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*City Planning Commission*

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CITY PLANNING COMMISSION  
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CITY AND COUNTY OF HONOLULU  
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*Annual report*  
ACCOMPLISHMENTS  
1956

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CITY AND COUNTY OF HONOLULU

July '73 G

May 16, 1957

Honorable Mayor and Members  
of the Board of Supervisors  
City and County of Honolulu  
Honolulu, Hawaii

Gentlemen:

The City Planning Commission during the year 1956 made much progress in accomplishments of planning activities for the betterment of future growth of the City and County of Honolulu.

The annual report transmitted herewith outlines the work of your Planning Commission during the past year.

The success achieved during the year was made possible through the cooperation received from you, other governmental agencies, community associations, newspapers and interested citizens.

Respectfully submitted,  
CITY PLANNING COMMISSION

  
A. B. Gignoux, Chairman

  
George K. Houghtailing  
City Planning Director

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## *City Planning Commission*



**KENNETH W. ROEHRIG**  
*Vice-Chairman*

**ALEXIS J. GIGNOUX**  
*Chairman*

**KATSURO MIHO, Member**

**HENRY CHUN HOON, Member**

**\*HAROLD KOMETANI, Member**

**MRS. KAY EVARTS, Member**

**\*\*DAVID K. BENT, Member**

**GEORGE K. HOUGHTAILING, Director**

**GEORGE CENTEIO, Member**

**R. GIBSON RIETOW, Member**

**MERWIN B. CARSON, Member**

*\*Newly appointed, February 1957.*

*\*\*Not in picture, resigned Jan. 31, 1957.*

## MEMBERSHIP

The City Planning Commission lost a faithful and outstanding member with the passing of Lester Petrie. The late Lester Petrie had contributed much to the growth of the City and County of Honolulu over the period of years. He was an outstanding member of the Board of Supervisors during the many terms he was elected. He also gave of his time and experience as an elected Senator of the Territorial Legislature. The people of this City and County honored him as an able leader and administrator by electing him for three terms as Mayor. After serving three successful terms as Mayor, he resigned to retire from active government services. His retirement was short-lived. Because of his wealth of knowledge of government activities, the late Mayor John H. Wilson appointed him as a member of the City Planning Commission. He contributed much to the planning activities of this City and County as a member of this Commission.

The community has lost a faithful and outstanding government official and citizen.

Mayor Neal Blaisdell appointed R. Gibson Rietow to fill the unexpired term of the late Lester Petrie. Mr. Rietow comes to the Commission with sound business experience. He is a vice-president of Lewers and Cooke, Ltd. The Commission will be well served by Mr. Rietow and his contribution will play an important role in the future planning activities of the Commission.

S T A F F M E M B E R S

George K. Houghtaling	City Planning Director
Leighton S. C. Louis	Ass't City Planning Director
Henry Tuck Au	City Planning Engineer
Wallace Kim	City Planning Engineer
Richard Nagasawa	City Planning Engineer
Conway Yamamoto	City Planning Engineer
Tetsuichi Mitsuda	City Planning Engineer
James Tanaka	Civil Engineer
Masato Kosaka*	Civil Engineer
Robert Tsunoda	Zoning Technician
Peter Arata	Engineering Aid
Frank Akina	Engineering Draftsman
Alfred Carter	Engineering Draftsman
Larry Morishita	Engineering Draftsman
Clarence Park	Engineering Draftsman
Donald Souza	Engineering Draftsman
Raymond Iwamoto	Engineering Aid
Setsuo Izutsu	City Planning Clerk
Camillia A. Leu	Secretary-Reporter
Marian N. Munekata	Clerk-Stenographer
Toyoko Akagi	Clerk-Stenographer
Doris Arata	Clerk-Stenographer

\* Resigned

## PLANNING PROGRESS

Public improvements for the City of Honolulu have been geared to serve a population of 325,000 by 1970 and 465,000 for the entire Island of Oahu.

An indication of what we can expect in future years is shown by the fact that during the past six years 19,791 new dwellings were constructed within the City and County of Honolulu. Of this number, 15,947 were single-family structures, 625 were two-family structures, and 3,218 were multi-family structures.

In the same period, a total of 3,295 subdivision applications have been approved thereby creating a total of 29,653 lots. Of this number, 13,435 of the lots are located in the City of Honolulu and 16,218 in the rural areas.

### Automobile Registration

The number of motor vehicles in operation in the City and County of Honolulu increased rapidly and steadily from 1946 to 1956, representing an increase of over 124%. There were only 63,156 motor vehicles in 1946 compared to 141,666 for the year 1956.

Indications are that motor vehicle registration trend will continue to rise to higher levels, and therefore the necessity for expanding and improving our streets and highways is urgent.

### Streets and Highways

The increase in automobile users on the existing streets and highways has brought about a very serious congestion of traffic. This situation will continue to grow worse unless the program of constructing new streets and highways is geared to meet the demands of automotive transportation. The highway program lags 10 to 15 years behind traffic needs. Increasing traffic has outdated highways faster than they can be replaced or improved. The smooth and effective function of planning will be accomplished only as the daily flow of people and commodities can take place with a minimum of congestion and delay.

The construction of major streets and arterial highways as adopted by the City Planning Commission and the Territorial Highway Department will provide necessary facilities to overcome the congestion and delays experienced by the motoring public.

Some of the major street systems which have been adopted in the Master Plan have been constructed or are under construction and will be completed in the near future. These are Keeaumoku Street, Kamehameha IV Road, University Avenue Extension from King Street to the Makai Arterial at the Ala Wai Canal, Piikoi Street

from Kinau Street to Kapiolani Boulevard, and Saratoga Road. Other major streets planned for construction in the near future are Ward Avenue widening from Ala Moana to King Street, Kapiolani Street from King Street to the Lunalilo Freeway (Mauka Arterial), Houghtailing Waiakamilo Streets from Dillingham Boulevard to School Street, Metcalf Street from the Lunalilo Freeway to University Avenue. In addition, the completion of the Lunalilo Freeway, Makai Freeway, Nuuanu Pali Highway and Kalihi Valley Highway will provide a network of highways and streets system that will accommodate 216,000 cars by 1972.

### Lunalilo Freeway (Mauka Arterial)

The Lunalilo Freeway was recommended by the Commission early in 1944. The Territorial Highway Department, after further study of its origin and destination studies made in 1947, agreed that the route recommended by the City Planning Commission extending from Waiialae Avenue at the Golf Course to Middle Street was the desirable route, with amendments to provide for limited access facilities. The amendments include a new highway following a route mid-block between Harding and Pahoa Avenues, extending from Waiialae Avenue and Kapahulu Avenue to 21st Avenue and Waiialae Avenue. Likewise, extension of the limited access route from Pele Street along School Street to connect with Vineyard Street at the Kapalama Drainage Canal. The alignment then follows Vineyard Street to Kalihi Street and thence diagonally to meet Middle Street.

The Vineyard Route is designed as a major thoroughfare between Alapai Street and its intersection with the Lunalilo Freeway at the Kapalama Canal. This route is designed as a feeder and collector street entering the downtown business districts and surrounding areas. It is anticipated that traffic using these two routes by 1970 will total approximately 45,000 cars on the Vineyard Route and approximately 110,000 cars along the Lunalilo Freeway.

A portion of the Freeway between Waiialae Avenue and Keeaumoku Street has been completed. Under construction and due for completion by the latter part of this year is a portion of the Vineyard Arterial from Miller Street to Nuuanu Avenue. It is anticipated that the entire Lunalilo Freeway will be completed within the next five years.

### Makai Arterial

Equal in importance to the Mauka Arterial is the Makai Arterial following the alignment along Nimitz Highway to Queen Street, Queen Street to Halekauwila Street, thence extending from Bishop and Halekauwila Streets to connect with the Lunalilo Freeway at Kapiolani Boulevard. The greater portion of this highway has already been constructed by the Territorial Highway Department with Federal Aid funds.

A review of the traffic flow and demand along this route indicated that the present facility of the Makai Arterial along Ala Moana Boulevard is inadequate to meet the demands of automobile traffic in the foreseeable future. The Territorial Highway Department and the City Planning Commission, recognizing this problem, reviewed the traffic needs for the future and concluded that a high type freeway facility must be constructed to relieve the congestion along the waterfront and allow through traffic to flow uninterrupted, free from intermixture of commercial and industrial traffic. To this end the Territorial Highway Department and your Planning Commission proposed an amendment to the Makai Arterial to allow for the construction of an elevated structure along Halekauwila Street commencing at Mililani Street to Keawe Street, thence diagonally to meet Ala Moana at Ward Street. Ala Moana Boulevard is designed as a freeway facility at grade with grade separations at Piikoi and Atkinson Drive and service roads on both sides. At Atkinson Drive the route follows the canal along the ewa side with overpasses at Kalakaua Avenue and McCully Street, thence following a route parallel to the Ala Wai Canal on the mauka side to the Manoa Drainage Canal, thence along the Manoa Drainage Canal with an elevated structure to intersect with the Lunalilo Freeway (Mauka Arterial) at Kapahulu Avenue and Kapiolani Boulevard. This makai freeway is designed for a traffic capacity of approximately 55,000 cars by 1970. A public hearing is scheduled for 1957 on the proposed amendments of the route as outlined.

#### Nuuanu Approach Road

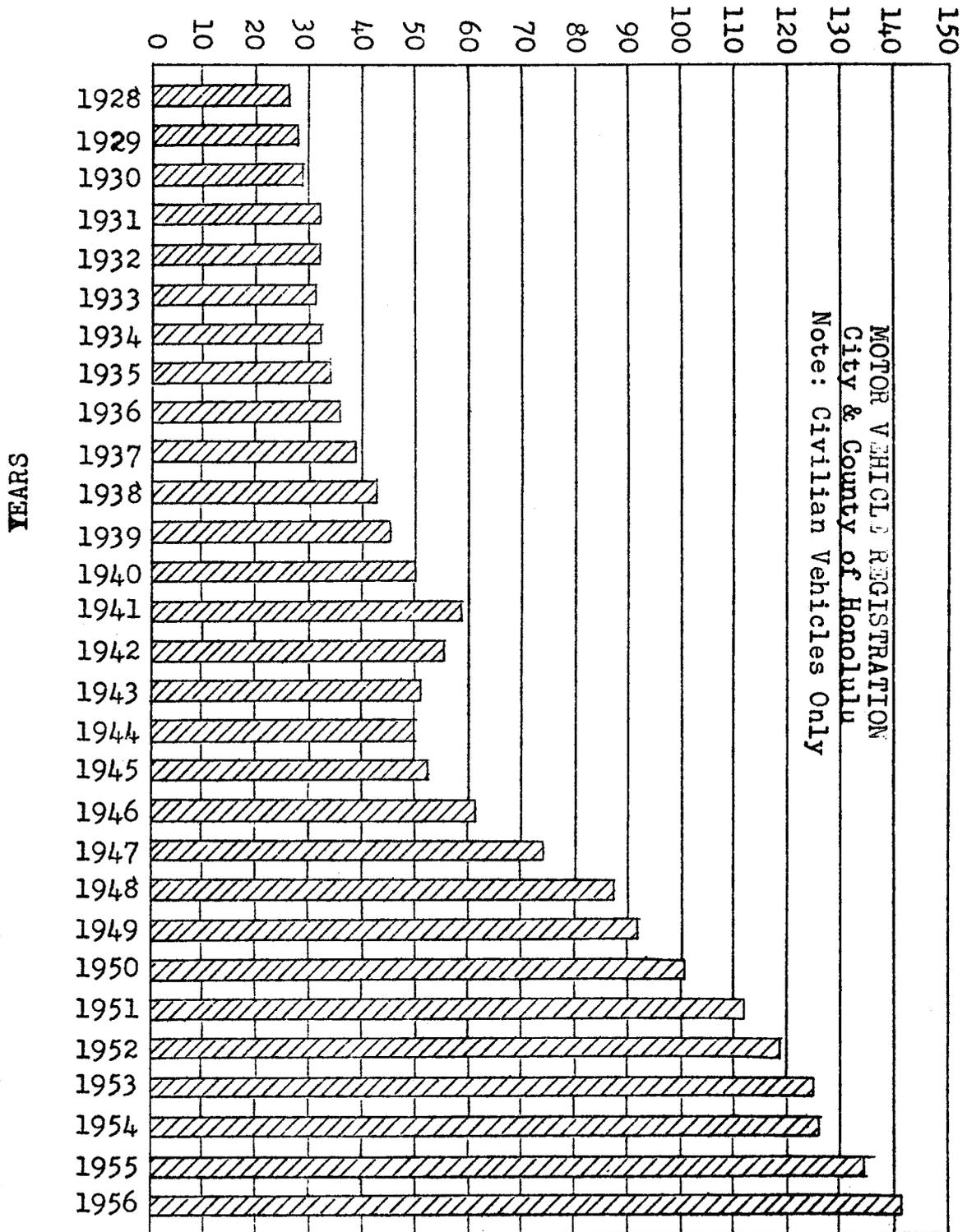
To satisfy the demand of commuters from Windward Oahu to Honolulu, the Nuuanu Approach Road is designed to carry a total of 51,000 cars. A portion of this highway from Country Club Road to Wyllie Street is under construction. Completion of construction of this entire highway from the Pali to Bishop and Beretania Streets is set for 1961.

