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ANNUAL REPORT OF THE PLANNING DEPARTMENT

July 1, 1963 to June 30, 1964

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PLANNING DEPARTMENT
City and County of Honolulu
Honolulu, Hawaii

Honorable Mayor and Members
of the City Council
City and County of Honolulu
Honolulu, Hawaii

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Gentlemen:

We are pleased to present our 1964 Annual Report.

In the past few years, we have witnessed an increasing interest and awareness by the people in planning. As a result, there is today the current trend throughout the United States towards greater citizen participation in planning.

At this year's Urban Renewal Workshop sponsored by the Office of Urban Renewal Coordinator, we announced our program for citizen participation in developing a Community Renewal Program for Oahu. It is a special program to do a special job.

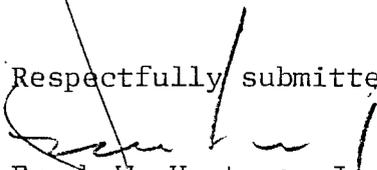
However, with the announcement of this program, we hope we have also strengthened and given added impetus to our existing citizen participation programs that support our other planning activities. With genuine and active citizen participation, it is our thought that more can be realized out of our planning activities. If we are to assume that planning is important to the citizen, then the citizen is important to planning.

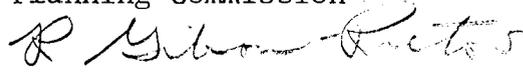
With this in mind, this year's annual report has been completed. It is prepared to take its place in the ever growing series of educational programs promoting citizen participation by this department.

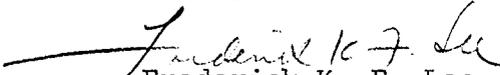
In this report, we have described the planning process so all can begin with the same common understanding of planning. We have discussed the reasons and needs for planning. We have also included an explanation of the recently adopted General Plan for Oahu.

It is our hope that we have succeeded in this mission and thereby have helped in some manner in the creation of that partnership so necessary to sound planning.

Respectfully submitted,


Frank W. Hustace, Jr., Chairman
Planning Commission


R. Gibson Rietow, Chairman
Zoning Board of Appeals


Frederick K. F. Lee, Director
Planning Department

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CITY AND COUNTY OF HONOLULU

Chief Executive..... Neal S. Blaisdell, Mayor
Managing Director..... Robert F. Ellis

Planning Director..... Frederick K. F. Lee
Deputy Planning Director..... Wallace S. W. Kim

PLANNING COMMISSION

The Planning Commission consists of nine members. The managing Director and Budget Director of the city are ex-officio members of the Planning Commission. The remaining seven members are appointed by the Mayor and approved by the City Council for staggered terms of five years.

Function.

The Commission acts in an advisory capacity to the Mayor, the City Council, and the Planning Director in matters concerning the planning program; reviews the general plan, the development plans and modifications thereof, and the land subdivision and zoning ordinances and amendments developed by the Planning Director; adopts regulations that have the force and effect of law pursuant to the subdivision ordinance; and prepares a Capital Improvements Program.

The members of the Commission are:

Frank W. Hustace, Jr., Chairman
George F. Centeio, Vice-Chairman

Stanley T. Himeno, Member
Kinji Kanazawa, Member
Cyril W. Lemmon, Member
Thomas N. Yamabe, II, Member
Alfred A. Yee, Member
Robert F. Ellis, Ex-officio Member
Frederick K. Kwock, Ex-officio Member

ZONING BOARD OF APPEALS

The Zoning Board of Appeals is made up of three members. The members of this board are also appointed by the Mayor and approved by the City Council. Each of the appointments is for a three-year period.

Function.

The City's Charter provides for the establishment of the Zoning Board of Appeals. Most cases coming before the board involve petitions requesting variance from the application of the zoning ordinance with respect to a specific parcel of land. If a case involves the extension or change in the use classification of the

property, it does not fall within the jurisdiction of the board. Such cases are handled by the Planning Director and Planning Commission.

The members of the Zoning Board of Appeals are:

R. Gibson Rietow, Chairman
Henry C. H. Chun-Hoon, Vice-Chairman

Harold K. Kometani, Member

"The final test of an economic system is not the tons of iron, the tanks of oil, or the miles of textiles it produces; the final test lies in its ultimate products - the sort of men and women it nurtures and the order and beauty and sanity of their communities."

Lewis Mumford in "Faith for Living"

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INTRODUCTION

In 1980 Oahu is expected to have 820,000 people. This is a significant gain from a projected 681,000 in 1970 and a Census count of 500,409 for 1960. The rise from 1960 to 1980 will be 60%. In contrast, the national total is predicted to increase 31% from 181 million in 1960 to an estimated 236 million in 1980. Unlike the gains for the nation, Oahu's increase will not be based largely on births alone; migration from the other islands and the rest of the United States is and will continue to contribute importantly to our population growth.

Honolulu Proper will have more people, but the outlying areas of Oahu as places of residence will attract, at a faster pace, a major portion of the gain. As the population spreads, decentralization of living, working and recreational areas will become more accentuated than it is now. Transportation to and from the city, within the city, and between the outlying areas will remain a major problem. The new areas, primarily residences, will also demand services similar to those provided in the city.

To complicate the problem still further, Oahu's 1980 population will quite likely demand and need a range and intensity of public service which do not now exist. Our municipal government will have to keep with the demands and needs of a population with 820,000 persons rather than the present with 580,000 persons.

There are many different kinds of municipal public services. However numerous, the lack of any one of them would be singly missed by the citizenry. They fall in two general categories: physical or capital improvements and the manpower that renders the services. They vary from public safety (the administration of justice and police and fire protection) to public health and welfare (water supply, garbage disposal, sewage, drainage and flood control). They include the improvements of existing roadways, bridges, street lights, traffic lights, sidewalks, off-street parking spaces and many others. The construction and maintenance of school facilities and the organization of recreational programs are also among them.

Although in various ways the state government contributes or supplements such services, the essence of the day-to-day existence on our island is dependent upon the activities of the municipal government.

Close as it is to our lives, the municipal government must have a plan of action; it must foresee the needs of the citizenry in the present as well as in the future. In this scheme, the City Planner, by holding together widening physical and functional diversities acts as a unifying force. He must "permit to dominate" over these diversities a spiritual cohesiveness which will strengthen the essentials of community living. These values are readily felt in well-planned cities and their suburbs, unlike the splendid physical achievements which are merely seen. They have the human qualities which make the ultimate concern of planners the people of their community.

PLANNING IS FOR THE PEOPLE

Population studies are the basis for all other planning studies, for, axiomatically, without people there is no reason to plan the desirable, if not ideal, community. Knowledge of the size and characteristics of the present and, more important, future population are the two important objectives of such studies. This is because: 1. The population size or the number of people indicates the overall magnitude for services and facilities needed. 2. The population rate of growth determines the timing, scheduling and amount of developments that will be required to support a community. 3. The spatial distribution of the population pinpoints the location of the various community needs for services and facilities. 4. The population composition attempts to distinguish particular types of programs needed. The age-sex composition of the population conditions practically every aspect of the social behavior of the community. And, finally, the population trend anticipates the future needs of particular communities for public services and facilities.

Projecting our future population.

Since it deals with unknowns, forecasting is a difficult and a hazardous task. Trends must be analyzed and assumptions must be made. The end results at best are mere approximations.

Population forecasts in the past have tended to underestimate the actual gains made, thus upsetting plans based upon them. In this respect it seems more prudent to over-consider somewhere in the range of the high and low projections. Preparation for the many becomes a far better approach than preparation for the few. If by chance, the projected growth fails to materialize, the implementation program (6-year basis) can then provide the necessary check to over-planning. Moreover, population projections are periodically examined and updated.

Elements that provide for population growth.

Births, deaths, in-migration and out-migration are the strategic components of population studies. Births and deaths deal with natural increases and decreases of the population. The great reduction in the death rate throughout the world in the past two centuries has shifted more importance to the role of birth rather than death rates in population estimation. Further, this importance enlarges when we deal with birth rates that accentually rise. The so-called "population explosion" in the United States is due not so much to a declining death rate, which has been in effect since the 19th century, but to the recent post-war upsurge of births. Undoubtedly, there are also other reasons responsible for this rapid increase in our population; such as increased number of households, earlier marriages, higher incomes, etc. Virtually all estimates by experts were upset by the so-called baby boom.

When considering geographical units smaller than the total nation, the internal movements of the people in the nation have significant role as compared to the formerly important role immigration has had to this nation. As for the individual states and counties within these states, migration is an important factor contributing to their population gains

and losses. In the Far Western and Southwestern states, in-migration has been of primary importance in their population gains. In California, for example, between 1950 and 1960 almost two-thirds of the five million gain was attributed to people moving into the state. Conversely, out-migration from most of the Southern states has tended to cut any notable natural increases they might have had.

