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CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU

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CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU

ANNUAL REPORT

1953

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July 73 G

A. J. GIGNOUX, Chairman
K. W. ROEHRIG, Vice-Chairman
GEO. K. HOUGHTAILING, Director



ALEXIS J. GIGNOUX
THOMAS B. VANCE
KENNETH W. ROEHRIG
HENRY C. H. CHUN-HOON
LESTER PETRIE
WILLIAM H. SOPER
DAVID K. BENT
KATSURO MIHO
M. B. CARSON

CITY AND COUNTY OF HONOLULU

CITY PLANNING COMMISSION
HONOLULU HALE ANNEX
HONOLULU 13, HAWAII

May 18, 1954

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

Gentlemen:

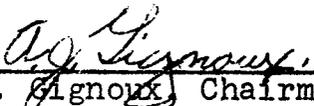
Your City Planning Commission submits herewith its Annual Report of activities and accomplishments for the year 1953.

The achievement during the year has been notable in furthering the welfare of the people of the City and County of Honolulu.

The Commission takes this opportunity of expressing its appreciation of the splendid cooperation received from you, other governmental agencies, newspapers, various civic organizations and interested citizens.

Respectfully submitted,

CITY PLANNING COMMISSION


A. J. Gignoux, Chairman


George K. Houghtaling
Director

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- IV ZONING DISTRIBUTION OF SUBDIVISIONS
ON OAHU

CITY PLANNING COMMISSION

Membership as of December 31, 1953

1.	Alexis J. Gignoux	Chairman
2.	Kenneth W. Roehrig	Vice-Chairman
3.	Lester Petrie	Member
4.	Thomas B. Vance	Member
5.	Henry Chun Hoon	Member
6.	William H. Soper	Member
7.	David K. Bent	Member
8.	Katsuro Miho	Member
9.	Merwin B. Carson	Member
	George K. Houghtailing	Director

S T A F F

M E M B E R S

George K. Houghtailing	Director
Edwin C. M. Lee	City Planner
Henry Tuck Au	City Planner
Wallace Kim	City Planner
Shigeru Matsuguma	Civil Engineer
Richard Nagasawa	Civil Engineer
Conway Yamamoto	Civil Engineer
Frederick K. F. Lee	Cadastral Engineer
Newton Chinn	Civil Engineer
Masato Kosaka	Civil Engineer
Robert H. Tsunoda	Engineering Clerk
Robert S. Hinazumi	Engineering Clerk
Tsugio Nobuta	Engineering Draftsman
Harold M. Yonamine	Engineering Draftsman
Noboru Kaneshiro	Engineering Draftsman
Frank Akina, Jr.	Engineering Draftsman
Doson Tomei	Engineering Aide
Masao Chinen	Engineering Aide
Camillia A. Leu	Clerk Reporter
Marian N. Munekata	Clerk Stenographer
Toyoko H. Akaji	Clerk Stenographer
Doris C. Arii	Clerk Stenographer

CITY PLANNING COMMISSION ACTIVITIES

The Commission members are aware of their responsibility in planning for the City and County of Honolulu (Island of Oahu) of tomorrow. In discharging their duties and responsibilities in planning for orderly growth, they make every effort to achieve the changes in land use development with the least possible disturbance to the established character of the existing neighborhood or communities. The Commission members make frequent inspection trips to obtain on-site knowledge of existing conditions to aid in rendering their decisions on many controversial problems. The Commission, in making its decisions, is influenced by the conformity of the respective proposals with the subdivision rules and regulations, standards of design for roads and utilities, zoning ordinance, and broad policies established for the orderly expansion and growth of the City of Honolulu.

MEETINGS

Fifty-four (54) regular meetings were held by the Commission during the year 1953. Seventy-eight (78) public hearings were held pertaining to zoning changes, variances and amendments to the Master Plan for streets and highways and other features. Considered during the year were 560 subdivision applications, 130 petitions for zoning changes, 68 applications for zoning variances and 83 zoning violations.

Planning matters included important street widening and extensions, sites for public buildings, such as the relocation of the police station and emergency hospital, school and park sites, preservation of beaches, traffic studies, amendments to zoning ordinances and other related matters.

It was necessary during the course of the year to hold special meetings to discuss planning matters which required much more time for deliberation and discussion than allowed at the regular meetings.

Conferences and meetings were held with the Mayor and Board of Supervisors, other governmental agencies, civic organizations, property owners and interested citizens on many matters pertaining to beach development, major street expansion, zoning and other planning problems. Planning, to be successful, must have public endorsement.

ORGANIZATION



PLANNING COMMISSION



PLANNING DIRECTOR



INFORMATION COUNTER



STENOGRAPHIC AND CLERICAL



OFFICE STAFF

ACCOMPLISHMENTS - YEAR 1953

POPULATION

A study of the population growth, distribution and density is valuable for determining required capacities for facilities and services in the community to meet the physical, economic, social, cultural and governmental needs of the population. Plans for any community must be based upon estimates of the amount and distribution of population. Plans for facilities as schools, parks, streets and highways, sewers, water and the like cannot be made without some knowledge of: (1) population; (2) location.

GROWTH OF POPULATION

According to the United States census of 1950, the population of the City of Honolulu was 248,034, thus ranking with such mainland cities as Dayton, Ohio (244,000); Miami, Florida (249,000); Oklahoma City, Oklahoma (244,000) and others.

The City of Honolulu, comprising an area of 82.2 square miles, at present contains approximately 50 per cent of the total population of the Territory (499,794) and approximately 70 per cent of the total population of the Island of Oahu (353,020). The Island of Oahu, upon which the City of Honolulu is located, is 604 square miles in area.

Since 1900, the population of Honolulu has approximately doubled itself every twenty years. In the period of half a century from 1900 to 1950, the population has increased six fold over that of 1900.

The following table illustrates the population growth of the City of Honolulu, the Island of Oahu and the Territory of Hawaii from 1890 to 1950.

<u>Census Year</u>	<u>City of Honolulu</u>	<u>Island of Oahu</u>	<u>Territory</u>
1890	22,907	31,194	89,900
1900	39,306	58,504	154,001
1910	52,183	82,028	191,909
1920	83,327	123,527	255,912
1930	137,582	202,923	368,336
1940	179,326	258,256	423,330
1950	248,034	353,020	499,794

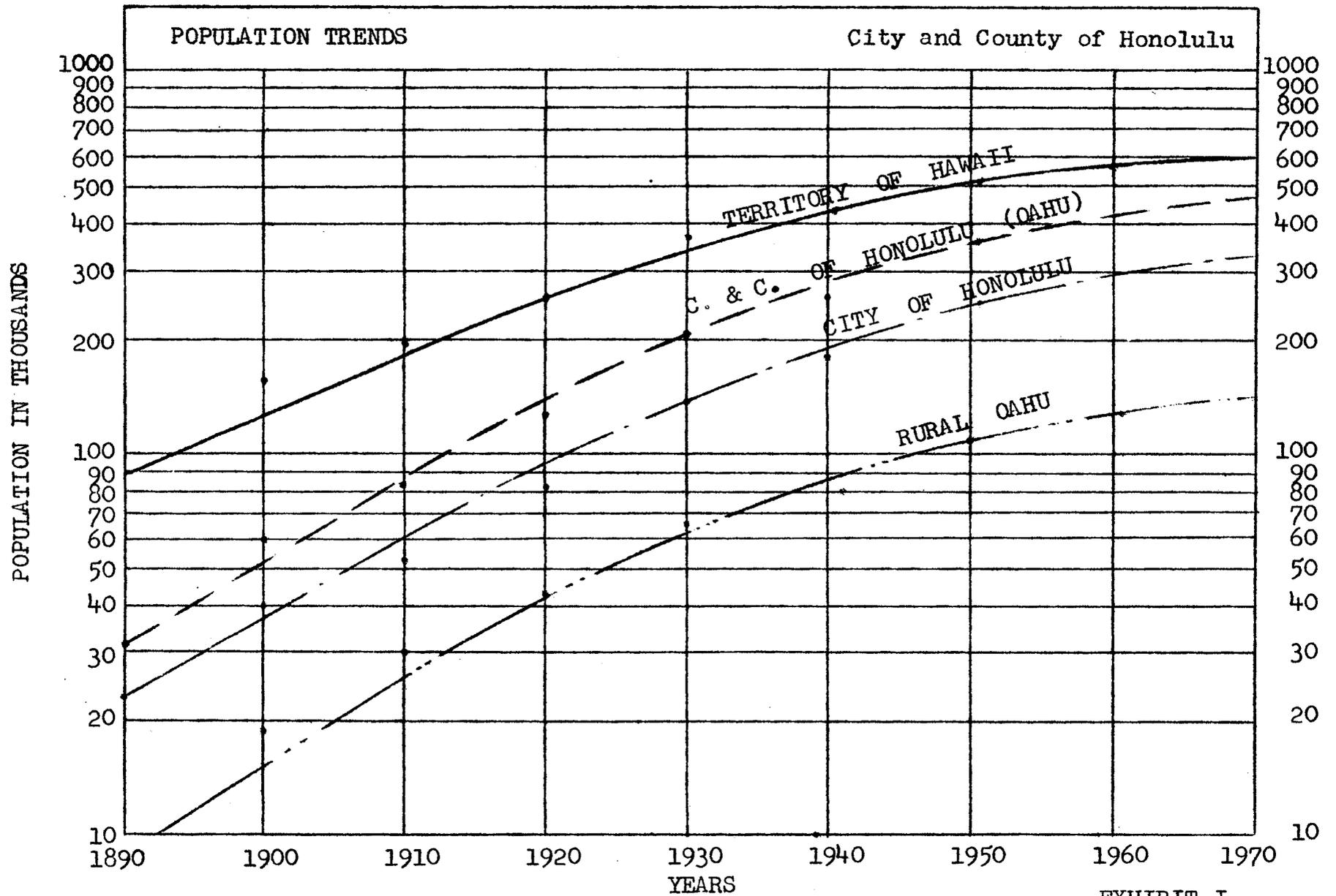


EXHIBIT I

POPULATION FORECASTS

The projection of population trends furnishes a fairly reliable estimate on a forecast of the probable increase of population in the city. In the exhibit attached the trend curve from 1890 to 1950 has been projected to 1970. From this chart the probable 1970 populations are estimated as follows:

