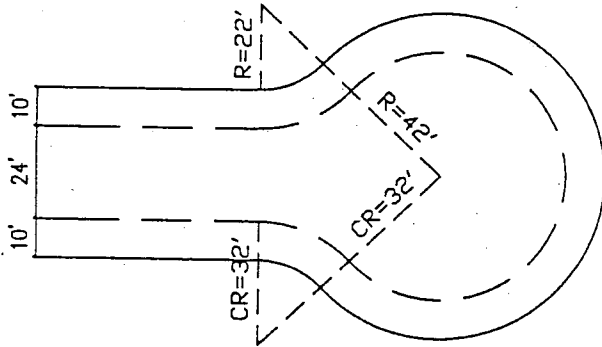
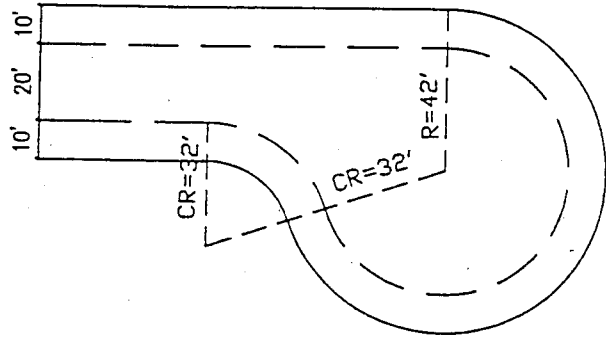
PART 1 Section 1-7



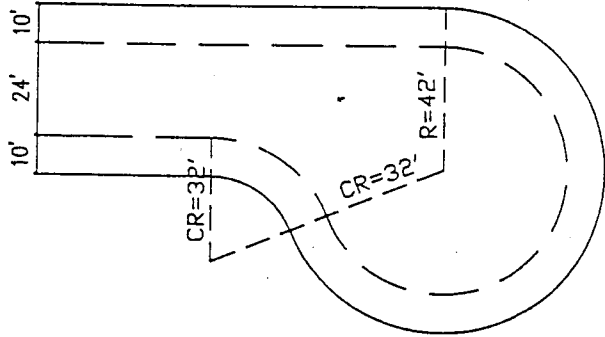
26-FT. RIGHT-OF-WAY



40-FT. RIGHT-OF-WAY



44-FT. RIGHT-OF-WAY



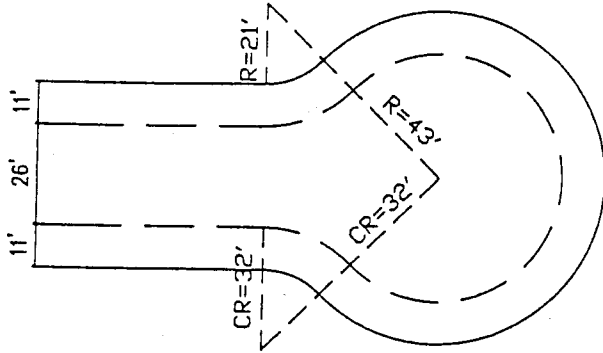
LEGEND

- CR = CURB RADIUS
- R = PROPERTY LINE RADIUS
- = PROPERTY LINE
- = CURB LINE

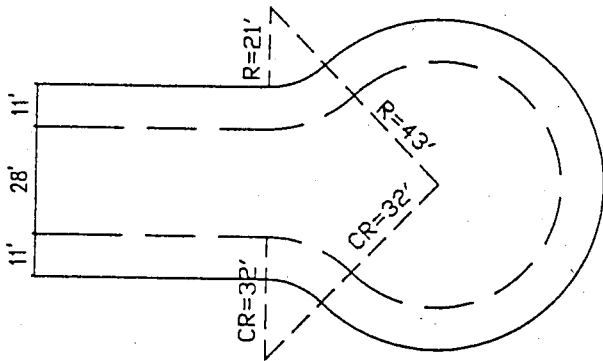
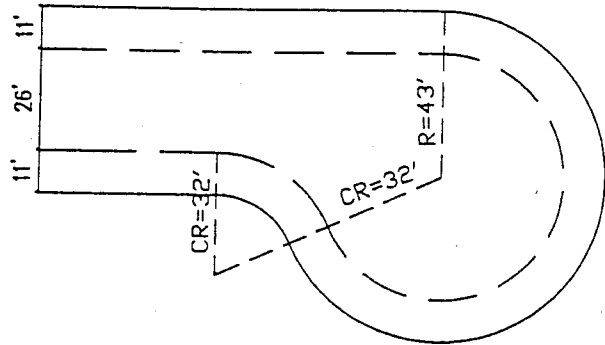
NOTE

