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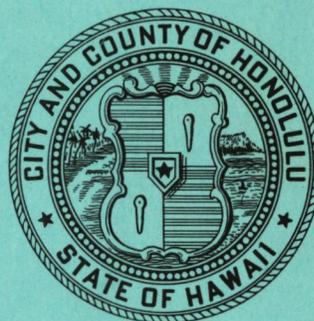
~~OFFICE OF PUBLIC RELATIONS DIRECTOR~~
CITY AND COUNTY OF HONOLULU

PLANNING

DEPARTMENT

CITY & COUNTY OF HONOLULU

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PLANNING DEPARTMENT
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CITY AND COUNTY OF HONOLULU
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Annual report
~~ACCOMPLISHMENTS~~
1959

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CITY AND COUNTY OF HONOLULU

March 28, 1960

Honorable Mayor and Members
of the City Council
City and County of Honolulu
Honolulu 13, Hawaii

Gentlemen:

The annual report submitted herewith briefly summarizes the planning activities and accomplishments of the Planning Department during the past year, one of the most significant for the Hawaiian Islands and the City and County of Honolulu.

The planning progress shown herein was made possible largely by the cooperative and coordinated efforts of the various agencies in the municipal and state governments, community associations, civic organizations and other interested groups and individuals. The public was kept informed by the excellent coverage of the local press.

Your Planning Department will continue to solicit the support of governmental agencies and public-spirited organizations and individuals in its endeavor of planning for the orderly growth and development of the most populated county of the 50th State.

Respectfully submitted,

PLANNING COMMISSION


Cyril W. Lemmon, Chairman

ZONING BOARD OF APPEALS


R. Gibson Rietow, Chairman

PLANNING DEPARTMENT


Leighton S. C. Louis
Planning Director

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CHARTER PROVISIONS AFFECTING THE PLANNING DEPARTMENT

The Charter of the City and County of Honolulu was enacted into law by the last Territorial Legislature effective July 1, 1959. The changes to the City Planning Commission are as follows:

- a) The designation of the "City Planning Commission" was changed to "Planning Department."
- b) The department consists of a planning director, a planning commission, a zoning board of appeals and the necessary staff.
- c) The planning commission is composed of seven members. The managing director and the budget director of the city are ex-officio members. Five remaining members are appointed by the Mayor with the approval of the Council for staggered terms of five years.
- d) The zoning board of appeals consists of three members appointed by the Mayor with the approval of the Council. They shall serve for staggered terms of three years.
- e) The planning director shall be appointed by the Mayor with the approval of the Council. (This is one of the only two cabinet positions in the city requiring confirmation by the Council. The other is the corporation counsel.)

Provisions of the Charter dealing with the Planning Department are reproduced and appended for information.

PLANNING COMMISSION



JOHN HENRY FELIX
Chairman



CYRIL W. LEMMON
Vice-Chairman



GEORGE F. CENTEIO
Member



TSUTOMU IZUMI
Member



THOMAS N. YAMABE, II
Member



CHARLES G. CLARK
Managing Director



PAUL K. KEPPELER
Budget Director

ZONING BOARD OF APPEALS



R. GIBSON RIETOW
Chairman



HENRY C. H. CHUN-HOON
Vice-Chairman



HAROLD K. KOMETANI
Member



LEIGHTON S. C. LOUIS
Planning Director



CAROLE KAMISHIMA
Planning Reporter

PLANNING COMMISSION AND
ZONING BOARD OF APPEALS

In compliance with the provisions of the Charter relating to the Planning Department, the Honorable Neal S. Blaisdell, Mayor of the City and County of Honolulu, appointed the following members to the Planning Commission and the Zoning Board of Appeals with the approval of the Council. Additionally, the Mayor appointed the Planning Director with the approval of the Council.

Planning Commission

John H. Felix, Chairman (one-year term expiring July 1, 1960)
George F. Ceñteio (two-year term expiring July 1, 1961)
Tsutomu Izumi (three-year term expiring July 1, 1962)
Thomas N. Yamabe II (four-year term expiring July 1, 1963)
Cyril W. Lemmon, Vice-Chairman (five-year term expiring July 1, 1964)
Charles G. Clark (managing director of the city of Honolulu) ex-officio member
Paul K. Keppeler (budget director of the city of Honolulu) ex-officio member

Zoning Board of Appeals

R. Gibson Rietow, Chairman (three-year term expiring July 1, 1962)
Henry C. H. Chun-Hoon, Vice-Chairman (two-year term expiring July 1, 1961)
Harold K. Kometani (one-year term expiring July 1, 1960)

Planning Director

Leighton S. C. Louis

The Commission elected John H. Felix as chairman and Cyril W. Lemmon as vice-chairman.

The members of the Zoning Board of Appeals elected R. Gibson Rietow as chairman and Henry C. H. Chun-Hoon as vice-chairman.

The administration expresses its appreciation to Commission Chairman Alexis J. Gignoux and Commissioners Katsuro Miho and Tyler Harr for their effective judgment, guidance, counsel and perspicacity on planning matters during a difficult stage in the growth of the city and county. We regretfully bid them "aloha" and wish them success in all their endeavors.

Planning Commission

During the year, the Commissioners participated locally in the Hawaii Planning Institute (September 18 and 19), the Mayor's Conference on Urban Renewal (October 28) and was represented by Commissioner Harold Kometani at the A.S.P.O. Conference in Minneapolis, Minnesota. Additionally, the Commissioners participated in Chamber of Commerce programs and met with interested community groups and other governmental agencies relating to planning activities. Moreover, the Commission met weekly from January to July 1959 and bi-weekly thereafter to perform its functions in city planning matters.

Zoning Board of Appeals

The Zoning Board of Appeals met bi-weekly after July 1, 1959, to perform its functions as specified in the City Charter.

PLANNING DEPARTMENT STAFF

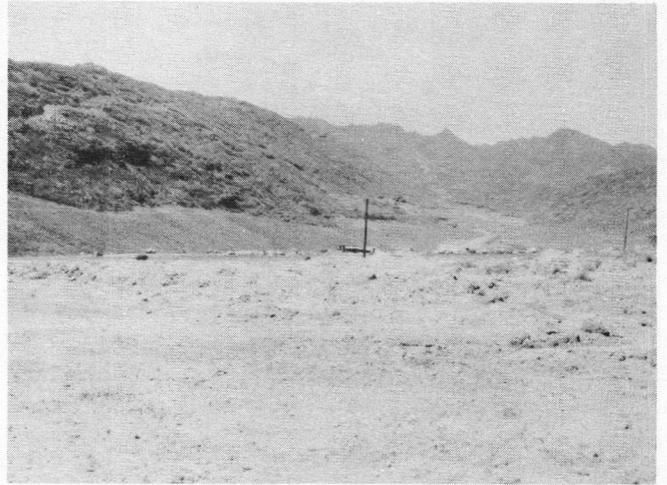
Leighton S. C. Louis	Planning Director
Henry Tuck Au	Deputy Planning Director
Wallace S. W. Kim	City Planning Engineer
Jacob Y. Pyo	City Planning Engineer
Richard T. Nagasawa	City Planning Engineer
James S. Tanaka	City Planning Engineer
Clarence Y. C. Tom	City Planning Engineer
Robert H. Tsunoda	City Planning Analyst
Setsuo Izutsu	City Planning Analyst
Frank Akina, Jr.*	Engineering Draftsman
Alfred Carter	Engineering Draftsman
Larry M. Morishita	Engineering Draftsman
Philip I. Yoshimura	Engineering Draftsman
Donald Roy Souza	Engineering Draftsman
Clarence C. W. Park	Engineering Draftsman
Richard T. Masuda*	Engineering Draftsman
Raymond E. Iwamoto	Engineering Draftsman
Jason K. C. Yuen	Engineering Draftsman
Francis K. H. Lau	Engineering Draftsman
Norman Y. G. Won	Engineering Draftsman
Carole A. Kamishima	Planning Reporter
Toyoko H. Akaji	Sr. Clerk-Stenographer
Doris C. Arii	Clerk-Stenographer
Ethel S. Fukumoto	Clerk-Stenographer
Edmund C. Y. Young	Head City Planning Clerk
Fred S. Saiki	City Planning Clerk
Richard K. H. Lum	Clerk
Stanley C. Y. Kim	Clerk

* Resigned

Developable Lands Within City Limits

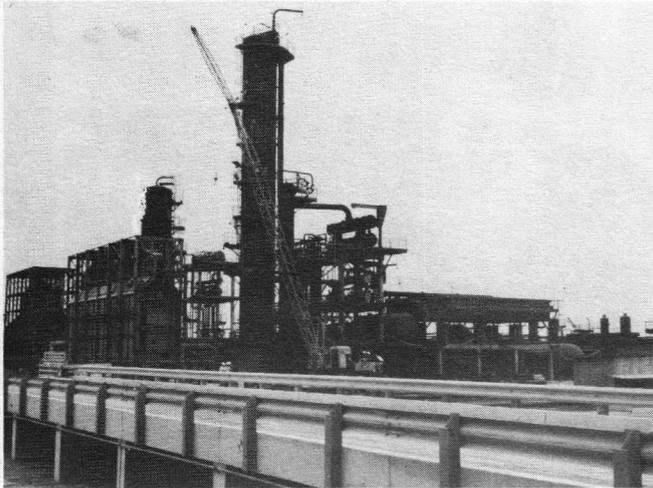


Upper Manoa

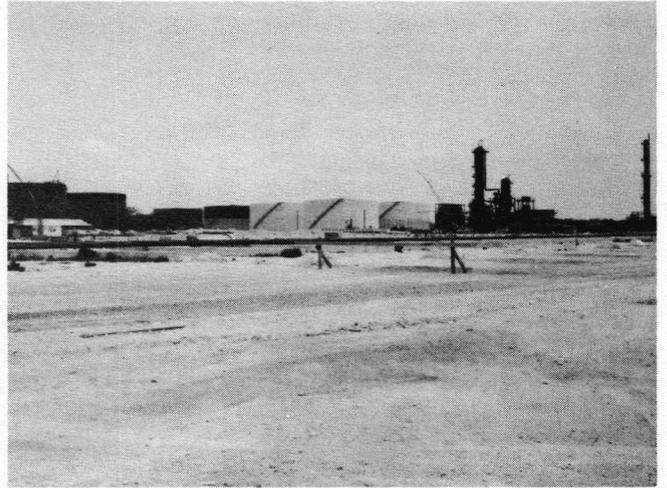


Koko-Head

Industrial Development at Ewa

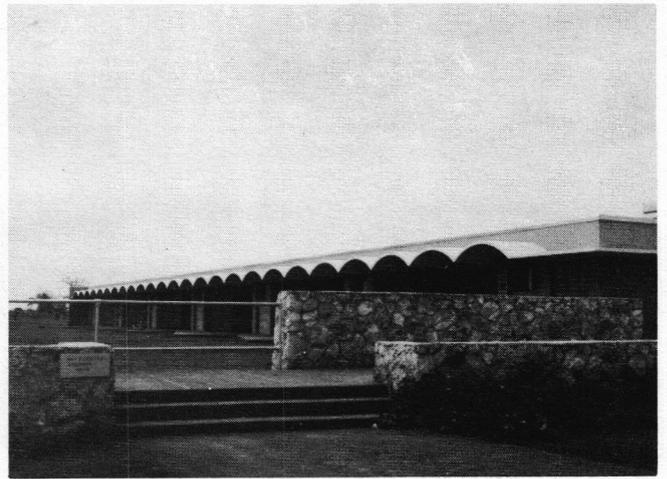


Refinery



Tank Farm & Refinery

School Buildings



Apartment Developments in Waikiki



Residential Developments



PLANNING PROGRESS

The year 1959 will go down in history as the turning point and the beginning of a new era for the Hawaiian Islands. The Islands changed its status from a territorial organization to that of the 50th State of the United States of America. This in itself has generated a great deal of interest from both local and mainland investors in the development of the Hawaiian Islands. Capitalists and investors on the mainland, who have shied away from investments, are now very much interested in the potentials of the new State.

In addition, the adoption of a new Charter for the City and County of Honolulu, which became effective on July 1, 1959, has affected the structure of the administrative and legislative branches of the City Municipal Government and has brought great changes in the operation of the Planning Commission and the Planning Office. The City Planning Commission existed as a semi-autonomous body for 20 years prior to 1959. The new Charter establishes the Planning Commission as an advisory commission to the Mayor, the Council and the Planning Director in planning matters. As a result of this re-organization, there is now created for the city of Honolulu a Planning Department consisting of a 7-member Planning Commission, a 3-member Zoning Board of Appeals, and the Planning Director and his staff. The Planning Director is also the administrative officer for the Planning Commission and the Zoning Board of Appeals.

As a result of the Charter provisions and the responsibilities created therein, the Planning staff had to revise its operating functions to adjust itself to its new duties. This revision is being carried on and will continue until all of the procedures have been ironed out to adhere to the new conditions imposed by these changes.

A significant accomplishment in the year 1959, which will see its culmination in 1960, is the concentration on studies to prepare comprehensive plans for the entire island of Oahu. The capital improvement program, the zoning ordinances and the subdivision rules and regulations will be used to implement the general plan.

Although the organizational changes of the state and the city have placed an additional burden on staff functions, the major planning progress is being continued. The preparation of a comprehensive master plan for the entire island is nearing its completion and much has been accomplished in the year 1959 towards this goal. The economic study and report for the planning work has been submitted to

the Planning Commission by the planning consultants under the urban planning contract. The planning consultants are closing the final phases of their work and it is anticipated that a preliminary and final report will be submitted by the time this report is out on print. Together with the report by the consultants for urban and urbanizing areas, will be a report on the restudy of areas which have already been master planned, such as the city of Honolulu, Waipahu, Aiea, Wahiawa, Kahaluu, Kaneohe and Kailua.

Agricultural industries have such an important role in the economic development of this island that extensive agricultural land use studies had to be conducted and the findings will have to be included to present the overall picture for Oahu. The result of these studies and projections for the future will be tied in with the other two studies being accomplished.

It is more urgent than ever that our studies for a comprehensive general plan for the island of Oahu be completed, as scheduled, by the end of this year so that there will be a single correlated plan showing existing facilities and the proposals to meet the future needs for our rapidly developing island. We have one advantage over many mainland communities, in that, the island of Oahu is administered by a single municipal government and overall planning can be done on a metropolitan basis. Thus, we are able to plan for all communities with a coordinated and correlated general plan.