#### Kalihi Valley Highway

The Kalihi Valley Highway as adopted on the Master Plan extends from the Lunalilo Freeway (Mauka Arterial) to Kamehameha Highway a distance of about 8 miles. It will include the City and County Wilson Tunnel. The Territorial Highway Department has under contract a 2.6-mile approach road section extending from School Street to the Forest Reserve Boundary. It is planned that the entire length of the highway will be completed in 1958.

# MOTOR VEHICLE REGISTRATION

Thousands of Cars



## MASTER PLAN STUDIES (RURAL AREAS)

Oahu is rapidly becoming a community of many small towns. Kailua, Kaneohe Heeia-Kai, Kahaluu, Pearl City, Wahiawa, Waipahu and Ewa are no longer in the rural village classifications. They all have problems requiring planning for the present and future. The master plan for Kailua, Kaneohe, Wahiawa and a portion of Waipahu have been adopted after a duly authorized public hearing. Elements of the Master Plan include streets and highways, schools, parks, playgrounds, civic centers, and comprehensive zoning.

Studies and plans for the Kahaluu, Pearl City and Ewa sections are under consideration by your City Planning Commission. It is planned to create additional industrial areas in the Kahaluu and Ewa areas so that employment opportunities might be given to the people of the windward and leeward sides of the Island.

The City Planning Commission program for 1957 includes public hearings for the Kahaluu and Ewa sections.

Base maps preparatory to the layout of the various elements of the Master Plan have been completed for these two areas. Other areas such as Waialua, Haleiwa and Waihee are on the program for master planning.

## OFF-STREET PARKING FACILITIES

The off-street parking program for the Central Business District is well on its way. The year 1956 saw the completion of the Smith and Maunakea off-street parking lot consisting of 113 car spaces.

The City at the end of 1956 had in operation five off-street parking lots totalling 689 car stalls. It is hoped that the year 1957 will see the sixth lot in operation. These six lots will provide 1,000 parking stalls. The future demand will see multi-deck structures on several of the lots to insure a minimum of 3,520 car spaces to serve this important business district. In addition to the City's off-street parking lot, several private off-street parking buildings are proposed for construction. One is under construction in the area bounded by Nuuanu Avenue, Chaplain Lane, Bethel Street and Pauahi Street.

### Kaimuki

Property owners in the area bounded by Koko Head Avenue, Harding Avenue, 11th Avenue and Waiialae Avenue have under consideration a plan to provide interior off-street parking facilities to serve the center of the Kaimuki shopping center. Individual owners have proceeded to follow the plan in a small way. The success of the plan requires the cooperative effort of all the benefitted property owners. It is hoped that the year 1957 will see progress on this project and the benefitted property owners united to proceed with the construction of this project under the provisions of the Improvement District Statutes.

### Kailua

The City and County has programed the construction of a 295-stall off-street parking lot for the Kailua Business District, The cost for acquisition of land and construction of the parking stalls is being borne by the property owners under Improvement District Law No. 100 which has been formally initiated. The City is proceeding with the purchase of needed properties for this project.

## URBAN RENEWAL AND REDEVELOPMENT PROGRAM

In compliance with the provisions of the Urban Renewal Act of 1955, the City Planning Commission and the Board of Health completed the environmental survey of a pilot area comprising 252 acres bounded by School, Liliha, King and Kalihi Streets.

The results of the "environmental" survey indicate beyond a doubt that the greater portion of the area is substandard to a serious degree as measured by impartial scientific techniques developed by the American Public Health Association.

The Commission after reviewing the statistical facts of the environmental survey which showed the following results: high density of coverage of residential buildings, high population density, lack of adequate yard space, definite land crowding, narrow and substandard streets, inadequate drainage facilities, and serious environmental problem of intermixture of single-family and business uses along the main highway, such as Liliha Street and King Street, voted the area "blighted" for urban renewal purposes. This action of the Planning Commission was referred to the Honolulu Redevelopment Agency for their action in keeping with the statutory requirements.

The Honolulu Redevelopment Agency after reviewing the findings of the City Planning Commission voted its endorsement of the action of the Commission requiring the following treatment to bring the area up to standard; namely, redevelopment, rehabilitation and conservation.

The staff of the City Planning Commission, Honolulu Redevelopment Agency and the Board of Health are completing the Housing Survey of this area to supplement the environmental survey. This study and survey should be completed by 1957.

The Honolulu Redevelopment Agency is charged with the responsibility of effecting the program of redevelopment, rehabilitation and conservation.

## HEIGHTS OF BUILDING LIMITATIONS

The objective of building heights limitation is to assure the public of adequate street capacity for moving people and merchandise, to provide adequate light and air to insure good health, safety and welfare of the community, and to encourage overall orderly development of the community based on sound economic factors.

The Special Committee appointed by the City Planning Commission to study and recommend standards for height limitations for residences, hotels, apartments and business took the following basic factors into consideration:

1. That the heights of buildings should bear some relation to the width of streets. (This refers to the problem of automobile traffic and mass transit congestion, existing street patterns and widths and proposed street widths.)
2. Relation to existing development and general characteristics of the neighborhood.
3. Relation to light and air in buildings. (This relates to spacing and land coverage.)
4. Relation to geographical locations and climatic conditions.
5. Relation to public services such as sewer, water, drainage, etc.
6. Relation to possible catastrophe by fire.
7. Relation to economics of land and building construction.
8. Local aesthetic conditions.

The Special Committee membership was made up of representation from professional organizations and governmental agencies as follows: Frank A. Palmer, Engineering Association of Hawaii; Howard L. Cook, American Institute of Architects; B. J. McMorrow, Division of Sanitation, Board of Health; Frank R. Sommerfeld, Fire Marshal; Wendell Brooks, Realty Board, H. C. Pate, Fire Chief; Yoshio Kunimoto, Superintendent of Buildings; and George K. Houghtailing, City Planning Director.

The studies of the Committee included land uses, traffic patterns, population density and land values. The Committee, after careful analysis and studies of pertinent data as outlined, concluded that the approach to height limitations should be based

on density of population and land coverage and, therefore, recommended the following height limitations for various uses:

### Residential

Within a residential district, the maximum height of buildings shall be limited to 36 feet including basements. The minimum yard spacing shall be ten feet for the front yard. For one-story buildings the rear yard spacing shall be five feet, for two and three-story buildings ten feet.

### Apartment

The maximum height of any building in an apartment district shall be limited by the total floor area, which shall not exceed in square feet 90% of the total lot area upon which the building is to be built.

### Hotel

The maximum height of any building in a hotel district shall be limited by the total floor area, which shall not exceed in square feet 180% of the total lot area upon which the building is to be built.

### Business

In a business district the maximum height of a building shall be limited by the total floor area which shall not exceed in square feet 500% of the total lot area upon which the building is to be built.

The recommendations included front, rear and side yard spacing, minimum lot sizes and off-street parking requirements.

The Commission adopted the recommendations of the Special Committee and requested the attorney to draft appropriate ordinance for adoption by the Mayor and Board of Supervisors. This important ordinance should be considered during the year 1957.

## DRAINAGE

Honolulu and its environs have grown at an unprecedented rate during the past ten years. Property values have risen with this growth, and with it the need and demand for adequate drainage facilities to protect property against storm waters have become more pressing.

The City and County is cognizant of the fact that a proper and adequate drainage system helps protect private and public property and promotes public health and convenience and therefore has undertaken and completed the study on design standards for drainage construction in the development of the drainage Master Plan. These standards are to be applicable to local drainage design for subdivisions.

The following design criteria are recommended:

1. The rational method will be used to determine the runoff quantity for drainage areas up to one square mile or 640 acres.
2. The rainfall rate in the rational formula will be determined by intensity-duration-frequency-average annual rainfall curves. The selection of the frequency or recurrence interval shall be based upon the following:
  - a. For drainage areas less than 100 ac.  $T_m$  - 10 yrs.
  - b. For drainage areas less than 300 ac.  $T_m$  - 20 yrs.
  - c. For drainage areas less than 640 ac.  $T_m$  - 30 yrs.
  - d. For drainage areas greater than 640 ac.  $T_m$  - 50 yrs.
3. The time of concentration shall be determined from the curves.
4. Runoff coefficients shall be based upon ultimate land use and shall be determined from the Table.
5. For areas greater than one square mile but less than four square miles, runoff shall be computed by both the rational formula and by runoff values obtained from stream flow records. Particular attention should be given to recorded flood conditions data.
6. Mannings formula shall be used in the design of pipes within the limitations set by critical slope, entrance and exist conditions.

The City Planning Commission has referred this report to the Chief Engineer and his staff for study and comments. Upon receipt of the Chief Engineer's comments, a public hearing will be held to formalize these standards on drainage design.

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CITY AND COUNTY OF HONOLULU

## SCHOOL SITES

The City Planning Commission and the Department of Public Instruction continued their coordinated efforts in approving school sites to meet the demands of the school population in the various areas of the City and County of Honolulu.

The following resolutions establishing school sites were added to the Master Plan after duly authorized public hearing:

Resolution No. 769 - established and defined the boundaries of a 10-acre elementary school site at Waiialae Iki adjoining Star of the Sea Parochial School.

Resolution No. 802 - added 3 acres to the Kaneohe Elementary School for recreational purposes.

Resolution No. 801 - established and defined the boundaries of a 11.9-acre elementary school site at the Waimanalo-Kailua junction adjoining the Kawaihoa Girls' Training School.

Resolution No. 810 - established a 10.06-acre elementary school site at Mokapu Road adjacent to Kaneohe Marine Base.

Studies and surveys were undertaken during the year for proposed school sites in the Moanalua area where a large residential development is contemplated. The need for additional elementary school sites to serve the St. Louis Heights and adjoining area is a problem which must be resolved during the year 1957.

Sites for an intermediate school at Kaneohe and a high school at Kailua are under consideration. As development takes place in other areas, school sites will be given due consideration in the over-all planning.

## PARKS AND PLAYGROUNDS

In compliance with Act 237, Session Laws of Hawaii 1955, several playground and park sites ranging in size from two acres and more were set aside by subdividers of land having 10 acres or more.

The City Planning Commission approved several sites for parks and playground purposes to meet the requirements of the various age groups. Resolution No. 766 was adopted after a duly authorized public hearing for a park site of 7.04 acres at Waihee-Kahaluu. Resolution No. 771 established an open beach area consisting of 12.4 acres at Makaha. This included the realignment of Farrington Highway to allow for a greater depth of beach area.