OTHER TYPES OF TURN AROUNDS, SUCH AS "T" SHAPED (HAMMERHEAD) OR PARTIAL HAMMERHEAD, MAY BE CONSIDERED PROVIDED IT IS ACCEPTABLE FOR CITY REFUSE COLLECTION, FOR PRIVATE ROADS, OR WHEN ANOTHER MEANS OF INGRESS/EGRESS IS PROVIDED.

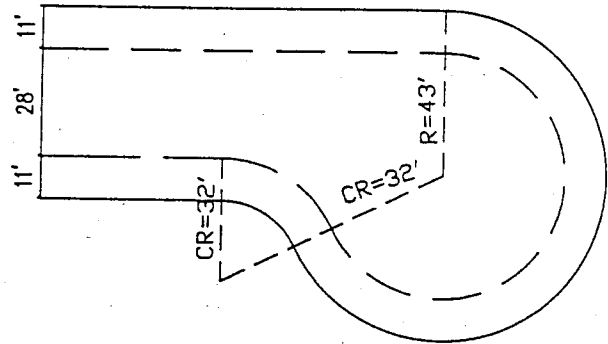
PART 1 Section 1-8



48-FT. RIGHT-OF-WAY



50-FT. RIGHT-OF-WAY



LEGEND

- CR = CURB RADIUS
- R = PROPERTY LINE RADIUS
- = PROPERTY LINE
- - - = CURB LINE

NOTE

OTHER TYPES OF TURN AROUNDS, SUCH AS "T" SHAPED (HAMMERHEAD) OR PARTIAL HAMMERHEAD, MAY BE CONSIDERED PROVIDED IT IS ACCEPTABLE FOR CITY REFUSE COLLECTION, FOR PRIVATE ROADS, OR WHEN ANOTHER MEANS OF INGRESS/EGRESS IS PROVIDED.

Department of Planning and Permitting
City and County of Honolulu

**APPENDIX A
TO THE
SUBDIVISION STREET STANDARDS**



DECEMBER 2000

I. Background

Mayor Jeremy Harris has established "Green Honolulu" as one of the top initiatives of the City Administration.

Responding to this initiative, the Department of Planning and Permitting (formerly the Department of Land Utilization) contracted with the consultant team of Townscape, Inc., and Lester Inouye & Associates, Inc. for the "Honolulu Green Streets Project" in September of 1997. They were tasked with producing a study and specific recommendations addressing issues and obstacles related to creating greener streets (Reference "Final Report, Honolulu Green Streets Project dated November 1998).

These new street standards reflect the consultants' recommendations as well as other revisions to incorporate adopted legislative mandates regarding bike travel, pending and current legislation regarding accessibility, and an island-wide automated refuse collection service system.

II. Highlights of the New Street Standards

A. New Street Details are provided. The new roadway details reduce the pavement width for most street types, and increase the width of sidewalks and planter strips for higher traffic volume streets. The components of the proposed street details are enumerated below.

1. Roadway definitions and classifications are provided to reflect terms that more closely represent street usage and that are consistent with the Development Plans.
2. Vehicular travelways are reduced in width to encourage slower traffic speeds¹ and to reduce roadway construction costs.
3. Wider sidewalks and a standard for bicycle paths and lanes² are provided for higher traffic volume streets to make streets more useable for people riding bikes, walking, or jogging.
4. Wider planters are provided to make streets more accessible and to facilitate the planting and maintenance of street trees³.

¹ Reference Traffic Calming In Practice, which was developed by a number of English agencies, including the Association of London Borough Engineers and Surveyors.

² Reference Ordinance 94-78 which amends Section 15-3.1 ROH to promote safe bicycling.