In the preparation of our comprehensive plan for the island, the basis of all such planning must consider employment centers. The first and most important of the employment centers are the Central Business District and industrial areas adjoining the center of the city of Honolulu. The other major employment center, other than plantation towns, is the Pearl Harbor-Hickam Field district. One that is rapidly gaining momentum as a large potential employment area is the Barber's Point industrial park of approximately 1,700 acres. We also have approximately 850 acres zoned for industrial uses at Kahaluu. It is anticipated that if industry desires to move in that direction and there is a need for such development in Windward Oahu, a harbor facility should be created. Waikiki is another area creating major employment for the islands as a result of the expanding tourist industry. However, most of the employment created by the tourist needs are for the service type dependent on the volume of tourists and other transients. Together with Waikiki, other areas such as Waianae, Haleiwa, Kahuku, Punaluu, Kaneohe and Waimanalo, should be capitalized upon for use as secondary resort areas for tourists and local vacationers. These resort and vacation spots will provide an attractive variety of choices for the tourists and will tend to serve all segments of the tourist industry.

In order to provide for further development, we anticipate a need for approximately 1,000 acres of industrial lands somewhere in the Waipahu section. This area at Waipahu will gain more importance if Pearl Harbor should be opened to commercial shipping. The Waipahu area is centrally located to conveniently serve Leeward Oahu, north Oahu and the city of Honolulu. The Barber's Point development certainly is ideal for large manufacturing types of industries due to the dry climatical conditions and the southwesterly direction of the prevailing wind towards the ocean. Other areas which may be attractive to certain types of industries, such as small machine or electronic plants, movie studios, and assembly plants, are Waianae and Waimanalo. Both of these areas are relatively dry and suitable for limited type of industrial uses. Of course, additional areas are being studied closer to Honolulu but these will be of relatively small acreages in comparison.

Concurrent with the urban development we expect to see greater and better use of some of our lands for diversified agricultural uses. These agricultural developments may be integrated into a neighborhood development or may stand alone.

Agricultural land use study is included in this report, although it is not part of the contract with the Federal Government under the urban planning studies. The reason for focusing attention on our agricultural uses is the importance of the sugar, pineapple and diversified agricultural industries to our island economy. To neglect these agricultural uses is to ignore the basic economic factor of our island's wealth. Until new industries can replace the more than \$300,000,000 contribution made by agricultural developments, we must continue to rely on them.

Because we are fairly certain that sugar and pineapple acreages can be and are expected to be maintained on more or less a status quo for the next 20 years on this island, we have merely estimated the acreage of diversified agriculture which will produce food products for our growth in population. More detailed analysis must be made at a later date to determine the exact needs for our community and to determine how best to use our rich fertile lands and water resources to their optimum. It is anticipated that an increase in production of local agricultural products for consumption locally and for export will tend to bolster our basic economy.

We cannot rely wholly on mainland imports for our foods. We must and should be able to produce our own food to a greater degree. The degree that we move toward self-sufficiency insofar as food products is concerned will be largely determined by scientific advances and economic factors.

Each of our communities--Waianae, Ewa, Waipahu, Pearl City-Aiea, Honolulu, Waimanalo, Kailua, Kaneohe, Punaluu, Kahuku, Haleiwa, Waialua, Mokuleia and Wahiawa--must be tied together with adequate transportation routes. Honolulu, of course, will remain the focal point of our island, and major traffic systems and public meeting places link it with other outlying communities. Future demand for speedier transportation facilities may call for small plane landing fields, heliports, and major bus terminals strategically located to serve each community. Public utility services, such as water, electricity, telephones, gas, sewerage, and mass transportation facilities, are all connected with and tied in with the overall picture.

Together with the planning of areas for people to work, live, and shop, we must consider areas for recreation, public activities, and education. Our greatest asset, ocean and beach frontages, should be protected and made available for use by our people for picnics, fishing, swimming, and other recreational activities. These facilities, within the limits of our financial structure, must be obtained and maintained.

Also, the many historical sites of the islands, examples of the way of life of the early Hawaiians, should be developed and preserved. This office will continue its work along these lines with the State Planning Office.

It is anticipated that development on the island of Oahu will accelerate at a very rapid pace for the next five years and may continue its climb through 1970. However, this office forecasts that by 1970 there will probably be a levelling off of construction and subdivisions. Our considered estimate of the future development on the island is based on the following (this will be elaborated upon in the report dealing with the comprehensive plan for Oahu):

1. Advent of statehood has generated increased interest in development of the islands and much outside money is pouring in for the development of tourist facilities, resort areas, new industries and even the development of areas for the retired.

2. An increase in in-migration of people from the mainland is predicted because of our mild climatic conditions and interest stirred by statehood. Mainland in-migration averaged approximately 10,000 a year for the past decade and is increasing at a rapid rate.

3. Economic indicators point toward continued prosperous conditions for the islands during the next decade.

4. Our big industries and employment centers on the island of Oahu, such as military installations, sugar and pineapple, appears to be on a sound basis. There is no doubt that in the immediate future we must establish the proper economic climate for the development of employment creating industries to provide employment for our natural increase in population and in-migrants. This land use may well replace, to a limited degree, some of our pineapple and sugar developments.

5. Our tourist industry is growing by leaps and bounds. With the advent of jet air transportation, the number of visitors that can be brought into Honolulu in a given time has more than doubled. However, facilities for housing these visitors have not kept pace with this increase in visitor traffic. Therefore, we foresee increasing activities in providing this need, subject to the availability of risk capital.

6. If the Far Eastern situation is cleared up so that there may be an interchange of ideas and movement of people from the western regions to the eastern regions and vice versa, it is believed that our growth will be unprecedented and our position will indeed become very favorable economically as well as politically.

7. We know that there are large acreages of land which are available for urbanization and some of the big estates have already laid the groundwork for the development of these areas. There are approximately 2,000 acres that are under development in the Koko Head region. It is believed that this area will develop at a much faster rate than most of the other areas and will probably take a 10-year program for the full development of the 2,000 acres of land.

Excluding Koko Head, 300 to 400 acres are available in the city of Honolulu, located in areas such as Manoa and Kalihi Valleys, which will be fully developed by 1965. The areas within the 12-mile radius of the city of Honolulu can be considered as suburbs of the main city. Waimanalo, as you know, has a general plan which will be adopted by the time this report is submitted.

There are approximately 3,000 acres available for development in Waimanalo. The plan provides for single family, multiple family, resort, commercial, service industrial, and agricultural uses, as part of an integrated community plan. The various neighborhoods will be provided with school, recreational and other public facilities. Other

Windward communities ripe for development are as follows: Kailua with 540 acres; Kaneohe - 1,500 acres; Heeia - 1,040 acres; and Kahaluu - 1,300 acres. On the west side of the city we have 500 acres to be developed within the city limits. These consist of the former Damon Estate property in Moanalua and Damon Tract. In areas beyond the city limits but within a 12-mile radius of downtown Honolulu, we have developments underway and proposed at Halawa, Aiea-Waimalu-Pearl City section, and Waipahu. Therefore, we see that by 1970 most of these areas and a good portion of others will be fully developed. The total acreage involved within this 12-mile radius for development by 1970 will be about 12,800 acres.

In the overall picture for Oahu we anticipate that there should be facilities to house approximately 500,000 persons in the city of Honolulu and another 500,000 persons in the rural areas. This does not mean, however, that there will be that many people on the island. We merely wish to point out that by 1970 the various projected developments can be realized to serve the needs of an increase in population to one million persons, as well as continue the production of sugar cane on 32,000 acres, production of pineapple on 24,000 acres, and the production of other agricultural products including livestock on 43,000 acres. If any of the pineapple or sugar producers owning land in fee simple, plan to develop portions of such properties for residential or industrial purposes, it would mean larger acreage will be made available for urban use.

We foresee that by 1965 there should be a sufficient number of dwelling units, single family and multiple family uses, to meet the housing demand. At present, the housing demand is greater than the supply. By 1970 there is a strong possibility that supply may exceed the demand.

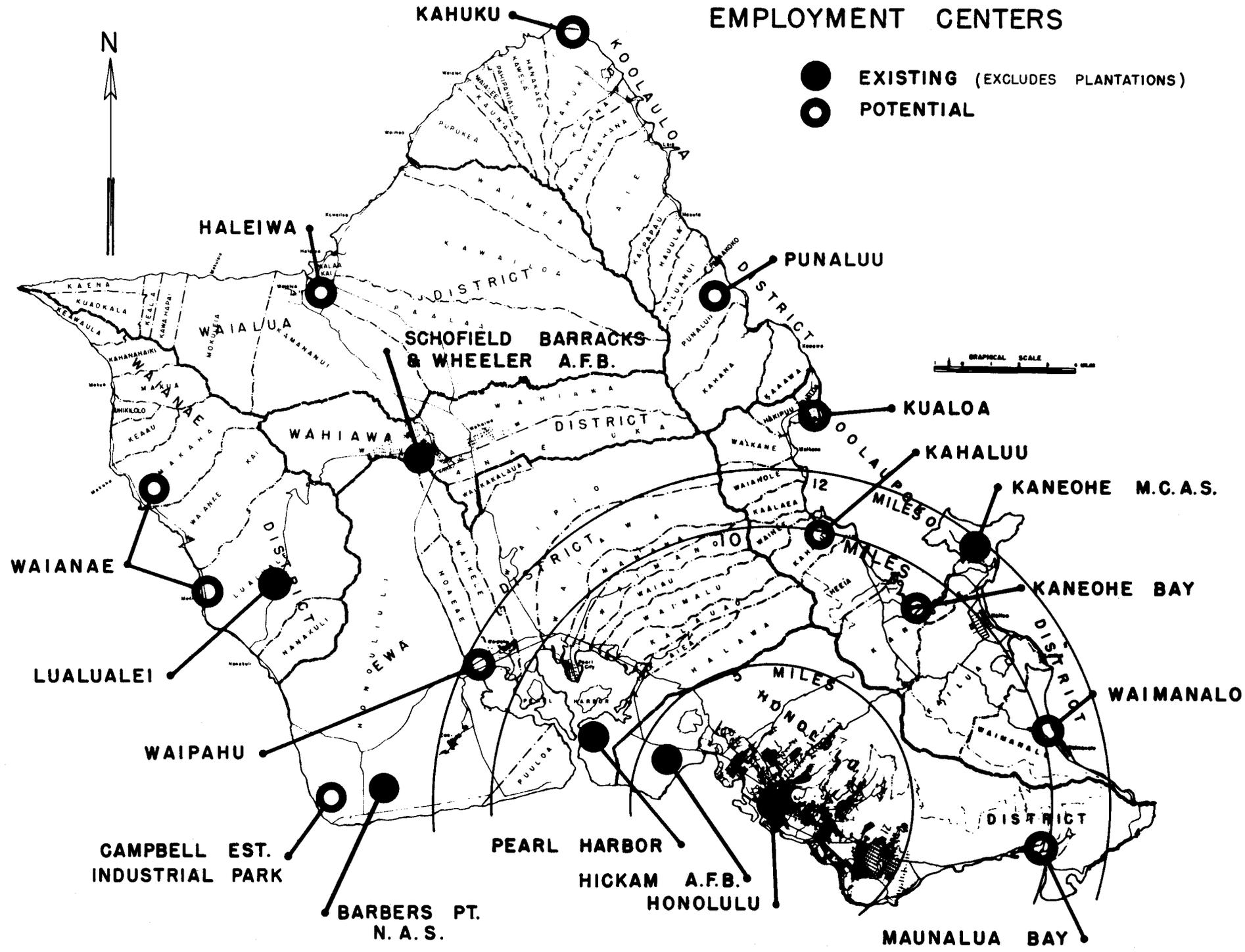
In order to implement the general plan and to meet projected land use requirements for orderly growth, the zoning laws are being revised so that proper land uses will be maintained as the areas are developed. Multiple family or apartment uses are to be separated from hotel uses. Distinction between classes of commercial development and industrial zones are under study. Exclusive agricultural districts are being created.

Other Studies and Accomplishments

An ordinance requiring parking spaces on the basis of one stall for every two apartment units became effective on July 1, 1959. This was a great step forward to meeting our ever vexing problem of parking. Introduced for enactment in late 1959 was an ordinance

EXISTING & POTENTIAL EMPLOYMENT CENTERS

- EXISTING (EXCLUDES PLANTATIONS)
- POTENTIAL



providing for density, bulk and spacing of structures for apartment and hotel structures.

Together with the work under progress for preparation of a comprehensive plan for Oahu is the effort devoted to the urban renewal program. The Planning Department has completed its neighborhood analysis for the residential areas of Kapahulu, Palolo Valley, and Kaimuki. Final reports covering Kalihi-Kai, Kalihi, and Kalihi-Uka, Kapalama-Puunui, and Pauoa are being drafted. The analytical studies of these neighborhoods are a necessary part of our planning program for the city of Honolulu.

It is anticipated that a program for rehabilitation of the single family residential area of Kapahulu will be underway before the end of 1960. Already, through efforts of the Palolo Community Association and the City, plans are being initiated for street improvements in Palolo Valley.

Although a preliminary report on future land use studies has been prepared by this office in October 1959, a restudy and re-analysis of such future land uses and traffic pattern for the city is being undertaken. One of the primary aims of this department is to provide for a heavier residential density in the immediate periphery of the Central Business District and other centers of heavy employment. This should be accomplished without defeating planning principles for light and air.

It will not be an easy task to take districts which were originally designed for single family development and convert them into multiple family areas unless the property owners are willing to cooperate by initiating proper street improvements and offer to consolidate their lots. Discussions with various community groups affected have been in progress with little or no success toward the solution of this problem. But, unless the owners are willing to voluntarily improve the use of their neighborhood, further development must necessarily be dependent on urban renewal programs, which may take years to execute. Moreover, the rate of deterioration exceeds the rate of corrective measures that can be taken with these programs.

An old residential area slowly being converted into an industrial section is the Kalihi-Kai district. Here, as in the Kakaako industrial district, the lots were originally developed for residential purposes. Due to the growth of our community, industrialization is inevitable. However, the difficulty in Kalihi-Kai is that many of the lots average only 4,500 to 5,000 square feet in area and are owned by many individuals. These owners are reluctant

to give up their residential use and provide for proper street improvements required for industrialization. As a result, there is piece-meal conversion which can only be solved by redevelopment. It is hoped, however, that governmental action can be avoided.

Another objective of this office is to insure that areas presently being developed do not become our renewal areas of the future. Our job is to prepare a plan to be used as a guide for development of areas already urbanized and changing, for areas which are to be urbanized, and for preservation of areas needed for agricultural pursuits. Through the use of improvement districts, public funds, private enterprise and renewal programs as tools to implement this plan, we believe the plan can be brought to fruition.

In 1960, this department expects to complete a general plan for the Central Business District of Honolulu. Through funds provided by the City Council and the Honolulu Redevelopment Agency, four planning organizations with experience in planning work for the islands (Bartholomew and Associates; Belt, Collins and Associates; Charles B. Bennett; and Community Planning, Inc.) were hired as a joint venture to prepare a workable and practical long range plan for an area comprising 1/4,000th of the total land area on Oahu but in terms of municipal tax returns constitutes 8.35% of the total assessed valuation of real properties. In hiring these consultants, the City believes that the best practical plan will be evolved as a result of exchange of ideas and formalization of a plan by a select group of top local planners. The planners will work together with a leading land economic consultant--the Western Real Estate Research Corporation of Los Angeles. All work will be coordinated by the Planning Department.