### Waikiki

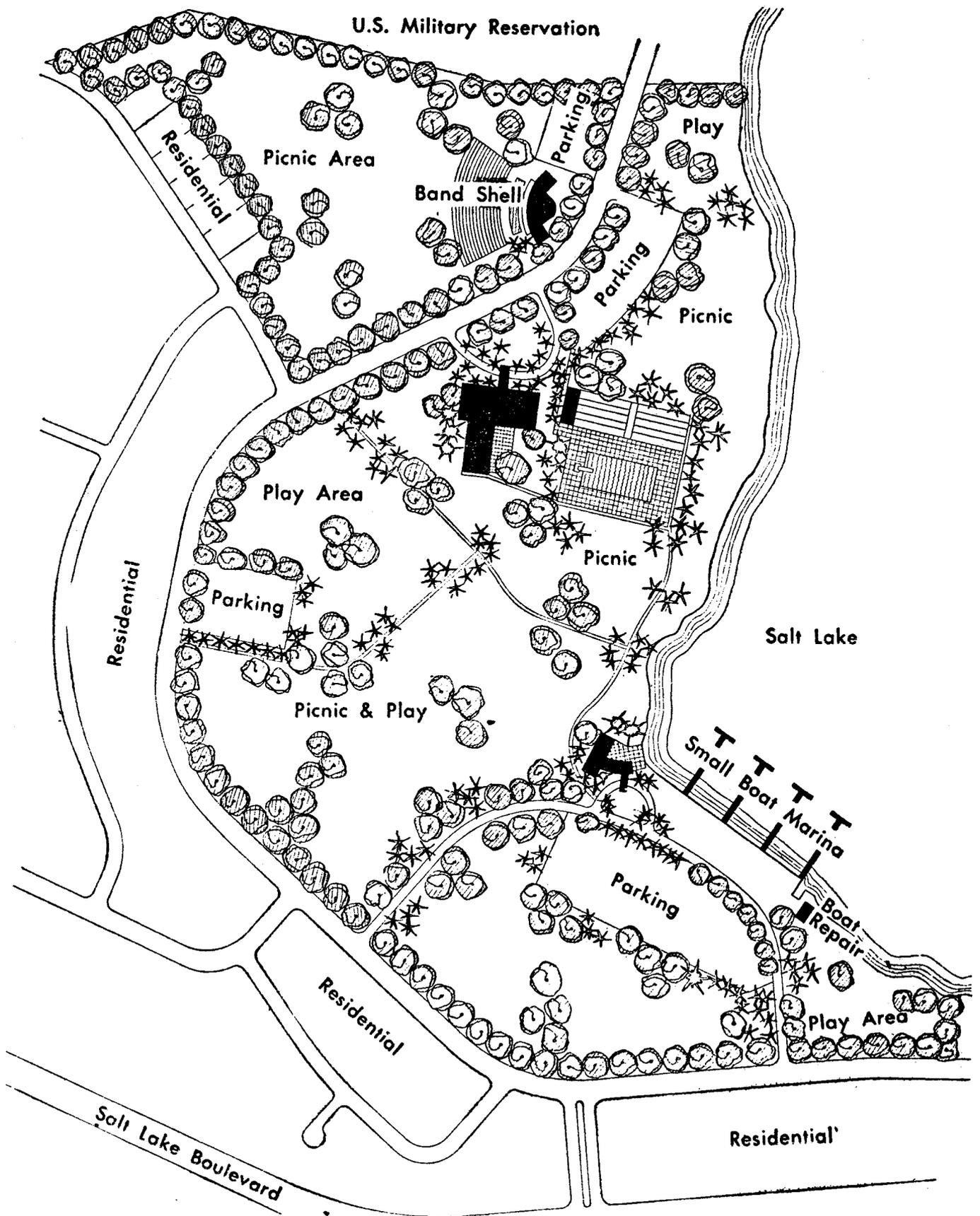
By Resolution No. 819 the City Planning Commission deleted from the Master Plan for open beach area that section makai of Kalakaua Avenue extending from the Natatorium to Poni Moi Road. This deletion was brought about due to the lack of funds for the purchase of private properties and on the basis that acquisition of beach frontage between the SurfRider Hotel and Kuhio Park and the realignment of Kalakaua Avenue would provide additional beach frontage for public uses.

### Keehi Lagoon Park

The City Planning Commission recommended against the use of 70 acres at Keehi Lagoon for park purposes. The objection of the Commission to this site as a park was based on the following facts:

1. The expansion of Honolulu Airport envisioned all of Damon Tract for airport uses. The Commission declared the Damon Tract area undesirable for residential uses. If the area is not suitable for residential, then it is only natural to assume the 70 acres set aside for a park is not in the best interest of the public.
2. The park lies in the path of the jet aircraft runway which would make it undesirable because of noise and airport activities.

The Commission stressed the importance of the area for industrial and/or airport expansion. The monies derived from the sale on lease of this 70-acre parcel for industrial uses could be set aside to finance a more desirable park at Salt Lake. The Board of Public Parks and Recreation favors the development of Keehi Lagoon because of a legislative mandate.



**PROPOSED SALT LAKE PARK**

## Salt Lake

A 100-acre parcel is proposed for development at Salt Lake in lieu of the Keehi Lagoon Park. The plan includes playground, picnic area, band shell, swimming pool, and a small boat marina. Any action in the direction of developing the Salt Lake area for park purposes would require approval of the Legislature. This approval may be given during the 1957 session of the Legislature.

## SPECIAL STUDIES

### Honolulu Jail

The Director was appointed to serve as Chairman of a Special Committee to assist in the determination of a feasible site for the relocation of the Honolulu Jail.

The Special Committee recommended a site at South Halawa Valley for the construction of a new jail.

Other sites studied included:

1. Aiea, off Moanalua Point, makai side of Kamehameha Highway bounded by the waters of Aiea Bay and on the mauka side by a U. S. Military Railroad right-of-way.
2. Moanalua, north side of Moanalua Road next to the Old Tripler Hospital.

The Halawa site was favorably considered from the standpoint of a long-range prison project. The land is arable and there is sufficient room for future expansion. The area is suitable for agricultural purposes.

The City Planning Commission approved the recommendation of the Sub-Committee composed of the following:

George K. Houghtailing, Chairman  
David K. Bent  
Mrs. J. R. Smith  
William P. Mottz  
Ralph S. Inouye  
Edward J. Morgan  
Sheriff Duke Kahanamoku  
Yoshio Kunimoto

The Commission forwarded its recommendation to the Board of Supervisors with the stipulation that every precaution be taken to safeguard the water supply of the Navy and the Board of Water Supply by the construction of a complete sewage treatment plant and all necessary features that would minimize any possible contamination of the underground water system. A sum of \$700,000 was set aside for a new jail by the 1955 Legislature.

### Police Station

The City Planning Commission voted to adhere to the Master Plan for the relocation of the Police Station in the civic center site bounded by Beretania Street, Alapai Street, Hotel Street, and Kapiolani Boulevard, having an area of 4.56 acres. The Civic

Center site is centrally located and well served by street facilities for automobile and mass transit. The area will provide a minimum of 400 stalls for off-street parking. A new building designed under modern standards to provide efficient police administration could be constructed in this location.

### China Town

The staff of the City Planning Commission, in cooperation with a committee from the Chinese Chamber of Commerce, prepared an overall development plan for the China Town area bounded by River Street, Beretania Street, Nuuanu Avenue, and the waterfront. The plan envisions new buildings with off-street parking and landscaping. The redevelopment of the China Town area will be an asset to the tax structure of the city.

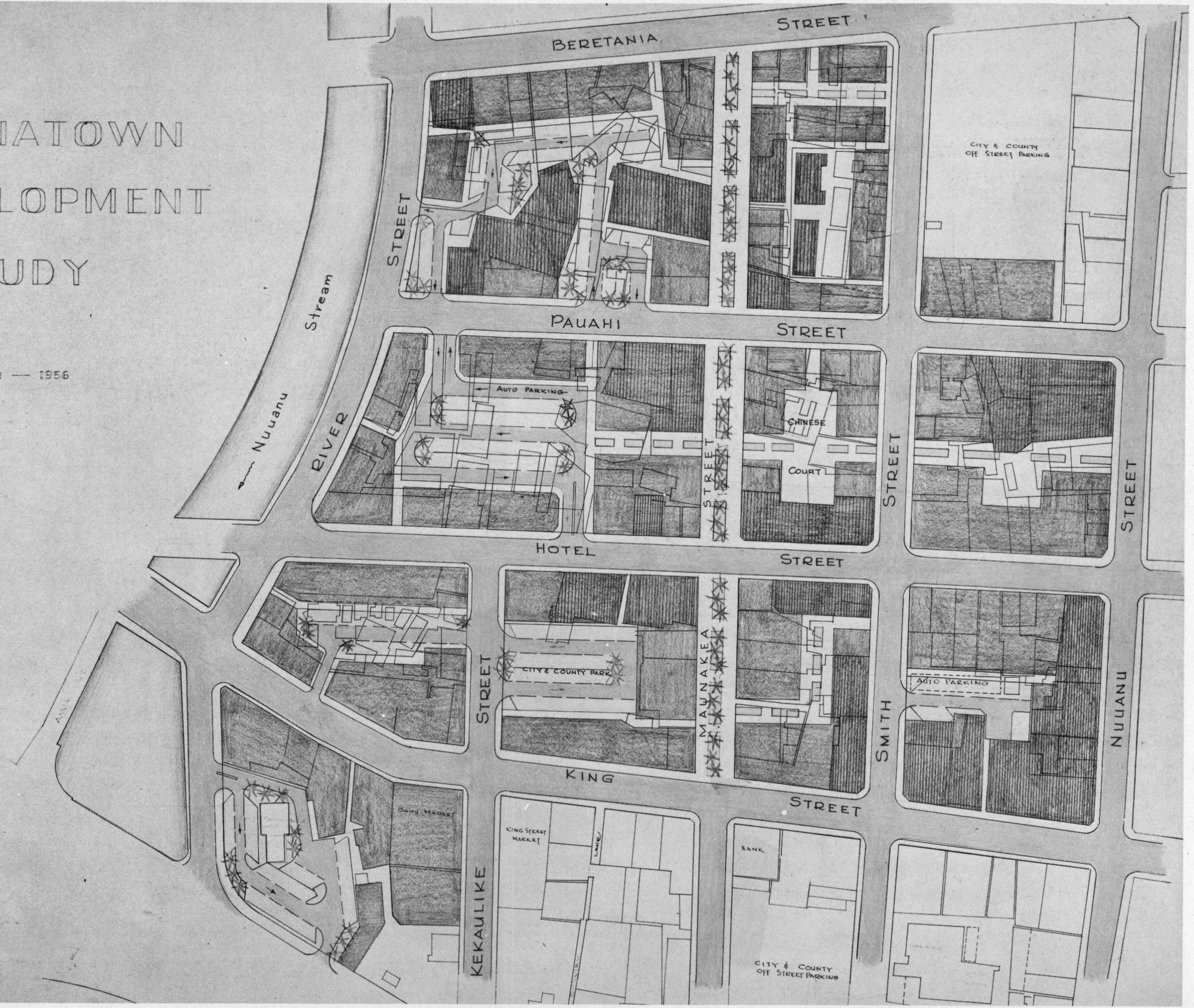
This matter is under consideration by the Chinese Chamber of Commerce and merchants in the area. Continued study will be made of this project during 1957.

### Bishop Museum

A proposal for relocating the Bishop Museum to the Ward property was considered by the Commission. The Director of the Bishop Museum expressed his views for remaining at the present site at Kalihi. This matter is under consideration by interested civic organizations, and it is hoped that interest in the Bishop Museum expansion will gain public support.

# CHINATOWN DEVELOPMENT STUDY

DECEMBER — 1956



SUBDIVISIONS

Subdivision applications for 1956 totalled 553, 75 of which were disapproved, withdrawn or deferred, 125 were granted tentative approval subject to compliance with specified requirements, and 353 were granted approval. These subdivision applications created 6,066 lots, 2,005 of which were in the City of Honolulu and 3,461 were in the rural areas.

A breakdown of the number of lots within the different zone districts is shown in Exhibit. This exhibit shows that 3,805 residential lots have been created within the City and County of Honolulu.