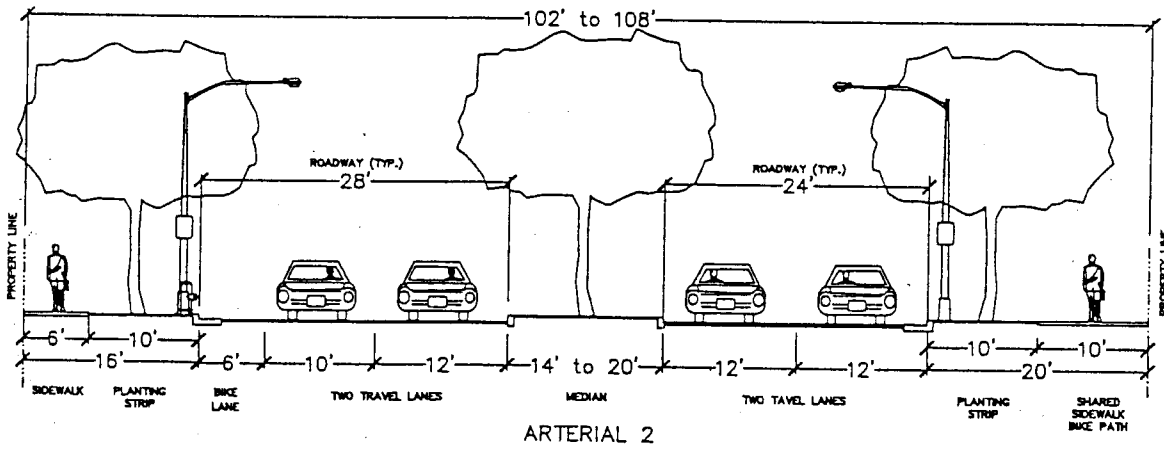
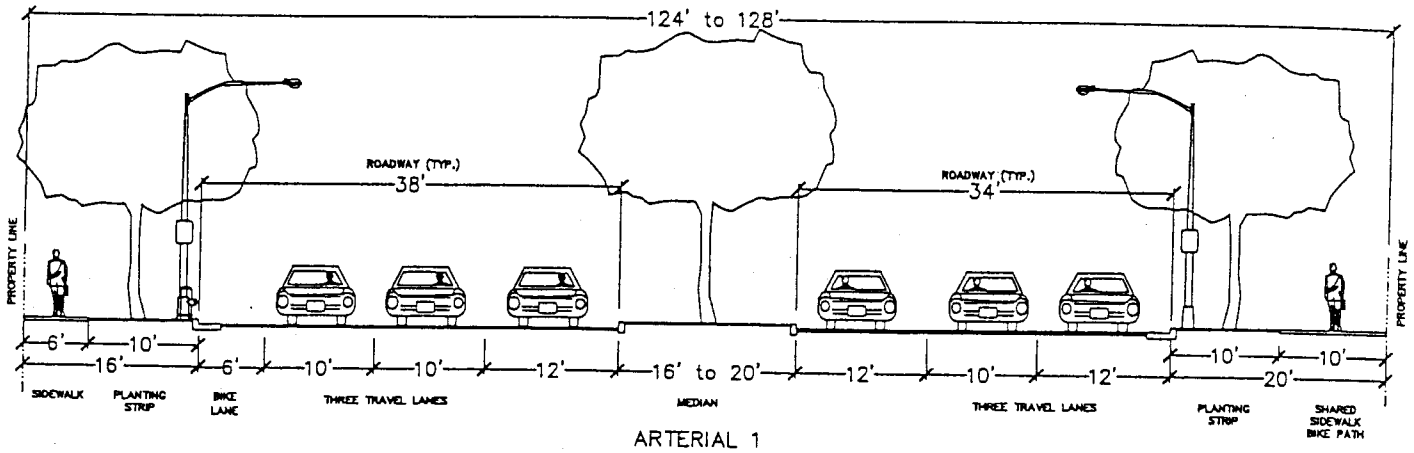
³ Reference Honolulu Green Streets Project, Final Report, November 1998.

5. Additional planter strip widths and planted medians are provided for higher traffic volume roads to encourage slower traffic speeds, to reduce the roadway crossing distance for pedestrians, and to facilitate larger street trees which are more appropriate to wider roadways.
6. A new alley roadway standard is provided to encourage alternative housing types which contribute to better streetscapes to facilitate the planting of street trees, reduce driveway entrances, and improve City infrastructure (such as increasing on-street parking and providing unobstructed pedestrian movement).

While increasing the overall right-of-way width to accommodate larger planting strips, sidewalks and bike lanes, the actual street width (roadway width) has decreased, thus offering a potential reduction to roadway construction costs. In addition, in the sub-collector and access street category, the roadway capacity for volume of traffic has been increased, thus expanding the usage of roadway widths of 28-feet or less, and further contributing to roadway construction cost savings.