It is also expected, that by the end of 1960, a new general plan for the Waikiki area will be formulated. Due to the time and effort devoted to completion of a comprehensive plan for the island of Oahu, the Central Business District, and the renewal program, the study of Waikiki has been limited to collection of basic data. This study will be accelerated in 1960. It is also expected that the State Land Commissioner's Office and the State Planning Office will have completed the studies for development of the Ala Moana "Magic Island."

It is interesting to note that as a result of approved subdivisions the number of lots created in the city of Honolulu during 1959 maintained the same level as in 1958. However, in the rural districts, 2,549 lots were created in 1959 as compared to 1,290 in 1958, an increase of 97.5 per cent. This clearly indicates a trend towards

the rapid development of our rural areas. We anticipate an increase in the overall subdivision picture for 1960 because large areas within the city, such as Manoa Valley, Kalihi Valley and Koko Head areas, as well as some of the rural areas, are earmarked for early development. Indicative of the growth expected for 1960 is the fact that in 1959 there were a total of 3,386 lots created for all types of land uses on the island as compared to subdivisions submitted for the month of January 1960 creating 1,756 new lots.

It is also interesting to see that there were 3,591 building permits issued for single family dwellings as compared with 2,249 single family lots created. This is consistent with past records showing that the number of homes constructed during the year generally exceeds the number of residential lots created. The total number of dwelling units, including single family dwellings, duplexes and multiple family dwellings for which building permits were issued resulted in 8,843 family units.

With the adoption of the Capital Improvement Program as required by the provisions of the City Charter, a definite programming of projects to serve the needs of the communities for the ensuing six years can be planned to implement the objectives of the general and development plans of the city.

In recent years important new industries have taken hold in the islands. The development of these new industries will have a telling effect on the basic economy of the islands and will act as the nucleus for the creation of new employment creating industrial centers. The first of these is the Standard Oil Company of California refinery at Barber's Point. Its present beneficial effects on the island is the employment of about 300 workers in the construction and related fields. Its true beneficial effects have not yet been fully realized. Indirectly, there are many allied suppliers, jobbers, etc., who will benefit from this development.

Another new development of large magnitude is the cement manufacturing industry of which two are now in various stages of construction--the Hawaiian Cement Plant and the Permanente Cement Plant. Both plants are designed to produce over one million barrels of cement per year and will be capable of producing more if necessary. With this type of "on the spot" production and increased supply, it is feasible that cement products resulting from further research and experimentation will replace many wood products used in the construction field. Certainly, by employing new techniques in the manufacture of light weight cement products it may be anticipated that increase in the use of these products for home construction may result in prices at or below the cost of lumber.

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CITY AND COUNTY OF HONOLULU

Additionally, the garment manufacturing industry has grown by leaps and bounds so that its products are being nationally distributed and the trademark "made in Hawaii" has a magic effect on purchasers on the mainland.

Also, the dairy products industry is expanding to meet the needs of our growing population and mainland dairy manufacturers have expressed interest in developing new plants on Oahu.

The above are merely some of the new types of industries which are being introduced into the Hawaiian market. There are many other industries which are gaining a foothold in the Hawaiian Islands and will continue to operate and expand to the economic benefit of the islands.

In all its work, the Planning Department has worked closely with other governmental agencies towards accomplishing its goals-- with the State Department of Transportation, the State Planning Office, the State Land Commissioner, the Board of Water Supply, and other county agencies.

URBAN PLANNING GRANT

Early in 1958, the City entered into a contract with the Federal Government for an Urban Planning Grant to prepare a comprehensive general plan and planning studies relating thereto for Oahu. The following briefly summarizes the progress of accomplishments to the end of 1959.

Base Maps

During the past year, the Planning Department completed the base maps for the following urbanized uses on Oahu: Pali-Kawainui, Kaaawa-Kahana, Punaluu-Hauula, Kahuku-Waialee, Pupukea-Paumalu, Haleiwa, Lualualei Valley, Nanakuli-Lualualei, Barber's Point-Kahe, Ewa No. 1, No. 2 and No. 3, Ewa Beach, Ewa, Honouliuli, Pearl City, Kalawao-Waimalu, Maunawili, and Waianae Valley. The remaining maps to be completed in 1960 are Makua, Kaena Point, Mokuleia, Paumalu-Waialee-Kahuku, Kahuku-Laie, and Waipio. The foregoing completed maps are being utilized for future land uses and the preparation of general plans.

Water, Sewerage, Drainage Reports

Studies have been conducted in cooperation with the Board of Water Supply, Division of Sewers, and the Division of Engineering relating to the public facilities and utilities requirements for future land uses in urbanizing areas on Oahu. Collection and analyses of available data are substantially completed. Preparation of the final report is under way including preparation of necessary graphical presentations. These studies are scheduled for completion in 1960.

Land Uses

Generalized land use data for the city of Honolulu, Wahiawa, Waipahu, Kailua and Kaneohe have been gathered during 1959 by the Planning Department staff. A complete review, analysis, and report on revisions to and programming of the general plan and development of these districts are being conducted by the staff. The land uses for the remaining urbanized areas on Oahu have been collected by the Oahu Planning Associates under contract with the Planning Department.

Collection of detailed land use data for Waikiki study has been initiated. This data includes detailed information relative to resort, apartment and commercial uses in the Waikiki area. After data are collected and analyzed, a report will be published on the future land uses together with a proposed revised development plan for the Waikiki area.

Generalized land use data for industrial districts in Honolulu have been collected and analyzed to serve as a basis for the determination of future land uses for the city of Honolulu. Data collected for displaced businesses that have been disrupted by the construction of Vineyard Thoroughfare and the Lunalilo Freeway have been completed. This data will also serve as a basis for the determination of future land uses for Honolulu.

Comprehensive Zoning Ordinance

A proposed comprehensive zoning ordinance was submitted by Oahu Planning Associates under the contract terms of the Urban Planning Grant. The Corporation Counsel and the staff of the Planning Department have and are currently reviewing this proposed ordinance from the viewpoint of the municipal government. After staff and Planning Commission review and when determined to be acceptable, the provisions of the comprehensive zoning ordinance will be presented to the public at formal hearings and to the Council for enactment.

General Plan

General plans for the following urbanizing areas on Oahu are being completed for review by the Planning Department:

- | | |
|----------------------|--------------------|
| Waiahole-Kualoa | Paumalu-Hauula |
| Laie | Kahuku |
| Kahuku-Waialeale | Pupukea-Paumalu |
| Haleiwa | Waialua |
| Waianae-Makaha | Lualualei-Nanakuli |
| Mokuleia-Kaena Point | Kalawao-Waimalu |
| Ewa Beach | Ewa-Honouliuli |
| Pearl City | |

A report covering the areas to be general-planned will be submitted by the consultants early in 1960. After review by the Planning Commission and presentation to the various communities, the foregoing general plans as amended will be enacted into ordinance by the City Council via provisions of law prescribed in the City Charter. The people living in the areas will be apprised of the changes proposed and will be given every opportunity to voice their sentiments relative to the provisions of the general plan. The above-mentioned general plans will include recreational, educational and other public facilities, and future land uses in proper proportions as to the needs of the city in line with anticipated increases in population.

Waimanalo Valley

As a result of the urgency of the planning and development program imposed upon the State Government for the Waimanalo District,

the general plan for this entire district of 7,108 acres was approved by the Planning Commission and adopted by the City Council in late 1959. This plan provides for the following:

<u>Land Use</u>	<u>Acres</u>
Residential	1,472
Neighborhood Schools (Elementary)	60
Neighborhood Commercial	15
Neighborhood Waste	7
Industrial	74
Military Use (includes Military Resort Center) .	658
Central District	65
Shopping Center	43
Civic Center	22
Resort Center	240
High School	30
Intermediate School	15
Permanent Agricultural Reserve	1,227
Home and Garden Lots (including existing) ...	154
Diversified Agriculture Area	558
Grazing and/or Dairy Area	505
Elementary School in Agricultural Reserve ...	10
Recreation and Open Space	1,027
Regional Park (including view and picnic areas)	530
Golf Course	200
Fair Ground	57
Other Parks, Beach Areas, Buffer Areas and Flood Reserve	240
Heavy Planting (for windbreak or visual screen) .	18
Forest Reserve (predominately steep pali)	1,412
Other Pali Lands	483
Major Streets and Highways (does not include R.O.W. of interior neighborhood streets)	<u>249</u>
Total Area of Waimanalo Valley ..	6,970
New Off-Shore Island	<u>138</u>
Grand Total	7,108

The foregoing plans for Waimanalo Valley was prepared by Harland Bartholomew and Associates for the Commissioner of Public Lands.

URBAN RENEWAL PROGRAM

Kapahulu District

A report of the neighborhood analysis for urban renewal of the Kapahulu District was published in early 1959. The environmental survey of a portion of the Kapahulu District was conducted to determine areas which required remedial action to prevent and correct blighted conditions. The area surveyed includes Census Tracts 25-A, 25-B and a portion of 26-B, bounded by Kapahulu, Leahi, Monsarrat, Alohea, 6th and Waiialae Avenues. The district covers a net area of approximately 292.6 acres and consists of 101 blocks.

On the basis of the environmental deficiencies indicated by the survey, the Kapahulu area was found to be blighted only to the extent where rehabilitation and conservation measures are required to restore it to a desirable neighborhood.

Based on the findings of the survey, the Planning Commission recommended that the Honolulu Redevelopment Agency consider the Kapahulu District as a Rehabilitation Project. The Agency had initiated action in this regard and had since made formal application for Federal assistance.

Palolo District

The neighborhood analysis for urban renewal of the Palolo District was published in August 1959. It was found that the Palolo Valley area is blighted to the extent where only rehabilitation and conservation measures are required to restore it to standards of healthful environmental conditions for a desirable neighborhood. The findings in this survey also disclose that less than 20 per cent of the structures are substandard and therefore appears unlikely that the district could qualify for Federal assistance as an urban renewal project.

Kokea Project

As a result of critical shortage of medium-income housing for displacees resulting from Queen-Emma and the Kukui redevelopment projects, the Honolulu Redevelopment Agency proposed the "Kokea Project" as an auxiliary redevelopment project. This endeavor will be executed sometime during 1960 by private developers with private funds under the control of the Honolulu Redevelopment Agency.

The foregoing project was referred to the Planning Commission. After discussions and deliberations, the Planning Commission recommended deletion of the existing general-planned park and in lieu thereof recommended hotel and apartment zone for the auxiliary redevelopment area. The City Council zoned this area for hotel and

apartment uses based on this recommendation. A new park site will be provided after the Honolulu Redevelopment Agency initiates its project covering that general section of Honolulu.

Environmental Surveys

During 1959 the staff of the Planning Department completed environmental surveys for the following areas:

Kalihi Valley - bounded by Middle Street, Fort Shafter boundary, Valley View Drive, Kamaikai Valley, Kalihi Street, King Street, Waiakamilo Street and the shoreline.

Lower Alewa Heights and Lower Nuuanu Area - bounded by School Street, Kapalama Street, Kealia Drive, Naio Street, Skyline Drive, Lolena Street, Judd Street and Nuuanu Highway.

Pauoa Valley - bounded by School Street, Nuuanu Highway, Pacific Heights Road, Ahekololo Street, Pauoa Stream to Puowaina Drive, Prospect Street and Alapai Street.

Punchbowl, Makiki and Bingham Tract - area bounded by Beretania Street, Punchbowl Street, Vineyard Street, Emma Street, Prospect Street, Pensacola Street, Wilder Avenue and Isenberg Street.

McCully, Moiliili - area bounded by Kapiolani Boulevard, Kalakaua Avenue, King Street, and Manoa-Palolo Drainage Canal.

Waikiki - area bounded by Kalakaua Avenue, Kaiulani Avenue, Ala Wai Boulevard and Kapahulu Avenue.

Kapahulu - area bounded by Kapahulu Avenue, Waiialae Avenue, 6th Avenue, Alohea Avenue, McCorriston Street and Leahi Avenue.

Palolo Valley - bounded by Waiialae Avenue, Palolo Stream, St. Louis Heights Ridge to 10th Avenue, Wilhelmina Rise Ridge to Waiialae Avenue.

Kaimuki - area bounded by Kilauea Avenue, Mokapuu Avenue, Alohea Avenue, 6th Avenue, Waiialae Avenue and 22nd Avenue.

Wilhelmina Rise and Kahala Heights - area bounded by Waiialae Avenue, Sierra Drive, along Wilhelmina Rise Ridge to Maunalani Circle, along Kahala Heights Ridge to Waiialae Avenue.

Based on the foregoing surveys, reports were published for Kapahulu and Palolo Districts. Reports for Kaimuki, Wilhelmina

Rise and Kahala Heights are 80 per cent complete and should be published by the second quarter of 1960. Formal reports for the remaining areas surveyed will be completed in 1960.

Environmental surveys will be initiated in 1960 for Alewa Heights, Pacific Heights, Papakolea, Makiki Heights, Manoa, and St. Louis Heights. Additionally, Kakaako and Sheridan industrial areas and Waiialae-Kahala to Koko Head will be surveyed.

Code Enforcement

The Planning Department referred to the Public Prosecutor 128 alleged zoning violations during 1959. Of these, 94 referrals were corrected, 14 are under investigation, and 20 were determined to be non-violations. More than 82 per cent of these reported violations were corrected voluntarily by the property owners affected. In many cases, these owners were not aware of violating the zoning ordinances.

CENTRAL BUSINESS DISTRICT

As reported in the previous annual report, the Planning Department conducted a physical land use survey of the Central Business District in conjunction with other studies being conducted by the Downtown Improvement Association. The findings and analyses of data collected are published in the booklet "Central Business District - An Inventory and Analysis of Its Problems."

An abstract of findings is listed below:

1. The parking problem is one of the most critical confronting the Central Business District. There are a total of 4,035 parking spaces, of which 1,523 are curb spaces and 2,512 off-street spaces. However, the present need for parking spaces ranges from 7,160 to 21,500 spaces.
2. The average parcel in the Central Business District has a lot area of 6,159 square feet with a market value of \$16.35 or a total of \$100,000.
3. There is as yet no over-building on the land. The median height of all structures is two stories and 83.58 per cent or 402 buildings are two stories or less.
4. The majority of the buildings are of fire proof or fire resistive construction and in need of major repairs. Substantial re-building is necessary since the median age of the buildings is 42 years.