Listed herewith are subdivision applications considered during the year 1956:

	<u>City</u>	<u>Rural</u>	<u>Total</u>
Approval .....	174	179	353
Tentative Approval ....	68	57	125
Disapproved .....	25	23	48
Withdrawn .....	6	4	10
Pending .....	<u>8</u>	<u>9</u>	<u>17</u>
Total .....	281	271	553

Number of lots within subdivisions:

	<u>City</u>	<u>Rural</u>	<u>Total</u>
Lots with Improvements.	373	179	552
Vacant Lots .....	<u>2232</u>	<u>3282</u>	<u>5514</u>
Total .....	2605	3461	6066

Cost of Improvements

The estimated cost of construction of street improvements and utilities for the subdivisions submitted in 1956 is almost \$4,416,000.00. The improvements generally required within the city limits include asphaltic concrete pavement, gutters, curbs, sidewalks, water and sewer mains, drainage facilities, street lights and street name signs. For the rural residential areas, the general requirements are asphaltic concrete pavement, (and for subdivisions submitted after January 1956, including curbs and gutters) water and sewer mains, drainage facilities, street lights and street name signs.

## Amendments - Subdivision Rules and Regulations

The studies conducted in 1955 for the installation of curbs and gutters for roadways in rural residential areas culminated in the enactment of Resolution 721, as amended by Resolution 756. In addition, the Subdivision Rules and Regulations were amended to require the subdivider to erect street name signs.

Due to the continuing requests for public services within 20-foot private rights-of-way serving four to six residential lots, the Commission, after consultation with engineers and subdividers, established a new standard 24-foot right-of-way with 18-foot pavement, curbs and gutters. This right-of-way may be dedicated to the City. This amendment to the Subdivision Rules and Regulations is embodied in Resolution No. 721.

Other important amendments to the Rules and Regulations that are covered by Resolution No. 786 include:

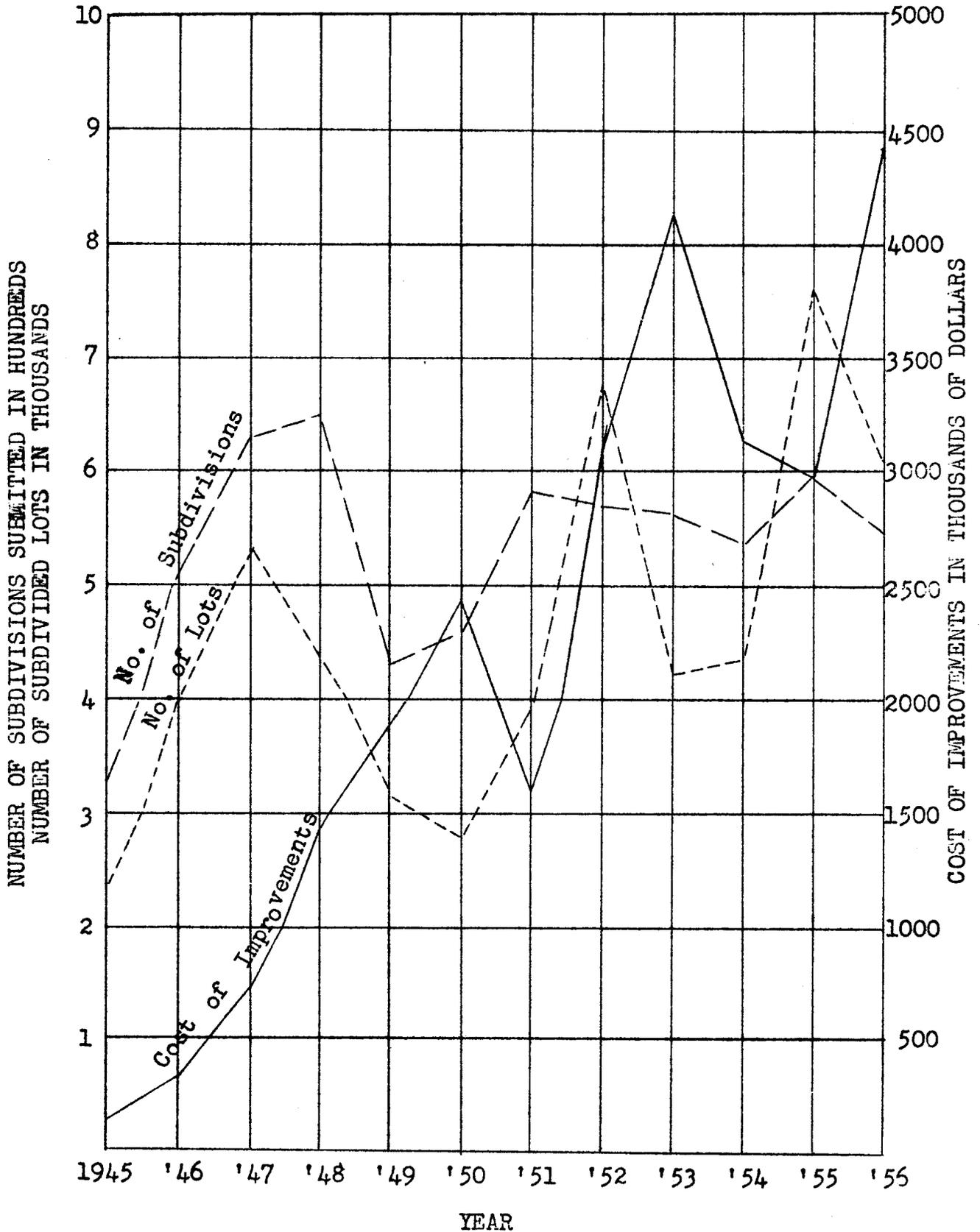
1. Dead-end roads with grades in excess of 12% require concrete pavement. The old standard set the grade limit at 15%.
2. Subdividers shall not change or disturb any drainage facility or natural water courses unless approval is first granted by the City Planning Commission and the Chief Engineer.

## Subdivision Fees

A subdivision fee charge was put into effect by the enactment of Ordinance 1499. The filing fee is \$10.00 for each application, plus an additional charge of \$1.00 for each lot, excluding lots for easements and rights-of-way. The monies received by the City Planning Commission are deposited into the General Fund of the City and County of Honolulu.

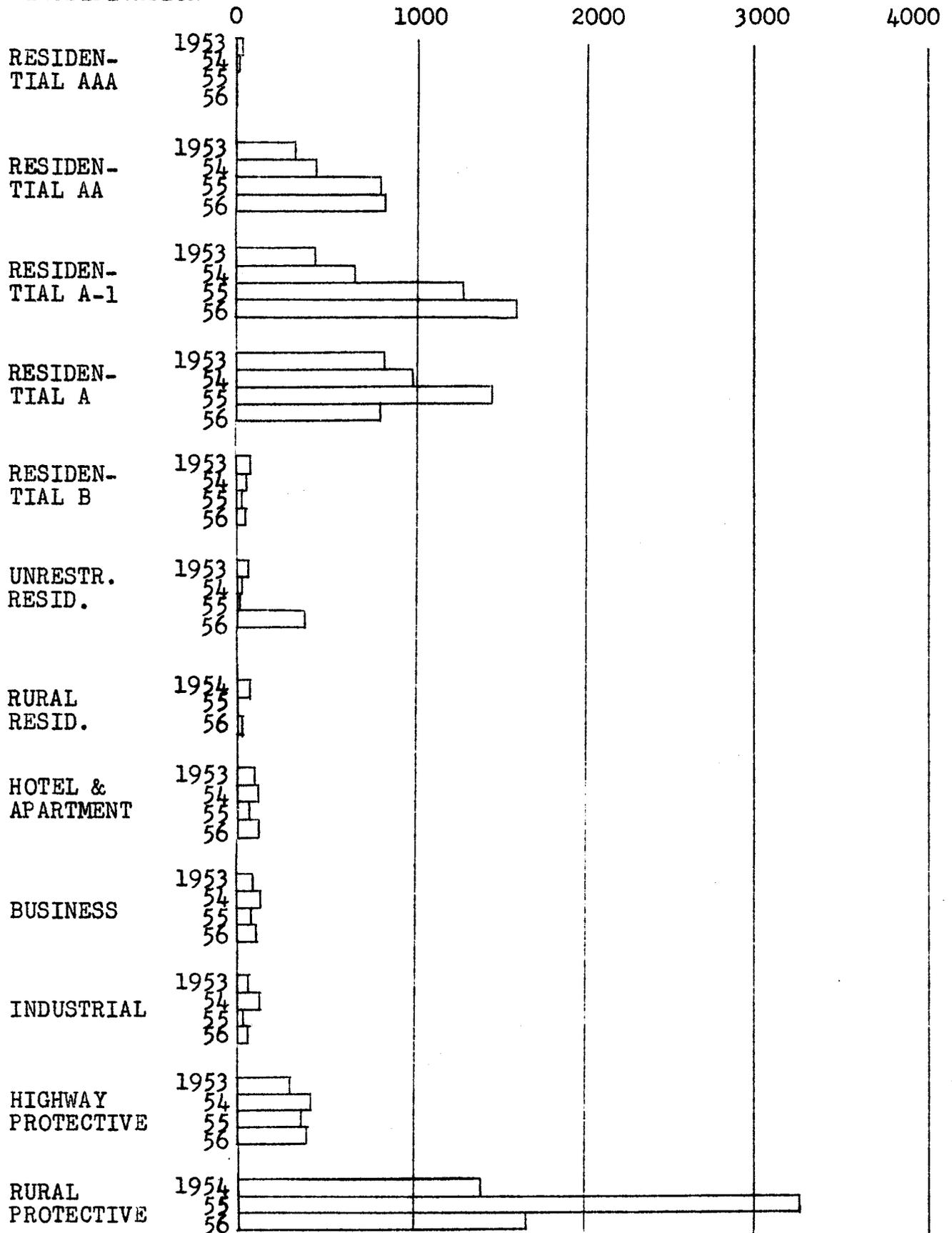
# SUBDIVISION TRENDS

CITY PLANNING COMMISSION  
HONOLULU, T. H.



COMPARISON OF ZONING DISTRIBUTION  
OF SUBDIVISIONS ON OAHU

ZONING  
CLASSIFICATION



NUMBER OF LOTS

## ZONING

The trends in increased volume of zoning applications were followed in 1956. During this period 131 applications for zoning changes were received and processed by the Commission, 77 of which were approved, 27 disapproved, 25 pending for final disposition, 1 withdrawn and 1 required no action.

### Variances

One hundred and four applications for zoning variances were processed. The applications were of a varied nature and in some instances complicated. The applications for variances were made to permit uses where strict enforcement of the existing regulations involved unnecessary hardship and practical difficulty, and that desirable relief may be granted without substantially detracting from the intent and purpose of the Zoning Regulations. Of the 104 applications, 37 were approved, 29 disapproved, 10 are pending Commission action, 12 required no action and 3 were withdrawn.

Thirteen applications were for variance from residential lot area requirements which were approved.

### Zoning Violations

Numerous complaints were filed during the year regarding use of property for other than that permitted. The complaints were referred to the Prosecutor's Office for investigation and necessary action. Out of the total 123 alleged zoning violations investigated, 53 were corrected, 30 were discovered as non-violations, and 34 were given time to correct the violations otherwise legal action would be instituted for non-compliance with the zoning regulations.

### Industrial Areas

The future of industrial growth in Hawaii, more particularly the Island of Oahu, can be whatever the citizens will permit it to become.

The need for new industrial areas to attract new industry and allow for expansion of existing industry is critical and urgent when one reviews the land available for this type of venture, as shown by the land use study made of existing industrial districts.

A total of 1,035 acres are zoned for major industrial uses; namely, industrial, semi-industrial, limited industrial and noxious industry. This represents about 4% of the total usable area of 28,500 acres for the City of Honolulu.

The study reveals five major industrial districts and areas within each district.