Estimated 1970 Populations

Territory of Hawaii	600,000
Island of Oahu	465,000
City of Honolulu	325,000

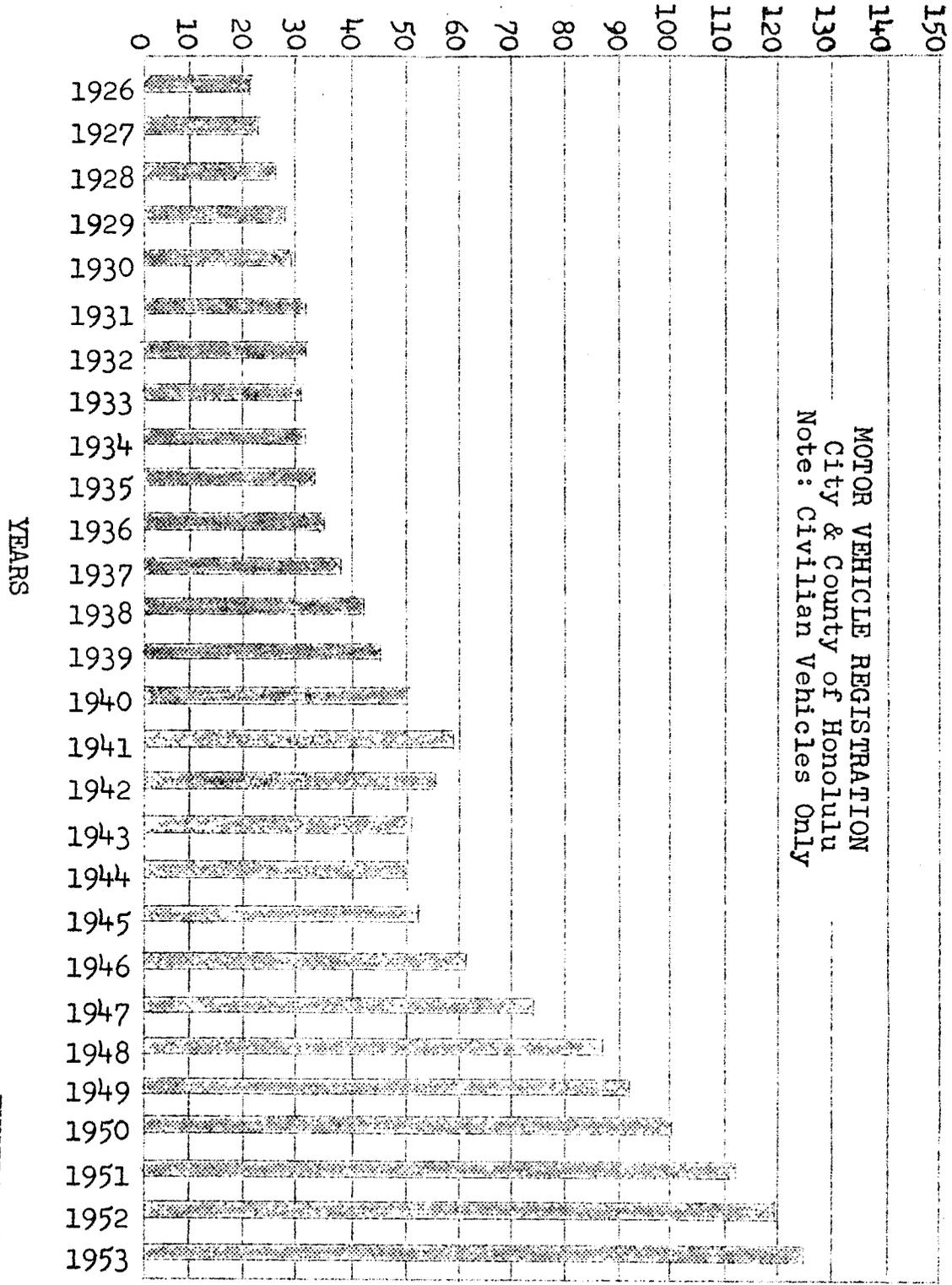
MOTOR VEHICLE REGISTRATION

With ever increasing motor vehicle registration, the construction of new streets and highways has not been able to keep pace with the new motor age. Consequently, congestion has become an alarming problem. This is noticeable along our main thoroughfares. The chief cause of this congestion is the overloading of existing street facilities by the increasing volume of motor vehicles. This is borne out by the fact that in 1940 there were 51,337 vehicles registered for the Island of Oahu. In 1953 the number of motor vehicles reached an all time high of 125,021. With a population of 339,110 persons on the Island of Oahu for the year, this is equivalent to approximately 2.71 persons per vehicle. Listed herewith are the motor vehicle registrations for the Island of Oahu for the years 1930 to 1953.

MOTOR VEHICLE REGISTRATIONISLAND OF OAHU

<u>Year</u>	<u>Passenger Vehicles</u>	<u>Trucks</u>	<u>Motorcycles and Others</u>	<u>Total Motor Vehicles</u>	<u>Population</u>	<u>Persons Per Vehicle</u>
1930	24,946	4,113	346	29,405	204,195	6.94
1931	26,748	4,408	417	31,573	205,162	6.50
1932	(NO RECORD)				207,838	
1933	26,528	4,407	305	31,240	207,693	6.65
1934	26,653	4,601	306	31,560	207,004	6.56
1935	27,989	4,726	638	33,353	210,610	6.31
1936	29,649	5,136	672	35,457	216,861	6.12
1937	32,526	5,697	802	39,025	218,807	5.61
1938	35,226	6,532	1,022	42,780	227,140	5.31
1939	37,909	6,668	1,250	45,827	228,586	4.99
1940	42,176	7,259	1,902	51,337	260,885	5.08
1941	49,668	8,486	2,407	60,561	310,503	5.20
1942	46,624	8,148	2,108	56,880	321,037	5.64
1943	42,011	7,068	2,110	51,189	331,571	6.48
1944	41,342	7,495	2,089	50,926	343,106	6.75
1945	42,467	8,558	2,406	53,431	348,045	6.51
1946	48,075	12,225	2,856	63,156	358,910	5.68
1947	58,721	14,158	3,037	75,916	360,274	4.75
1948	68,351	15,026	3,461	86,838	365,961	4.21
1949	74,377	14,882	3,140	92,399	369,016	4.00
1950	82,022	14,869	3,289	100,180	347,440	3.47
1951	94,082	15,102	3,163	112,347	328,426	2.92
1952	101,337	15,226	3,143	119,706	325,797	2.72
1953	106,456	15,380	3,185	125,021	339,110	2.71

MOTOR VEHICLE REGISTRATION
Thousands of Cars



MOTOR VEHICLE REGISTRATION
City & County of Honolulu
Note: Civilian Vehicles Only

STREETS AND HIGHWAYS

The solution to the problem of traffic congestion is to plan and design street facilities, off-street parking facilities and other features that will provide uniform and systematic vehicular traffic flow.

The Master Plan for streets and highways as adopted for the City of Honolulu and certain rural districts has been developed on the general concept that it is to provide for future development and improvement to meet the increase in traffic and population to insure the growth of an orderly and better community.

Because of changing conditions, it is necessary that the Master Plan be reviewed continuously and be revised to effectively serve the demands of automotive transportation and population needs.

During the year 1953 certain amendments to the Master Plan, street layouts and other features were discussed. Proposed changes and additions discussed during the year follow:

MAUKA ARTERIAL

The first section of the much needed Mauka Arterial to help facilitate through traffic destined to and from the easterly and westerly sections of the city was completed during the latter part of 1953. This section extended from Alexander Street to South King Street in compliance with the Master Plan alignment. The construction of this improvement was in compliance with Territorial Highway Department standards for a Federal-aid finance project. Joint studies were carried on with the Territorial Highway Department to determine the most feasible alignment for the construction of the Mauka Arterial from Kapahulu Avenue easterly to join Kalaniana'ole Highway.

MAKAI ARTERIAL EXTENSION

The Territorial Highway Department in its report for the extension of the Makai Arterial from Kalakaua Avenue to Ala Wai Boulevard, dated February, 1953 and revised in September, 1953, noted that the heavy congestion on Kalakaua Avenue can be reduced to a minimum by extending the Makai Arterial from its present junction at Kalakaua Avenue to Ala Wai Boulevard by way of Pau Street.

After careful review and study of the report based on analysis of traffic volume, street capacity and time saving, the City Planning Commission concluded that congestion along Kalakaua Avenue is not due to through traffic but rather to local conditions. The analysis of traffic data shows that of all traffic entering Waikiki from Kalakaua Avenue and the Makai Arterial intersection, 45 per cent is through traffic and 55 per cent is local traffic with destinations within the Waikiki area.