5. The number of living units (rooming, hotel and dwelling units) exceeds the number of business units or office units. There are 2,085 living units, 1,056 business units, and 815 office units.
6. The majority of the establishments are small businesses, with a median floor area of 666 square feet and rental of \$147.42 per month or 22 cents per square foot.
7. Rental rates above the ground floor are generally only 11 per cent less than on the ground floor. This suggests that the owners of property do attempt to equalize the rentals for the entire structure.
8. There are a total of 1,898 establishments of all types within the Central Business District. For the retail establishments, there was an actual decrease in the number of establishments between the years 1954 and 1958 from 540 to 475. The decrease in the number of retail establishments were businesses of the most important types of retail trade.
9. The predominant source of employment is in the service trades. Retail trade employed half as many as the number in the service trades. Wholesale, manufacturing, public utility, government, and other services account for a small percentage of the number of employees.
10. Retail trade in the Central Business District, when expressed as a percentage of the retail sales for the island of Oahu showed a decline from 24.4 per cent in 1948 to 21.0 per cent in 1954. The dollar volume of retail sales, however, increased by 1.92 per cent.
11. Traffic congestion in the Central Business District is the result of over-concentration of through traffic in many of the streets. Through traffic in 1958 during the morning peak hour was 50 per cent of the total vehicles entering the Central Business District and 66 per cent during the afternoon peak hour.

Detailed data supporting the foregoing findings may be obtained from the published report.

In addition to the completion of the physical studies, an economic report was submitted by the Western Real Estate Research Corporation. This report pointed toward the need for more business office space and the role of the Central Business District as a predominant financial, administrative, and government center for

Honolulu and the State of Hawaii. A detailed summary of this analysis is appended for informational purposes.

In conjunction with foregoing studies relating to the Central Business District, De Leuw, Cather & Company prepared a report of downtown Honolulu traffic and parking problems and its recommendations for interim improvements. The study entitled "Downtown Honolulu Traffic and Parking Study" was completed in July of 1959.

Recommendations for traffic-ways improvements such as one-way street patterns, arterialization, curb parking prohibition, truck loading, parking meter rates, traffic signals, right turn on red and public transit routing have been largely implemented. Other recommended improvements such as installations of variable frequency system of traffic signal controls have been included in the 1960 capital improvement budget and will be executed in 1960. Additionally, off-street parking structures at Von Hamm-Young and Kaahumanu facilities have been included as part of the capital improvement program for 1960 and will be initiated in that year.

The report further recommends stage execution of improvements as follows:

Initial Improvements

The initial improvements are those most urgently needed to relieve traffic congestion in the downtown area. The improvements recommended in this stage consist of the institution of the recommended street operational plan, prohibition of curb parking at several locations, installation of the recommended traffic signal system and additional signals, acquisition of property for the Union Street and Maunakea-Smith off-street parking improvement projects, and construction of parking decks over the Kaahumanu and Von Hamm-Young facilities. It will also be necessary, at this time, to modify the channelization in the median along Nimitz Highway, to accommodate traffic on the revised one-way street system. We recommend that the curb parking meter fee be raised from five cents to ten cents per hour and that the fees and time limitations be changed at certain of the City off-street parking facilities.

Second-Year Improvements

The recommended second-year improvements consist largely of the further prohibition of curb parking and the construction of parking decks at the Union Street and Maunakea-Smith locations. It is proposed that the recommended second-year curb parking prohibitions be instituted so as to coincide with the completion of construction at the Kaahumanu and Von Hamm-Young parking facilities.

Third-Year Improvements

The third-year improvements consist of the further prohibition of curb parking on mauka-makai streets. These improvements follow the expected opening of the Nuuanu Arterial Extension, and completion of the Union Street and Maunakea-Smith parking facilities.

As the final phases of the Central Business District studies, the City hired four planning consultants familiar with local conditions to prepare and submit a comprehensive plan for the Central Business District. These four organizations--Harland Bartholomew and Associates; Belt, Collins and Associates; Charles B. Bennett; and Community Planning, Inc.--operate as a joint venture, doing business as Central Business District Consultants, and are expected to submit their report in 1960. They will take into consideration all previous studies, material, analysis and reports covering the subject and will work together with the Western Real Estate Research Corporation to finalize their plans.

CAPITAL IMPROVEMENT PROGRAM

Pursuant to provisions of Chapter 5 of the Charter, the Planning Commission prepared a six-year capital improvement program for the years 1960-1965 for the City and County of Honolulu.

Of the total six-year program, the program recommended to the Mayor for 1960 was modified and submitted by the Mayor to the City Council together with a capital budget. The Council further modified the program and with the concurrence of the Planning Commission adopted the capital program and capital budget as modified for 1960. This program commits the City to capital improvements of \$41,956,174 in appropriated funds.

These are categorized by functions as follows:

Circulation and Traffic	\$ 8,486,406
Education and Recreation	20,607,593
Health and Welfare	660,000
Public Safety	2,071,432
Public Utilities	5,697,740
Urban Renewal	169,000
Miscellaneous	4,264,803

Of the above-listed amounts, \$33,291,307 have been appropriated by the Council. The remaining sums are subventions from the State (i.e. "Pork Barrel Bill") and grants from the Federal government.

A detailed list of projects supported by funds appropriated for 1960 is available in the Planning Department, City Hall Annex, for public inspection. The six-year capital improvement program for the years 1960-1965 is also available for review.

AGRICULTURAL LAND USES

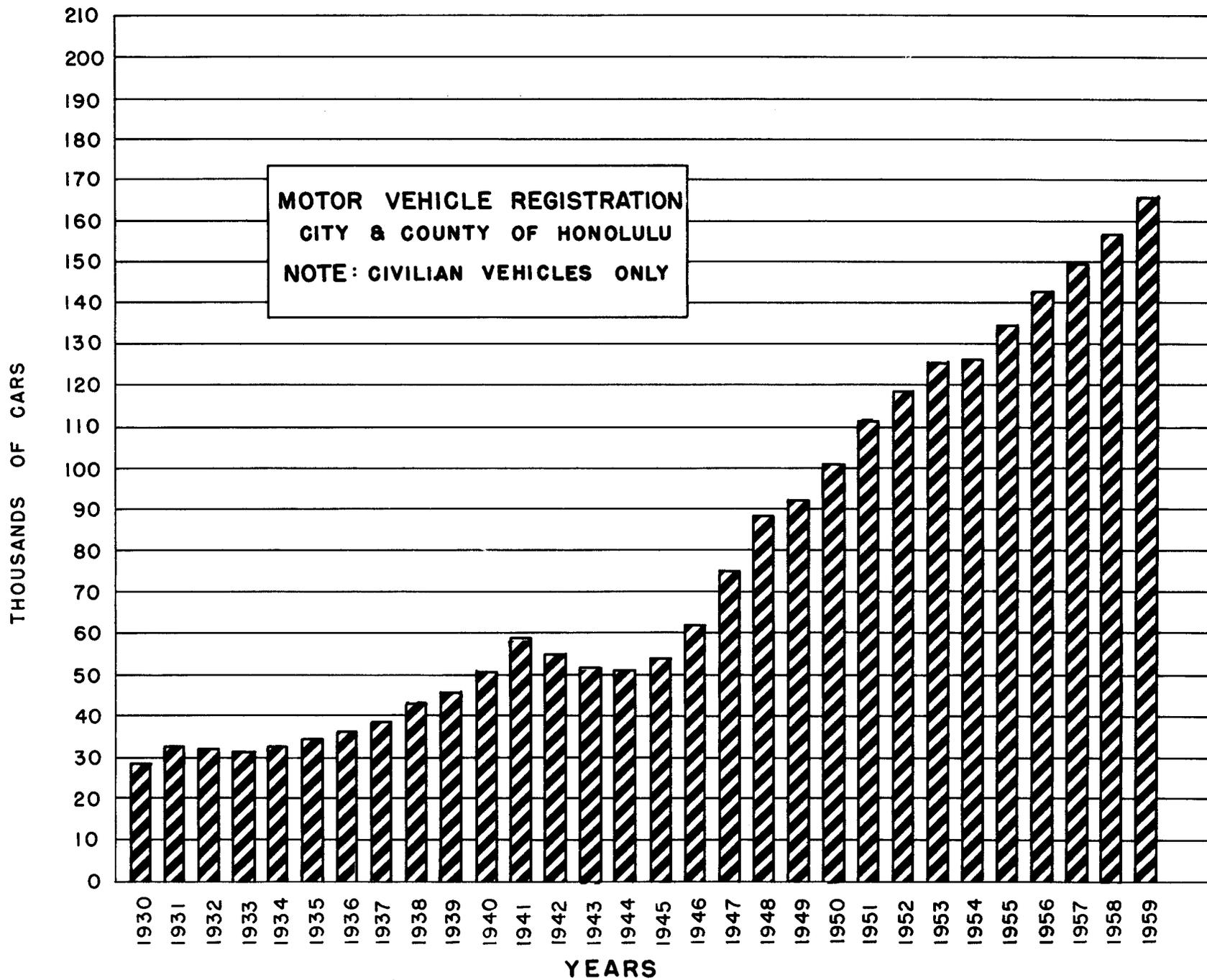
A complete and detailed inventory of agricultural land uses was conducted during the year for the purpose of determining and projecting the acreages of lands which may be utilized for sugar, pineapple and diversified agricultural uses. These studies will form the bases for a planning program to balance, insofar as practicable, agricultural development against the spreading urban land uses.

It was found that 8.3% of the land area on Oahu is being utilized for sugar cane (32,000 acres); 6.2% for pineapples (23,993 acres); 9.5% for grazing, dairies and beef cattle (36,832 acres); 0.7% for vegetable truck crops (2,518 acres); 0.6% for fruits and nuts (2,376 acres); and 0.1% for flowers (315 acres). A total of 99,258 acres or 25.7% of the land area are used for agricultural pursuits.

A more detailed breakdown follows:

	<u>Acres</u>	<u>Percentage of Total Land Area on Oahu</u>
Sugar cane	32,000	8.3
Pineapple	23,993	6.2
Dairy and Beef	36,832	9.5
Hogs	607	0.16
Poultry	358	0.09
Fish	257	0.07
Honey	2	-
Ginger	14	-
Lettuce	36	0.01
Other Dry Land Vegetables	2,234	0.58
Watercress	30	0.01
Taro	97	0.025
Lotus	107	0.03
Banana	1,395	0.36
Papaya	637	0.16
Watermelon	131	0.03
Mango	23	0.005
Macadamia Nuts	153	0.04
Guava	26	0.007
Passion Fruit	11	-
Flowers	315	0.08

MOTOR VEHICLE REGISTRATION



Forest reserve lands amount to 122,963 acres or 31.8% of the total land area on Oahu.

This land use study will be coordinated with the soils classification data available at the Land Use Bureau, University of Hawaii, and a report will be submitted as a basis for further detailed study.

STREETS AND THOROUGHFARES

Motor vehicle registration in the City and County of Honolulu increased from 155,211 in 1958 to 166,648 at the end of 1959--an increase of 11,437 vehicles. The number of persons per vehicle resulting from this increase is 2.70. With the large number of vehicles on Oahu, our highway and street systems are overcrowded at peak hours and have proven inadequate for our needs.

The State and Municipal governments because of financial and physical limitations cannot possibly acquire the lands and construct all the necessary improvements required to take care of this vehicular traffic problem. An alternative is to expedite traffic flows through our existing streets with better electronic control systems.

To help alleviate traffic flow through the city's streets, the city has appropriated monies for the installation of variable frequency traffic signal controls. It is expected that the first of these control systems will be installed in downtown Honolulu sometime in 1960.

In August, a complete re-study of the roadway requirements for Manoa Valley residential area was made to prepare for the anticipated doubling of population in the valley.

As an additional aid to better traffic patterns and street systems, the Planning Department made the following amendments to our master planned streets during 1959:

Master Plan Amendments

Section 5 (Manoa-Woodlawn)

CPC Resolution No. 1025 - Deleting general planned Huapala Street extension from East Manoa Road to the general planned Kolowalu Street extension

Public hearing: January 8, 1959
Adopted: February 12, 1959
Effective date: March 20, 1959

Section 6 (Upper and Lower Manoa)

CPC Resolution No. 1033 - Realigning a portion of a 56-foot general planned street along the makai boundary of Manoa Chinese Cemetery

Public hearing: February 26, 1959
Adopted: March 19, 1959
Effective date: April 24, 1959

Section 7 (Kalihi-Kai)

CPC Resolution No. 1053 - Realigning Lunalilo Freeway and extending Richard Lane

Public hearing: March 9, 1959
Adopted: May 28, 1959
Effective date: June 30, 1959

Section 8 (Kalihi-Uka)

CPC Resolution No. 1081 - Extending Gulick Avenue from Likelike Highway to Kalihi Street

Public hearing: February 5, 1959
Adopted: June 25, 1959
Effective date: July 31, 1959

Section 9 (Kapalama)

CPC Resolution No. 1059 - Changing the street layout within area bounded by the Lunalilo Freeway, Liliha Street, Vineyard Boulevard and Palama Settlement

Public hearing: September 11, 1958
Adopted: May 28, 1959
Effective date: June 30, 1959

Section 15 (Bingham-Moilili)

CPC Resolution No. 1026 - Realigning Keeaumoku Overpass at Lunalilo Freeway

Public hearing: October 16, 1958
Adopted: March 5, 1959
Effective date: April 10, 1959

CPC Resolution No. 1071 - Deleting Haleumi Place,
a private roadway

Public hearing: June 25, 1959
Adopted: June 25, 1959
Effective date: July 31, 1959

Section 29 (Waiialae Nui, Waiialae Iki, Wailupe, Niu,
Kuliouou, Maunaloa)

CPC Resolution No. 1063 - Realigning the general
planned Kalaniana'ole Highway from Kirkwood Place
to a point 700 feet Koko Head of Paiko Drive

Public hearing: June 4, 1959
Adopted: June 30, 1959
Effective date: July 31, 1959

Kailua-Lanikai-Keolu

CPC Resolution No. 1070 - (1) Realigning the master
planned 80-foot Keolu Drive within the Enchanted
Lake Development; (2) Extending the Kailua-Lanikai-
Keolu Section to include a portion of Kailua
(Kaelepulu Pond area); (3) Establishing a 80-foot
Loop Road through the extended area; (4) Connect-
ing the realigned Keolu Drive to the established
80-foot Loop Road; and (5) Establishing two other
roadways

Public hearing: June 4, 1959
Adopted: June 25, 1959
Effective date: July 31, 1959

C&C Resolution No. 709 - Reducing the general planned
widening of Wanaao Road - Keolu Drive between
Kailua Road and the general planned 80-foot Loop
Road

Public hearing: July 30, 1959
Adopted: December 1, 1959

Kailua-Kaneohe

CPC Resolution No. 1069 - Establishing a four-lane
highway (Saddle Road) over the ridge between the
Ahupuaas of Kailua and Kaneohe, from Kaneohe Bay
Drive to a point on the master planned Mokapu
Boulevard extension opposite the master planned
Oneawa Street extension and the necessary junction
at Kaneohe Bay Drive

Public hearing: June 18, 1959
Adopted: June 18, 1959
Effective date: July 24, 1959

CPC Resolution No. 1016 - Establishing sites for public use and purposes. (School, park, sewer treatment plant and fire station)

Public hearing: December 29, 1958
Adopted: February 5, 1959
Effective date: March 13, 1959

C&C Resolution No. 751 - Realigning and widening the width of the general planned Kaneohe Bay Drive from 100 to 80 feet between the general planned Saddle Road and Ilihau Street

Public hearing: June 18, 1959
Adopted: December 30, 1959

Aiea-Halawa

C&C Resolution No. 722 - Establishing a high school site and a civic center site

Public hearing: August 13, 1959
Adopted: December 11, 1959

Extension of General Plan

Maili

Ordinance No. 1775 - Extending the general plan to include a portion of Maili by establishing a resort development

Public hearing: September 24, 1959
Adopted: December 30, 1959

OFF-STREET PARKING STRUCTURES

As recommended in De Leuw, Cather and Company's report "Downtown Honolulu - Traffic and Parking Study," the City has provided funds in the 1960 Capital Improvement Program to allow for parking structures on the following existing off-street parking facilities:

Von Hamm-Young Facility

Removal of existing steel frame building and construction of parking deck to increase parking spaces from 96 to 212 resulting in a net increase of 116 spaces.