1. Mapunapuna Industrial District	81.5 acres
2. Kalihi Kai	203.6 acres
3. Kapalama-Iwilei	474.4 acres
4. Kakaako	246.4 acres
5. Sheridan	28.5 acres

Of the total 1,035 acres, 724 acres or 70% of the total zoned industrial areas are being used, 197 acres or 19% are being put to other uses, and only 114 acres or 11% of the total area are vacant. Some of the areas zoned for industrial uses are small parcels and not desirable for industrial purposes, unless they are consolidated into larger parcels. This is particularly true for the Kalihi-Kai area. Because of the numerous ownerships, the only solution to converting this area into desirable industrial area is through a program of urban redevelopment.

With the increase in population and demand for expanding the economy, Hawaii's industries will grow if given an opportunity by providing for suitable land areas.

Healthy industrial areas are the best insurance for a stable economy. What is the goal for new sites?

More ground space is required. This means sites large enough to include off-street parking and reasonable space for expansion. Consideration of industrial sites in the vicinity of major transportation terminals like harbors and airports.

To this end the Planning Commission has suggested that consideration be given to filling immediately 74 acres of tidal land at Keehi Lagoon. In addition it is recommended that proposed 70 acres set aside for a park site at Keehi Lagoon be set aside for industrial uses. The additional portion of Sand Island not now zoned be considered for industrial expansion.

With the return of portion of Fort Armstrong, some 53 acres of tidal land should be filled and used for harbor and industrial uses. If this program is followed at least 300 acres or more could be made available for industrial expansion.

### Rural Districts

Coupled with the immediate needs for industrial expansion in Honolulu, the City Planning Commission is giving serious consideration to development of industry on the windward side and the Ewa district. This would provide for employment opportunities for people living in these areas. It would minimize traffic congestion to and from Honolulu. The closer the job is to the home the less human energy, time and expense are wasted in travel.

The program of the Commission for 1957 is to hold public hearings to zone for industrial uses about 1,700 acres in the Ewa district and 469 acres in Kahaluu. Other areas like Kaneohe, Heeia-Kai, and Waipahu will be considered for industrial development if demand indicates the need for industrial expansion in these areas.

Good zoning practice anticipates these needs and provides suitable areas to meet the demands.

### Farming District

To insure farmers from being constantly moving from one district to another because of encroachment of residential uses, the City Planning Commission zoned some 3,000 acres at Mikilua, Waianae for farming purposes. Farming uses permit animal husbandry and other essential agricultural pursuits.

## PROPOSED AMENDMENTS TO ZONING ORDINANCE

### Off-Street Parking Ordinance

The Board of Supervisors amended the Off-Street Parking Ordinance, giving the City Planning Commission the authority and power to grant variances from the off-street parking requirements, subject to the approval of the Board of Supervisors. This amendment allowed the Commission to review applications for off-street parking variances and make their decision based on the facts. The Board, by affirmative vote of five members, can override the Commission's decision. During the year 1956, 15 requests for variances for off-street parking requirement were processed, 10 were approved because of minor variances from the requirements, 4 were disapproved and 1 withdrawn.

The Commission recommended that further amendments be made to off-street parking requirements, more particularly within the industrial areas. Where the area is used predominantly for storage purposes, the 40% requirement need not be complied with, but the amendment proposed off-street parking provisions for employees. Where retail outlets, in conjunction with storage, are carried on the 40% requirement must be fulfilled.

### Zoning Variances in Residential Districts

Ordinance 1506 was adopted by the Board of Supervisors and approved by the Commission whereby any request for variances from lot area requirements within residential districts must be accompanied by a petition of approval for such variance, signed by 75% of the property owners within a 500-foot radius of the property under consideration. The filing of the petition does not necessarily mean approval. It merely presents to the Commission the consent of the property owners, and the Commission must weigh the evidence on the basis of existing conditions and further on the basis of hardship.

## Zoning Application

Listed herewith are the zoning changes which were reviewed by the City Planning Commission during 1956.

Type of Zoning	Ap- proved	Disap- proved	Pend- ing	No Action Required	With- drawn	Total
General Industrial	1		1			2
Rural General Industrial	3		2			5
Limited Industrial	1					1
Rural Limited Industrial	2		1			3
Business	7	4	3	1		15
Rural Business	19	7	6		1	33
Hotel-Apartment	13	8	5			26
Rural Hotel-Apartment	5	5	2			12
Class "AA"	2		1			3
Rural Class "AA"	2					2
Class "A-1"	4	2				6
Rural Class "A-1"	7					7
Class "A"	3	1	1			5
Rural Class "A"	4		2			6
Rural Farming	1					1
Amendment to Ordinance*	2					2
Cemetery	1		1			2
<b>TOTALS</b>	<b>77</b>	<b>27</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>131</b>

\* Ord. #1506, 1530

Zoning Variances

Approved .....	37
Disapproved .....	29
Pending .....	10
No Action .....	12
Withdrawn .....	3
Miscellaneous Approved (lot sizes) ..	<u>13</u>
Total .....	104

Variances from Off-Street Parking Ordinance No. 1468

Approved .....	10
Disapproved .....	4
Withdrawn .....	<u>1</u>
Total .....	15

Zoning Violations - 1956

Violations corrected .....	59
Letter sent notifying owner of violation .....	3
Pending (under investigation) .....	31
Investigation revealed no violation present .....	<u>30</u>
Total number of violations investigated .....	123

Zoning Changes Approved During 1956

I. General Industrial District

No. 15 Res. No. 807 Kewalo - Makai of the existing Industrial Zone between Fort Armstrong and Kewalo Channel (Kewalo Incinerator Ash Dump)

II. Rural General Industrial Districts

No. 15 Res. No. 730 Wahiawa - Northeast side of L.C.A. No. 12, between Palm Street and Cane Street

No. 16 Res. No. 736 Wahiawa - Westerly end of California Avenue

No. 17 Res. No. 752 Kailua - North side of Kalani-anaole Highway, 1800 feet Waimanalo side of Kailua-Waimanalo junction adjacent to Territorial Training School for Younger Boys

### III. Limited Industrial District

No. 2 Res. No. 750 Kewalo - Mauka of Kapiolani Blvd., bounded by Piikoi Street, Kameile Street and Pensacola St.

### IV. Rural Limited Industrial Districts

No. 1 Res. No. 770 Waianae - Mauka side of Farrington Highway, opposite Seaside Park Tract

No. 2 Res. No. 795 Kaneohe - Southwest corner of Kamehameha Highway and Luluku Rd.

### V. Business Districts

No. 227 Res. No. 719 Kapaakea - Makai side of South King Street, east of University Avenue Extension

No. 228 Res. No. 742 Waikiki - Koko Head side of Kaiulani Avenue, between Prince Edward Street and Koa Avenue

No. 229 Res. No. 759 Waikiki - Hobron Lane and Lipeepee Street

No. 230 Res. No. 767 A & B Waikiki - Mauka of Kalakaua Ave. between Uluniu Avenue and Kealohilani Avenue

No. 231 Res. No. 788 Lower Nuuanu - Ewa side of Nuuanu Avenue, between School Street and Vineyard Street

No. 232 Res. No. 794 Kauluwela - Waikiki side of Liliha Street, mauka side of Hiram Lane

No. 233 Res. No. 800 Kalihi - Mauka-ewa corner of No. King Street and Kaili Street

### VI. Rural Business Districts

No. 115 Res. No. 713 Wahiawa - Northwest side of Kilani Avenue, between Koa St. and Kellog Street

No. 116 Res. No. 715 Wahiawa - South side of California Avenue, opposite Cane Street

No. 117	Res. No. 716	Wahiawa - Between Lehua Street and Westervelt Street, 150 feet Northwesterly from California Avenue
No. 118	Res. No. 717	Waikele - East side of Kapakahi Stream, between Farrington Highway and Waipahu Street
No. 119	Res. No. 720	Wahiawa - 150 feet off Southeast side of California Ave., 144 feet easterly from Muliwai Avenue
No. 120 A and B	Res. No. 725	Waipio - Northeast corner of Kamehameha Highway and road leading to Kipapa School
No. 121 A to D	Res. No. 727	Wahiawa - 100 feet off westerly side of California Avenue, between Wilson Bridge and L.C.A. No. 262
No. 122	Res. No. 729	Waianae - Both sides of Farrington Highway between Guard St. and Kuapuni Stream
No. 123	Res. No. 739	Wahiawa - North side of Wili-kina Drive, 570 feet easterly of Lake View Circle
No. 124	Res. No. 749	Lualualei - Mauka side of Farrington Highway, adjacent to Nanakuli Theater
No. 125	Res. No. 753	Kalauao - Makai side of Kamehameha Highway between entrance to McGrew Point and Kalauao Stream Bridge
No. 126	Res. No. 754	Kaaawa - Mauka side of Kamehameha Highway, opposite Kaaawa Park
No. 127	Res. No. 755	Waikele - South side of Hanawai Circle, 700 feet westerly from Waipahu Depot Road
No. 128	Res. No. 762	Kaipapau - Makai side of Kamehameha Highway, between Hauula and Laie

- No. 129 Res. No. 764 Waimano - Makai side of Kamehameha Highway, between Pearl City and Hawaiian Electric Power Plant
- No. 130 Res. No. 789 Kailua - Both sides of Uluniu Street between Oneawa Street and Maluniu Street
- No. 131 Res. No. 793 Waialua - East side of Kamehameha Highway, opposite Waialua Court House
- No. 132 Res. No. 798 Kaneohe - 100 feet off the Makai side of Kamehameha Highway, adjacent to Kaneohe Court House and Benjamin Parker School
- No. 133 Res. No. 805 Kailua - Southeast side of Wailepo Street, 150 feet Southwest of Oneawa Street

VII. Hotel and Apartment Districts

- No. 59 Res. No. 744 Kalihi - North corner of Dillingham Blvd. and Kalihi St.
- No. 60 Res. No. 745 Waikiki -Makai of Ala Moana between Yacht Basin and Kaiser development
- No. 61 Res. No. 746 Kewalo - Mauka of Elm Street between Pensacola Street and Piikoi Street
- No. 62 Res. No. 747 Kewalo - Makai side of Hoolai Street between Pensacola St. and Piikoi Street
- No. 63 Res. No. 761 Pauoa - Ewa side of Lusitana Street near Puowaina Drive
- No. 64 Res. No. 768 Palolo - Both sides of Palolo Avenue, mauka of Kalua Street (Hawaii Housing Properties)  
A and B
- No. 65 Res. No. 774 Kewalo - Makai side of Rycroft Street between Pensacola Street and Piikoi Street
- No. 66 Res. No. 775 Kewalo - Northwest side of Cedar Street, 60 feet from the corner of Rycroft Street and Cedar St.