The Commission concluded after a careful review of the facts of traffic demand and movements that the heavy congestion of traffic on Kalakaua Avenue can be greatly reduced by providing another facility in the heart of Waikiki to take care of the local traffic situation. Based on actual traffic analysis as noted in the Commission's comments on the Territorial study of the extension of the Makai Arterial from Kalakaua Avenue to Ala Wai Boulevard, it is definitely concluded that the extension of the Makai Arterial to Ala Wai Boulevard is not the major problem and would not serve to expedite traffic movements along Kalakaua Avenue.

The fact that Waikiki is destined to be an important tourist attraction and the fact that large businesses and hotels will be constructed within the area, only serve to indicate that the traffic problem along Kalakaua Avenue is a local problem. Therefore, another intermediary artery should be constructed rather than extending the Makai Arterial to Ala Wai Boulevard, thereby lessening the effect of Ala Wai Boulevard by inducing other traffic problems which are not now in existence.

Kuhio Avenue, when extended from Seaside Avenue to Kapahulu, will reduce the long block length and provide an intermediary street for better circulatory and through movements for both local apartment and business traffic.

The Commission is of the opinion that the extension of University Avenue (Kalaimoku Street) via Fort DeRussy to the Makai Arterial as a definite improvement for automobile traffic destined to Waikiki, Kaimuki and Kapahulu, as well as traffic to and from Manoa, should be given top consideration.

NUUANU AVENUE WIDENING

The Territorial Highway Department, in connection with the Nuuanu Tunnel route, submitted a report to the City Planning Commission for an amendment to the Master Plan for Nuuanu Avenue widening below the Country Club Road.

The proposal as outlined in the report consists essentially of widening Nuuanu Avenue between the Country Club Road and Wyllie Avenue to a 120-foot right-of-way width providing for traffic movements in two directions.

Below Wyllie Avenue, the traffic is proposed to be separated with Nuuanu Avenue being used to take care of traffic flowing makai in a one-way direction. The mauka bound traffic originating in the vicinity of downtown Honolulu will flow one way along Bishop Street from Beretania to Kukui Street, thence along Fort Street to Pauoa Road from whence a new roadway will be constructed above Pauoa Road along the waikiki side of Nuuanu Avenue behind the old Iolani School property joining Nuuanu Avenue at approximately the proposed new intersection at Wyllie Avenue.

The proposal submitted by the Territorial Highway Department utilizes existing streets. A study and analysis of the proposal indicate that such a plan would have an adverse effect on property owners, business establishments and street intersections adjoining Nuuanu Avenue.

The Commission referred this matter to its staff for a report, taking into consideration the advantages and disadvantages of a one-way street. Further consideration was given alternate plans for a two-way system along both Nuuanu Avenue and the proposed alignment by the Territorial Highway Department with an 80-foot right-of-way. The other proposal provides for a two-way divided highway with 120-foot right-of-way following the alignment proposed by the Territorial Highway Department for one-way route along Fort Street. Detailed studies of the various plans are being jointly undertaken by the Territorial Highway Department and the Commission's staff prior to the Commission making any definite recommendation.

KUHIO AVENUE EXTENSION

The need for another artery to serve local traffic in the Waikiki area is evident. Analysis of the data covering traffic entering Waikiki from Kalakaua Avenue at the intersection of Kapiolani Boulevard and the Makai Arterial intersection shows that 45 per cent is through traffic and 55 per cent is local traffic within the area between Kapiolani Boulevard and Kapahulu Avenue. Therefore, the heavy congestion of traffic on Kalakaua Avenue can be greatly reduced by providing another artery in the center of Waikiki to take care of this local traffic.

Kuhio Avenue from Kuamoo Street to Kaiulani Avenue is set aside as a 70-foot right-of-way. Kuhio Avenue improvement

at the present time ends at Seaside Avenue with a 40-foot pavement. The Board of Supervisors is proceeding with the construction and extension of Kuhio Avenue between Seaside Avenue and Kaiulani Avenue with a 56-foot pavement in compliance with the Master Plan.

Kuhio Avenue, beyond Kaiulani Avenue, is presently narrow and the Master Plan originally proposed the widening of this narrow portion as a 56-foot right-of-way. However, with the increase in traffic entering and leaving the Waikiki area and with the increase in apartment hotel and business developments to serve both local and tourist population demands, the Commission proposes the extension and widening of Kuhio Avenue to a uniform 70-foot right-of-way from Kaiulani Avenue to Kapahulu Avenue. This proposal is based on the premise that Kuhio Avenue is to serve as a secondary route for local traffic and not as a major arterial. It is designed to relieve Kalakaua Avenue of its present heavy traffic burden so that it may serve as a through street, which it always will be because of the scenic attraction and business frontage.

Analysis of traffic survey information shows a diversion of approximately 4,000 cars from Kalakaua Avenue to Kuhio Avenue if Kuhio Avenue is opened up as a through route. Today, with Kuhio Avenue as a deadend road at Seaside Avenue, approximately 3,600 cars use this roadway. With the opening of this roadway it is estimated that a total of approximately 7,600 cars will use Kuhio Avenue. It is assumed that approximately 12,000 cars will use this route by 1970.

A public hearing was held on the proposal for the widening and extension of Kuhio Avenue to the 70-foot right-of-way from Kaiulani Avenue to Kapahulu Avenue. Property owners protested this improvement because of the damage it would do to existing buildings and they contended that it would create a through traffic artery. This matter is under advisement for further study and discussion by the Commission.

LEWERS ROAD WIDENING

The need for improving Lewers Road and Kalia Road is evident from the standpoint of traffic volume using the present narrow right-of-way and pavement.

The Commission, since 1951, has advocated the widening of Lewers Road but property owners are not in accord with the proposal. Yet, many applications for business uses along the street have been made. Because of the narrow street and existing traffic congestion, the Commission has not deemed it advisable to allow business to expand along these roadways.

A one-way street plan as an alternate plan was suggested by the Commission to facilitate traffic movement along Lewers Road and Beach Walk. The property owners again failed to come to an agreement on this matter. With the increase in tourist trade and the demand for additional areas for business in the Waikiki district, it is evident that property along Lewers Road, which is centrally located, will be desirable for business uses provided street improvements are brought up to standard and necessary off-street parking areas set aside. To this end, the Commission has suggested that Lewers Road be improved: (1) by widening it to a 60-foot right-of-way with 40-foot pavement; or (2) by making Lewers Road a one-way street with Beach Walk and Kalia Street also one way.

The property owners to date are not in accord with the suggestion outlined. They seem to indicate their preference of prohibiting parking along the entire length of Lewers Road as a means of providing additional lane capacity for moving traffic. The Commission, however, feels that the widening of Lewers Road is necessary and therefore has taken the matter under advisement for further study in considering an amendment to the Master Plan for the Waikiki area.



██████████ Traffic at Makai Arterial and Kalakaua Ave. Intersection

Peak Hour Traffic at Lewers Road and Kalakaua Ave. Intersection



SCHOOL AND PARK SITES

The desire to escape the congestion of the city, the availability of cheaper and larger areas of land in the rural districts and the increase in automobile ownership providing for a convenient and improved method of transportation have brought about a trend of growth to the rural areas of the City and County of Honolulu, much in the same manner as the trend towards the suburbs of American cities.

Consequently, in the preparation of a master plan embracing a metropolitan area such as the City and County of Honolulu, proper consideration must be given to a program for school and park development for the entire island of Oahu.

An important feature of the Master Plan is the inclusion of elementary, intermediate and high school sites as an integral part of the ultimate school, park and recreational system. The dual use of school facilities for neighborhood playgrounds and sport centers will effect economies in site acquisitions and thereby bring about greater efficiency in operation by avoiding duplication of services in government functions.

STANDARDS FOR SCHOOL SITES

The development of schools is directly dependent upon population and therefore is affected by population changes. Increase or decrease in population may render a new school obsolete in a short time with the resultant waste of funds.

Due to redistribution and growth of population school needs are constantly being studied by the Department of Public Instruction so that adjustments can be made from time to time to meet the requirements.

The City Planning Commission and the Department of Public Instruction have coordinated their efforts in planning school sites so that a comprehensive network of schools may be realized.

The Department of Public Instruction in its report of "School Building Guide" recommends that school sizes for the different levels of school be based on the following factors: (1) maximum enrollment; (2) cost of land in urban and rural areas; (3) area required for playground and physical education programs; (4) area required for gardening, prevocational and vocational, agricultural programs; and (5) area required for buildings, roadways and parking.