Areas within the states are subject to similar significant movements. There is much movement from rural to urban places. On the other hand, there is movement from urban areas into adjacent rural areas to form suburbs. In terms of providing these areas with public services, where we find sections of a city or parts of its suburbs with different political units and each exercising local autonomy, the job of providing these services can become quite complicated. The City and County of Honolulu, as a distinct singular entity, is fortunate not to have this complication.

Births, deaths and migration with reference to Oahu.

The birth rate, as shown in Table A, is well above the national average because of the extremely high reproductive rate of the military personnel and their dependents; this large "semi-permanent" residence group accounts for a third of all births on Oahu. This makes the situation an unusual one for what probably would be an otherwise relatively normal community.

We are the most westward of states and are most likely to be affected by the traditional westward migration of the nation's people. If California's increase between 1950 and 1960 was made, as one expert says, for the most part by immigration, then we cannot help but assume that migration is as significant a factor with us as birth is.

In 1960, for example, according to the U.S. Bureau of the Census, nearly one-fifth of Honolulu's population lived in other areas in 1955. The majority of these were from other states, and of these mainland migrants, over three-fourths of them were from western states. In-migration from the other islands of the state and foreign immigrants are also noteworthy.

Most in-migrants from outside the state of Hawaii come to Oahu rather than to one of the neighbor islands. The fact that Oahu is the focal point of employment opportunities is also a reason for a steady flow of in-migrants from the neighbor islands. Oahu alone has made the most significant gains in population, while the neighbor islands have been comparatively static or even experiencing declines in some periods.

Most of the 15,600 population in-migration the islands have had from 1960 to 1963 has been on Oahu. However, according to the State Department of Planning and Economic Development, this is a net figure. There has been an in-migration of 30,000 persons in this period which was off-set by an out-migration of 15,000 island residents.

In-migration is not only contributing to the population increase, but is influencing changes in Oahu's, as well as the state's racial make-up. The State Department of Planning and Economic Development also indicates that we are gaining more female in-migrants than male in-migrants.

TABLE A--BIRTH RATES, OAHU AND THE UNITED STATES
(per thousand)

YEAR	OAHU ¹			UNITED STATES AVERAGE ²
	AVERAGE	MILITARY PERSONNEL	CIVILIAN	
1958	31.9	44.8	27.5	24.6
1959	30.4	43.4	26.3	24.3
1960	31.4	44.3	27.2	24.0
1961	31.7	40.6	28.7	23.3
1962	30.3	40.9	26.9	22.4

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¹ Department of Health, State of Hawaii, Annual Reports, 1958-62 & Department of Planning and Economic Development, Statistical Report #14.

² Statistical Abstract of the United States, 1963.

TABLE B- RESIDENT BIRTHS AND DEATHS: BY PLACE OF RESIDENCE

Item	C a l e n d a r Y e a r					
	1940*	1945*	1950	1955	1960	1962
<u>Births</u>						
State.....	9,523	12,597	14,059	16,339	17,177	17,912
Oahu.....	5,560	9,175	10,317	12,765	14,481	15,177
Honolulu.....	4,244	7,551	7,251	8,501	8,087	8,217
Rural.....	1,316	1,624	3,066	4,264	6,394	6,960
<u>Deaths</u>						
State.....	3,009	2,840	2,882	3,087	3,456	3,409
Oahu.....	1,713	1,854	1,866	2,120	2,403	2,432
Honolulu.....	1,299	1,457	1,420	1,554	1,637	1,642
Rural.....	414	397	446	566	766	790

*Fiscal year

Source: State Department of Health

This is contributing to the stabilization of the sex ratio in the state, where there has been a traditional over-balance of males to females because of our large military population and, historically, because of the heavy importation of male workers by the plantations. The youthful character of the in-migrants is another influence. Oahu's already young population is being made even more youthful by the in-migrant group.

The challenge of a young population.

Oahu's already young population will get even younger in the next twenty years. This will also be the situation for the nation on the whole. But the average Oahuan will continue to be younger than the average American, as shown in Table C. In 1980 he will probably be 23.1 years of age; the average American, according to the medium projection estimates of the U.S. Bureau of the Census will be 27.6 years of age. The gap in years will have narrowed, however, from 5.4 to 4.5 years in 1980.

We have a good indication then of the dimensions of this challenge. We must be prepared to have with us more and more young people for a long, long time. As the first of the baby boom reaches early adulthood, which is about now, we can expect more young people in the population. In the next 20 years their children will reach or will have already reached early adulthood. This already large number in turn will marry and will have more children. It is possible that this may lead into another baby boom despite a national trend towards a lower birth rate since the late fifties, which the U.S. Bureau of the Census confirmed early in 1964 in their revised population projections.

Need for classrooms.

Education is the first area to feel the impact of the presence of these youngsters in our population with regards to public facilities. In the fifties the elementary schools were affected. The rise in the number of working mothers has also created the demand for day-care centers. Now in the sixties, these youngsters are in the high schools and, for the first time, in the colleges. In the seventies, they will be arriving in the colleges in large numbers and many will be seeking entrance into the graduate schools. College attendance nationally is predicted to double between 1960 and 1970. The attendance in 1980, in addition, is expected to go up 50% over that of 1970.

The implications of more people being educated (and receiving more education) is heartening for any society. It predicts hopefully the opening of new vistas of intellectual, cultural and aesthetic experiences. It suggests the modification of many present practices in our society, such as politics, patterns of consumption of goods, and even areas like advertising. It may also bring, for example, more intelligent approaches to the issues of our time and to the way we live.

The aged.

The needs of our youth seem imperiously important simply because it confronts us today and with such great urgency. But our problems are not exclusively those of a younger population; it will also include

TABLE C--MEDIAN OF AGE (ACTUAL AND PROJECTED)
 OAHU and the UNITED STATES

YEAR	OAHU	UNITED STATES
1950	25.0	30.2
1960	23.8	29.2
1970	23.2 ¹	27.4 ²
1980	23.1 ¹	27.6 ²

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¹ Planning Department, City and County of Honolulu

² U.S. Bureau of Census, Current Population Reports: Population Estimates, Series P-25 (Feb. 4, 1964)

TABLE D -OAHU PUBLIC SCHOOL ENROLLMENTS

Grade Level	S c h o o l Y e a r							
	1940-41*	1945-46	1950-51	1955-56	1960-61	September 1964	Projected	
							1965-66	1969-70
Elementary.... (K to 6)	27,165	24,811	35,583	54,966	66,830	74,640	76,031	82,426
Intermediate.. (7 to 9)	13,386	12,191	11,877	16,035	24,062	25,779	27,175	30,729
High..... (10 to 12)	9,354	9,311	10,349	11,126	18,023	22,950	22,551	26,199
Institutional & Hospital...	682	379	428	441	428	459	450	450
Technical.....	418	230	427	463	743	1,560	1,560	1,560
TOTAL.....	51,005	46,922	58,664	83,031	110,086	125,388	127,767	141,364

Source: State Department of Education

*Kindergarten program was not offered during this school year.

those of the growing number of the aged people within our population. Though Oahu is well below the national average proportionately in 1960 for those 65 years and over, this group by 1980 will have increased 145% in numbers compared to 39% for the nation on the whole. However, it will still comprise only 6% of the total compared with almost 10% nationally.

We will have to meet the challenges of our aged more emphatically than we are doing now. We must not only maintain present services but improve them and initiate new services not now available but necessary to our senior citizens.

Furthermore, as earlier noted, we will have to do all these things in anticipation that their proportions will be increasing as the younger population ages and as the trend towards a longer and still longer life span continues.

Economic and social consequences of an expanding population.

Without much difficulty we can easily learn that Oahu is growing. But how is it growing? We are getting more and more people, but as we do, will our standards of living improve? Will we be able to maintain existing levels, even if we cannot exceed them in the future. We know we are growing quantitatively, but are we growing qualitatively?

Any prediction of optimum growth usually heralds a chorus of "applauses" throughout a community. These citizens, representing all walks of life in the community, all too often link more growth with the highest positive values and conversely, any decline or stability in growth with values on the opposite end of the scale.

The businessman often sees more people as more customers, but not necessarily better ones; the politician, simply more votes; the physician, more patients; the lawyer, more clients. Fewer people or the same number of people inversely reflects fewer customers, fewer votes, fewer patients, and fewer clients. Essentially, the primary concern is in terms of quantity rather than quality, if the latter is considered at all.

We must remind ourselves many times that a population explosion is not always a panacea for many of our economic and social ills, nor is it something undesirable. It does not always solve a community's problems; it brings, more often than not, problems of its own that can have severe consequences for an unprepared community.

Expanding markets.

One group of economic experts predicts a doubling of the nation's gross national product from \$434 billion in 1957 to \$835 billion in 1975. They predict a labor force increasing from 65 million to 88 million, which will produce a product worth \$5.14 per capita compared to the present \$3.29.