Kaahumanu Facility

Construction of an additional deck to allow for 267 parking spaces. The present facility provides for 178 spaces. The new facility increases the capacity by 89 spaces.

The foregoing recommendations are presently being implemented by the Chief Engineer's Office with the letting of engineering contract for the design of these facilities. After the design has been completed and accepted, contract for the construction phase will be let sometime during mid-1960. The execution of these projects will somewhat alleviate the off-street parking problem in downtown Honolulu. Additional facility improvements are planned for subsequent years to implement other recommendations proposed in the report.

SCHOOLS AND PARKS

School enrollment in our public and special schools increased from 99,809 in 1958 to 105,565 students at the end of 1959. To properly house the increase of students in the area in which their families are locating, the Planning Department recommended school and playground sites to the State Department of Public Instruction for acquisition prior to full development of subdivisions.

In close cooperation with the Department of Public Instruction, the Planning Department also recommended proposed sites for schools in the Hawaii Kai development at Koko Head in anticipation of the rapid completion of this project. Moreover, the Planning Department is currently re-studying the public school needs for Honolulu and projecting these for the next score of years to determine the number and location of school plants required for our young population. This study is being done concurrently with our general plans for Oahu and is scheduled for completion in 1960.

In line with the Council's policy of acquiring sites for school-playground complexes, the land area acquired provides for the foregoing except for those schools located adjacent to existing parks or playgrounds.

Amendments to our general plan resulting from the foregoing are listed below:

Master Plan Amendments

Kailua-Lanikai-Keolu

CPC Resolution No. 1060 - Establishing a school site and a park site within the Enchanted Lake Development

Public hearing: December 18, 1958
Adopted: May 28, 1959
Effective date: June 30, 1959

Kailua-Kaneohe

CPC Resolution No. 1016 - Establishing site for public uses and purposes. (School, park, sewer treatment plant and fire station)

Public hearing: December 29, 1958
Adopted: February 5, 1959
Effective date: March 13, 1959

Waianae

CPC Resolution No. 1061 - Extending the master plan to include a portion of Makaha by establishing a park and a school site

Public hearing: June 4, 1959
Adopted: June 10, 1959
Effective date: July 16, 1959

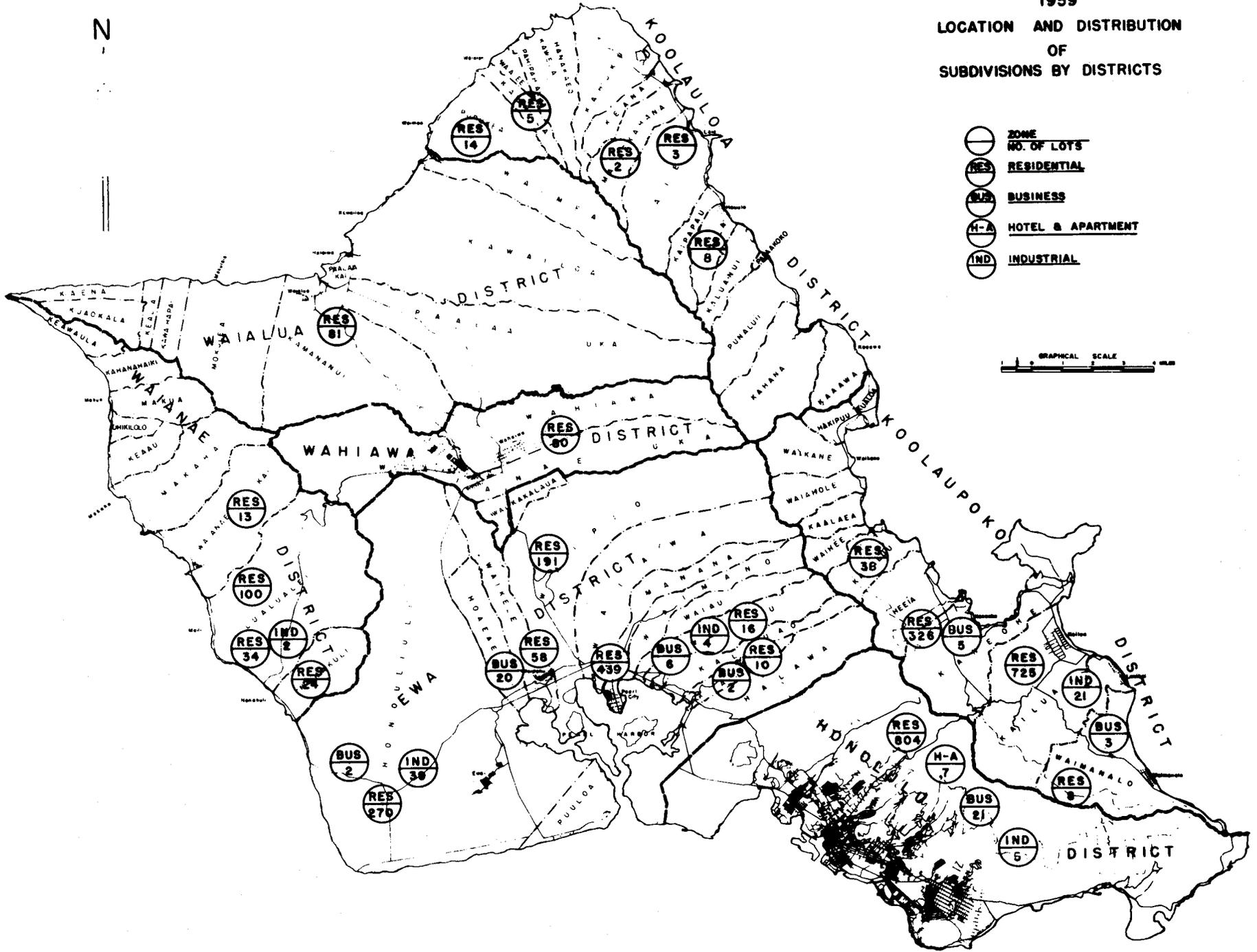
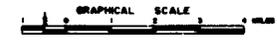
Aiea-Halawa