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Standards for school sizes as recommended by the Department of Public Instruction are as follows:

School Sizes in Acres

<u>School Level</u>	<u>Enrollment</u>	<u>Desirable</u>	<u>Minimum</u>	<u>Special Cases</u>
Elementary	1,000	10.00	7.75	6.5
Intermediate	1,500	15.00	12.5	10.0
High	2,000	30.00	25.0	20.0
Combination	1,000	25.00	20.0	15.0

SCHOOL PROPERTY ACQUISITION

Listed are school sites approved by the City Planning Commission for acquisition by the Department of Public Instruction within the next five years:

City of Honolulu

- | | |
|------------------------------|----------|
| 1. Kalihi Intermediate | 10 acres |
| 2. Kalihi 2nd Elementary | 8 acres |
| 3. Niu Kuliouou Intermediate | 15 acres |
| 4. Palolo 2nd Elementary | 10 acres |
| 5. Waialae High | 30 acres |
| 6. Waikiki Elementary | 10 acres |

Rural Oahu

- | | |
|-------------------------------|----------|
| 7. Halawa High School | 30 acres |
| 8. Aiea 3rd Elementary | 10 acres |
| 9. Helemano Elementary | 8 acres |
| 10. Kailua 3rd Elementary | 10 acres |
| 11. Kaneohe Elementary | 10 acres |
| 12. Kaneohe 2nd Elementary | 10 acres |
| 13. Moanalua Ridge Elementary | 10 acres |
| 14. Pearl City Intermediate | 10 acres |
| 15. Pearl City 2nd Elementary | 8 acres |
| 16. Waianae High | 30 acres |
| 17. Waianae 2nd Elementary | 10 acres |
| 18. Waimanalo High | 10 acres |

School sites acquired between 1944 - 1953:

City of Honolulu

- | | |
|------------------------------|----------|
| 1. Aina Haina Elementary | 12 acres |
| 2. Aina Haina 2nd Elementary | 8 acres |

3.	Ala Wai Elementary	6 acres
4.	Kahala Elementary	6 acres
5.	Kaimuki High	35 acres
6.	Kalihi Elementary	12 acres
7.	Koko Head Elementary	10 acres
8.	Lincoln Elementary	10 acres
9.	Manoa Elementary	18 acres
10.	Manoa Housing	3 acres
11.	Palolo Intermediate	15 acres
12.	Robert Louis Stevenson Interm.	15 acres

Rural Oahu

13.	Aiea 2nd Elementary	10 acres
14.	Barbers Point	10 acres
15.	James B. Castle High	40 acres
16.	Hickam Post	10 acres
17.	Kainalu (Elementary) School	10 acres
18.	Kailua High	15 acres
19.	Leilehua High	19 acres
20.	Pearl City Elementary	6 acres
21.	Pearl Harbor Elementary	10 acres
22.	Pearl Harbor Intermediate	6.5 acres
23.	Schofield Post Elementary	17 acres
24.	Wahiawa Elementary	10 acres

PARKS

Public parks and playgrounds conveniently located throughout the city as recreational facilities for the benefit of all age groups is the primary objective of the Planning Commission in setting aside these areas on the Master Plan. In cooperation with the Board of Public Parks and Recreation the Planning Commission has included in the overall Master Plan neighborhood parks and playgrounds, beaches, golf courses, etc.

Proposed standards for playlots and playgrounds were made by the City Planning Commission for approval of the Board of Public Parks and Recreation.

The standards under consideration are as follows:

<u>Type</u>	<u>Age Group</u>	<u>Service Radius</u> (mile)	<u>Area Requirement</u> <u>Per Child</u> (sq. ft.)	<u>Recommended</u> <u>Size</u>
Playlot	1 to 5	1/8	25 to 50	10,000 sq.ft.
Playground	6 to 14	1/4	250 to 350	3 to 5 acres

PROPERTY ACQUISITION - BOARD OF PUBLIC PARKS AND RECREATION

Listed are park sites approved by the City Planning Commission and acquired by the Board of Public Parks and Recreation during the period 1944 - 1953:

<u>City of Honolulu</u>	<u>Acres</u>
1. Aina Haina Playground	2.925
2. Ala Wai Parkway	2.04
3. Booth Park	4.06
4. Diamond Head Beach Park (Addition)	11.952
5. Kalaepohaku Playground	1.36
6. Kalihi Playground	10.638
7. Kaloaloa Playground	3.00
8. Kamehameha Field	13.33
9. Kanewai Field	9.88
10. Kuliouou Beach Park	2.46
11. Kunawai Playground	0.88
12. Kunawai Springs	0.59
13. Maunalani Playground	3.60
14. Natatorium	6.334
15. Palolo Playground	7.00

Rural Oahu

1. Adams (Andrew) Playground	6.193
2. Aiea Playground	6.675
3. Asing Field	4.219
4. Hale Koa Community Center	0.983
5. Kailua Beach Park (Addition)	
6. Kalae-Oio Beach Park	0.58
7. Keaau Beach Park	37.186
8. Maili Beach Park	65.43
9. Pali Golf Course	224.803
10. Pokai Bay Beach Park (Addition)	17.21
11. Puohala Playground	2.00
12. Puuloa Beach Park	4.88
13. Wahiawa Park Botanical Gardens	26.68
14. Waiahole Beach Park	0.61
15. Waipahu Field	15.00

Proposed park sites approved by the City Planning Commission for acquisition by the Board of Public Parks and Recreation within the foreseeable future - monies being made available:

<u>City of Honolulu</u>	<u>Acres</u>
1. Kalihi Uka	9.00
2. Kapalama	4.45
3. Kunawai Park (Expansion)	6.64
4. Liliuokalani Park (Expansion)	4.45
5. Kapena Falls	1.07
6. Kalakaua Homes	2.20
7. Waikiki Beach (Expansion) (Surfrider Hotel to Kuhio Beach)	1.44
8. Waikiki Beach (Expansion) (Queen's Surf)	1.76
9. Waikiki Beach (Expansion) (Natatorium to Poni Moi Road)	7.50
10. Kanewai Park (Expansion)	1.92
11. Waialae-Kahala (Farmer's Road)	4.40

FINANCING

The rapid growth of population in the outlying residential areas has brought about a crisis in the furnishing of necessary school and park facilities. It is a well known fact that public service to residential areas in the form of maintenance of streets, street improvements, drainage, lighting, sewers, fire fighting, police protection, schools and parks generally exceeds the tax collected from the same area. Because of the highly inflated cost of land and the limited public finances, it is necessary to explore ways and means of obtaining school and park sites. The city is now presently considering possible dedication of necessary school and park areas by the subdividers within large subdivisions on the basis of benefits occurring to the subdivided land in the same category as streets, utilities, water, sewer, drainage, etc.

BUILDING SETBACKS ON BEACH LOTS

The City Planning Commission over a period of years has been concerned with the loss of beach areas due to the construction of walls and buildings in close proximity to the highwater boundary.

Recent subdivisions of land in Kailua-Kalama areas into small lots which includes the accretion areas have aggravated the problem and in the interest of further preservation of the beaches, the Commission undertook studies as to the best method of approach for setting aside areas back of the highwater mark from the encroachment of buildings or structures to prevent the erosion of the beaches in Kailua-Kalama and other areas.

After careful consideration of the viewpoints of property owners and the Kalama Improvement Association, the Commission considered the desirability of creating a beach setback from the mean highwater mark.

After a duly authorized public hearing, the Commission amended portion of the Master Plan for Kailua-Lanikai-Keolu areas to establish a building setback line measured 50 feet back of the present existing highwater mark as now established and as may be re-established from time to time by the United States Coast Guard and Geodetic Survey along the shoreline of the Kalama area extending from the mouth of the Kawainui Drainage Canal to the City and County Park at Lihiwai Road.

Thus, under the "Master Plan Statutes", Section 6636 and 6637, Revised Laws of Hawaii, 1945, the City Planning Commission has instituted a beach development and conservation plan adopted as part of the Master Plan in which an appropriate setback line may be established through lawful procedure in a beach frontage area where erosion and beach damage is threatened.

CIVIC CENTER

The Board of Supervisors by Committee Report No. 3015, because of financial stress, favored the continued operation of the police station and police courts at its present location and requested that the area bounded by Beretania Street, Alapai Street, King Street and Kapiolani Boulevard noted in the Master Plan for the relocation of the Honolulu Police Station and Emergency Hospital be deleted from the plan.

The Police Station is presently located in the central business district in crowded quarters. The renovation and expansion of the existing police station will be only a temporary makeshift at best.

The relocation of the police station and police court to the site delineated on the Master Plan will provide for modern office facilities and necessary off-street parking facilities.

The Commission in a meeting with the Board of Supervisors noted and stressed the need for orderly civic center planning, providing areas for expansion to meet future demands and not just to meet present-day crisis. The Commission, therefore, reaffirmed its stand that the area remain as part of the civic center development and recommended that consideration be given to the acquisition of the area for public uses and purposes for either the Territory or the City and County government.

FIRE STATIONS

Fire stations are strategically located throughout the city and furnish satisfactory fire protection.

AMENDMENTS TO THE MASTER PLAN

A Master Plan is a guide for the orderly growth and development of a city, nevertheless it must be flexible and subject to changes to meet unexpected conditions as they arise. In the course of further study for the improvement of the City of Honolulu, the City Planning Commission made necessary appropriate changes and adjustments to the Master Plan.

After duly authorized public hearings, amendments in the form of resolutions were adopted by the Commission, filed with the City Clerk, and later adopted by the Board of Supervisors.

Listed are the amendments to sections of the Master Plan.