For business, this fast growing population and increased productivity means a greater national income that will create rapidly expanding markets. However, a fast growing population also means a more rapid

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depletion of our non-renewable natural resources and a greater potential for interaction, range and intensity of contacts resulting in increased friction and frustration in our daily lives.

The growth in the number of teenagers will mean expanded economic markets for those catering to the needs of this group. Because of their increased numbers, juvenile delinquency will also rise, even without a rise in the rate of delinquency. Thus, in addition to having more products and services for teenagers, we can expect at least a larger police force and a need for more facilities to accommodate these youthful as well as the adult violators. Similarly, we can expect a more diverse array of social disorders among our general population as our total population increases.

The young adults may be buying more cars, but we will have to have better roads and more parking spaces. They may create more households, but we will have to provide more public services such as water, sanitation and drainage. The requirements for both public and private welfare, recreational, medical and many other services directed towards this group will necessarily also increase.

An increase of older people would demand, on the other hand, more gerontological services.

There are other aspects of this growth in our teenager and the aged to be considered in relation to the total population. Nationally, the dependency ratio increased in 1960 for the first time since 1900. This suggests that we are supplying mouths faster than we are hands. This could have an adverse effect on claims against savings.

The aged, like the young in most cases will not be contributing towards an increased product. They will not be among the labor force. An increased dependency ratio, thus, could result in less output per capita and, in turn, affect the level of living adversely.

If a community's population increases, its production of goods and services and its facilities must similarly increase. Improvement in the standard of living is achieved only by becoming more productive, by producing goods and services faster than we add people to our population. Output per worker must increase, and the cost of producing these goods must decrease.

Our future labor force.

As our young people are now entering colleges and technical schools at increasing rates, they are beginning to enter the labor market, whether for part-time or full-time work in larger and larger numbers. The number of these youths wishing jobs will be even greater as those enrolled in the post-high institutions leave school and seek employment.

Competition may become so severe that some job-seekers may face the prospect of accepting lower entrance wages. This situation will be especially true for the "drop-outs"--those who fail to complete high school. There will be fewer jobs for these youngsters, particularly in the unskilled category where automation has replaced much of the need for common human labor. The youth of today and tomorrow will have to

be better educated or be sufficiently skilled lest he will find himself in an almost permanently disadvantageous position without any salable training or skill.

While all this training and schooling is progressing, we must begin immediately to find ways to expand our narrowly based economy and create more jobs as we grow in population. If we fail in this task, our residents will have to look elsewhere for job openings. The lack of employment opportunities in the past has been responsible for a considerable part of the out-migration of our native-born population.

In addition to a growing proportion of young workers, we can expect more older people and more women in our labor force. The older workers, however, will increase rather gradually, for as numbers of them enter, others will be leaving the work force for retirement. The female job-seekers on the other hand will continue to grow in number. The trend has been towards greater employment of married women in Hawaii compared to the United States as a whole.

It is unlikely that these women will not be working in the future. Their incomes have meant much in acquiring the extra comforts for their homes. The additional income has contributed to more luxurious living and a more comfortable home (e.g., second car, greater number of home appliances, better-built house, etc.). Such gains will be hard to forego.

The future household.

The increasing population and its changing proportions will affect the formation of households, to which much of our economy is geared. Future patterns of home ownership and consumption are expected to change.

We have observed over the past 15 years a difference in the rates of growth between the total national population and households. In the fifties, while the population was growing tremendously, the number of households declined significantly. But in the sixties, the net number of households went upwards by approximately a million or more per year.

The difference in household growth will come about by the relative shifts in the young, intermediate and old households. Between 1958 and 1965, for example, nearly half of the total growth nationally was credited to an increase in the older households; the young households accounted for about one-fourth of the rise. The remainder was by the intermediate households--those whose heads will be from 25 to 54 years of age. On the other hand, the bulk of the future growth will be dominated by the young households.

Relative to homeownership, this increase in the young households will not result in any striking expansion in the number of home buyers. It was noted, in a recent study made of home owners with mortgages, that only three percent of the total were members of the young households. Significantly, only eight percent were from older householders, but the vast 89 percent were in the intermediate households.

From this, as the proportions of the older and younger households rise in the next two decades, we can probably expect a relatively brisk

TABLE E -MARRIAGES BY AGE OF BRIDE

Age of Bride in years	Y e a r							
	1955	1956	1957	1958	1959	1960	1961	1962
State.....	5,431	5,158	4,897	4,727	4,958	5,237	5,298	5,484
15 to 19....	1,201	1,186	1,179	1,171	1,281	1,370	1,364	1,486
20 to 24....	2,168	1,959	1,919	1,763	1,914	2,000	2,087	2,197
25 to 29....	1,049	977	802	793	716	759	750	698
30 to 34....	451	444	421	432	385	441	406	402
35 to 39....	226	242	198	238	282	263	279	283
40 to 44....	120	145	158	126	150	154	163	158
45 to 49....	88	88	85	75	89	101	111	111
50 to 54....	50	46	54	55	56	57	53	64
55 to 59....	43	37	41	41	47	47	47	45
60 to 64....	20	19	22	18	26	27	20	19
65 to 69....	7	8	14	11	7	9	10	15
70 to 74....	5	5	3	3	2	7	6	5
75 and over.	3	2	1	1	3	2	2	1
Median age....	23.5	23.6	23.3	23.4	23.4	23.1	23.1	22.8

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Source: State Department of Health

TABLE F - POPULATION AGE 15 TO 24 ON OAHU

Year	Number of Persons		
	Male	Female	Total
1950	38,000	30,000	68,000
1960	52,000	37,000	89,000
1970	79,000	58,000	137,000
1980	84,000	63,000	147,000

demand for apartment units in the future.

Changing consumption patterns.

As we have noted earlier, consumption patterns will also be affected by the shifts in household age composition and by household size. With these different shifts in household characteristics, the demand and need for various kinds of durable and non-durable goods and services will also change.

We can expect higher percentages of the family income to be spent for goods and services of youths. Expenditures for education will undoubtedly increase as more are being educated and for longer periods of time.

There will be an expanding market for such items as high school and college texts, other educational equipment, sports clothes, food and drink in certain eating places, dance records, jazz bands and various forms of commercial recreation.

The young adults will provide a market for goods and services required for the early years of family formation: automobiles, major appliances, furniture, and things for babies and children.

There will also be a replacement of goods by the intermediate household groups. Newer houses to replace out-dated ones; new cars to replace old ones; new appliances for old ones.

Already, proportionately more is being spent in 1962 than in 1947 on housing, personal business, health, medical care, domestic transportation, education, recreation, religion and foreign travel than on food, liquor, tobacco, clothing, personal care and household operations costs.

Summary.

Even if all of the predicted events did not happen, family life in our future Oahu, will unquestionably be affected in a social and cultural context in the next 20 years. The rapid change in the number and composition of families and in the basic social institutions will bring a full range of consequences that we cannot now be made completely aware of. There will be frictions of social change that will become apparent in various forms of social and personal disorganization. There will also be some short run results that will become more evident and more ominous as long range effects of the population explosion.

On the other hand, these changes can also mean new opportunities. The population growth can also be a source of strength and economic vitality to the area.

THE GENERAL PLAN FOR OAHU

History.

The Charter of the City and County of Honolulu, adopted in July, 1959, required the creation of a General Plan. It was to be the first long-range, comprehensive plan for the entire island of Oahu. The City and County previously had a Master Plan for the city proper and master plan sections for parts of the rural areas, but not for the entire island.

It was the need for this long-range planning that created the City and County Planning Commission by a legislative act in 1939. The Commission was invested with the obligation and authority to prepare and adopt a comprehensive master plan and zoning ordinance for Honolulu and the rural areas. Because of the lack of funds and available technical personnel the Commission's initial efforts were limited to the city only. This Master Plan was completed in 1947.

Later however, when signs of urban growth in the other areas began to appear and take shape, the Commission extended its activities to such places as Kailua, Kaneohe, Heeia, Kahaluu, Aiea, Wahiawa, and Waipahu.

By 1957, the need for a comprehensive plan for all Oahu became increasingly evident and wholly essential. In 1958, with financial assistance from the Federal Government (under an Urban Planning Grant), the Planning Commission set about to prepare just such a plan by contracting with the Oahu Planning Associates to complete a General Plan for selected regional areas of the island. The Planning Department was to augment this study by developing plans for the remaining areas and also to integrate all of these plans into one comprehensive plan for all Oahu. This, the General Plan for Urban and Urbanizing Areas (the blue book as it is referred journalistically), was completed in August, 1960.

In the next three years the Department sought to have the General Plan adopted by sections within the city proper and throughout the areas of rural Oahu. In addition to discussing them extensively with various community associations (to provide an opportunity for participation by local, private, and public community organizations in the planning process), the Commission held many public hearings on these sectional plans. Revisions were made, and finally, upon submission to the City Council, several sectional plans were enacted into law.