- No. 67 Res. No. 783 Kewalo - Makai-Waikiki corner of Rycroft Street and Alder St.
- No. 68 Res. No. 790 Punahou - Makai side of Wilder Avenue, 100 feet Koko Head of Alexander Street
- No. 69 Res. No. 792 Kewalo - Koko Head side of Birch Street, 130 feet mauka of Kamaile Street
- No. 70 Res. No. 804 Pauoa - Ewa side of Leilehua Lane, 80 feet mauka of South School Street
- No. 71 Res. No. 817 Auwaiolimu - Mauka-Koko Head corner of Iolani Avenue and Pele Street

VIII. Rural Hotel and Apartment Districts

- No. 13 Res. No. 722 Pearl City - Southeast corner of Lehua Ave. and First St.
- No. 14 Res. No. 735 Makaha - West corner of Farrington Highway and Lahilahi Street
- No. 15 Res. No. 737 Wahiawa - 150 feet south side of California Avenue, between Cypress Avenue and Ohia Street
- No. 16 Res. No. 760 Kailua - Mauka side of Kailua Road between Medical Group Building and Church of Latter Saints  
A and B
- No. 17 Res. No. 797 Waikele - Mauka side of Awanei Street between Awalau Street and drainage ditch  
A and B

IX. Class AA Residential Districts

- No. 23 Res. No. 773 Wailupe - 400 feet off north side of Kalaniana'ole Highway, adjacent to existing business zone between West Hind Drive and Nenuē Street
- No. 24 Res. No. 809 Maunalua - Makai side of Kalaniana'ole Hwy., between Koko Head Park and Maunalua Bay

X. Rural Class AA Residential Districts

- No. 25 Res. No. 724 Wahiawa - North boundary of L.C.A. No. 1406
- No. 26 Res. No. 732 Wahiawa - East side of L.C.A. No. 1405, 650 feet northerly from California Avenue

XI. Class A-1 Residential Districts

- No. 17 Res. No. 740 Nuuanu - Southeast boundary of L.C.A. No. 188, between L.C.A. No. 281 and L.C.A. No. 265
- No. 18 Res. No. 765 Moanalua - Both sides of Moanalua Road, between Halawa and Fort Shafter boundaries
- No. 19 Res. No. 780 Wailupe-Niu-Kuliouou, 2600 ft. mauka of Kalaniana'ole Highway between Waiialae Iki and Maunaulua districts boundary
- No. 20 Res. No. 783 Kalihi - Mauka of Puolani St. between Kalihi Valley and Kama'āiki

XII. Rural Class A-1 Residential Districts

- No. 18 Res. No. 714 Wahiawa - Southeast side of California Avenue, 120 feet southwesterly of the southwest side of Circle Drive
- No. 19 Res. No. 723 Wahiawa - Between California Avenue and U. S. Military Reservation
- No. 20 Res. No. 726 Wahiawa - Between California Avenue and Eames Street and between Upland Park Tract and Wahiawa Park Botanical Gardens
- No. 21 Res. No. 728 Wahiawa - Between California Avenue and U.S. Military Reservation
- No. 22 Res. No. 734 Wahiawa - Westerly end of California Avenue and the junction of the North Fork and South Fork of Kaukonahua Stream

No. 23 Res. No. 758 Kaneohe - South side of Kaneohe Bay Drive, between Castle High School and Keana Road

No. 24 Res. No. 812 Kaneohe - Portion of Halekauwila Farm Tract, 100 feet mauka of Kamehameha Highway, adjacent to Kaneohe-Heeia boundary

XIII. Class A Residential Districts

No. 27 Res. No. 772 Kapaakea - West side of University Avenue, between Varsity Theater parking lot and Church of the Crossroads

No. 28 Res. No. 781 Moiliili - Mauka side of Old Waiialae Road, between Kalele Road and Manoa-Palolo Drainage Canal

No. 29 Res. No. 791 Palolo - Ewa side of 10th Ave., mauka of Palolo School

XIV. Rural Class A Residential Districts

No. 21 Res. No. 733  
A to C Wahiawa - Northwest side of L.C.A. No. 12 and 1062, between Kamehameha Highway and Wahiawa Elementary School

No. 22 Res. No. 741 Wahiawa - Both sides of Kiekie Place, northeast of Dole Road

No. 23 Res. No. 777 Kalauao - Mauka side of Kamehameha Highway, both sides of Kalauao Stream

No. 24 Res. No. 784 Aiea - between Laulima Road and Uahi Street

XV. Rural Farm District

No. 5 Res. No. 803 Lualualei - 1000 feet mauka of Farrington Highway, between Nanakuli and Maili

## Variance Permits Granted

- No. 307 Corydon Associates, Ltd.  
Location: Wahiawa - 150 feet off southeast side of California Avenue, 144 feet easterly from Muliwai Avenue  
Purpose: For off-street parking purposes (conjunction with Rural Business District 119)
- No. 308 Lawrence Freitas  
Location: Halawa, 1/2 mile mauka of Moanalua Road, adjoining and makai of Clarke-Halawa Quarry  
Purpose: To permit operation of storage and lumber yard, more particularly for storage and sale of second-hand lumber and houses in a Rural Protective zone. A temporary variance for a period of five years.
- No. 309 Waipio Land Company  
Location: Waipio, Ewa - Northeast corner of Kamehameha Highway and road leading to Kipapa School  
Purpose: For off-street parking purposes (conjunction with Rural Business District No. 120-A and 120-B)
- No. 310 Mrs. Florence E. Buchheit  
Location: 300 Karsten Drive, 180 feet mauka of California Avenue  
Purpose: For renovation of basement of existing dwelling into separate dwelling unit on parcel of land containing 13,968 square feet in a Rural Class A-1 Residential zone.
- No. 311 Akiyoshi Kuriyama  
Location: Waianae - Southwest side of Farrington Highway, approximately 250 feet northwesterly of Army Street  
Purpose: For off-street parking (conjunction with Rural Business District 122-A)
- No. 312 Katsuichi and Tsuruko Tamura  
Location: Waianae - Northeast side of Farrington Highway, approximately 250 feet northwesterly of Plantation Road  
Purpose: For off-street parking (conjunction with Rural Business District 122-B)
- No. 313 Mutsuko and Itsume Kawasaki  
Location: Waianae - Northeast corner of Farrington Highway and Guard Street  
Purpose: For off-street parking (conjunction with Rural Business District 122-C)

- No. 314 Hawaiian Resorts Ltd.  
 Location: Makaha, Waianae - West corner of Farrington Highway and Lahilahi Street  
 Purpose: To permit construction and operation of restaurant incidental to the Hotel and Apartment operation (Hotel and Apartment District No. 14)
- No. 315 Ruth U. Sato  
 Location: Palolo - off mauka side of Waialae Avenue, between entrance of St. Louis College and Palolo Avenue  
 Purpose: To permit use of building and premises for operation of sewing school for period of 3 years from Class A regulations
- No. 316 Biltmore Hotel  
 Location: Waikiki - West corner of Koa Avenue and Uluniu Avenue  
 Purpose: Permit use of portion of premises for operation of a taxi stand (4 taxi stalls) in an off-street parking lot within a Hotel and Apartment zone
- No. 317 Ralph T. Orita  
 Location: Waianae - mauka side of Farrington Highway adjacent to Old Waianae Theater  
 Purpose: Off-street parking purposes (conjunction with Rural Business District 63)
- No. 318 Sonae Yamaguchi  
 Location: Kamoku, Waikiki - off makai side of Kapiolani Boulevard, between Date Street and Kaimuki Avenue  
 Purpose: To permit use of building and premises for establishment of massage studio at 2630 Maunawai Place within a Hotel and Apartment zone
- No. 319 Charles J. Pietsch, Jr., lessee  
 Location: Punahou - between 1417 and 1433 Alexander Street, located between Mauka Arterial and Dole Street  
 Purpose: Off-street parking purposes (conjunction with portions of Hotel and Apartment District No. C and 15-A)
- No. 320 Kaneohe Ranch Company, Ltd.  
 Location: Kailua, Koolaupoko - off mauka side of Kailua Road, between Medical Group Building and Church of Latter Day Saints  
 Purpose: For off-street parking within a Rural Residential zone (conjunction with adjoining Rural Business District 13)

- No. 321 Buck Toy Club  
 Location: Kapalama - Northeast side of North Vineyard Street, approximately 225 feet from the north corner of North Vineyard Street and Liliha Street  
 Purpose: Off-street parking purposes within a Class A Residential zone in conjunction with Business District No. 187
- No. 322 Kaiser Community Homes  
 Location: Waikiki - ewa side of Dewey Way approximately 510 feet makai of Kalia Road  
 Purpose: To permit the construction and operation of a beach club with the following incidental uses: bath houses, lockers, showers and storage facilities for surfboards and canoes, in a Hotel and Apartment zone.
- No. 323 Peerless Market  
 Location: Kaimuki - Southeast side of 13th Avenue  
 Purpose: For off-street parking (conjunction with Business District 101)
- No. 324 Toshio Matsushima and wife dba Ishii Gardens  
 Location: Nini, Nuuanu - makai side of Kuakini Street at end of Huna Lane (1720 Huna Lane)  
 Purpose: Variance from Hotel and Apartment regulations to permit repairs, additions and new construction to existing teahouse operation.
- No. 325 Sin Fook Wong  
 Location: Kalihi - East corner of Mahani Loop and Kalihi Street  
 Purpose: For off-street parking (conjunction with adjoining Business District 155)
- No. 326 Mineso Kuroda, et al  
 Location: Aiea, Ewa - makai side of Moanalua Road between Laulima Road and Uahi Street  
 Purpose: For off-street parking (conjunction with Rural Business Districts 110-A and 110-B )
- No. 327 Noka Shimabukuro and Matsui Shimabukuro  
 Location: Kalihi - South side of Kamehameha IV Road approximately 85 feet west of intersection of Kam IV Road and Kalihi Tunnel Approach  
 Purpose: For off-street parking (conjunction with adjoining Business District 214)
- No. 328 The Salvation Army  
 Location: Kauluwela, Mauka side of North Vineyard Street, approximately 450 feet koko head of Liliha Street  
 Purpose: To permit construction of warehouse and shop

building in connection with Salvation Army activities in Hotel and Apartment zone

- No. 329 Kaiser Community Homes  
Location: Waikiki - makai side of Kalia Road, approximately 100 feet koko head of Ala Moana at Kalia  
Purpose: To permit construction and operation of service station in conjunction with and to be a part of a proposed off-street parking building in a Hotel and Apartment zone
- No. 330 The Kamehameha Schools  
Location: Nuuanu - makai side of Niolopa Place, approximately 150 feet ewa of Nuuanu Avenue  
Purpose: To permit operation of a dormitory in Class A-1 Residential zone for students within existing building (former Dagmar Cooke's home) for a period of five years
- No. 331 Lincoln K.H. Chang  
Location: Hakipuu, Koolaupoko - mauka side of Kamehameha Highway approximately 600 feet southerly toward Kaneohe from Hakipuu Bridge  
Purpose: For off-street parking (conjunction with Rural Business District 68)
- No. 332 Kaiser Community Homes  
Location: Waikiki - 70 feet off makai side of Kalia Road, approximately 300 feet koko head of Ala Moana, Kalia  
Purpose: To permit construction and operation of an Auditorium within a Hotel & Apartment zone
- No. 333 The Eye of the Pacific, Inc.  
Location: Moiliili - ewa side of Kalei Road, approximately 920 feet mauka of Old Waiialae Road  
Purpose: To permit establishment and operation of a dog training program for the blind within Class A Residential zone
- No. 334 Chizuko Kido  
Location: Kailua, Koolaupoko - approximately 96 feet northwest of Kuulei Road and 100 feet north-east of Maluniu Avenue  
Purpose: To permit operation of dressmaking school in basement of existing dwelling for period of one year in a Rural Class A Residential zone

- No. 335 The Church College of Hawaii  
 Location: Laie, Koolauloa - makai side of Kamehameha Highway, between Kaipapau and Laie Point  
 Purpose: To permit use of two existing buildings and proposed building for operation of dormitories not to exceed two years in a Rural Highway Protective zone
- No. 336 Tadashi Haga, et al  
 Location: Waialua, east side of Kamehameha Highway near the Waialua Court House  
 Purpose: To permit off-street parking (conjunction with adjoining Rural Business District 131)
- No. 337 Melim Service & Supply  
 Location: Kukanaka and Kauluwela - Waikiki side of Liliha Street on the mauka side of Hiram Lane  
 Purpose: For off-street parking (conjunction with Business District 232)
- No. 338 Kaiser Community Homes  
 Location: Waikiki - makai side of Kalia Road between Ala Moana and Dewey Way, Kalia  
 Purpose: To permit construction of radio tower and operation of temporary radio studio in a Hotel and Apartment zone
- No. 339 York Fon Kam  
 Location: Kalihi - 45 feet off southwest side of Hani Lane, 100 feet northwesterly of Kaili Street  
 Purpose: For off-street parking (connection with adjoining Business District 233)
- No. 340 Territory of Hawaii  
 Location: Waimanalo - mauka side of Kalaniana'ole Highway, 1 mile northerly of Waimanalo Post Office  
 Purpose: To permit milling and fabricating of precut houses in Highway and Rural Protective zone
- No. 341 L. L. McCandless Estate  
 Location: Waimalu, Ewa - mauka side of Moanalua Road near Waimalu Tract  
 Purpose: To permit operation of storage yard and building sales yard for 6 months in Highway and Rural Protective zone

- No. 342 Tokuyu Kobashigawa, et al  
Location: Kalihi - Kam IV Road, 180 feet west of  
intersection of Kalihi Tunnel Approach  
Highway and Kam IV Road  
Purpose: For off-street parking (conjunction with  
Business District 211)
- No. 343 Clarence C. T. Loo  
Location: Waianae, Lualualei - Waianae side of  
Lualualei Ammunition Depot Road, approxi-  
mately 1800 feet mauka of Farrington Highway  
Purpose: To permit operation of limestone quarry  
including excavation, crushing, screening,  
etc., in a Rural Protective zone. A tempo-  
rary variance for a period of one year.