C&C Resolution No. 722 - Establishing a high school site and a civic center site

Public hearing: August 13, 1959
Adopted: December 11, 1959

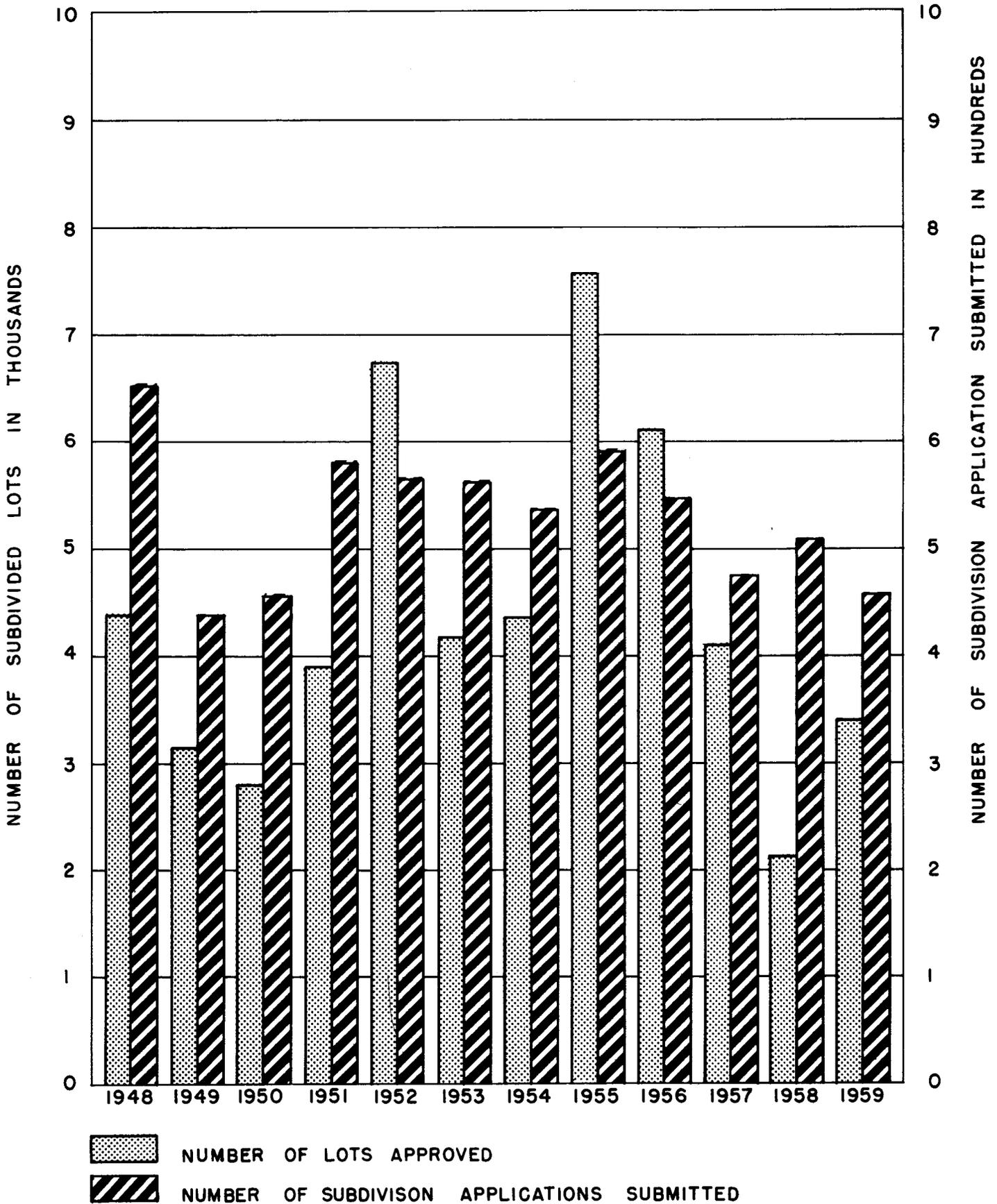
1959
 LOCATION AND DISTRIBUTION
 OF
 SUBDIVISIONS BY DISTRICTS

- ZONE
NO. OF LOTS
- RES RESIDENTIAL
- BUS BUSINESS
- H-A HOTEL & APARTMENT
- IND INDUSTRIAL

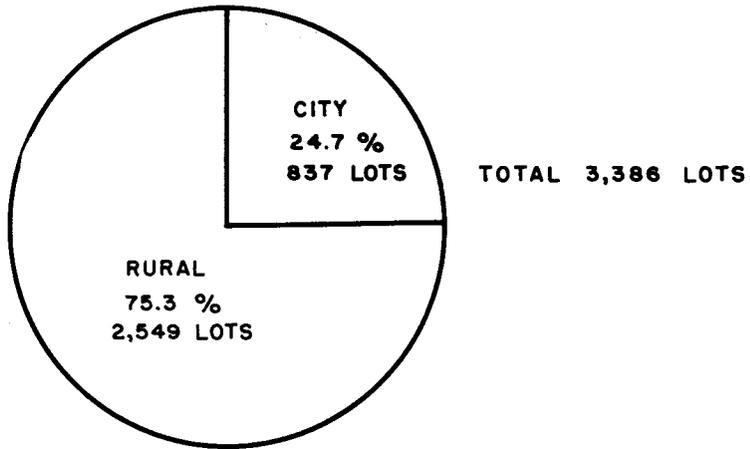


SUBDIVISION TREND

PLANNING DEPARTMENT
CITY & COUNTY OF HONOLULU

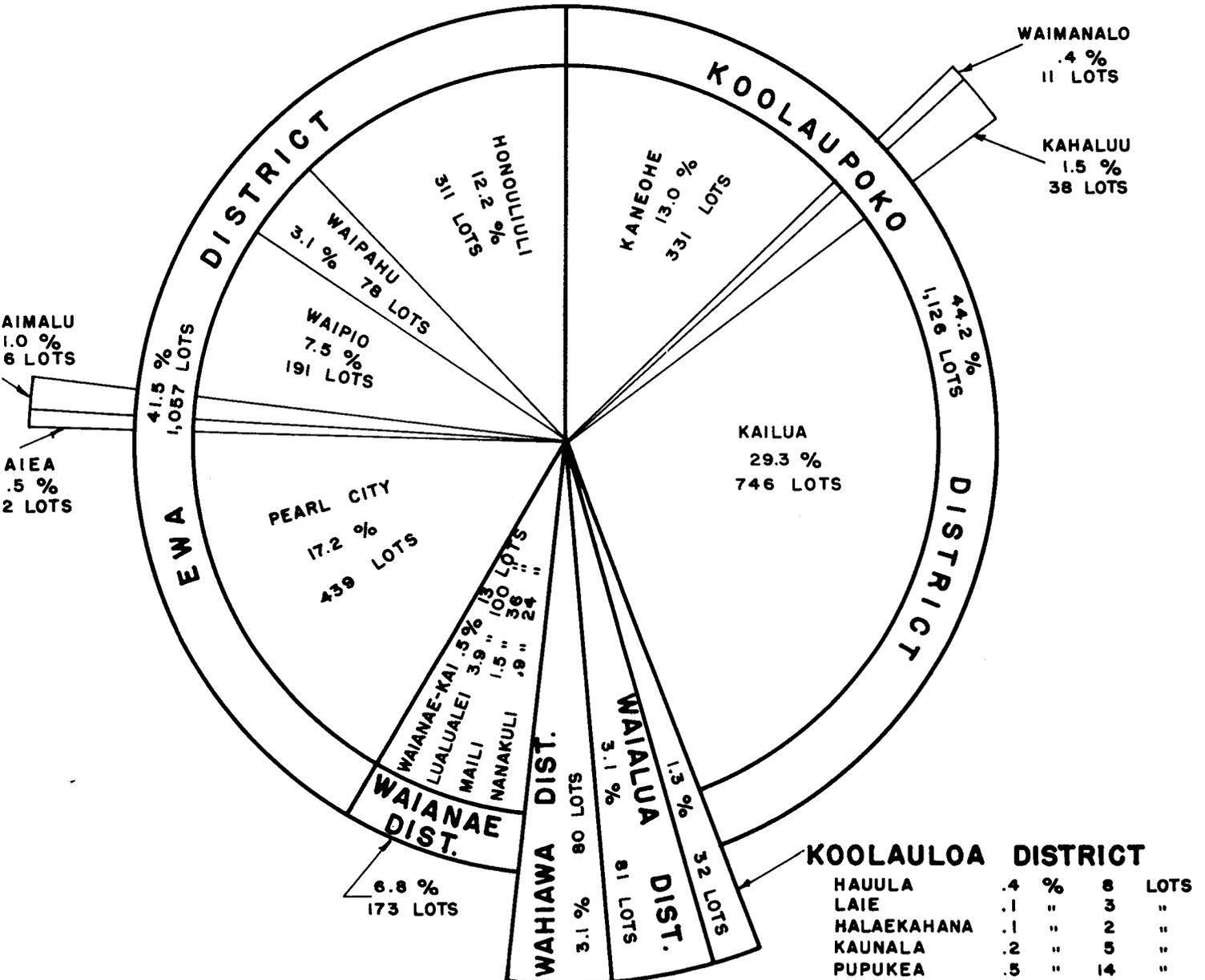


APPROVED SUBDIVISIONS BY LOTS IN 1959

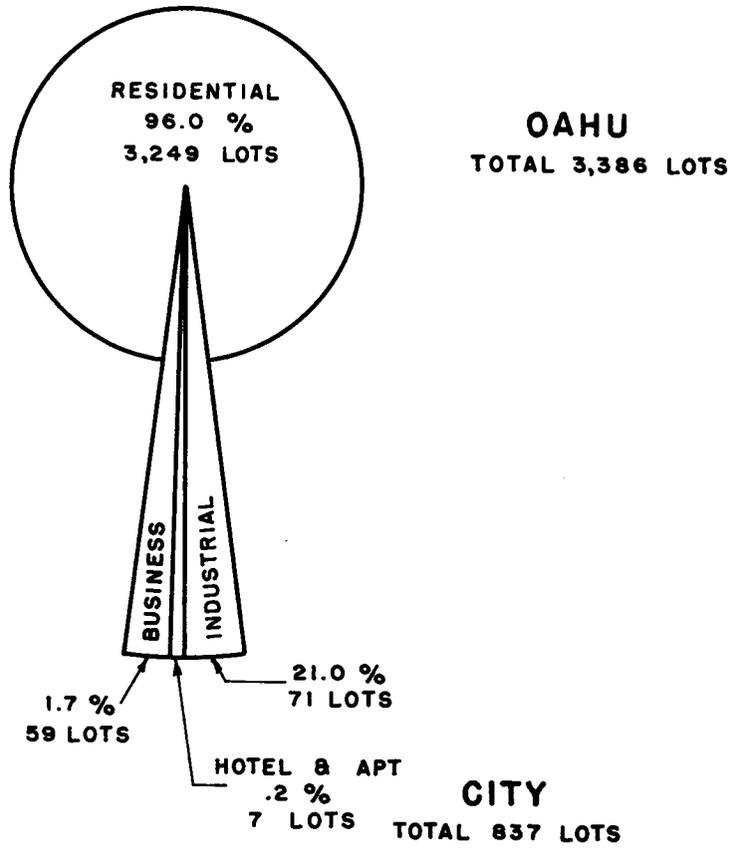


APPROVED RURAL SUBDIVISIONS BY LOTS IN 1959

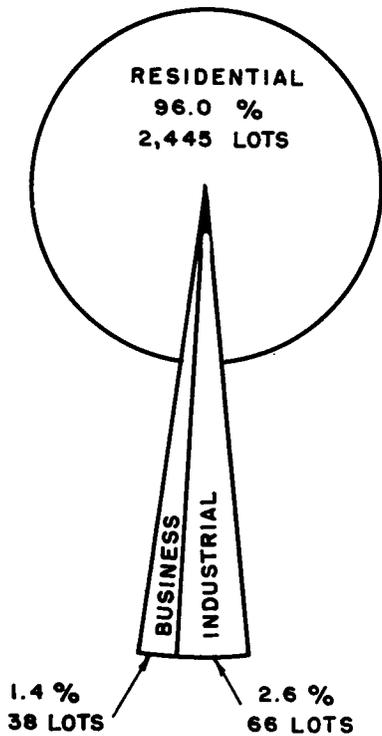
TOTAL 2,549 LOTS



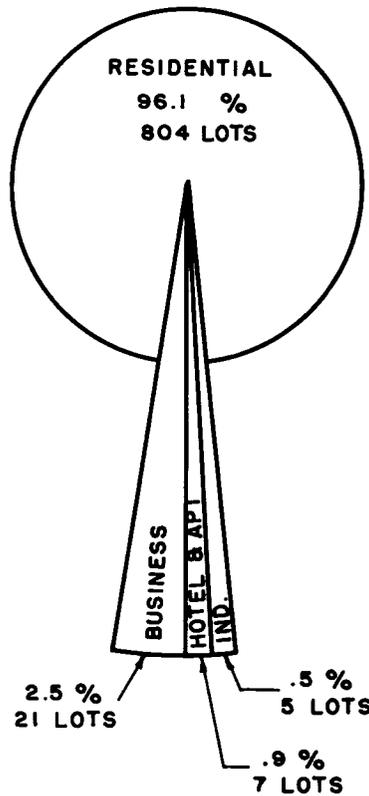
APPROVED SUBDIVISIONS BY LOTS IN 1959



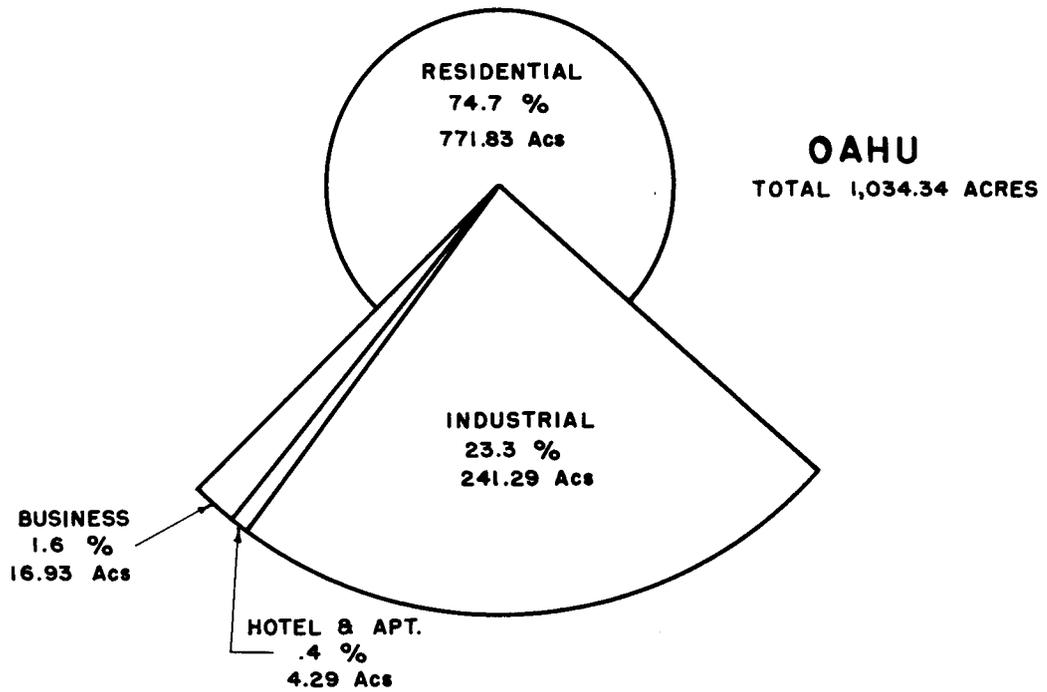
RURAL
TOTAL 2,549 LOTS



CITY
TOTAL 837 LOTS

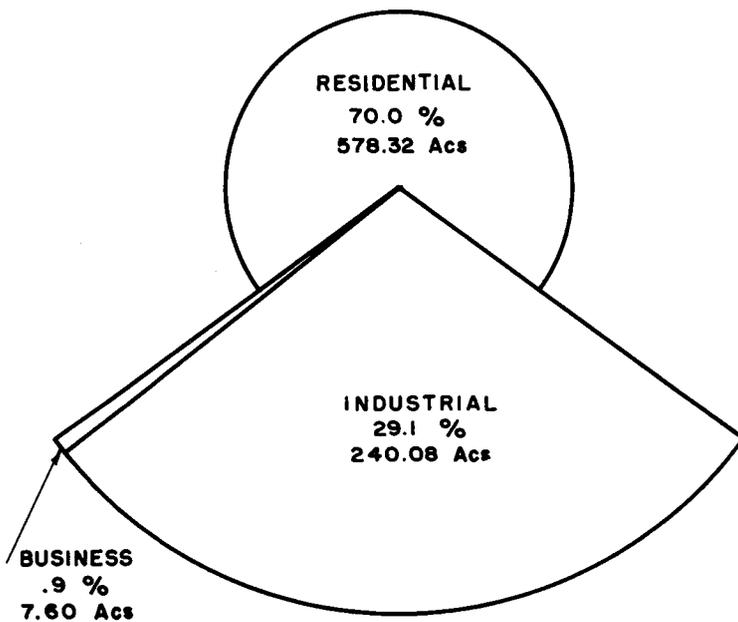


APPROVED SUBDIVISIONS BY ACRES IN 1959



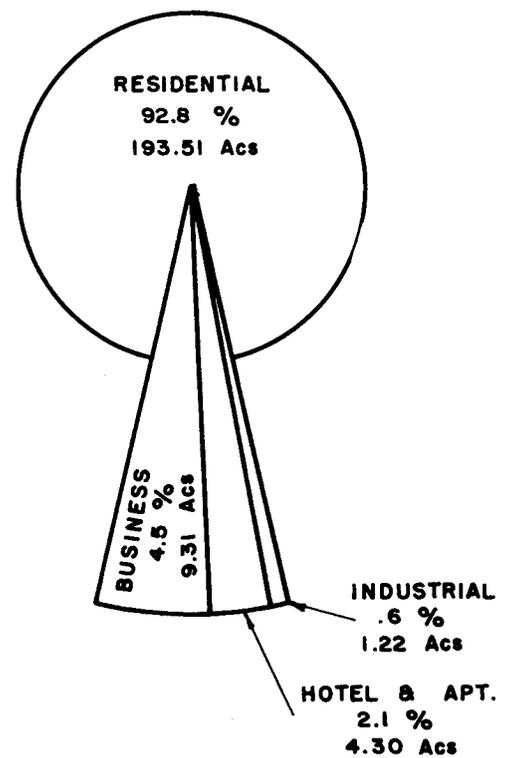
RURAL

TOTAL 826.00 ACRES



CITY

TOTAL 208.34 ACRES



Section 9 (Kapalama)

C&C Resolution No. 710 - Deletion of the general planned park site situated on the Koko Head side of Kokea Street between King Street and Vineyard Street

Public hearing: September 24, 1959
Adopted: December 1, 1959

Section 26 (Palolo)

CPC Resolution No. 1039 - Deleting the master planned park site in the vicinity of Veterans Village

Public hearing: April 2, 1959
Adopted: April 23, 1959
Effective date: May 29, 1959

SUBDIVISIONS

The Planning Department approved subdivisions of 1,034.34 acres of land on Oahu, 74.7% of these acreages were in residential uses, 23.3% in industrial uses, 1.6% in business uses, and 0.4% in hotel and apartment uses. There were almost four times as much land subdivided in rural districts as in the city of Honolulu. In the rural districts, the largest subdivisions were in residential (70%) and industrial (29.1%) zones with only 0.9% in business zones. Whereas, in the district of Honolulu, 92.8% of the acres subdivided were in residential zones, 4.5% in business zones, 2.1% in hotel and apartment zones, and 0.6% in industrial zones. Apparently, the demand for housing still exists at a high level. The next highest demand appears to be for industrial lands, since the sum of these two uses accounted for 98% of the total acreage subdivided during 1959.

The Planning Department acted on 457 applications for subdivision of land in the county. Of these, 307 applications were approved, 114 granted tentative approval, 22 were disapproved, 6 were withdrawn and 8 applications were deferred. The approved subdivisions resulted in 3,386 lots with a total acreage of 1,034.34 acres. Of the foregoing number of lots, 837 were located in the city of Honolulu and the remaining 2,549 were located in rural Oahu.

Of the 837 lots subdivided within the city limits, 5 lots were in general industrial zones, 21 lots were in business zones, 7 lots in hotel and apartment zones, and 804 lots in residential zones.

Of the 2,549 lots subdivided in rural Oahu, 66 lots were in industrial zones, 38 lots were in business zones, 946 lots were in residential zones, and 1,499 residential lots were in highway and rural protective zones. The following charts and tables show data relating to lots subdivided, its locations and acreage.

ZONING

The Planning Department created higher use districts for 961.8 gross acres of land on Oahu; 368.07 acres in industrial uses; 37.39 acres in business uses; 59.365 acres in hotel and apartment uses; 36.41 acres in apartment uses; 316.38 acres in residential uses; 142.88 acres in cemetery uses; 1.03 acres in conditional uses; and .31 acre in off-street parking uses. In general, the foregoing zoning actions were up-grading of lower use districts.

There were 158 applications for zone districts before the Planning Department in 1959. Of these, 66 applications were approved, 46 were denied, 43 are pending, 2 were withdrawn and one application was stalemated. The approval of 66 applications resulted in the creation of 8 industrial zones, 25 business zones, 15 hotel and apartment zones, 6 apartment zones, 2 cemetery sites, 5 residential zones, 2 conditional use zones, and 1 off-street parking zone.

In order to provide certain specialized uses of land and structure adjoining educational and other allied institutions, the City Planning Commission enacted Resolution No. 989, "Conditional Uses." A brief of a portion of the resolution follows:

Conditional Uses

The Commission shall have authority to permit the following "Conditional Uses" in restricted residential, hotel and apartment, and apartment districts, if it finds that the location of the proposed use is of the size and character and site that, in general, it is necessary to the public convenience and welfare, and is in harmony with the various elements and objectives of the master plan and the appropriate and orderly development of the district in which such uses may be permitted. All such uses are declared to possess characteristics of such unique and special form that each specific use shall be considered an individual case:

- a) Fraternity and sorority houses
- b) Student dormitories
- c) Social and religious student club houses
- d) Student centers and organizations
- e) Boy and Girl Scouts Headquarters, Y.M.C.A. and Y.W.C.A.
- f) Retarded and crippled children headquarters

Off-Street Automobile Parking District

To allow for additional off-street parking needs in residential, hotel and apartment, and apartment districts, the Commission enacted Resolution No. 1017 "Off-Street Automobile Parking District." This resolution allows off-street parking uses of land in accordance with certain conditions prescribed therein for areas where insufficient automobile parking exists such as in high density apartment zone districts.