By mid-1963 most of the City and County was legally covered by sections of the General Plan. In September, 1963, however, Judge Jamieson of the Circuit Court of Hawaii ruled that the General Plan must not be enacted in sections, but in toto. Immediately upon this ruling the Department undertook efforts to prepare such a plan that would conform with this ruling. It did not vary greatly from the first General Plan. The new General Plan was revised to the extent suggested by the more recent data and the findings from research and planning efforts by the Department and others since the original General Plan. In November, 1963, the Commission submitted the new format of the Plan to the City Council for adoption. On May 7, 1964, after approval by the Council, the Mayor signed the plan into law.

Ironically, it might be noted that in June, 1964, the Supreme Court of the State of Hawaii over-ruled the Jamieson decision. This, however, does not affect the present status of the General Plan approved in May.

The Charter requirements and the planning process.

The history of the enactment of the General Plan gives some light as to the Charter requirements and the relation of these requirements to each other. Initially, it is the Mayor and the City Council, assisted by civic and community groups that advise the Planning Commission and the Planning Department on the overall goals to be set for the plan with respect to the most desirable use of land within the City and County of Honolulu. However, the ultimate decision upon the General Plan rests with the City Council when the plan (and the Detailed Land Use Maps) is presented to this body for adoption. It is a charter requirement that the General Plan sets forth the City Council's policy for the long-range, comprehensive physical development of the City.

From this we see evolve the planning process that in the end creates the General Plan. First, research is done in three main areas: population, land use and economic studies. Data are collected and analyzed, and projections are made. This is where the knowledge of the past and present is gained, and with which it is possible to understand what is likely to come in the future. This research presents a solid basic picture of where we stand and what there is to build on, and it develops a view into the future and identifies the limits of the range of choice. Next in this process comes the formulation of needs, standards, objectives and principles based on this research. It is not enough, for instance, to say the goal is "to realize a good place to live, work and play." These must be translated into more specific policies, i.e., which might relate to the optimum population for the area, the character of residential neighborhoods and communities, etc. From this, the next step leads to the preparation of the physical design, expressive of these goals in terms of the most desirable use of land. This is the General Plan. Within the framework and the policies provided by the plan itself, the Department will also prepare, for subsequent adoption by the City Council, detailed land use maps of particular areas providing further elaborations and finer delineations of the land use patterns indicated on the General Plan map.

With the General Plan adopted, programs are then prepared for putting the plan into effect. It is here that the Department will translate its General Plan proposals into action-programs; i.e., legislation to be adopted, or not, by the Council, and public works to be built, or not, by the administrative agencies. With such implementation, the planning process is concluded.

The General Plan for Oahu to 1980: Population.

Of the 820,000 people expected to be on Oahu in 1980, the General Plan foresees slightly more than half of them to be living within Honolulu Proper. The rural areas will nearly double their number from 1960 to 1980. The Koolaupoko section of Windward Oahu will increase, according to these projections, from 60,000 to roughly 138,000. Leeward

Oahu will jump from 78,500 to 161,000. The remainder of Oahu, which includes Koolauloa, Waialua, Wahiawa and Waianae, will have the rest-- 91,000 persons. We are still expected to have a considerable number of military personnel: excluding their dependents, we foresee 46,000 persons.

All undeveloped usable land within the city is expected to be developed by 1980. Within a range of 12 miles from Honolulu Post Office, they will house 200,000 people on 50,000 homesites. To house all of Oahu's 1980 population, if we assume the Oahu 1960 U.S. Census ratio of dwelling units to population--3.6 persons per unit--to continue to 1980, we will need 211,000 dwelling units. This does not take in the allowance for demolition and replacement of inadequate housing units. However, if the ratio declines to a level more nearly comparable to the 1960 U.S. average of 3.2 persons per dwelling unit, we will need 26,400 units more or a total of 237,000 units in 1980.

In completing our population projections to 1980, twelve geographic areas were delineated. Each was analyzed in relation to such factors as topography, land use and other physical features in addition to its economic and social characteristics. These included examinations of past growth patterns, existing and future economic trends, employment potential, social environment, availability of land and needed community facilities, which determined the distribution of population for desirable development and expansions into these twelve areas. The interrelationships of various communities within each area and of the areas to each other were considered also. This growth was expressed on the General Plan Map in terms of future land use patterns.

Predicted Land Use.

Thus, the expectant population growth determines the land use pattern of the General Plan, which is to accommodate a population of 820,000 by 1980. It also indicates the need of a major street system for providing easy movement of people and goods between the various land uses and communities. A discussion of this system is more extensively presented in the subsequent section on the Oahu Transportation Study, which points out the strategic relationship between land uses and various modes of transportation.

This general land use pattern designates areas for preservation, agriculture, single-family residences, apartments, hotels, business, industry, highways, schools, parks and governmental administrative centers. An estimation of area designations indicates that 35,700 gross acres have been set aside for single-family residential dwellings. Apartment or multi-family dwellings have 5,000 gross acres; resort hotels areas, 680; commercial, 1,700; and industrial, about 3,800. Extensive acreage has been set aside for agricultural use and for preservation.

The Plan attempts to achieve efficient land use patterns for comfortable living in attractive surroundings. It also strives for convenient access to places of employment and shopping and for ample recreational facilities. This is to improve man's physical environment, to assure better living amenities and to provide stable property values and a sound community tax base.

By 1980 the average density of single-family dwellings is estimated to be 4.8 units per gross acre. Total dwelling needs have been estimated at 211,000 units. The Plan allows for 139,000 single-family dwellings in addition to 20 percent additional vacant area as reserve.

In the city proper, 2,300 acres were vacant for residential development in 1960. Most of this acreage by 1970 is expected to be used for residential development. These include areas in Moanalua, Kalihi, Nuuanu, Manoa and Koko Head. Other potential residential sites have been confined to the upper slopes and ridges of the Koolau Range.

Apartment or multi-family use areas also include acreage for about 72,000 units or which 20 percent, like single-family residential use areas, have been set aside to allow for flexibility. Ideally, to attain a desirable multi-family living environment, development should be limited to 20 units per gross acre. Most of the apartment designation is within the city proper, though small apartment areas have been set aside in the outlying communities near their central cores and usually separates single-family residential from commercial and/or industrial uses.

From 1945 to 1960, however, only 157 acres--almost all in Honolulu--were developed for multi-family dwellings. Only around Pearl Harbor and in Kailua were there other significant apartment developments. However, percentages of multi-family dwellings have been increasing in their relation to total development. As trends indicate, for smaller and more numerous young families in the next twenty years, we can expect more significant apartment development in the city and in outlying smaller urban areas.

Resort-hotel high density uses are limited to already highly-developed Waikiki, but low and medium density uses are designated in sites around Oahu that have natural assets and give prospects of further potential. As the tourist business has grown tremendously, and as the outlook for its continued growth appears to be an uninterrupted one, new tourist destination areas must supplement those we now have. Waikiki's high density, high land costs and limited beach area behoove the opening of many sites in rural Oahu as excellent possibilities of new tourist destination areas.

Commercial areas include all types of retail sales and services, financial institutions, offices and administrative activities. Also included is the traditional business area, the Central Business District of Honolulu, which is a concentric circle of one-half mile around Honolulu Harbor. Like other central business districts, however, it is suffering from population dispersion and the development of competing retail center and office building complexes in outlying areas. The Ala Moana Shopping Center is an example of such competition. Dispersion was evident, previous to 1939, with the uncontrolled ribbon-like commercial development of Kapiolani Boulevard, School Street and Dillingham Boulevard from the Central Business District. But after World War II this growth was exemplified in shopping areas in neighborhoods like Aina Haina, Waialae-Kahala and Kalihi. All have

contributed to the decline of the downtown area. Cognizant of such changes, the plan sets aside additional commercial areas outside the downtown area as regional, community and neighborhood shopping centers.

Light industry is located near the Central Business District; heavy industrial areas are removed from urban developments to avoid the adverse effects of these uses upon densely populated areas. The plan has attempted to locate properly sufficient industrial areas to insure enough industrial land for future needs. In April, 1962, 2,178 acres were in actual industrial use.

The extent of future land needs for industrial and related activities may be indicated by the employment projections for these activities. In 1960 about 46,900 persons were employed in these activities. In 1980 the estimation is 78,700 and does not include sugar mill or pineapple cannery workers. The ratio of 20 workers per acre is the basis for determining future industrial land needs.

Heavy industrial areas are located near major highways or where suitable access roads to these highways are available. They have adequate supplies of water and power and adequate facilities for waste disposal and proper drainage. They are large enough to accommodate plant expansion and are within reasonable commuting distance from residential areas large enough to supply the necessary labor for industries locating in the district.

Agricultural areas are another consideration. Urban expansion has been competing with the agricultural industry for land. This has become a critical factor when we consider the fact that 50 percent of the State's prime agriculture land is located on Oahu. It is not the marginal farm lands, but the best lands that are ordinarily the most attractive for urban development.