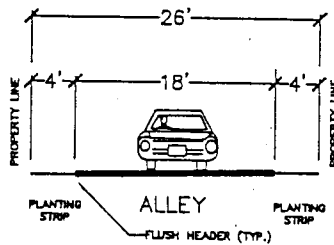
- B. New circular Turn Around Details are provided for the purpose of expanding island-wide automated refuse service⁴.

⁴ Reference August 1, 1994 Memo from the Department of Public Works, Division of Refuse Collection and Disposal.

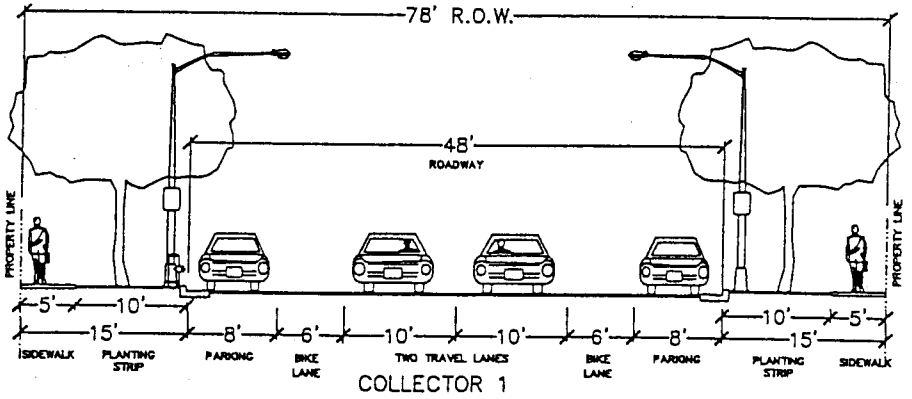


- HIGH TRAFFIC VOLUME / DIVIDED STREET.
- CARRIES PUBLIC TRANSIT.
- FOUR TO SIX TRAVEL LANES.
- TWO BIKE LANES.
- REPLACES 70FT, 76FT, 80FT, 90FT, OR 108FT ROW.

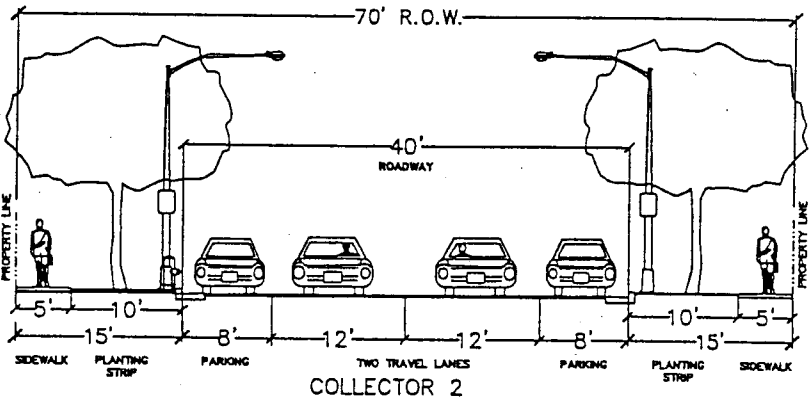
- NO BIKE LANE, NO PARKING
- GRASS OR PAVED SHOULDERS
- PRIVATE STREET.



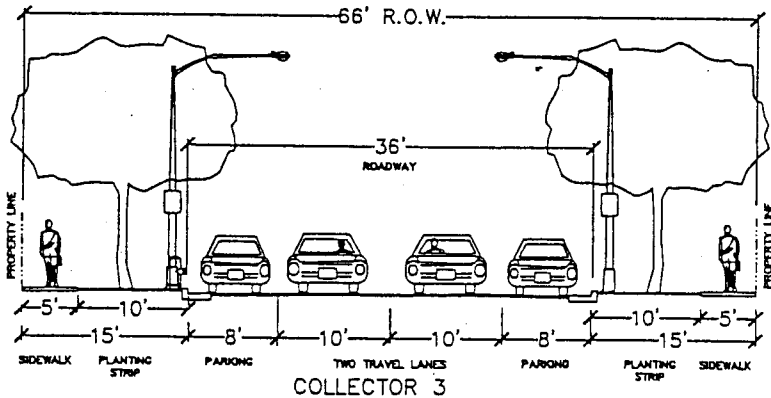
REPLACES 60FT. ROW
 TWO BIKE LANES.
 ALSO SERVES APARTMENT
 COMMERCIAL AND INDUSTRIAL USES.