STREET NAMES ADOPTED DURING 1956

-A-

- Ahiki Street (local name of the Crown Lands of the Ahupuaa of Waimanalo taken from the indices of awards) Roadway from Hihimanu Street to Waikupanaha Street, within the Territory's Waimanalo Farm Lot Subdivision. Resolution No. 87
- Aiea Gulch Access Road (existing name) Designation of existing name. Resolution No. 444
- Alahaka Place (open path) Deadend roadway off Alahaka Street. Resolution No. 578
- Alahaka Street (open path) Roadway extending between Haona Street and being on the Honolulu side of Kekauawa Street. Reso. No. 578
- Ala-Oli (road to happiness) Roadway off Salt Lake Blvd. entrance into the Foster Village Resolution No. 770
- Ala Poko (short street) Roadway joining Farrington Highway and Pokai Bay Street. Resolution No. 640
- Aloalo Place (hibiscus) Deadend roadway off Harding Avenue being ewa of 3rd and mauka of Harding Avenue. Resolution No. 835
- Alta Street Roadway on the Kaena Point side of Ala Poko Street running from Pokai Bay Street to Glenmonger Street. Resolution No. 725
- Anapa Street (flash of light) Roadway running from Olino Street to Kukila Street. Resolution No. 770
- Anounou Street Redesignation of street off Aiea Heights Drive running Waikiki-Ewa and joining Kulina Street to Aiea Heights Drive. Resolution No. 444
- Anuu Place (ledge of rocks) Deadend roadway within the Kalihi Terrace Subdivision of Kalihi Street. Resolution No. 280
- Alu Place (a slope or slack) Deadend roadway at the end of Alu Street. Resolution No. 419

Apuwai Place (variety of taro) Deadend roadway off Kilauea Avenue, within the Isonaga Sub-division. Resolution No. 771

Aumoana Place (seafarer) Deadend roadway off Kaneohe Bay Drive within the Awamoku Subdivision (Kailua side of the Kaneohe Yacht Club. Resolution No. 446

Auyong Homestead Road Extension of existing roadway. Resolution No. 702

Awamoku Place (landing for steamer) Deadend roadway off Awamoku Street. Resolution No. 586

Awamoku Street (landing for steamer) Roadway off Farrington Highway and parallel to the proposed drainage canal, within the Wai-Lani Tract. Resolution No. 571

Awele Place (the goal) Deadend roadway within the Kaneohe Heights Subdivision, at the end of Kaeana Road. Resolution No. 682

-C-

Chester Way Designation of existing street. Resolution No. 444

Claudine Street Extension of existing street. Resolution No. 381

-E-

Eke Place Redesignation of deadend roadway off Kulina Street, makai of Poopaa Place. Resolution No. 444

Emmeluth Lane Clarification of same. Resolution 585

-F-

Fernridge Place Designation of existing street. Resolution No. 444

-G-

Glenmonger Street Roadway on the Kaena Point side of Ala Poko Street running from Pokai Bay Street to Farrington Highway. Resolution 725.

-H-

Hakaka Place	(fighting) Deadend roadway off Hakaka Street within the T. H. Diamond Head Subdivision. Resolution No. 816
Hakaka Street	(fighting) Roadway within the T. H. Diamond Head Subdivision, extending from Palekaua Street to Hakaka Place. Resolution No. 816
Hale Street	Redesignation of roadway running mauka makai from Kamehameha Highway to Moanalua Road, through the Halawa Veterans Housing Area. Resolution No. 444
Haloa Drive	(far reaching, long) Roadway intersecting subdivision (Foster Village) and running in a southerly direction. Resolution No. 770
Haona Street	Extension of existing street. Resolution No. 578
Hapalua Street	(half) Roadway connecting Fort Weaver Road and Ewa Beach Road. Resolution 916.
Heen Way	Designation of existing street. Resolution No. 444
Hekaha Street	(a mark) Roadway running mauka off Kamehameha Highway till it reaches Moanalua Road, within Waimalu Subdivision. Resolution No. 68
Henokea Street	(lovely or graceful) Roadway off Mahoe Street within the Unit 7 of the Waipahu Town Tract. Resolution No. 788
Hiapo Street	(first born child) Roadway from Niulii Street to Laenui Street within Waipahu Town Tract. Resolution No. 788
Hihimanu Street	(sting ray) Extension of existing road from Laumilo Street to Poalima Street. Resolution No. 87
Holomalua Place	(drive slowly) Deadend roadway off Holomalua Street. Resolution No. 702

Holomalia Street (drive slowly) Roadway running from Auyong Homestead Road to Holopono Street. Resolution No. 702

Holopono Street (drive carefully) Roadway off Auyong Homestead Road just mauka of Farrington Highway. Resolution No. 702

Honekoa Street (mischievous or bold) Roadway from Kamehameha Highway to Mawaena Street, within the Kahaluu Bay View Tract. Resolution No. 703

Huakai Street (sponge) Makai of Hiapo Street within the Waipahu Town Tract. Resolution 788

Huea Place (spout) Deadend roadway off Kalihi Street within the Silva Subdivision. Resolution No. 95

Hui Street (union or assemble) Roadway from Keolu Drive to Mowai Street within the Kailua Heights Subdivision. Resolution No. 69

Hunaahi Street (spark of fire, a live cinder) Roadway from Kamehameha Highway to a deadend within the Kahaluu Bay View Tract. Resolution No. 703

Hunalepo Street (very small particles of matter, dust) Roadway from Kamehameha Highway to Iuiu Street within the Kahaluu Bay Veiw Tract. Resolution No. 703

-I-

Iao Lane (extension of existing roadway) Roadway from Vineyard Street mauka to Palama Street. Resolution No. 585

Ieie Place (redesignation) Roadway at the end of Mikalemi Street running mauka-makai. Resolution No. 444

Ipuka Street (door) Roadway off Kanuku Street within the Waimalu Subdivision. Resolution 68

Iuiu Street (a place high up) Roadway off Mawaena Street. Resolution No. 367

-J-

Jennie Street (in honor of the wife of the former Mayor Wilson) Roadway off Wilson Street within the Wilson Homes Project. Resolution No. 419

-K-

Kahua Place (designation) Deadend roadway off Napuanani Place. Resolution No. 444

Kaimanahila Street (Diamond Head) Roadway from Paikau Street to Hakaka Street within the Territory of Hawaii Diamond Head Subdivision. Resolution No. 700

Kakaina Street (sergent) (redesignation) Roadway from Hihimanu Street to Maikupanaha Street. Resolution No. 87

Kalawao Place Deadend roadway running off Kalawao Street within the Rasheed Subdivision. Resolution No. 227

Kaleilani Street (heavenly wreath) Roadway off Makamua Street within the Pearl City Highlands Subdivision Unit I. Resolution No. 97

Kanuku Street (spout, as a funnel) Roadway mauka and parallel to Kamehameha Highway, within the Waimalu Subdivision. Resolution 68

Kaulukanu Street (local name of the Crown Lands of the Ahupuaa of Waimanalo taken from the indices of Awards) Roadway from Waikupanaha Street to Kakaina Street. Resolution 87

Kaweloka Street (the train of a holoku) Roadway running off Noelani Street. Resolution No. 97

Kawohi Place (the message) Deadend roadway off Kilohi Street within the Beirne Subdivision. Resolution No. 769

Kealalani Place (guide to Heaven) Deadend roadway off Kukuna Street within the Barros Subdivision. Resolution No. 395

Kekuanoni Place (name of original awardee) Roadway off Kekuanoni Street. Resolution No. 72

Kelikoi Street (Territory) Roadway makai of Ilalo Street between Ohe and Keawe Streets. Resolution No. 791

Keolu Drive (extension of existing roadway) Resolutions No. 69 and No. 815

Kihewa Place Designation of existing street. Resolution No. 444

Kinoole Place (redesignation of roadway) Deadend roadway off Mikilemi Street. Resolution No. 444

Kioe Street (extension of roadway) Roadway off H aona Street between Aikaula and Kekauwa Streets, extended to Naluahi Street. Resolution No. 578

Kirkwood Place Clarification of name. Resolution No. 397

Kirkwood Street Clarification of name. Resolution No. 397

Koae Place Deadend roadway off Koae Street. Resolution No. 617

Koikoi Street (honorable) Roadway from California Avenue to Kalie Street. Resolution No. 323

Kokokahi Place Realignment of roadway. Resolution No. 834

Kuikele Place (needle) Deadend roadway off Kuikele Street. Resolution No. 701

Kuikele Street (needle) Roadway off Kalihi Street, waikiki of Nuamana Street within the Narikawa Subdivision. Resolution No. 701

Kukila Place (majestic, regal) Roadway off Kukila Street. Resolution No. 770

Kukila Street (majestic, regal) Roadway extending from Uila Street to its joining and meeting at Laakea Street, within the Foster Village. Resolution No. 770

Kulina Street	Designation of existing roadway. Resolution No. 444
Kumuhau Street	(local name of the Crown Land of the Ahupuaa of Waimanalo taken from the indices of Awards) Roadway from Kalani-anaole Highway to Waikupanaha Street. Resolution No. 87
-L-	
Laakea Place	(sacred light, as of sunshine) Deadend roadway off Laakea Street. Resolution No. 770
Laakea Street	(sacred light, as of sunshine) Roadway parallel to Salt Lake Blvd. within the Foster Village. Resolution No. 770
Laau Paina Place	(pine tree) Deadend roadway off Waialua Beach Road within the Pine Wood Beach Tract. Resolution No. 229
Laenui Street	(large face or forehead) Roadway from Huakai Street to end of subdivision (Waipahu Town Tract). Resolution No. 788
Laiki Place	(rice - respect to owner Arthur H. Rice) Deadend roadway off North Kalaheo Avenue between Wilikoki and Kaiholu Place. Resolution No. 772
Laka Place	(redesignation of existing roadway) Deadend roadway off Kulina Street. Resolution No. 444
Lehia Street	(skilled) Roadway between Molehu Drive and Punono Street from Haloa Drive to Punono Street within the Foster Village. Resolution No. 770
Lii-Ipo Street	(little sweetheart) Roadway from Hekaha to Moanalua Road within the Waimalu Sub-division. Resolution No. 68
Limahana Place	(working hands) Deadend roadway of Limahana Street. Resolution No. 788
Limahana Street	(working hands) Roadway extending and joining Niulii Street and Hiapo Street within Waipahu Town Tract. Resolution No. 788

Luakini Place	(temple or church) Deadend roadway off Luakini Street. Resolution No. 447
Luakini Street	(temple or church) Roadway off Jack Lane within the Clarence Ching Subdivision. Resolution No. 447
Lokowai Place	(lake or pond) Deadend roadway off Lokowai Street. Resolution No. 68
Lokowai Street	(lake or pond) Roadway from Pahemo Street to Kanuku Street. Resolution No. 68
Lulani Place	(the highest point of heaven) Deadend roadway of Lulani Street. Resolution No. 367
Lulani Street	(the highest point of heaven) Roadway from Kamehameha Highway to Ahuimanu Road, within the Kahaluu Ocean View Subdivision. Resolution No. 367
-M-	
Mahailua Street	(local name of the Crown Lands of the Ahupuaa of Waimanalo taken from the indices of Awards) Roadway from Kumuhau Street to Waikupanaha Street. Resolution No. 87
Maikai Place	(good or useful) Deadend roadway off Maikai Street. Resolution No. 586
Maikai Street	(good or useful) Roadway from Awanani Street to Awamoku Street within the Wai Lani Tract. Resolution No. 586
Makamae Street	(precious, valuable, or much desired) Roadway off Lilipuna Road and makai of Haleloke Road. Resolution No. 71
Makamua Place	(first, the beginning) Deadend roadway off Makamua Street. Resolution No. 97
Makamua Street	(first, the beginning) Roadway off Noelani Street within the Pearl City High lands Subdivision. Resolution 97