At present, the agricultural industry is the second highest contributor to the economy of Oahu, following Federal activities. It employs a substantial number of the labor force. As an island community, it is also desirable that Oahu be self-sustaining. Though agricultural production is increasing, it has not been able to keep pace in feeding our growing population.

One of the principal objectives of the General Plan is to further our agricultural economy. Not only is there a need to make Oahu self-sustaining, but there is also a need to curb the urban sprawl that encroaches upon agricultural lands.

Prime agricultural lands are preserved whenever possible. Suitable lands are reserved for agricultural purposes and protected from infringement by non-agricultural uses where possible. At the same time, the possibility of land speculation, because of inflated or artificial land values, is minimized.

Preservation areas include the following: areas normally considered too steep to economically accommodate building sites; forest reserve areas and the land designated in the conservation district by the State Land Use Commission; open spaces that may be necessary for the preserva-

tion of wild life, indigeneous forests and plants; beach and mountain areas containing significant natural assets or historical sites; and areas subject to floods and earth slides that endanger life and property.

The General Plan recognizes our recreational needs and demands for the future. There is a great concern for recreational facilities, parks and other open spaces in our rapidly growing community. There is a real need for more public beaches, boat harbors, marinas, camp and picnic sites, mountain parks and other open spaces, fish and game reserves, animal sanctuaries and historic sites.

Economic Considerations.

The General Plan also attempts to assess the economic conditions and character of Oahu within the next twenty years. As a tool for planning, economic base studies have come into widespread use in recent years. In these studies, such elements as employment opportunities, industry growth, personal income, income expenditures, family expenditure patterns, etc. are considered; these areas will give us a better understanding of the economic changes that will be taking place in the future economic development of the island.

Hawaii's personal income, for example, in 1960 was \$1,445 million. Of this, Oahu's share was \$1,217 million, which meant an average income of \$2,432 per capita. Using the 1960 dollar or price level, Oahu's personal income is estimated to rise to \$1,750 million in 1970 and to \$2,469 million in 1980. The income per capita rises similarly from \$2,570 in 1970 to \$3,011 in 1980.

In our analysis, no major deviation was assumed in our expenditure projections. The 1958 pattern was maintained throughout the study. Expenditures for consumer goods and services are expected to double between 1960 and 1980. Of the \$1,160 million to be spent on goods and services in 1980, \$1,049 will be spent on consumer goods, \$47 million on personal services. Reading and recreation will take another \$64 million.

Of the consumer goods, food, automotive, eating-drinking and general merchandise will make up two-thirds of the retail sales. Oahu's market for potential sale of goods and services will see a rise in rural Oahu's proportion of the buying power. In 1960, Honolulu's share was 58 percent. In 1980, it will be 52 percent; rural Oahu will have gone up from 42 percent to 48 percent.

The projections are also based on whether we can find full employment for our residents. Our employment projections indicated tourism with the most important growth potential. They also indicated diversified agriculture and manufacturing industries will assume relatively more important roles in Hawaii's economic future. Sugar, pineapple and defense activities are held either to remain stable or even decline in employment opportunities.

Success of the General Plan and Community Relations.

Our recently adopted General Plan is designed to meet the challenge of the future. It is based upon studies of physical, social, economic and governmental conditions and trends and is conceived to assure the coordinated development of the city and to promote the general welfare and prosperity of Oahu's people.

It is tailored to the realities of planning in a democracy; it is economically feasible to achieve; and, above all, it reflects the kind of community in which the citizens themselves would want to live, work, play and raise their families.

Even if the plan provides for all these things, its proposals will meet success only if they are capable of winning wide and active support from government, industry and the citizens in general in its implementation.

It has been said that most of planning is made-up of public relations with only a pittance of technical knowledge. Unquestionably this explanation is incorrect. However, we are equally certain, in this respect, that to realize any success in any of our planning programs, it is essential that we have community discussion and understanding in all we do and strive to accomplish.

To this end, the Department will continue with its policy to seek citizen participation not only in its implementation of the adopted General Plan, but also in its approach to planning in general. This intention is best expressed in our recently released "Citizen Participation Procedural Manual for the Community Renewal Program". It says in part "The purpose of this Citizen's Participation Manual is to develop for Oahu a method of citizens involvement and communication concerning the Community Renewal Program. The principle part of the method will be formation of a Citizens Advisory Committee which is to (1) provide a means for expression of the views of the public on the many issues that will be considered in this study; (2) serve as a means for disseminating throughout the committee the views of Government officials and staff who are conducting the study in order to obtain a response from the community so that the study may then be oriented in the direction acceptable to the Community by the Government officials and staff; and (3) serve in sub-committees to study specific topics in considerable depth and to advise government officials and staff concerning the results of such investigation."

TRANSPORTATION PROGRAM

Oahu's rapid population growth and the necessity to plan carefully now for the future were two considerations that prompted the decision to establish the Oahu Transportation Study. Our existing transportation system, for example, is already proving to be inadequate in certain locations to meet the demands set upon it by the present population. If we do not revise this system, how then will we be able to handle larger numbers of people with more vehicles in the next two decades? Any changes in such factors as the location, design and construction of streets, highways and transit transportation facilities to accommodate these larger numbers will entail expectantly such great expenditures that their planning must be in the least an orderly and lengthy process. The Oahu Transportation Study, when finished, will determine short-, middle- and long- range local and regional transportation needs of the island.

A cooperative undertaking.

This is a joint project between the state and city governments and involves participation by: the City and County Traffic Department, the City and County Planning Department, the State Department of Transportation and State Department of Planning and Economic Development. This combination calls attention to the fact that for regional transportation studies we need to coordinate different governmental efforts as much as possible.

Each department has, as its contribution in completing this study, its specific areas of work in the collection and analysis of basic data that will contribute to setting planning targets, preparing proposed transportation systems and testing and evaluating these systems. The data include such subjects as traffic flow, trip generation, trip distribution, physical features of existing roadways, parking and terminal facilities, mass transit, land use, and demography and economic activity. The Planning Department's responsibility is in the important land use area.

Comprehensive approach to transportation planning.

Though we have had transportation, land use and traffic planning studies before, recent changes in transportation planning concepts and technology and in the regional development patterns on Oahu have forwarded the feasibility of this study.

Comprehensive planning principles, for example, have replaced older piecemeal approaches. One principle is that an individual highway or transit line can no longer be planned in isolation because the total urban network acts as a system in which every element affects the use and effectiveness of others in the system. Every individual facility must therefore be planned and designed as part of that system; the effect of each project on the remainder, then, is tested.

Another principle is that highways and mass transit, each a sub-system, must be planned together. Each mode of transportation should

be assigned on the basis of the total travel demand for each mode.

The third principle is that transportation planning cannot be separated from land use planning because not only do land use patterns determine the amount and spatial distribution of travel within an urban area, but that the transportation system planned and built will be one of the most important determinants of future land use patterns as it forms the framework of all urban development.

Thus, we can calculate future travel demand quantitatively as a function of metropolitan development patterns rather than as a simple expansion of existing traffic patterns. By considering the future distribution of land use as a major factor in projecting travel patterns, we can suggest an intergrated transportation system serving not only existing travel patterns, but entirely new travel patterns that will evolve with future regional land use growth, development and redevelopment.

Physical changes and transportation requirements.

In addition to the theoretical changes in planning concepts, there have been many physical changes in the regional development of Oahu. The post-war era has seen existing transportation facilities influenced by the expansion of industry (expansion especially in contract construction and manufacturing), tourism, wholesale and retail trade and government services. There has been the development of regional communities caused by the population expansion. However, these communities, like Windward Oahu, were made possible mostly by major highway improvements and tunnels. Industry and retail trade have similarly followed these communities by moving away from the central city and taking with them comparable shifts in transportation requirements.

There have been other changes. Since 1950, while motor vehicle registrations have steadily increased, the number of revenue bus passengers has declined. Other than the personal vehicle, the principal mode of transit movement has been limited to buses, taxis and jitneys. Although parking facilities have increased, they have not expanded fast enough to meet the increased demands for parking. Then too, Oahu's topography has made its regional development rather peculiar; this has markedly influenced our transportation patterns. Rather than the conventional radial distribution found in most metropolitan areas, Oahu's is a narrow linear path between the Koolau Range and the Pacific Ocean.

Objective of OTS: A balanced transportation system.

The Oahu Transportation Study presents two fundamental questions: (1) What magnitude of total transportation facilities will be needed for Oahu in the next twenty years? and (2) How should these facilities be distributed on Oahu for maximum utility? In developing a design for a balanced transportation system for Honolulu and the rest of Oahu, the provisions must not only include easy movements of goods and people, convenience and economy of travel, but also a design that would influence the land uses of an area in the direction of the best and most desired pattern of regional and areal developments.