MASTER PLAN AMENDMENTS DURING 1953

Master Plan Section	Description	Date of Public Hear.	C.P.C. Res.No.	Date of Adoption	Approved by Mayor & Board
Section 2 Ala Moana-Kewalo	Amending street layout between Keeaumoku St. and Kaheka Ln. & between proposed Liona Pl. Extension & proposed Rycroft St. Extension, Kewalo.	Nov. 28, '52	477	Jan. 15, '53	Feb. 20, '53
Section 2 Ala Moana-Kewalo	Amending Master Plan Section 2 to delete a proposed 40-foot roadway ("H" Street) between Pensacola St. & Piikoi St., Kewalo.	Mar. 25, '53	494	Apr. 30, '53	June 5, '53
Section 4 Waikiki-Diamond Head	Amending Master Plan to re-align Kalakaua Ave. from diamond head boundary of the Natatorium to Poni Moi Rd. & to establish an open beach area along the shoreline from diamond head boundary of the Natatorium to Poni Moi Rd. extended, Waikiki.	Apr. 16, '53	500	Apr. 30, '53	June 5, '53
Section 5 Manoa-Woodlawn	Amending Master Plan street layout & other features for portion of Master Plan Section 5. (Manoa Housing Area), Manoa.	Sept. 3, '53	525	Oct. 8, '53	Nov. 13, '53
Section 7 Kalihi Kai	Amending Master Plan street layout & other features (parks, schools, playgrounds) for Section 7, Kalihi Kai.	June 25, '53	520	Aug. 6, '53	Sept. 11, '53

Master Plan Section	Description	Date of Public Hear.	Res.No.	Date of Adoption	Action by Mayor & Board
Section 8 Kalihi Uka	Amending boundaries of school & park sites & to establish additional areas for school & park sites, Kalihi Uka.	Sept. 25, '52	470	Dec. 18, '52	Jan. 23, '53
Section 8 Kalihi Uka	Amending portion of Master Plan street layout to delete the proposed Lokelani St. Extension between Hauiki St. & Kino St.	Jan. 8, '53	480	Jan. 22, '53	Feb. 27, '53
Section 8 Kalihi Uka	Amending portion of Master Plan street layout for Section 8, Kalihi Uka, (1) to delete proposed 56-ft. right-of-way between Kam IV Rd. & proposed 40-ft. right-of-way being off the northwest side of Kam IV Rd., 500 ft. northeasterly of Kini Pl., & (2) to realign proposed Gulick Ave. Extension from Akahi St. to Maliu St., Kalihi.	Oct. 29, '53	539	Nov. 12, '53	Dec. 18, '53
Section 29 Waiālae Nui- Waiālae Iki- Wailupe Niu- Kuliouou-Maunaloa	Amending portion of Master Plan Section 29 to establish school & park & playground sites (Aina O Haina), Wailupe.	Jan. 24, '52	488	Mar. 19, '53	Apr. 24, '53

SPECIAL STUDIES

MUNICIPAL CEMETERIES

The City Planning Commission, in compliance with the Board of Supervisors' Resolution No. 556, dated September 3, 1952, had prepared and completed a survey of parcels of land suitable for development as municipal cemeteries within the City of Honolulu.

Subsequent to the filing of the Commission's report, the Board of Supervisors requested the Commission to make a survey of possible cemetery sites to serve the rural areas, including the proposal of using Ekahanui Gulch as a cemetery site in view of the Leeward Community Association's endorsement of the area.

The study of the Commission recommended in addition to existing cemeteries a proposal for providing the island with properly integrated municipal cemeteries with a cemetery to serve each group of the rural districts. The following cemetery sites have been suggested by the Commission:

1. Proposed Halawa Cemetery - to serve Honolulu and Aiea.
2. Proposed Waipahu Cemetery - to serve Waipahu, Ewa, Honouliuli and Ewa Beach.
3. Proposed Waianae Cemetery - to serve Waianae, Lualualei, Nanakuli and Makaha.
4. Proposed expansion of the existing Wahiawa Cemetery - to serve Wahiawa and the surrounding areas.
5. Proposed Waialua Cemetery - to serve Waialua and Haleiwa.
6. Proposed Laie Cemetery - to serve Laie, Hauula and Kahuku.
7. Proposed Kailua Cemetery - to serve Kailua, Lanikai and Kaneohe.

This network of cemeteries will provide complete coverage of the Island of Oahu. In the selection of the location of these cemeteries, the Commission took under consideration

location, distance, cost of land, maintenance, development cost, aesthetic appearance, topography, sanitation, etc.

In regard to the Leeward Community Association's endorsement of Ekahanui Gulch as a desirable site for a municipally-owned cemetery to serve the leeward areas, the Commission's study noted several disadvantages. Ekahanui Gulch is too far from the center of populations of the various rural districts and the advantages of a single central cemetery must be weighed against the advantages of several convenient municipal cemeteries established within the centers of population. Further, it has been brought to the attention of the Commission that people generally prefer the slope of a hill or an open field.

CAPITAL IMPROVEMENT PROGRAM

City planning must provide for gradual development and in order to bring about the desired ends, a capital improvement program of the projects to be carried out on the basis of need and priority is essential.

The development of communities may be carried out without such a program, but experience has proven that where a capital improvement program is based on considerable thought and study, better improvements for the public will be provided.

So that there may be a workable plan ready for the 1955 Legislature that will permit realization of the Master Plan features, the staff of the City Planning Commission prepared an estimate of the cost of features of the Master Plan for streets and highways, school and park sites and public building sites (civic center).

Included in the study will be a long-range financial plan setting a pattern for enabling legislation to provide necessary revenue to carry out the Master Plan projects over a period of years.

The determination of the need and priority of the project will be a matter for the Board of Supervisors and the Chief Engineer to consider.

MASTER PLAN FOR RURAL AREAS

Honolulu is the metropolis of the City and County of Honolulu. Consequently, it is of major concern to the City Planning Commission that plans for the development of the rural areas be coordinated.

During the year 1953, progress has been made in the preparation and development of the Master Plan for the rural communities.

The Master Plan for street layouts, parks, playgrounds, civic center and comprehensive zoning for Kaneohe was adopted. Base maps have been completed and studies for much needed streets, parks, playgrounds, school sites, sites for public buildings and comprehensive zoning are underway for the districts of Waiialua, Wahiawa, Waipahu and remaining portion of Kaneohe and Heeia.

It is the hope of your Commission that the year 1954 will bring further accomplishments and the adoption of the Master Plan for other rural districts.

SUBDIVISIONS

SUBDIVISION CONTROL

The processing of subdivision applications is one of the most important and constant duties of the City Planning Commission. The City Planning Commission provides practical guidance in the development of a rapidly growing city. This is accomplished primarily through meetings of the technical staff with the subdivider and their engineers. Subdivision development is controlled by the Subdivision Rules and Regulations of the Planning Commission.

Conferences between the staff of the City Planning Commission and the prospective subdividers and their engineers are held to review tentative subdivision maps to determine if they conform to established standards of design and other features of the Master Plan.

There must be coordination of proposed streets and existing and planned streets; adequate and convenient spacing of streets and lots to provide for sufficient air and light, utilities, accessibility by fire fighting equipment, and safety for and from automobile traffic; and the control of lot sizes to avoid population congestion.

The result of such conferences has created attractive streets and easement patterns, with lots of desirable dimensions and the setting aside of adequate areas for schools, playgrounds, shopping centers and other community uses.

This cooperative policy of the Commission has proven highly successful and beneficial to the purchasers, the subdividers and the general public.

In many cases, the subdividers have been able to achieve a more desirable subdivision plan with as many or more lots than originally proposed.

In all instances, the object of the City Planning Commission is to have the proposed subdivision fit into the desired pattern provided for the neighborhood.

The purchaser has been protected so that he may be able to purchase a lot in a well-planned neighborhood with adequate street width, proper drainage, available utilities and community facilities.

The general public in turn has received a benefit through well-constructed streets laid out in a coordinated, logical and attractive pattern, adequate lighting and accessibility to all lots in the subdivision.

The City has saved thousands of dollars under the present procedure of review and approval of subdivision applications by the City Planning Commission, the Board of Health, the Department of Public Works and the Board of Water Supply.

During 1953, 560 subdivision applications were submitted for review and approval by the Commission. Listed herewith are subdivision applications considered during the year:

	<u>City</u>	<u>Rural</u>	<u>Total</u>
Approval	216	135	351
Tentative approval	91	48	139
Disapproved	22	23	45
Pending	12	9	21
Withdrawn	<u>3</u>	<u>1</u>	<u>4</u>
Total	344	216	560

Number of lots within subdivisions submitted:

	<u>City</u>	<u>Rural</u>	<u>Total</u>
Lots with Improvements	231	162	393
Vacant Lots	<u>1,674</u>	<u>2,308</u>	<u>3,982</u>
Total	1,905	2,470	4,375

COST OF IMPROVEMENTS

An estimated \$2,641,760 was spent by private subdividers during 1953 for the construction of street improvements and utilities. Within the City of Honolulu the improvements included roadway pavement, sidewalks, curbs, gutters, drainage, water, sewerage where available and street lights. Outside the City of Honolulu, the improvements generally are the same except that curbs and gutters need not be installed. In addition private subdividers also participated in four improvement districts at an estimated cost of \$1,536,800.

DEDICATION OF OPEN SPACES AND SITES FOR SCHOOLS AND PLAYGROUNDS

The need for adequate sites for schools, parks and playgrounds to meet the increase in population in newly developed areas has posed a financial problem upon the City and County government. The need of providing sites for community services such as schools, parks and playgrounds as a beneficial element to the subdivision is one that is given little or no consideration by many large subdividers.