VOLUME NOT TO EXCEED 1000DU.
 REPLACES 56 & 60FT. ROW
 NO BIKE LANES.
 ALSO USE WHERE CONTINUOUS
 ON-STREET PARKING IS EXPECTED.



VOLUME NOT TO EXCEED 500DU.
 REPLACES 56 & 60FT. ROW
 NO BIKE LANES.
 ALSO SERVES APARTMENT USES.



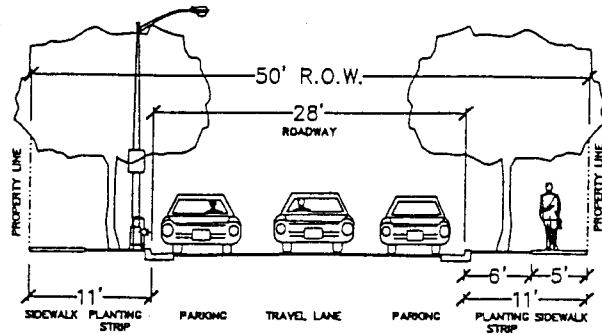
SOME THRU TRAFFIC FOR ONE OR MORE ACCESS STREETS.

NO BIKE LANE.

VOLUME NOT TO EXCEED 200 DU.

WHERE STAGGERED AND INTERMITTENT ON STREET PARKING IS EXPECTED/PARKING TWO SIDES.

REPLACES 40FT, 44FT & 50FT. R.O.W.



SUB COLLECTOR 1

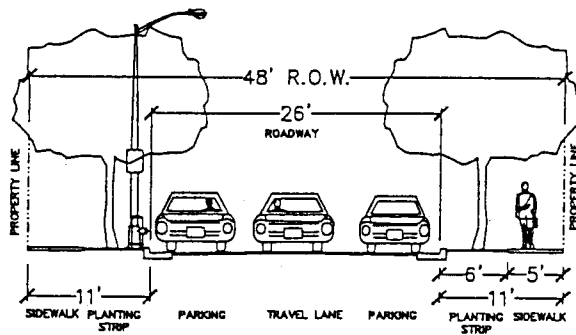
SOME THRU TRAFFIC FOR ONE OR MORE ACCESS STREETS.

NO BIKE LANE.

VOLUME NOT TO EXCEED 100 DU.

WHERE STAGGERED AND INTERMITTENT ON STREET PARKING IS EXPECTED/PARKING TWO SIDES.

REPLACES 40FT, 44FT & 50FT. R.O.W.



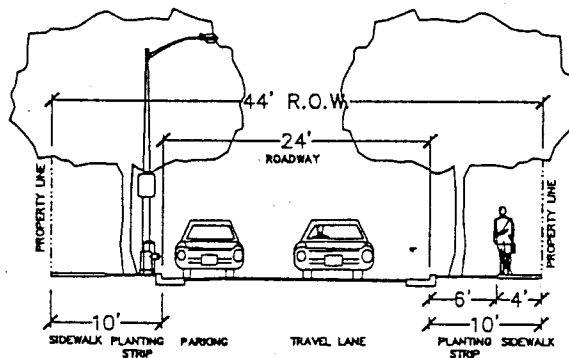
SUB COLLECTOR 2

CUL DE SAC SERVING LESS THAN +/- 50 UNITS.

NO BIKE LANE.

ALTERNATE PARKING

REPLACES 40FT & 44FT R.O.W.



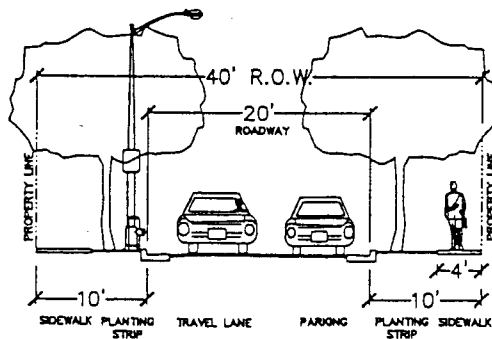
ACCESS 1

CUL DE SAC SERVING LESS THAN +/- 25 UNITS.

NO BIKE LANE.

PARKING ONE SIDE

REPLACES 24FT, 32FT, & 44FT R.O.W.



ACCESS 2