A list of ordinances and resolutions of the Planning Department enacted by the City Council during 1959 are listed below:

Resolution No. 989 - A resolution of the City Planning Commission of the City and County of Honolulu, amending Chapter 21 of the Revised Ordinances of Honolulu 1957, relating to zoning, by adding Article 9 pertaining to other use districts, creating "Conditional Uses"

Adopted: January 22, 1959
Effective: February 27, 1959

Resolution No. 1017 - A resolution of the City Planning Commission of the City and County of Honolulu, amending Article 9 of the Revised Ordinances of Honolulu 1957, relating to other use districts, by adding Section 21-9.2, creating "Off-Street Automobile Parking District"

Adopted: March 5, 1959
Effective: April 10, 1959

Ordinance No. 1705 (Bill No. 25) - An ordinance to amend Section 2102.11 of the Revised Ordinances of Honolulu 1957, relating to variances in Restricted Residential Districts, by adding thereto a new paragraph, numbered "(5)", excepting applications by a governmental agency from certain procedural requirements

Adopted by Board of Supervisors: May 19, 1959
Effective: May 25, 1959

Ordinance No. 1742 (Bill No. 69) - An ordinance amending Section 21-1.3, Revised Ordinances of Honolulu 1957, relating to non-conforming buildings and uses

Adopted by City Council: October 6, 1959
Effective: October 21, 1959

Pursuant to provisions of Chapter 5 of the City Charter, zoning and off-street parking variances are granted by the Zoning Board of Appeals. The Board and its predecessor, the City Planning Commission, granted the following number of variances during 1959:

Zoning Variances

Approved	20
Denied	15
Pending	<u>3</u>
Total	38

Off-Street Parking Variances

Approved	0
Denied	3
Pending	<u>3</u>
Total	6

ZONING APPLICATIONS ACTED ON BY THE PLANNING COMMISSION IN 1959

<u>Type of Zoning</u>	<u>App.</u>	<u>No Action</u>	<u>Pending</u>	<u>Denied</u>	<u>Withdrawn</u>	<u>Total</u>	<u>Per Cent</u>
Rural Nox. Ind.	2	0	0	1	0	3	1.9
General Ind.	2	0	2	0	0	4	2.5
Rural Gen. Ind.	3	0	2	0	0	5	3.2
Semi-Industrial	1	0	0	0	0	1	.6
Rural Semi-Ind.	0	0	0	1	0	1	.6
Rural Limited Ind.	0	0	1	0	0	1	.6
Limited Industrial	0	0	1	0	0	1	.6
Business	13	0	7	8	0	28	17.7
Rural Business	11	0	7	8	0	26	16.6
Restricted Bus.	1	0	0	0	0	1	.6
Hotel & Apartment	12	0	6	14	0	32	20.3
Rural Hotel & Apt.	2	0	9	10	0	21	13.3
Apartment "C"	3	0	2	1	0	6	3.8
Rural Apt. "C"	3	0	0	0	0	3	1.9
Rural Apt. "B"	1	0	1	0	0	2	1.3
Cemetery	1	1	0	0	0	2	1.3
Rural Cemetery	2	0	0	0	0	2	1.3
Class "AA"	1	0	0	0	0	1	.6
Rural Class "AA"	0	0	0	0	1	1	.6
Class "A-1"	0	0	1	1	0	2	1.3
Rural Class "A-1"	3	0	0	0	1	4	2.5
Class "A-2"	0	0	0	1	0	1	.6
Rural Class "A-2"	2	0	4	0	0	6	3.8
Conditional Use	2	0	0	1	0	3	1.9
Off-St. Parking	1	0	0	0	0	1	.6
Total	66	1	43	46	2	158	100.0
	41.8	0.6	27.2	29.1	1.3	100.0	

OTHER PLANNING STUDIES

Other planning studies conducted during the year relative to the conduct of business of the Planning Department are listed below for information:

1. Kaneohe Establishing Fire Station and Sewage Treatment Plant Site at Aikahi Triangle
2. Halawa-Kai Low-Income Housing Site off Salt Lake Boulevard
3. Revision to Height Restrictions in Fire District No. 2
4. Kewalo Ala Moana Traffic Study
5. Additional Rights-of-Way to Beaches
6. Palama Amendment to Street Layout and Zoning Change (Sakuma area)
7. Pauoa Amendment to Street Layout and Zoning Change (Fort Street, Pauoa Road, Lusitana Street and School Street area)
8. Kalihi Extension of Gulick Avenue to Akahi Street
9. Kaneohe Change in zoning from Rural Class A-1 Residential to Business at the corner of Kamehameha Highway, Kaneohe Bay Drive, Kalihi Tunnel Road
10. Comprehensive Zoning Laws as submitted by Consultants
11. Manoa Deletion of Huapala Street extension and creation of new shopping area, Kokohead side of East Manoa Road
12. Kapalama Deletion of park site and zoning change to Hotel and Apartment for medium income housing at Kokea Street
13. Kaalaea Change in zoning from Rural Class AA to Class A-2 Residential at the junction of Wailehua Road and Lamaula Road
14. Waimalu Change in zoning from Highway Protective to Industrial, area makai of Kamehameha Highway
15. Kalihi Extension of Gulick Avenue to Kalihi Street
16. Kaneohe Change in zoning from Rural Class AA to A-1 Residential at Aikahi Triangle

17. Palama Change in zoning from Class A to Business for displaced businesses, area makai of School Street between Liliha and Palama Streets
18. Palolo Deletion of 1.76 acre park site off Palolo Avenue, makai of Paalea Street for church use
19. Manoa Amendment to Master Plan Street alignment in the vicinity of Manoa Cemetery
20. Kewalo Firemen training site at Kewalo Basin area
21. Kalihi-Kai Change in zoning from Class A to Industrial use area makai of Dillingham Boulevard
22. Waipahu Change in zoning from Rural Class A-1 to Apartment District C area opposite Waipahu High School
23. Kaneohe Proposed Saddle Road, connecting Kaneohe Bay Drive to Mokapu Road
24. Kalihi-Kai Expansion of Kalihi-Kai School
25. Kailua Realignment of Keolu Drive
26. Waimanalo Overall plan of Waimanalo as submitted by Territorial Land Commissioner
27. Waialae Nui Change in zoning from Class AA and A-1 to Business, Hotel and Apartment, and Apartment District C, area mauka of Waialae Avenue and Kilauea Avenue Extension
28. Ala Moana Magic Island Study
29. Maili Permanente cement plant and quarry site
30. Niu Realignment of Kalaniana'ole Highway from Kirkwood Street to Paiko Drive
31. Makaha Proposed school and park site for Makaha
32. Barber's Point American Cement Company quarry site
33. Kaneohe Change in zoning from Rural Class AA to Hotel and Apartment, area at the end of Keana Road (home for the aged)
34. Kahaluu Change in zoning from Rural Class AA to Business, area at the corner of Kamehameha Highway and Ahuimanu Road

35. Piggery site study
36. Ordinance No. 1705 relating to lot size variance in governmental condemnation
37. Maili Creating resort area as part of the Maili Beach General Plan
38. Manoa Amendment to General Plan street layout of Upper Manoa and Kolowalu Street extension and proposed school site in the former Manoa Housing area site
39. Aiea Establishing a 16-acre high school site; a 5-acre civic center site; and extension of Ulune Street from Wilikoa Street
40. Agricultural Zoning Law
41. Nuuanu Cemetery site at the corner of Nuuanu Avenue and Robinson Lane
42. Waipahu Overall plan for Robinson Estate lands
43. Puunui Amendment to Bachelot Street extension to meet Kuakini Street ewa of Waolani Stream

STREET NAMES

During the year the Planning Department recommended 197 street names of Hawaiian origin for adoption by the City Council. Of these, 50 names were for streets within the city of Honolulu, and the remaining 147 were for streets in the balance of the County.

A list of these street names are available in the Planning Department, City Hall Annex, for public inspection and perusal.

PUBLICATIONS

The Planning Department prepared the following publications during 1959:

Central Business District - An Inventory and Analysis of Its Problems (April 1959)

Neighborhood Analysis for Urban Renewal - Kapahulu District (February 1959)

Neighborhood Analysis for Urban Renewal - Palolo District
(August 1959)

Capital Improvement Program - 1960-1965

FINANCIAL STATEMENT

PLANNING DEPARTMENT BUDGET FOR 1959:

Salaries & Wages (G-\$83,206.00 & H-\$82,776.50)	\$165,982.50
Contractual Services (G-\$4,250 & H-\$600)	4,850.00
Materials and Supplies	5,300.00
Fixed Charges	310.00
Equipment (G-\$300 & H-\$2,500)	2,800.00
Traveling and Other Expenses (G-\$600 & H-\$1,280.50)	<u>1,880.50</u>
	\$181,123.00
Unexpended Balance	<u>5,014.80</u>
Total	\$176,108.20

EXPENDITURES:

Salaries & Wages (G-\$80,544.88 & H-\$81,429.71)	\$161,974.59
Contractual Services (G-\$4,055.75 & H-\$527.82)	4,583.57
Materials and Supplies	4,966.43
Fixed Charges	125.51
Equipment (G-\$261.25 & H-\$2,366.11)	2,627.36
Traveling & Other Expenses (G-\$600 & H-\$1,230.74)	<u>1,830.74</u>
Total	\$176,108.20

SUBDIVISION FILING FEES COLLECTED - 1959:

Receipts (January 1 to December 31)

No. of Subdivision Applications (483)	\$4,830.00
No. of Lots (5,065)	<u>5,065.00</u>
Total	\$9,895.00

Appendix I

CHARTER OF THE CITY AND COUNTY OF HONOLULU

CHAPTER 5. PLANNING DEPARTMENT

Section 5-501. Organization.

There shall be a planning department, consisting of a planning director, a planning commission, a zoning board of appeals and the necessary staff.

Section 5-502. Planning Director.

The planning director shall be appointed by the mayor with the approval of the council and may be removed by the mayor. He shall have had a minimum of five years of training and experience in a responsible planning position, at least three years of which shall have been in an administrative capacity in charge of major city planning activities. He shall be the administrative head of the planning department.

Section 5-503. Powers, Duties and Functions of the Planning Director.

The planning director shall:

(a) Prepare a general plan and development plans for the improvement and development of the city.

(b) Prepare an ordinance governing the subdivision of lands within the city.

(c) Prepare zoning ordinances, zoning maps and regulations, and any amendments or modifications thereto.

(d) Consolidate the lists of proposed capital improvements contemplated by the several departments in the order of their priority.

(e) Be charged with the administration of the subdivision and zoning ordinances and regulations adopted thereunder.

(f) Advise the mayor and council on matters concerning the planning programs.

Section 5-504. Planning Commission.

The planning commission shall consist of seven members. They shall be persons who are in sympathy with the who believe in the principles of sound city planning. The managing director and the budget director of the city shall be members ex officio of the commission. Five other members shall be appointed by the mayor with the approval of the council for staggered terms of five years, and they shall serve until their successors have been appointed and qualified. Of the members originally appointed one shall serve for a term of one year, one for a term of two years, one for a term of five years. Any vacancy occurring other than by expiration of a term of office shall be filled for the remainder of such unexpired term in the same manner as for an original appointment. The commission shall annually select an appointed member as chairman. The affirmative vote of the majority of the membership shall be necessary to take any action.

Section 5-505. Powers, Duties and Functions of the Planning Commission.

The planning commission shall:

(a) Advise the mayor, council and planning director in matters concerning the planning programs.

(b) Review the general plan and development plans and modifications thereof developed by the director. The commission shall transmit such plans with its recommendations thereon through the mayor to the council for its consideration and action. The commission shall recommend approval in whole or in part and with or without modifications or recommend rejection of such plans.

(c) Review land subdivision and zoning ordinances and amendments thereto developed by the director. The commission shall transmit such ordinances with its recommendations thereon through the mayor to the council for its consideration and action. The commission shall recommend approval in whole or in part and with or without modifications or recommend rejection of such ordinances.

(d) Adopt regulations having the force and effect of law pursuant to the subdivision ordinance.

(e) Prepare a capital improvement program.

(f) Consult with the territorial planning director with reference to the general plan and capital improvement program.

(g) Perform such other related duties as may be necessary to fulfill its responsibilities under this charter or as may be assigned by the mayor or council.

Section 5-506. Zoning Board of Appeals.

The zoning board of appeals shall consist of three members who shall be appointed by the mayor with the approval of the council. They shall serve for terms of three years and until their successors have been appointed and qualified. Of the members originally appointed, one shall serve for a term of one year, one for a term of two years and one for a term of three years. Any vacancy occurring other than by expiration of a term of office shall be filled for the remainder of such unexpired term in the same manner as for an original appointment. The Board shall select a chairman from its membership annually. Two members shall constitute a quorum for the transaction of business and the affirmative vote of at least two members shall be necessary to take any action.

Section 5-507. Powers, Duties and Functions of the Zoning Board of Appeals.

The zoning board of appeals shall:

(a) Hear and determine appeals from the actions of the director in the administration of the subdivision and zoning ordinances and any regulations adopted pursuant thereto. An appeal shall be sustained only if the board finds that the director's action was based on an erroneous finding of a material fact, or that the director had acted in an arbitrary or capricious manner or had manifestly abused his discretion.

(b) Hear and determine petitions for varying the application of the zoning ordinance with respect to a specific parcel of land and may grant such a variance upon the ground of unnecessary hardship if the record shows that (1) by reason of peculiar and unusual circumstances pertaining to the physical characteristics of the property, the land in question cannot yield a reasonable return if used only for a purpose allowed in that zone, (2) the plight of the owner is due to unique circumstances and not to the general conditions in the neighborhood which may reflect the unreasonableness of the zoning ordinance itself, and (3) that the use sought to be authorized by the variance will not alter the essential

character of the locality nor be contrary to the intent and purpose of the zoning ordinance.

Section 5-508. Reimbursement of Expenses.

The members of the planning commission and of the zoning board of appeals shall receive no compensation but shall be entitled to be reimbursed for travelling and other necessary expenses actually incurred by them in the performance of their duties hereunder.

Section 5-509. General Plan.

The general plan shall set forth the council's policy for the long-range, comprehensive physical development of the city. The general plan shall include a map of the city and shall contain a statement of development objectives, standards and principles with respect to the most desirable use of land within the city for residential, recreational, agricultural, commercial, industrial and other purposes; the most desirable density of population in the several parts of the city; a system of principal thoroughfares, highways, streets and other public open spaces; the general location, relocation and improvement of public buildings; the general location and extent of public utilities and terminals, whether publicly or privately owned, for water, sewers, light, power, transit and other purposes; the extent and location of public housing projects; adequate drainage facilities and control; and such other matters as may, in the council's judgment, be beneficial to the city. The plan shall be based upon studies of physical, social, economic and governmental conditions and trends and shall be designed to assure the coordinated development of the city and to promote the general welfare and prosperity of its people.

Section 5-510. Development Plan.