The procedure is based on the logic that travel and certain land uses are predicable and, therefore, can be planned; that travel is necessary for most human activity; that human activity is also regular and orderly; thus, travel is also regular and orderly. There are demonstrable time and space patterns of travel subject to recognizable rules of repetitiveness, directional symmetry and balance between origins and destinations. These patterns are also interrelated with land use, economic activity and population distributions. Significant portions of an organized society's travel behavior can thus be measured, explained and predicted. With such knowledge of future travel demands, plans can be prepared and travel facilities constructed to meet them.

Once the basic data are collected and their evaluation completed for the different areas, planning targets can be established. These targets will determine the spatial distribution of all future land use based on economic and demographic projections as well as community goals and objectives. Model formulations will be made to simulate and assess future travel demands and commodity transport needs; these demands and needs will be quantitatively expressed as trip volume from each sub-area of Oahu by travel modes. Thus, short-, middle- and long- range planning goals will be ascertained; they will provide most effectively the basis for planning, programming and financing of major physical improvements, such as freeways or rapid transit routes.

This complete study and planning process will involve establishing standards and criteria, preliminary plans and finally, a detailed preparation of an integrated-transportation plan, which, of course, will also have to be tested.

A continuing program.

In addition to this final planning, the Study will establish an on-going program including a clearing house for transportation information that will be made available to all those interested in transportation planning and administration. This program will maintain currency in the information and will verify or modify the basic assumptions used in determining the planning target. It will, in this manner, obtain maximum value for the money spent. The Study itself, last of all, is expected to take two and half years to complete.

URBAN RENEWAL PROGRAM

In the next two years the Department will be deeply involved in the task of preparing a Community Renewal Program for the City and County of Honolulu. It will require several years more to implement the program. As a long range guide, the Community Renewal Program will be a new and important tool in the development and redevelopment of our urban areas. This concept of a comprehensive renewal program will expand the scope of our previous urban renewal actions from a project-by-project basis to the total community scale of need.

The Community Renewal Program is a part of the Federal Aid Program in urban renewal to cities and other local planning agencies. It dates back to 1959 (in the Housing Act of 1959) when the Urban Renewal Administration was authorized to make grants to assist localities in measuring the extent of their slums and blighted areas.

In this Community Renewal Program, we see an important next step forward in our urban renewal activity and in our planning program to provide "a decent home and a suitable living environment for every resident." The program will not only undertake to identify and measure the total need for urban renewal action, but will relate this need to the financial, relocation, and other resources needed and available to renew the slum and deteriorating areas and will develop a long-range program for urban renewal action.

We expect our recently adopted General Plan for Oahu to accomplish much in urban renewal. However, if the Community Renewal Program succeeds in what it is set to do, it will become the most effective influence in shaping urban development. Together, the Oahu Transportation Study and the Community Renewal Program will become continuing programs integrated into and implementing the General Plan for the City and County of Honolulu. It has been said that a good Community Renewal Program has as much power to influence the General Plan as the General Plan has power to influence the Community Renewal Program.

Early years.

Urban renewal activities have become a familiar part of city life in Honolulu as well as throughout the United States since the beginning of the Urban Renewal Program in the Housing Act of 1949. It was in this renewal program that the Federal Government made its first direct effort to clear and redevelop urban slums.

On May 23, 1949, the Territorial Legislature passed the Urban Redevelopment Act (Act 379 SLH 1949) that authorized our local governments to undertake renewal activities. The City and County Board of Supervisors (now City Council) subsequently adopted Resolution 539 that authorized the creation of the Honolulu Redevelopment Agency, the agency that is responsible for the urban renewal activities in Honolulu. In these two separate acts, we thus see the inception of the renewal program for the City and County of Honolulu.

Fourteen years hence, we see examples of the accomplishments from this program in Kalihi and downtown Honolulu. Our urban renewal efforts have resulted in such completed developments as the Wilson, Kokea and Queen Emma projects. The Kukui, Kalihi and Aala triangle projects are presently in various stages of completion. In all of these areas, there has been the replacement of dilapidated structures with modern buildings. There was also progress in stopping blight and decay from becoming a greater problem in our city.

It should be noted rather proudly that we have the sole distinction of completing the first redevelopment project under the renewal program in the Western Region of the United States. The Wilson Project was officially completed in June, 1959. This project was approved by the Board of Supervisors in January, 1953. Actual work, however, did not begin until one and one half years later. An injunction suit filed by a disgruntled property owner within the project prevented immediate work. The project area was originally occupied with shacks and piggeries. Although the project at first displaced 31 families, when completed, it provided 162 residential lots with 5,000 square feet of land per lot.

A broader approach to renewal actions.

In all of our previous projects (except in Kapahulu where a conservation project was attempted), we have looked towards outright clearance as the only and proper approach for the renewal of slum and blight.

We have, however, since realized that a program of conservation and rehabilitation for those areas where upgrading is both possible and economical is equally essential if we are to accomplish the total program of urban renewal. We have learned that we must not only provide decent quarters for those families who currently live in substandard or deteriorating homes, but also, it is incumbent upon us to protect the families in sound structures and neighborhoods from the encroachment of blight and slums. We have also come to realize that we cannot maintain the value of our homes unless the neighborhoods in which they are located and their environment are protected, conserved and maintained.

Urban renewal is a continuing process.

Urban renewal has come to be recognized as a continuing process. It is no longer treated as a one-time activity. It is thought of as a multitudinous and a continuous array of activities involving the conservation and redevelopment of blighted residential neighborhoods, reinvigoration of the Central Business District, creation of cultural and recreational facilities and the many other things that provide for a better city. Further, it must be capable of coping adequately with all the new challenges of today and the future and at the same time find answers to the long standing ills of the older communities. It must make our communities whole and must guide them firmly toward sound growth.

A completed CRP.

When completed, the Community Renewal Program will provide the following kinds of information and plans:

1. The community's need for renewal. This includes identification of deteriorating, deteriorated, or blighted areas throughout the community and measurement of the nature and degrees of blight and the factors causing blight. In addition, this part of the community renewal program includes determination of the remedial treatment appropriate to each blighted area.
2. The economic basis of renewal. A sound urban renewal program must be based on a clear understanding or prospective changes in the population and economic patterns of the community and the larger urban region of which it is a part. This phase of the community renewal program results in forecasts of the demand for land and facilities to be used for various purposes in the different areas of the community.
3. The goals for community renewal. If a community's urban renewal program is to be truly successful, it must be designed in conformity with fundamental community goals and objectives such as the elimination of substandard housing, the creation of new taxpaying property, and the provision of new job opportunities. These must be evaluated in relation to one another, to the community's need for urban renewal, and to the economic prospects of urban renewal.
4. The resources needed and available for renewal. The urban renewal process requires many types of local resources, including:
 - a. Social resources in the form of community organizations, community facilities and services, and public and private social welfare programs.
 - b. Relocation housing for families displaced by public action.
 - c. Administrative organization and legal tools adequate to carry out a renewal program.
 - d. Local financial resources sufficient to support the local government's share of the cost of renewal.

A P P E N D I C E S

Appendix A - Capital Improvements Program

Appendix B - Estimated and Projected Population for Oahu: 1980

Appendix C - Subdivision and Zoning Activities

A P P E N D I X A

CAPITAL IMPROVEMENTS PROGRAM

Oahu is presently in the midst of the most dramatic series of changes in its history. It is clearly indicated by eight years of construction activities at unprecedented levels--equivalent in dollar value to almost all of the expenditures for construction on Oahu prior to 1955. And furthermore, in its growing, Oahu has taken many new directions.

The present pattern of development is noticeably different from that of less than a decade ago. More changes are expected in the future.

There is the movement of people from Honolulu proper to the rural areas in selecting their places of residence. The number of subdivision applications approved within the past three years have indicated a three to one advantage with the rural areas. Most of the building activities are being concentrated in the Windward and Leeward areas.

The recently adopted General Plan has provided for these growth trends. It foresees new satellite cities developing on the saddle of the mountain ranges toward Wahiawa and also more people for the already established communities.

The past growth and anticipated future growth will doubtlessly add to our expanding needs for public facilities. Capital projects in the areas of education, sewer, recreation, and circulation and traffic are especially urgent. The high birth rate during the forties and fifties produced relatively large increases in our school population.

The grade schools were over-run by the post-war babies during the early fifties, with many of them completing their elementary education in this decade.

In the early sixties, these youngsters were enrolling in larger numbers at the secondary schools and the initial impact of a rapidly increasing student enrollment was being felt by many of these schools on Oahu.

For the secondary schools, in addition to the explosive rise in our birth rate, their enrollments were made even larger by the rising level in our standard of living. Unlike their predecessors of the 1930's and 1940's, who left school earlier for jobs, more and more youngsters are staying in school longer.

The 1964-65 Capital Improvements Program reflects this surge of youngsters passing through our secondary schools.

In our allocation of the funds for the current six-year Capital Improvements Program, the socio-economic forces shaping the future

of Oahu and the City's ability to finance all of the community needs were closely examined. Together with the representatives of the various departments and administrative and Planning Commission members, a series of meetings was held to define and to delineate these needs and to coordinate the various programs in the overall scheme to implement the General Plan goals and objectives.