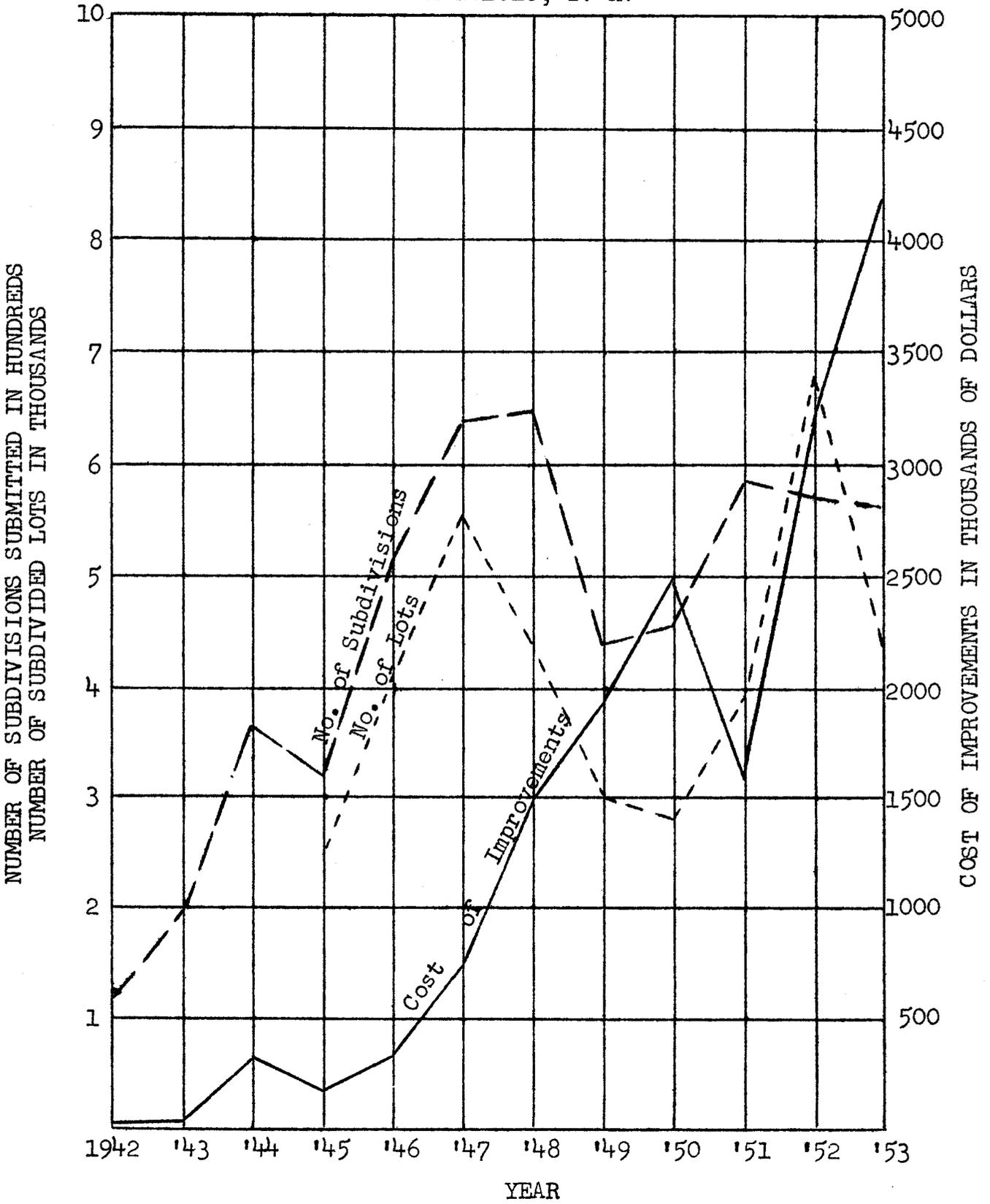
To this end the Planning Commission has suggested passage of an ordinance or amendment to the Subdivision Rules and Regulations requiring the dedication in fee to the city of sites for schools, parks and playgrounds on the basis that these elements are a direct benefit to the subdivision. In the case where the subdivided areas are small and in close proximity to areas proposed for schools, parks and playgrounds, the subdivider may pay to the city in cash an amount equal to the benefits these facilities would provide.

The alternate plan for financing of necessary school, park and playground sites would be through the creation of school and/or park districts, with the benefitted property owners in the area paying a proportionate share of the cost on an assessment basis in the same manner as provided for in the financing of streets and utilities under the improvement district statutes.

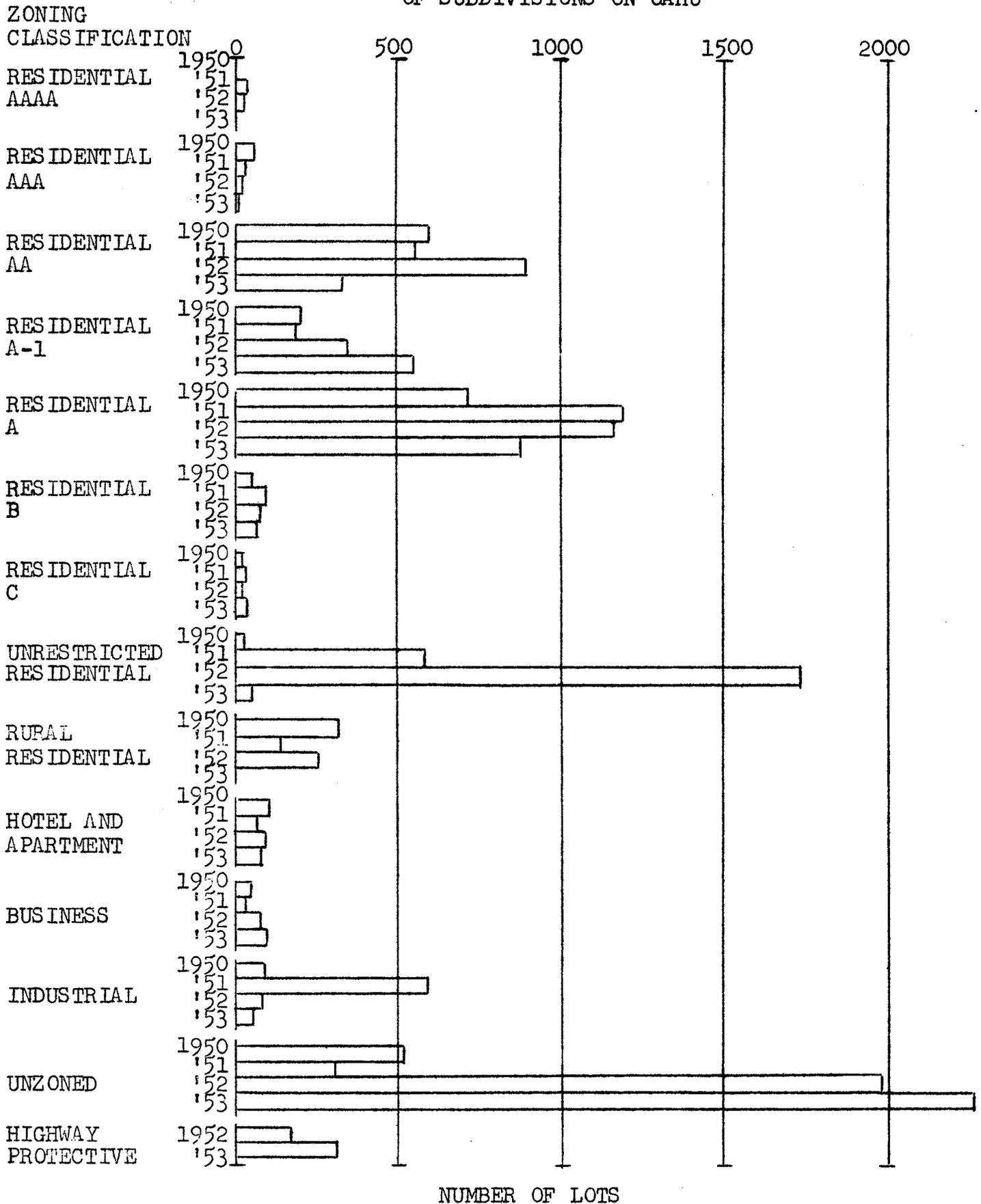
If either of these proposals is adopted, the City and County will be in a better financial position to fulfill the requirements for adequate schools and playgrounds to meet the demands of respective communities throughout the City and County of Honolulu.

SUBDIVISION TRENDS

CITY PLANNING COMMISSION
HONOLULU, T. H.



COMPARISON OF ZONING DISTRIBUTION
OF SUBDIVISIONS ON OAHU



ZONING PROGRESS

A zoning ordinance is one which affords protection to sound existing development, arrests trends in the direction of unstable development and encourages trends toward orderly and efficient development in the future. Zoning is concerned primarily with the use and development of property which is in private ownership or control as distinct from property under the ownership or control of the public. Zoning is an important instrument for realizing long-range plans for the orderly development of a city. It is in part the legal interpretation of the city's land use plan which is a part of the overall comprehensive master plan.

Much progress has been made in zoning the City of Honolulu as well as the rural areas for restrictive residential, hotel and apartment, business, semi-industrial, industrial and agricultural. In the early days of zoning people failed to understand what the zoning restrictions meant. Today, experience has proven that your Planning Commission's judgment in zoning areas for different types of uses has been in the public interest.

In 1953 the total number of applications for zoning changes increased materially over the 1952 volume. There were 130 applications for changes in zoning from one classification to another, compared to 96 for the year 1952. Applications for business zones in the rural districts of the City and County of Honolulu showed a marked increase, thus reflecting the rapid development and movement of people to the rural areas.

ZONING VARIANCE

In the absence of ordinances and/or resolutions specifying off-street parking requirements in conjunction with business and hotel and apartment uses, the Commission, in order to insure orderly development of new business districts, has encouraged applicants to set aside at least 40 per cent of the area requested for business use for off-street parking--the off-street parking area being set aside under a variance permit. In addition the Commission also reviewed variance applications from residential requirements to permit the operation of kindergartens and day-care centers and other miscellaneous uses where extreme hardship was noted.

PROPOSED AMENDMENT TO THE ZONING ORDINANCE

Zoning is concerned with promoting and protecting the best use of property. To accomplish this, the uses must be classified into districts on the basis of their mutual compatibility.