"Development plan" means a relatively detailed scheme for the placement or use of specific facilities within a defined area so as to insure the most beneficial use of such area in conjunction with the use of surrounding areas. A development plan is within the framework of and implements the general plan.

Section 5-511. Review by the Board of Water Supply.

Upon receipt of the general plan and development plans recommended by the planning director and prior to the submission of such plans to the council, the planning commission shall consult with the board of water supply on such parts thereof relating

to the water systems of the city. No addition or change in such plans affecting the water systems of the city shall be made without prior consultation with the board of water supply.

Section 5-512. Adoption of the General Plan and Development Plans.

1. The council shall adopt the general plan or any development plan by ordinance. The general plan and all development plans shall be kept on file in the office of the planning department.

2. No public improvement or project, or subdivision or zoning ordinance shall be initiated or adopted unless it conforms to and implements the general plan. In case of a conflict between the general plan and any present or future federal aid project, the council may set aside the general plan to the extent that such conflict prevents the obtaining or the granting of federal aid on any such project or the prosecution of the work thereunder.

3. No person shall construct, operate or maintain any street railway or bus or other motor vehicle common carrier line or transit system on any street within the city unless the location and extent thereof has been submitted to and approved by the planning director as being in conformity with the general plan.

4. Any addition to or change in the general plan proposed by the council shall be referred by resolution to the planning director and the planning commission for their recommendation prior to final action by the council. If the commission disapproves the proposed change or addition, or recommends a modification thereof, not accepted by the council, or fails to make its report within the period of thirty days, the council may nevertheless adopt such addition or change, but only by the affirmative vote of at least two-thirds of its entire membership.

Section 5-513. Subdivision or Consolidation of Land.

1. Subdivision Ordinance. The Council shall enact an ordinance governing the subdivision or consolidation of land pursuant to which subdivision regulations shall be promulgated.

2. Approval of Subdivisions. After the enactment of the ordinance governing subdivisions or consolidations of land, no land may be subdivided unless the proposed subdivision plans are in conformity with the subdivision ordinance and regulations and have been approved by the planning director.

3. Regulations of the Board of Water Supply. The regulations of the board of water supply shall govern the extent to which water mains and all necessary appurtenances shall be installed to and within subdivisions.

Section 5-514. Zoning Ordinances.

The council shall enact zoning ordinances which shall contain the necessary provisions to carry out the purpose of the general plan. In enacting the ordinances the council shall take into consideration the character of the several parts of the city and their peculiar suitability for particular uses and types of development with a view to encouraging the most appropriate use of land throughout the city. The ordinances shall contain reasonable standards with respect to the location, height, bulk, size of buildings and other structures, the area of yards, courts, off-street parking spaces and facilities and other open spaces, the density of population, and the use of buildings, structures and land for trade, industry, business, residence or other purposes.

Section 5-515. Public Notice and Public Hearing.

1. Prior to the adoption of the general plan and any development plan or the subdivision and zoning ordinances, or any amendments thereto, the council may hold a public hearing thereon at which interested persons shall be afforded a reasonable opportunity to be heard. Notice of the time and place of the hearing shall be published at least ten days prior to such hearing in a daily newspaper of general circulation in the city.

2. Prior to recommending the adoption of the general plan and any development plan or any subdivision or zoning ordinance or any amendments thereto, and prior to the adoption of subdivision regulations or any amendments thereto, the planning commission shall hold a public hearing thereon at which interested persons shall be afforded a reasonable opportunity to be heard. Notice of the time and place of the hearing shall be published at least ten days prior to such hearing in a daily newspaper of general circulation in the city.

3. Prior to the granting of any variance the zoning board of appeals shall hold a public hearing thereon at which interested persons shall be afforded a reasonable opportunity to be heard. Notice of the time and place of the hearing shall be published at least ten days prior to such hearing in a daily newspaper of general circulation in the city.

Appendix II

SUMMARY OF "ECONOMIC ANALYSIS OF DOWNTOWN HONOLULU"

A resume of the summary of conclusions and recommendations presented by Western Real Estate Research Corporation in its "Economic Analysis of Downtown Honolulu" is appended herewith.

Summary of Conclusions

The data, findings, recommendations and conclusions from the detailed study of the central business districts are summarized briefly as follows:

1. Honolulu is particularly strong as an administrative and financial and government center. It is particularly weak in relation to meetings, conventions, entertainment and cultural facilities. Near Downtown Honolulu there is a considerable concentration of medical facilities and downtown Honolulu, therefore, is something of a regional medical center in the same way as are the downtowns of Louisville, New Orleans and Minneapolis.
2. The business administrative and financial life of the entire State of Hawaii is concentrated in the area between the Fort Street retail district and the government center waikiki of Richards Street and running in general from Nimitz Highway to Hotel Street.

In all of Honolulu there is a total of 1,600,000 square feet of office space of which 1,152,424 square feet are located downtown. Of the downtown office space only 1.8 per cent is presently vacant, an indication of extreme shortage. Much of the space is comparatively poor in quality.

Of the 1,152,425 square feet downtown, 551,207 square feet rent at 30 to 40 cents per square foot. In this category there is only 1.1 per cent vacant. Normally less than 5 per cent vacancy is an indication of shortage and 10 per cent or more is a clear cut over supply.

There is therefore needed immediately about 50,000 square feet of office space to cure the present shortage and at least another 50,000 square feet to allow for up-grading in quality. Many are located in poor grade office space because it is inexpensive. There

are several, however, who are in poorer space because no other is available for them. The office building being constructed adjacent to the Ala Moana Shopping Center will contain approximately 192,000 net square feet of office space and will therefore itself absorb all of the existing shortage.

The report states there is a direct and measurable relationship between the population of a city and the extent to which it is a commercial center on the one hand, and the amount of office space for which there is a need on the other. In calculating the future need for office space in Honolulu a figure of 3.0 per square foot of office space per person has been used. This is slightly greater than the present relationship and takes into account, on a very conservative basis, the indicated trend toward an increased ratio as experienced in other communities. This is substantially below the San Francisco figure and about the same as Cleveland. Using the 3.0 figure and the conservative population projections adopted, there is an indicated market for new office space in Honolulu through 1968 of 60,000 square feet per year. Of this the greater portion should be located in downtown Honolulu. If most of this office space is built downtown, and there is in addition a specific community effort to attract new administrative offices, the market for office space might be even greater. In this sense it is necessary that new office buildings be constructed on Bishop, Alakea or Richards Streets (or the cross streets in this area) and if the office area needs to be expanded, then the most effective locations would be makai to Nimitz Highway, mauka to Beretania and an expansion which would result in the area becoming "L" shaped by moving ewa along Merchant Street to Nuuanu or Smith. Any administrative or financial offices or general purpose office buildings located outside the area just described would represent an element of decentralization and therefore a dilution of the pulling power of Honolulu as an administrative center.

3. There is presently in Honolulu a scattering of regional offices of various mainland technical and engineering firms that have work in the Pacific Islands or in various underdeveloped countries in Asia and elsewhere. Much of the work with underdeveloped countries has some Federal Government orientation with sales offices in Washington rather than taking advantage of Honolulu's unique geographic position. Here lies an opportunity to add another important element to the Islands' economic base through the development of a technical center having to do with the underdeveloped areas. This could be most easily done if a key federal agency having to do with the underdeveloped areas of the world

would locate its principal office in Honolulu--or at least, a regional office. The advantages of the Honolulu location for the establishment of such a center are spelled out in the report.

4. As a tourist mecca the Hawaiian Islands are largely characterized in mainland minds by the new development at Waikiki. A successful job has been done of "selling" to the public a Miami Beach - Palm Springs type of vacation with new and modern hotel facilities. Very little has been done, however, to take advantage of the important oriental institutions, facilities and history in the community as an additional attraction.

In Honolulu, just Ewa of downtown and adjacent to it, is an area in which there presently exists a number of tong headquarters, oriental buildings, some oriental entertainment, some small handicraft elements and small shops (particularly food stores) which have largely an oriental clientele. The area is, however, presently disorganized and there are a large number of intermittent uses including warehousing which have no relationship to the oriental institutions here. If this general area could be organized and some of the non-compatible uses replaced, shops and restaurants here could become a tourist mecca second only to the island atmosphere shops at Waikiki. This is one of the few places in the United States where a foreign and exotic atmosphere can be created adjacent to the downtown of a major city similar to the Vieux Carre just off Canal Street in New Orleans.

Waikiki shops and entertainment are expensive and make no pretense of being otherwise. It would substantially enhance the tourism base of the Islands if an oriental bazaar-line area could be created around existing oriental institutions and buildings of oriental architecture. This could become known as a place where one could find oriental goods at bargain prices, inexpensive but exotic entertainment and food. This would require the following:

- a. Elimination of incompatible uses and structures.
- b. Agreed upon architectural controls which would gradually develop physically the oriental atmosphere.
- c. The addition of a number of small shops, small restaurants and places of entertainment, and
- d. Some publicity and promotion similar to that which the Waikiki area now receives.

5. An analysis of the market for apartments adjacent to downtown has been the subject of a report previously delivered to the Honolulu Redevelopment Authority. A part of this study involved nearly 2,000 interviews with the people working downtown. As a result it has been found on a conservative basis that there is a market for 1,400 new units at rents high enough to support new construction.

6. The Fort Street area is in a position to take advantage of the growth of specialty shops oriented toward the downtown working population, which will increase in volume with the completion of the redevelopment programs. The replacing group as a result of the change is expected to be of substantially higher income. Furthermore, the trend toward commercialization as an important element in the economic base of American cities, has not only resulted in an increased downtown working population but also, the average family income of those people working downtown has increased substantially. (Administrators, technical-clerical people, junior executives, etc., have replaced common labor working in warehouses and semi-skilled labor in small manufacturing enterprises located in older and obsolete buildings in the central area.)

In addition, the Fort Street area is located immediately adjacent to the growing working population in the administrative and financial area downtown. When the Ala Moana Shopping Center opens up it will add a net of 190,000 square feet additional retail space close to downtown where there is presently but 370,000 square feet devoted to primary shoppers goods. The stores located in Ala Moana with free parking will initially take a substantial amount of retail business from Fort Street as well as from other shopping facilities throughout Oahu. If, however, adequate sites are made available for the increased office space for which there will be a need in the next ten years, if the government and civic center is developed in accordance with present plans, and if the urban renewal projects proceed as presently planned with the making available of land for close-in apartments, Fort Street within a few years should return to its present volume. The two most important requirements to achieve this are:

- a. The provision of adequate sites downtown for the additional office and apartment facilities and a halting of the present threat of office decentralization which hangs over the community, and

- b. The development of a plan for downtown which will make it physically easy and pleasant for people employed in the administrative and government center areas to get to Fort Street on relatively short visits during the day (lunch periods, coffee breaks, etc.) and for longer periods after work. To make these connectors easy and pleasant places to traverse is more important for the long run health of Fort Street than improvement of Fort Street itself to increase the ease and pleasantness of shopping.

Of Course, some space moderniation is needed on Fort Street and some reorientation of existing space is needed too. In general, if the 400,000 square feet of additional office space is created downtown and the Queen Emma and Kukui Projects proceed with the residential development involved, the Fort Street business volume will remain unchanged--can increase if there is more office space and further urban renewal projects. Given 400,000 square feet of new office space downtown and completion of the Queen Emma and Kukui Projects, the amount of space presently devoted to department stores, family and other apparel and women's apparel as a total will be about in balance with that presently used. There will be some excess in variety store space and men's and family shoe store space as well as jewelry. Additional space will be needed for women's shoes, restaurants (particularly those catering to the downtown working population), and specialty shops.

7. There is no relationship between the industrial activity and the warehousing which presently exists downtown, and other downtown functions. Many represent incompatible uses which remain there merely because the space is inexpensive and will and should be gradually eliminated. The only possible exception is that having to do with the garment industry, which is already established outside of downtown toward Waikiki. The chance of moving it downtown is remote.
8. The "meeting" function, an important part of most downtowns, is so firmly established at Waikiki that the community would best be served by adding to the cumulative attraction of facilities in that area rather than in downtown.
9. The present concentration of federal, territorial and city offices adjacent to downtown is virtually unique in American cities and represents not only one of the strengths of downtown Honolulu, but an area of potential strength for the future as well. It is important for the increased health of the central business district of Honolulu that any additional government offices on whatever level be similarly located and close to downtown.

We have considered the effect of a downtown area capitol on the economics of downtown Honolulu. We are convinced that the selection of the civic center site will be beneficial to downtown for a number of reasons:

- (1) People employed in the capitol would do a greater amount of shopping downtown if they worked at this location rather than at one farther removed. This is a finding we have made from the shopping habits of people employed in this same general area.
 - (2) The most important characteristic of downtown as it relates to supporting the economic, employment and tax base of the city is its function as an administrative, financial and governmental center. To maintain compactness of the space devoted to these uses does the following things:
 - (a) It represents a superior element of convenience for citizens of the community who upon occasion must visit several offices or agencies.
 - (b) It results in a facilitated interchange of information and contact by people working in the area and engaged in these facilities.
 - (c) If these functions are in close proximity they represent an element of convenience which enhances the likelihood that additional regional and other offices will locate in the same community. In retailing, this principle is exemplified by the fact that four shoe stores located next to each other will do more business than if the same four stores were scattered a mile apart but trading in the same area.
 - (3) A factor which is not subject to measurement, but which is very real nevertheless, is that downtown in most communities is symbolic of the city as a whole. Inasmuch as the most effective functions of downtown Honolulu are the administrative, financial and governmental functions it is desirable for the strength of downtown that a highly important part of the "symbol" not be removed.
10. The concentration of medical facilities downtown should be encouraged. The downtown area would represent the best location for any new hospital facility and there is very

clearly a market for medical clinics and doctor's offices near the existing hospitals.

11. Parking is very difficult and the congestion downtown, even on non-business days is greater than we have experienced in almost any community of equivalent size. There are about 4,400 parking spaces in downtown Honolulu. Since 1955 individual organizations have increased parking spaces for their employees from 1,062 to 1,810. About the same time those available to the general public were increased only from 1,836 to 1,889. Meanwhile curb spaces have decreased, so that virtually the entire amount of increased parking which has been created has been in the private category. That parking is very difficult and very short is emphasized by the fact that of the 1,609 street interviews which we conducted downtown in retail area, 17.4 per cent of the people had walked three to four blocks from their parking space to their first stop downtown, 10.4 per cent from four to five blocks, and 11.2 per cent farther than five blocks. These are higher figures than we have ever experienced in a community of similar size. In this case virtually 40 per cent of all customers walked farther than three blocks. Also, the number of "drop-offs" or "let-outs" amount to 12 per cent. Whenever this figure exceeds 10 per cent it is an indication of parking shortage. It usually runs a little over five per cent. To relieve downtown congestion will undoubtedly involve the elimination of more curb spaces further complicating the parking problems. Good peripheral parking in large organized units is clearly an element of downtown need.

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