The fiscal year 1964-65 projects totaled \$35,874 thousand (exclusive of Honolulu Redevelopment Agency and the Board of Water Supply funds) of which \$24,614 thousand are to be financed with City funds and \$11,260 thousand with "outside" funds. These outside funds include Federal and State aid, improvement district assessments and public participation.

Originally, the departments requested some \$59 million for the 1964-65 fiscal year of which portions were deferred to later years. The six-year program request totaled approximately \$169 million.

ESTIMATED COST OF PROJECTS BY FUNCTION
Fiscal Year 1964-65

Streets and Improvement District		\$ 4,697
Division of Engineering, DPW.....	\$ 4,697	
Street Lights and Fire Control System.....		287
Department of Traffic.....	\$ 287	
Drainage and Flood Control.....		6,105
Division of Engineering, DPW.....	\$ 6,105	
Public Structures and Corporation Yard.....		1,048
Division of Engineering, DPW.....	\$ 184	
Division of Road Maintenance.....	120	
Building Department.....	744	
School Facility.....		12,554
Building Department.....	\$12,554	
Parks and Recreational Facility.....		3,614
Department of Parks and Recreation.....	\$ 3,614	
Public Health.....		5
Department of Health.....	\$ 5	
Public Safety.....		716
Fire Department.....	\$ 608	
Police Department.....	100	
District Court.....	8	
Public Utilities.....		6,572
Division of Sewers.....	\$ 6,572	
Misc. Projects.....		276
Division of Engineering.....	\$ 272	
Civil Defense.....	4	
TOTAL.....		<u>\$ 35,874</u>

A P P E N D I X B

ESTIMATED AND PROJECTED POPULATION FOR OAHU: 1980

Planning, as we have stated earlier, concerns people. Its objective is to provide a desirable place in which to live, work and play.

To achieve such a physical environment, however, we initially need a detailed and thorough knowledge of the people, or in other words, the population. We also must know the needs and resources of the population--that is, the economy. We also need to know how the land can best be utilized to serve the needs of the population--that is, land use. Thus, the planner is confronted with three basic study areas to guide him in his planning goals: the population, its economy, and the land use by the population.

However, we are concerned here with only the study of population--current estimating and forecasting. We attempt this study by considering the several determinants of population growth and within what limits they are likely to affect the future as well as the present population. These are: fertility (birth rate), mortality and net migration.

Careful analysis of these growth factors were completed with the objective of presenting a population forecast for 1980.

In these studies, not only was Oahu's total population considered, but a breakdown of the island by districts and sub-districts was made so that an accurate picture could be drawn of the population in urban and rural Oahu.

Also considered was the age and sex composition of the population. The projections indicate a trend toward a more youthful population and a greater balance in the sex ratio on Oahu.

Movement of population is always an important consideration in population studies. While birth rates will probably keep the population up in almost all of the states, the greater increases in some states will come from migration. Historically, Hawaii's population has been built upon migration. As to the future, we believe that migration will continue to contribute importantly to the population increases on Oahu and will noticeable influence many other aspects of our population.

The 1980 population projections for Oahu are presented in five statistical tables.

Table I includes the total Oahu population projections to 1980 by age and sex.

Table II indicates the population distribution by military status as of April 1, 1960.

Table III reports the resident population projections to 1980.

Table IV reports the net in-migrant projections by age and sex to 1980.

Table V includes the population projections by different areas to 1980.

T A B L E I

POPULATION, BY AGE AND SEX: TO 1980

AGE GROUP	1950 ^{1/}		1960 ^{2/}		1970		1980	
	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE
0-4	24000	23000	34000	32000	46000	43000	56000	53000
5-9	18000	17000	30000	28000	37000	36000	52000	50000
10-14	13000	13000	25000	24000	32000	31000	40000	38000
15-19	16000	13000	24000	19000	34000	26000	38000	30000
20-24	22000	17000	28000	18000	45000	32000	46000	33000
25-29	20000	18000	20000	18000	32000	30000	33000	30000
30-34	18000	15000	20000	20000	22000	23000	33000	31000
35-39	16000	11000	20000	19000	20000	21000	28000	28000
40-44	12000	8000	17000	15000	19000	21000	18000	20000
45-49	10000	7000	14000	11000	18000	18000	16000	17000
50-54	7000	6000	11000	8000	15000	14000	16000	18000
55-59	5000	4000	9000	7000	12000	10000	15000	16000
60-64	4000	3000	5000	5000	9000	7000	12000	12000
65-69	3000	2000	3000	4000	7000	6000	9000	9000
70-74	2000	2000	3000	3000	4000	4000	6000	6000
75+	2000	2000	3000	3000	3000	4000	5000	6000
Sub Total	192000	161000	266000	234000	355000	326000	423000	397000

TOTAL 353000 500000 681000 820000

Median Age: 25.1 23.7 23.6 23.4

Note: Figures rounded to nearest thousand.

Source: 1/ U.S.Bureau of the Census. U.S Census of Population: 1950. Vol. III, Census Tract Statistics, Chapter 62. U.S.Government Printing Office, Washington, D. C., 1952.

2/ U.S.Bureau of the Census. U.S.Census of Population: 1960. Detailed Characteristics, Hawaii. Final Report PC (1)-13D. 1962. p. 13-114, table 96.

May 1964

T A B L E II

POPULATION, BY MILITARY STATUS, FOR OAHU, BY AGE & SEX

April 1, 1960

AGE GROUP	1/ TOTAL POPULATION	1/ MILITARY PERSONNEL	CIVILIAN POPULATION	2/ MILITARY DEPENDENTS	PERMANENT RESIDENTS
BOTH SEXES	500,409	46,827	453,582	60,056	393,526
MALE					
0-4	33,857		33,857	7,887	25,970
5-9	29,757		29,757	7,218	22,539
10-14	24,751	12	24,739	2,678	22,061
15-19	24,570	6,819	17,751	1,377	16,374
20-24	27,851	17,222	10,629	125	10,504
25-29	19,770	7,763	12,007	43	11,964
30-34	19,816	5,742	14,074	33	14,041
35-39	20,343	4,561	15,782	41	15,741
40-44	16,930	2,724	14,206	2	14,204
45-49	13,944	945	12,999	2	12,997
50-54	10,758	314	10,444	31	10,413
55-59	8,806	76	8,730	4	8,726
60-64	5,640	12	5,628	6	5,622
65-69	3,540	4	3,536	2	3,534
70-74	3,148	4	3,144	4	3,140
75+	3,023		3,023	10	3,013
TOTAL MALE	266,504	46,198	220,306	19,463	200,843
Median Age	23.6	24.7	21.9	6.3	26.2
FEMALE					
0-4	32,283		32,283	7,411	24,872
5-9	27,697		27,697	7,304	20,393
10-14	24,114		24,114	2,665	21,449
15-19	19,138	26	19,112	2,052	17,060
20-24	17,560	224	17,336	4,426	12,910
25-29	18,468	83	18,385	5,660	12,725
30-34	20,554	60	20,494	4,343	16,151
35-39	19,545	58	19,487	3,443	16,044
40-44	14,778	65	14,713	1,964	12,749
45-49	10,725	51	10,674	646	10,028
50-54	7,909	40	7,869	417	7,452
55-59	6,768	14	6,754	88	6,666
60-64	5,112	4	5,108	49	5,059
65-69	3,845	4	3,841	39	3,802
70-74	2,663		2,663	31	2,632
75+	2,746		2,746	55	2,691
TOTAL FEMALE	233,905	629	233,276	40,593	192,683
Median Age	23.9	28.8	23.9	21.0	24.9

Sources: see next page

- Sources: 1/ U.S. Bureau of the Census. U.S. Census of Population: 1960. Detailed Characteristics, Hawaii. Final Report PC(1)-13D. 1962. p. 13-114, table 96.
- 2/ State of Hawaii, Planning Dept., Military Personnel and Dependents in Hawaii, 1960. Staff Research Memo #29, dated June 27, 1960. p. 5, table 3.