**Maluawai Street** (double flow of water) Roadway off Kaweloka Street within the Pearl City Highlands Subdivision. Resolution No. 97

**Malulani Street** (realignment of existing street) Resolution No. 834

**Manauwea Street** (correction of spelling, formerly misspelled as Manuwea Street). Resolution No. 445

**Manukapu Place** (sacred bird) Deadend roadway off Kuliouou Road across Dalene Way. Resolution No. 96

**Manulani Street** (heavenly bird) Roadway from Keolu Drive to Mowai Street within the Kailua Heights Subdivision. Resolution No. 69 and Resolution No. 815

**Mawaena Street** (between, in the midst of) Roadway off Lulani Street. Resolution No. 367 and Resolution No. 703

**Mikalemi Street** Roadway off Nalopaka Place within the Aiea Town Tract (This roadway formerly known as Hoopono Street). Resolution No. 444

**Mokukaua Street** (battleship) Roadway from Awalau Street to Awanei Street, within the Wai Lani Tract. Resolution No. 586

**Mokulama Street** (local name of the Crown Lands of the Ahupuaa of Waimanalo taken from the indices of Awards Roadway from Hihimanu Street to Waikupanaha Street). Resolution No. 87

**Molehu Drive** (twilight) Roadway from Uila Street to Ukali Street within the Foster Village Subdivision. Resolution No. 770

**Moneha Place** (far off, a long distance) Deadend roadway off Fort Weaver Road between Aikanaka Road and Kimopelekane Road. Resolution No. 916

**Mooiki Street** (local name of the Crown Lands of the Ahupuaa of Waimanalo taken from the indices of Awards) Roadway between Mahailua and Kulukanu Streets. Resolution No. 87

Mowai Street (extension of existing roadway)  
Resolution No. 69 and Resolution No. 815

Muumuu Place (a garment worn by women) Deadend roadway off Pohakupuna Road between Oneula Place and Pohakupuna Place.  
Resolution No. 916

-N-

Nalomeli Place (honey bee) Deadend roadway off Fort Weaver Road between Ewa Beach Road and Popoi Place. Resolution No. 916

Nalopaka Place (redesignation of existing roadway)  
Resolution No. 444

Nanakai Place (looking out to sea) Deadend roadway off Nanakai Street. Resolution No. 398

Nanakai Street (looking out to sea) Roadway off Waimano Home Road within the Pearl City Highlands Subdivision. Resolution No. 398

Nanialii Street (glorious prince) Roadway off Keolu Drive within the Kailua Heights Subdivision. Resolution No. 69 and Resolution No. 815

Nanu Place (redesignation) Deadend roadway off Puakala Street. Resolution No. 444

Naulu Place (shower clouds) Deadend roadway running off Molehu Drive. Resolution No. 770

Niulii Street (extension of existing roadway)  
Resolution No. 788

Noelani Street (heavenly mist) Roadway off Waimano Home Road within the Pearl City Highlands Subdivision. Resolution No. 97 and Resolution No. 398

Nonanona Place (ant) Roadway off Kekuanoni Street makai of Pauoa and Kekuanoni Streets intersection. Resolution No. 144

Nonokio Street (local name of the Crown Lands of the Ahupuaa of Waimanalo taken from the indices of Awards) Roadway from Hihimanu Street to Waikupanaha Street. Resolution No. 146

Nunu Street (dove) Roadway joining the Old Mokapu Road and Mokapu Road within the Kaimalino Subdivision. Resolution No. 299

-0-

Oa Street (to burst over) Roadway off Pahemo Street running mauka till it intersects Hekaha Street. Resolution No. 68

Ohai Place (a branching shrub 6 ft. to 12 ft. high bearing large red flowers) Deadend roadway off Ohai Street within the Wahiawa Reservoir Tract. Resolution No. 741

Ohai Place (a branching shrub 6 ft. to 12 ft. high bearing large red flowers) Extension of roadway from California Avenue to Kamehameha Highway. Resolution No. 741

Olaloa Street (long life, ever living) Roadway from Ala-oli to Kukila Street within the Foster Village Subdivision. Resolution No. 770

Old Palama Street (formerly Palama Street) That portion of roadway from School Street makai on the ewa side of the newly constructed Palama Street. Resolution No. 366

Olepe Loop (clam) Roadway off Pahemo Street within the Waimalu Subdivision. Resolution No. 68

Oline Street (brilliant, shiny) Roadway from Molehu Drive to Haloa Drive within the Foster Village Subdivision. Resolution No. 770

Opua Street (cloud bank) Roadway on the northern side of Uila Street running between Molehu Drive. Resolution No. 770

-P-

Pahemo Place (to sip) Deadend roadway at the end of Pahemo Street. Resolution No. 68

Pahemo Street (to sip) Roadway running from Lokowai Street to Kanuku Street. Resolution No. 68

Pahukula Place (chest of gold) Deadend roadway off Kuliouou Road between Wakihi Street and Kawekiu Place. Resolution No. 681

Pahulu Place (deletion of roadway) Formerly roadway at the end of Claudine, now part of Claudine Street. Resolution No. 381

Paikau Street (to exercise with firearms, to march to and fro) Roadway from Kahala Avenue to Poka Street, within the T. H. Diamond Head Subdivision. Resolution No. 700

Palama Street (redesignation) Now that newly constructed portion of roadway from Vineyard to School Street. (formerly portion now Old Palama Street and Panalaa Street). Resolution No. 366

Paleka Place Deadend roadway off Paleka Road within the Hanna Subdivision. Resolution 750

Palekaua Place (fort or fortress) Roadway off Palekaua Street within the T. H. Diamond Head Subdivision. Resolution No. 700

Palekaua Street (fort or fortress) Roadway running from Hakaka Street to the end of the subdivision, within the T. H. Diamond Head Subdivision. Resolution No. 700

Pamoho Place (designation of roadway) Deadend roadway off Nalopaka Place. Resolution No. 444

Panalaa Street (settlement) That portion of roadway which extends from Vineyard Street running mauka and being parallel to Palama Street, between Palama Street and Palama Settlement, formerly Palama Street. Resolution No. 366

Papipi Drive (prickly pear) Roadway off Papipi Road across its intersection with Pohakupuna Road. Resolution No. 683

Papipi Place (prickly pear) Deadend roadway off Papipi Road approximately 1000 ft. from Fort Weaver Road on the makai side of Papipi Road. Resolution No. 783

Pohakupuna Place                      Roadway off Pohakupuna Road joining it to Pupu Street, within the Ewa Beach Subdivision. Resolution No. 169

Poka Street                              (bullet) Roadway from Diamond Head Road to Paikau Street within the T. H. Diamond Head Subdivision. Resolution No. 700

Pokai Bay Street                      Formerly part of Farrington Highway from Waianae Valley Road to the New Farrington Highway. Resolution No. 640

Pomaikai Place                        (good fortune, bless) Deadend roadway off Kokokahi Place between Kaneohe Bay Drive and Malulani Street. Resolution No. 834

Poopaa Place                            (redesignation) Deadend roadway off Kulina Street mauka of Eke Place. Resolution No. 444

Popoi Place                            (churning of the waves) Deadend roadway off Fort Weaver Road adjacent to Puuloa Beach Park, formerly known as Gier Place. Resolution No. 425

Popolo Place                            (redesignation) Deadend roadway running off Anounou Street of Puhi Place. Resolution No. 444

Puakala Street                        (redesignation) Street off Moanalua Road running mauka and connecting it to Kulina Street. Resolution No. 444

Puhi Place                              (redesignation) Deadend roadway off Anounou Street waikiki of Popolo Place. Resolution No. 444

Pulelehua Way                        (butterfly) Roadway joining Nuuanu Avenue and Country Club Road and being mauka of Country Club Road. Resolution No. 577

Punana Loop                            (a bird's nest) Loop roadway off Keolu Drive across its intersection with Manulani Street. Resolution No. 815

Punono Street                        (gorgeously red, gorgeous) Roadway between Lehia Street and Ukali Street running from Haloa Drive to Molehu Drive within the Foster Village Subdivision. Resolution No. 770

Pupu Place (shells) Deadend roadway off Pupu Street  
Resolution No. 169

Pupu Street (shells) Roadway off Papipi Road and  
running parallel to Pohakupuna Road,  
within the Ewa Beach Subdivision.  
Resolution No. 169

-S-

Sand Island Access (clarification of name)  
Road Resolution No. 16

-U-

Ualani Place (heavenly rain) Deadend roadway off  
Kamehameha Highway, Pali side of Kuu  
Home Place on the mauka side of the  
highway. Resolution No. 488

Uhini Place (grasshopper) Deadend roadway off  
Kekuanoni Street, makai of Kekuanoni  
Place. Resolution No. 144

Uila Street (Lightning) Roadway running parallel to  
Haloa Drive from Ukali Street to Kukila  
Street. Resolution No. 770

Ukali Street (the planet "Mercury") Roadway westerly  
side of Punono Street running from its  
joining with Molehu Drive to end of  
Subdivision, within the Foster Village  
Subdivision. Resolution No. 770

Ulune Street (redesignation) Roadway off Aiea Heights  
Drive, mauka of Olopana Street.  
Resolution No. 444

Upapalu Drive (redesignation) Roadway running from  
Laulina Street on the ewa side.  
Resolution No. 444

-W-

Wahinani Street (beautiful Place) Roadway from Waimano  
Home Road to Hookano Street makai of  
Nanakai Street. Resolution No. 536

Waikahe Drive (deleted) Now known as Wilson and Jennie  
Streets. Resolution No. 419

Waikahe Place (deleted) Now known as Wilson Place.  
Resolution No. 419

Waikahe Street (deleted) Now known as Wilson Street.  
Resolution No. 419

Waikupanaha Street (local name of the Crown Lands of the  
Ahupuaa of Waimanalo taken from the indices  
of Awards) Roadway running from Kumuhau  
Street to Hihimanu Street.  
Resolution No. 217

Wawe Place (quick, fast) Deadend roadway off Naulu  
Place. Resolution No. 770

Wilson Place (in honor of former City and County Mayor  
John H. Wilson) Deadend roadway off  
Wilson Street formerly known as Waikahe  
Place. Resolution No. 419

Wilson Street (in honor of former City and County Mayor  
John H. Wilson) Roadway leading off and  
Waikiki of Kalihi Tunnel Approach Road  
within the Wilson Homes Project, formerly  
known as Waikahe Drive and Waikahe Street.  
Resolution No. 419

Wyllie Place Roadway off Wyllie Street, mauka side and  
across of the fire station.  
Resolution No. 70

FINANCIAL STATEMENT

City Planning Commission Budget for 1956:

Salaries and Wages .....	\$110,418.82
Contractual Services .....	3,554.00
Materials and Supplies .....	2,311.00
Fixed Charges .....	50.00
Equipment .....	2,009.00
	<hr/>
TOTAL .....	\$118,342.82
Unexpended Balance .....	1,129.55
	<hr/>
NET TOTAL .....	\$117,213.27

Expenditures:

Salaries and Wages .....	\$109,461.65
Contractual Services .....	3,462.20
Materials and Supplies .....	2,250.97
Fixed Charges .....	38.32
Equipment .....	2,000.13
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TOTAL .....	\$117,213.27

Receipts (May 1 to December 31, 1956):

Number of Subdivision Applications..266...	\$ 2,660.00
Number of Lots.....3274...	3,274.00
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TOTAL .....	\$ 5,934.00

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Honolulu. City Planning Commission.  
Annual report. Honolulu: 1920-1958.

Annual.

Library holdings: 1920, -21, 1921-22, -23,  
1923-24, -25 thru -27, -29 thru -33, -35 thru  
-39, -41 thru -58.

Continued by: Honolulu. Planning Dept.  
Annual report.

1. City planning - Oahu.
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