Under the present zoning ordinance, the operation of a restaurant is a permissible use incidental to hotel and apartment use. The Planning Commission, after careful study of accessory uses for the benefit of hotel clientele, proposes an ordinance or resolution that would permit hotel operators to provide their guests additional services. The enactment of this resolution would permit restaurants, barber shops, beauty parlors, massage studios, haberdasheries, women's wearing apparel shops, flower shops, newsstands, gift shops and other personal services as permissible uses, provided they are in compliance with all existing laws, ordinances and regulations applicable to the type of construction; and further that the permissible uses are allowed only as an adjunct to and a part of the main hotel building, providing a minimum of 20 rooms as prescribed in Section 262 of the Building Code. This matter will be forwarded to the Board of Supervisors for its favorable consideration and approval.

DUPLEX UNITS IN CLASS B ZONES

The City Planning Commission over a period of years has noted the desirability of individual property owners to construct duplexes instead of two single-family dwellings on lots meeting the requirements of two units within a Class B residential zone, having a minimum lot area of 3,500 square feet. After a thorough study of the effect duplexes would have in the community where the lot area requirements permit the construction of two dwelling units on 7,000 square feet, the Commission approved a resolution amending Ordinance No. 1051 to allow the construction of duplexes where the lot areas are double the minimum lot area requirement within a Class B zone.

The Commission approved this type of construction because it would allow more yard space without increasing the density of the area and without being in conflict with the Building Code or Board of Health regulations. A public hearing was held on this matter and no protest was filed in writing or in person at the time of the hearing. The Board of Supervisors adopted the resolution, same being Resolution No. 530.

In general terms, where the area in a Class B residential district will permit the construction of two single-family dwellings, the present zoning ordinance as amended permits the construction of a duplex family dwelling in lieu of two separate single-family units.

RESTRICTIVE BUSINESS DISTRICT

It is obvious that zoning cannot do an effective job unless enough districts, properly designated, are established in the zoning ordinance. To this end the Commission is proposing an amendment to the Zoning Ordinance No. 1051 to include restrictive business uses.

The restrictive business district includes the following uses:

Any use permitted within a hotel and apartment district as provided in Section 111 of Ordinance No. 1051 is permissible. In addition thereto, the following uses are declared to be permissible uses:

1. Medical or dental offices and/or clinics.
2. Architectural and engineering design offices.
3. Law offices.
4. Real estate and appraisers' offices.
5. Public accountants' offices.
6. Insurance offices.
7. Bonafide non-profit private clubs and lodges.
8. Restaurants may be permitted upon application and approval of the City Planning Commission.
9. Custom dressmaking, tailoring and millinery shops.
10. Eleemosynary institutions.
11. Accessory uses permissible in residential districts and hotel and apartment districts.

Included in the requirement are minimum lot area of 7,500 square feet and a minimum lot width of 60 feet for the erection of apartment houses, boarding and lodging houses and professional business building; minimum lot area of 7,500 square feet and a minimum lot width of 75 feet for the erection of hotel and apartment-hotel within a restrictive business district.

This resolution provides an instrument that will lend to the creation of restricted business districts in certain areas where general businesses may be detrimental to the surrounding neighborhood. It is a transition type of zoning between general business and hotel and apartment.

The adoption of this resolution by the Board of Supervisors will be in the public interest and provides further protection of the city's residential, hotel and apartment, business and commercial development.

RURAL PROTECTIVE ZONE

In order to insure proper and orderly development of the rural areas, the City Planning Commission initiated a public hearing relative to the enactment of a proposed resolution to regulate the use of properties within the rural districts of the City and County of Honolulu, being all unclassified districts outside the City of Honolulu.

The resolution, if formally adopted by the Commission and the Board of Supervisors, will provide the following uses:

1. One-family dwellings; provided that no such dwelling shall be constructed on any lot having an area of less than 5,000 square feet; provided, further, that this area requirement shall not apply to the building of a single-family dwelling on a lot less than 5,000 square feet in area where the boundaries of such lot were established prior to the effective date of this Resolution; provided also, that if more than one such dwelling is to be constructed on any lot there must be at least 5,000 square feet of lot area for each such dwelling. There may be the usual necessary accessory buildings in connection with such dwelling, including a private garage of such size as may be necessary for the occupants of the dwelling as well as buildings used for servants' quarters.
2. Hospitals and/or sanitariums (except those for contagious, mental or drug or liquor addict cases), and/or convalescent homes; provided, however, that any buildings used in connection with such institutions shall be erected at a distance of not less than 300 feet from the main highways.
3. Day-care nurseries, museums, churches, libraries, kindergartens, elementary schools, intermediate schools, high schools and universities.
4. Publicly-owned buildings.
5. Public utility uses.

6. The expansion of existing parks, playgrounds, or community centers owned or operated by either private or governmental agencies.
7. Golf courses.
8. Agricultural uses, including, but without limiting the generality of the term, all forms of animal husbandry (except the raising or keeping of swine), and all uses incidental to or in conjunction with the production, cultivation, growing or harvesting of all products of the soil, whether agricultural or horticultural, and of all domestic animals, livestock (excluding swine), bees, and poultry, field and truck crops, sugar cane, pineapple, flower and nursery products, fruits, vegetables and nuts, the processing of any of the foregoing or the preparation of the same for market, and the operation, management, maintenance and development of a farm, plantation, ranch, or other enterprise engaged in agricultural or animal husbandry (except the raising of swine which should be located in areas zoned for said purpose); provided, that no lot having an area of less than five acres shall be used for the raising or keeping of livestock or other domestic animals for sale or other commercial purposes, and no lot having an area of less than one acre shall be used for the raising or keeping of poultry for sale or other commercial purposes, unless all of the persons who shall from time to time be entitled to occupy the lands situated within 350 feet of such lot shall have in writing consented to such use, or unless the City Planning Commission shall have approved such use, which approval may be granted upon such notice of application, and with or without public hearing thereon, as the City Planning Commission shall deem advisable.
9. One or two-story duplex dwellings; provided that there is at least 7,500 square feet of lot area for each such dwelling.

At the time of the public hearing there were many interested parties and large property owners who opposed the resolution because they felt that it would work a hardship on the general use of large agricultural holdings. The Planning Commission, however, discussed this matter with representatives of the large estates and other interested parties,

including the Farm Bureau, and after much discussion it was deemed in the public interest that a resolution of this nature be enacted to provide an instrument of guiding the future growth of the rural areas presently unzoned. It is the hope of the Commission that this resolution and/or ordinance will be approved by the Board of Supervisors during the year 1954.

NURSERIES AND DAY-CARE CENTERS

Present zoning ordinances permit schools within residential areas, but do not allow kindergartens, day-care centers and nurseries. Because of this situation, applications must be made for a variance for uses based on the need within communities. Much discussion has centered about permitting kindergartens, day-care centers and nurseries within the residential district on the same basis as schools. The Commission considered a proposal to amend the Revised Ordinances of Honolulu to permit kindergartens, day-care centers and nurseries within residential areas, provided that 70 per cent of the property owners within a radius of 500 feet approve the petition for such uses. The Commission in proposing the amendment requiring property owners' consent was guided by the experience obtained on applications which met with opposition from property owners in the immediate neighborhood because it was noted in protests filed that it was not in the interest of the neighborhood from the safety standpoint and locations of the area.

This matter has been referred for study to the Board of Health, Department of Public Instruction and Department of Public Welfare to determine the procedure and control of such uses in the event it was approved as permissible uses in a residential district.

LAND USE PLAN AND ZONING

In compliance with the requirements of the United States Housing and Home Finance Agency for the submission of summary data and conclusions relative to land use determinations and the planning standards used in the preparation of the various elements of the Master Plan of the City of Honolulu, the City Planning Commission prepared a report entitled "Land Use Plan and Zoning" in order that the Honolulu Redevelopment Agency may qualify for federal funds for Honolulu's proposed redevelopment projects.

Presented in the report is the story of the uses of land in the City of Honolulu, reflecting the use of land for a particular purpose in nearly every important economic, social or civic activity. Much is revealed about the physical, economic and social character of the city from the study of the land used for business, industry, residence, recreation, etc., and its distribution and amount and intensity of use.

This report has combined all detailed land use studies made in conjunction with zoning changes from time to time. The existing land use map, prepared as part of the report, indicates the present development pattern of the city, serving as a visual record as to how land is presently being used.

Another feature of the land use plan is the future land use plan embodied in the zoning map which reflects what the Planning Commission believes to be the best physical layout and development of the city. This plan is based upon an analysis of past and present conditions and the predictions of the future trends, yet tailored to fit individual requirements of the city and flexible enough for necessary adjustments to meet unforeseen events and changing needs.

As determined from the studies, the general development of the city followed a favorable pattern with a minimum of conflict, approximating the future land use pattern set forth in the zoning plan. This confirms the Commission's conclusion that its use zone district, which is a part of the Master Plan, is in effect the future land use map.

ZONING APPLICATIONS

Listed herewith are the zoning changes and variance permits which were reviewed by the Commission during 1953.