May 1964

T A B L E III

RESIDENT POPULATION,¹ BY AGE AND SEX: TO 1980

AGE GROUP	Probability ³ of a person Age X dying within Interval	1960	1965	1970	1975	1980
BOTH SEXES		393,500	434,100	476,700	526,000	580,400
MALE						
0-4	.007184	26,000	27,300	30,800	34,400	38,400
5-9	.002268	22,500	25,900	27,300	30,700	34,400
10-14	.001937	22,100	22,500	25,900	27,200	30,700
15-19	.005612	16,400	21,900	22,400	25,700	27,100
20-24	.007596	10,500	16,300	21,800	22,200	25,500
25-29	.005335	12,000	10,400	16,200	21,700	22,100
30-34	.007548	14,000	11,900	10,400	16,000	21,500
35-39	.012296	15,700	13,900	11,700	10,200	15,800
40-44	.016538	14,200	15,500	13,600	11,500	10,100
45-49	.023930	13,000	13,900	15,100	13,300	11,300
50-54	.049978	10,400	12,300	13,200	14,400	12,600
55-59	.075727	8,700	9,600	11,400	12,200	13,300
60-64	.115960	5,600	7,700	8,500	10,100	10,800
65-69	.169421	3,500	4,700	6,400	7,100	8,400
70-74	.219719	3,100	2,800	3,600	5,000	5,500
75/ (2)		3,000	3,800	3,100	3,600	4,800
TOTAL MALE		200,700	220,400	241,400	265,300	292,300
Median Age		26.2	23.9	23.3	23.3	23.0
FEMALE						
0-4	.006364	24,900	25,700	28,900	32,400	36,000
5-9	.001788	20,400	24,800	25,600	28,900	32,400
10-14	.001393	21,500	20,400	24,800	25,600	28,800
15-19	.002060	17,100	21,400	20,300	24,700	25,500
20-24	.003036	12,900	17,000	21,300	20,300	24,700
25-29	.003491	12,700	12,900	16,900	21,300	20,200
30-34	.004348	16,200	12,700	12,800	16,900	21,200
35-39	.007699	16,000	16,000	12,600	12,700	16,700
40-44	.011538	12,700	15,900	15,800	12,400	12,600
45-49	.021616	10,000	12,500	15,500	15,500	12,200
50-54	.034529	7,500	9,700	12,000	15,000	15,000
55-59	.048747	6,700	7,100	9,200	11,500	14,300
60-64	.069874	5,100	6,200	6,600	8,600	10,700
65-69	.111575	3,800	4,500	5,500	5,900	7,600
70-74	.159215	2,600	3,200	3,800	4,600	4,900
75/ (2)		2,700	3,700	3,700	4,400	5,300
TOTAL FEMALE		192,800	213,700	235,300	260,700	288,100
Median Age		24.8	24.3	24.2	24.6	24.3

1/ "Resident Population" is defined as the civilian population excluding military personnel and dependents.

- 2/ Death ratios for ages 75 and over are given per 5 year age groups up to age 84. The probability of deaths, ages 85 and over are listed at 100%. Rates were applied to the population within each 5 year age group, then consolidated at 75 year /.
- 3/ State of Hawaii - Dept. of Health, Abridged Life Tables by Age & Sex for Oahu (1959-1961 averages). 1963 publication.

May 1964

T A B L E IV

NET IN-MIGRANT, BY AGE AND SEX: TO 1980
 (Including their projected natural increase)
 (Excludes Military Personnel and Dependents)

AGE GROUP	MALE				FEMALE			
	1965	1970	1975	1980	1965	1970	1975	1980
All Ages	23,500	47,700	57,500	66,300	24,100	48,600	58,000	66,300
0-4	1,200	7,000	10,900	10,100	1,200	6,600	10,200	9,500
5-9	1,700	2,600	6,900	10,800	1,700	2,600	6,600	10,200
10-14	1,800	3,200	2,600	6,900	1,900	3,300	2,600	6,500
15-19	1,900	3,300	3,200	2,600	2,100	3,600	3,300	2,600
20-24	4,900	5,800	3,300	3,100	4,600	5,800	3,600	3,300
25-29	3,500	7,600	5,800	3,300	3,500	7,400	5,800	3,600
30-34	2,500	5,500	7,600	5,800	2,800	5,700	7,400	5,800
35-39	2,000	4,100	5,400	7,500	2,100	4,500	5,700	7,300
40-44	1,300	3,000	4,000	5,300	1,300	3,100	4,400	5,600
45-49	1,000	2,000	2,900	3,900	800	1,900	3,100	4,300
50-54	600	1,300	1,900	2,800	600	1,300	1,800	2,900
55-59	400	800	1,200	1,800	400	900	1,200	1,800
60-64	200	500	700	1,100	400	600	800	1,100
65-69	300	400	400	600	300	500	600	700
70-74	200	400	300	300	400	500	400	500
75+		200	400	400		300	500	600
Median Age	25.4	26.3	26.6	24.4	25.8	26.6	27.3	26.5

Note: 1970 male and female in-migrants include the natural increase of the 1965 in-migrants as well as the in-migrants from 1965-1970.

Figures are rounded to nearest hundred.

May 1964

T A B L E V
POPULATION, BY DISTRICTS: TO 1980
(Includes Military Personnel)

DISTRICT	Census Tracts	U. S. Census		Projections	
		1950	1960	1970	1980
<u>Rural Oahu</u>					
1.	Koolaupoko 103-113	20,779	60,238	96,100	137,500
2.	Koolauloa 101,102	5,223	8,043	8,800	10,900
3.	Waialua 99,100	7,906	8,221	11,800	14,000
4.	Wahiawa 90,95	17,363	34,595	38,000	40,500
5.	Waianae 96,97,98	7,024	16,452	21,500	25,700
6.	Ewa-Barbers Pt. 83,86	8,957	16,449	29,500	33,500
7.	Waipahu 82,87-89	9,266	13,374	22,400	29,600
8.	Pearl City-Aiea 73-81	28,468	48,843	66,600	97,800
	Total Rural Oahu	104,986	206,215	294,700	389,500
<u>Honolulu</u>					
9.	Ewa-Salt Lake 46-72 Ex. 114,51,52	90,677	108,500	116,600	123,600
10.	Central 39,40,42,51,52	10,553	5,417	4,600	3,000
11.	Waikiki 6-45 Ex. 39,40,42	135,403	160,487	200,000	216,100
12.	Koko Head, etc. 1-5	11,401	19,774	64,900	87,800
	Total Honolulu	248,034	294,178	386,100	430,500
	Palmyra 114		16		
	GRAND TOTAL OAHU	353,020	500,409	681,000	820,000

Source: 1950 and 1960 data from U.S. Census. Projections by City Planning Department.

Note: Projections rounded to nearest hundred.

May 1964

A P P E N D I X C

SUBDIVISION AND ZONING ACTIVITIES

Subdivision.

The Department approved subdivisions containing 3,963 lots during the 1963-64 fiscal year compared to 2,400 lots subdivided in the previous fiscal year. Of this total, 994 lots were in Honolulu and 2,969 lots were elsewhere on Oahu.

Number of Lots and Acreage Approved by Districts

	Number of lots	Acreage
Honolulu.....	994	274 acres
Koolaupoko.....	984	1,786 "
Koolauloa.....	380	1,103 "
Waialua.....	19	168 "
Wahiawa.....	16	24 "
Waianae.....	45	151 "
Ewa.....	1,525	4,674 "
	3,963	8,180 acres
TOTAL	3,963	8,180 acres

Number of Lots Approved by Zones and Districts

	Number of lots
<u>Industrial</u>	44
Honolulu.....	36
Wahiawa.....	6
Ewa.....	2
<u>Business</u>	26
Honolulu.....	12
Koolaupoko.....	5
Koolauloa.....	1
Ewa.....	8
<u>Apartment</u>	111
Honolulu.....	3
Ewa.....	108
<u>Residential</u>	3,656
Honolulu.....	842
Koolaupoko.....	961

Number of Lots Approved by Zones and Districts (con't)

	Number of lots
Koolauloa.....	379
Waialua.....	19
Wahiawa.....	10
Waianae.....	38
Ewa.....	1,407
<u>Airport</u>	4
Honolulu.....	4
<u>Farm</u>	122
Honolulu.....	97
Koolaupoko.....	18
Waianae.....	7
TOTAL	3,963

Zoning.

Among the principal tools for controlling the uses of land to achieve planned growth is zoning. It divides the community into zone districts and regulates within such districts the allowable uses of the land.

Throughout the year, in administering this control, many requests for reclassification of property and application for zoning variances and land use permits are processed. The following are the summaries of actions taken by the Zoning Board of Appeals, Planning Director and Planning Commission involving these requests during the 1963-64 fiscal year:

	Total	Approved	Denied	Withdrawn		
				Applicant	Deferred	Pending
Planning Director.....	30	--	7	--	6	17
Rezoning.....	29	--	7	--	6	16
Temporary permission for prohibitive use	1	--	--	--	--	1
Planning Commission...	4	1	2	--	--	1
Rezoning.....	1	--	--	--	--	1
Conditional use.....	3	1	2	--	--	--
Zoning Board of Appeals	66	23	15	2	9	17
Variance.....	66	23	15	2	9	17
TOTAL...	100	24	24	2	15	35

HT168
H65
A271

Honolulu. Planning Dept.
Annual report. Honolulu: 1959-1964.

Annual.

Library holdings: 1959, -60, Jan.-June
1961, 1961/62 thru 1963/64.

From 1968/69 included in Departmental
agency reports of the city and county of
Honolulu.

1. City planning - Oahu.
2. Honolulu - City planning.