Request for Zoning Changes

Type of Zoning	Approved	Disap- proved	Pend- ing	No Action	With- drawn	Total
Gen. Industry		1	1			2
Semi-Industrial	1					1
Business	9	9	9	4	1	32
Hotel-Apartment	12	11	1	7		31
Class "AA"	2					2
Class "A-1"	3	1		1		5
Class "A"	2	1				3
Rural General Industry			1			1
Rural Business	12	7	6	1		26
Rural Hotel-Apartment	3	2		1		6
Rural Class "AA"	5					5
Rural Class "A-1"	6					6
Rural Class "A"	5		1			6
Rural Class "B"			1			1
Amendment to Ordinance	1					1
Dezone Business to Residential	1			1		2
TOTALS	62	32	20	15	1	130

Request for Zoning Variances

Approved	21
Extensions approved	1
Miscellaneous approved (lot sizes) ...	13
Temporary variances approved	5
Disapproved	19
Pending	5
Revoked	0
No action	4
Withdrawn	0
TOTAL	68

ZONING CHANGES APPROVED DURING 1953

I. Semi-Industrial Districts

No. 7
A & B Res. No. 478 Kewalo, off Keeaumoku
Street Extension

II. Business Districts

No. 193
A & B Res. No. 484 Kalihi, off Gulick and
King Streets

No. 194 Res. No. 495 Kewalo, off Kapiolani
Boulevard

No. 195 Res. No. 497 Kapaakea, off University
Avenue

No. 196 Res. No. 505 Manoa, off East Manoa Road

No. 197 Res. No. 518 Waikiki, off Ala Moana
Boulevard

No. 198 Res. No. 523 Waiialae Nui, Waiialae Avenue
and Kealaolu Street

No. 199 Res. No. 529 Waikiki, off Koa Avenue

No. 200
A & B Res. No. 538 Kapahulu, off Old Waiialae
Road

No. 201 Res. No. 543 Pawaa, off Young Street

No. 100	Res. No. 479	Palolo, off Hanakealoha Place, Repealing Res. Nos. 147 and 148 and redefining boundaries of Business District No. 100
No. 131	Res. No. 504	Manoa, off East Manoa Road, Repealing Res. No. 221 and redefining boundaries of Business District No. 131

III. Rural Business Districts

No. 62 A & B	Res. No. 498	Lualualei, off Farrington Highway
No. 63	Res. No. 499	Waianae, off Farrington Highway
No. 64 A, B & C	Res. No. 510	Waimalu, off Kamehameha Highway
No. 65	Res. No. 512	Kailua, off Maluniu Avenue
No. 66	Res. No. 514	Wahiawa, Whitmore Village
No. 67	Res. No. 517	Waianae, off Farrington Highway
No. 68	Res. No. 519	Hakipuu, off Kamehameha Highway
No. 69	Res. No. 535	Waimanalo, opposite old Post Office
No. 70	Res. No. 536	Kailua, off Kailua Road
No. 71 A & B	Res. No. 542	Waimano, off Kamehameha Highway
No. 72	Res. No. 545	Waiau, off Kamehameha Highway
No. 73	Res. No. 547	Waimalu, off Kamehameha Highway

IV. Hotel-Apartment Districts

No. 31	Res. No. 489	Kewalo, off Rycroft Street
No. 32	Res. No. 490	Moanalua, Aliamanu Homes
No. 33	Res. No. 493	Kewalo, off Piikoi Street
No. 34	Res. No. 496	Nuuanu - Nuuanu Avenue and Judd Street
No. 35	Res. No. 501	Waikiki Beach
No. 36	Res. No. 503	Kewalo, off Piikoi Street
No. 37	Res. No. 506	Kewalo, off Birch Street
No. 38	Res. No. 508	Moanalua, off Puuloa Road
No. 39	Res. No. 513	Kewalo, off Rycroft Street
No. 40	Res. No. 524	Punchbowl, off Prospect Street
No. 41	Res. No. 532	Kewalo, off Kamaile Street
No. 42	Res. No. 534	Nuuanu, former Iolani School

V. Rural Hotel-Apartment Districts

No. 7	Res. No. 492	Waianae, off Old Mill Road
No. 8 A, B & C	Res. No. 515	Wahiawa, Whitmore Village
No. 9	Res. No. 546	Waimalu, off Kamehameha Highway

VI. Class AA Residential Districts

No. 21	Res. No. 482	Kahala and Kapahulu, vicinity of Fort Ruger
No. 22	Res. No. 509	Wailupe, former Class AAAA district

VII. Rural Class AA Residential Districts

No. 13	Res. No. 485	Kaneohe
No. 14	Res. No. 486	Kailua
No. 15	Res. No. 526	Kaneohe, Duncan Tract
No. 16	Res. No. 541	Kaneohe, off Kaneohe Bay Drive
No. 17	Res. No. 544	Kaneohe

VIII. Class A-1 Residential Districts

No. 12	Res. No. 483	Kaalawai, off Diamond Head Road
No. 13	Res. No. 502	Nuuanu, off Nuuanu Avenue
No. 14	Res. No. 522	Niu, Niu Valley

IX. Rural Class A-1 Residential Districts

No. 6	Res. No. 481	Kaneohe
No. 7	Res. No. 487	Kailua
No. 8	Res. No. 511	Waiialua, Waiialua Town Tract No. 2
No. 9 A & B	Res. No. 521	Aiea, off Moanalua Road
No. 10	Res. No. 527	Kaneohe, off Halekou Road
No. 11	Res. No. 531	Kaneohe

X. Class A Residential Districts

No. 23	Res. No. 491	Moanalua, Aliamanu Homes
No. 24	Res. No. 507	Waiialae Nui, Waiialae Nui Valley

XI. Rural Class A Residential Districts

No. 11 A & B	Res. No. 516	Wahiawa, Whitmore Village
No. 12	Res. No. 528	Kaneohe, off Kaneohe Bay Drive
No. 13	Res. No. 533	Kaneohe, Mikiola
No. 14	Res. No. 540	Pearl City, Waimano Home Road
No. 15	Res. No. 548	Waimalu, off Kamehameha Highway

XII. De zoning of Business District to Residential District

Res. No. 503 Kapahulu, off Monsaratt Avenue

XIII. Resolution No. 530, amending Ordinance No. 1051 to allow construction of duplex dwellings in Class B Residential Districts.

VARIANCE PERMITS GRANTED

No. 166	Edward M. L. Ching
Location:	Kalihi, off corner of King and Gulick Streets
Purpose:	For off-street parking in Class B zone (conjunction with Business District 193-A and 193-B)
No. 167	Kaimuki Pharmacy
Location:	Kaimuki, off Center Street
Purpose:	For off-street parking in Class A zone
No. 168	Ben Franklin Stores
Location:	Kaimuki, off Center Street
Purpose:	For off-street parking in Class A zone
No. 169	Fusao Taniguchi
Location:	Pauoa, Ulu Lane and Funchal Lane
Purpose:	For business use for handicapped persons in Class B zone

- No. 170 Clarence T. C. Ching
 Location: Manoa, off University Avenue
 Purpose: For off-street parking in Class A zone
 (Conjunction with Business District
 195)
- No. 171 Ralph Orita
 Location: Waianae, off Farrington Highway
 Purpose: For off-street parking in Highway
 Protective zone (Conjunction with
 Rural Business District 63)
- No. 172 Hawaiian Evangelical Church
 Location: Kalihi, rear of Kalihi Union Church
 Purpose: For temporary storage and repair of
 trucks and equipment on a year to
 year basis in a Class B zone
- No. 173 Toyokazu Okamura
 Location: Manoa, corner of Keama Place and East
 Manoa Road
 Purpose: For off-street parking in Class A-1
 zone (Conjunction with Business
 District 131)
- No. 174 Hirotoshi Yamamoto
 Location: Manoa, corner of East Manoa Road and
 Keama Place
 Purpose: For off-street parking in Class A-1
 zone (Conjunction with Business
 District 196)
- No. 175 Lawrence Gima
 Location: Waimalu, off Kamehameha Highway
 Purpose: For off-street parking in Highway
 Protective zone (Conjunction with
 Business District 64-A, 64-B and
 64-C)
- No. 176 Sam C. Lau
 Location: Waianae, off Farrington Highway
 Purpose: For off-street parking in Highway
 Protective zone (Conjunction with
 Rural Business Zone 67)
- No. 177 Insurance Factors, Ltd.
 Location: Waikiki, off Ala Moana Boulevard
 Purpose: For off-street parking in Hotel-
 Apartment zone (Conjunction with
 Business Zone 197)

- No. 178 Lincoln Chang
 Location: Hakipuu, off Kamehameha Highway
 Purpose: For off-street parking in Highway Protective zone (Conjunction with Rural Business Zone 68)
- No. 179 Manuel Costa
 Location: Kuliouou, off Kuliouou Road
 Purpose: To operate a market in an unrestricted residential zone to terminate December 31, 1959.
- No. 180 Waimalu Development Company
 Location: Waimalu, off Kamehameha Highway
 Purpose: For off-street parking in Highway Protective zone (Conjunction with Rural Business Zone 73)
- No. 181 Times Super Market, Ltd.
 Location: Pawa, off Young Street
 Purpose: For off-street parking in Hotel-Apartment zone
- No. 182 Dr. Ralph B. Cloward
 Location: Waikiki, Lewers and Kalia Roads
 Purpose: To operate a dress shop in a Hotel-Apartment zone to terminate March 1, 1954
- No. 183 Flora B. Solomon
 Location: Kailua, off Kailua Road
 Purpose: To operate a hula studio in a Rural Class AA Residential zone
- No. 184 S. M. Damon Estate
 Location: Moanalua, off Moanalua Road
 Purpose: To operate a business office, retail sales, flower processing and packing, and allied nursery and craft activities and off-street parking in an Unrestricted Residential zone to terminate December 31, 1962
- No. 185 William H. Wilkinson
 Location: Wahiawa, off Kilani Street
 Purpose: To operate a doctor's office and for off-street parking in Rural Class A Residential zone to terminate December 31, 1954

- No. 186 Waimanalo Agriculture Development Company
 Location: Waimanalo, off Kalaniana'ole Highway
 Purpose: For off-street parking in Highway Protective zone (Conjunction with Rural Business Zone 69)
- No. 187 Kaneohe Ranch Company
 Location: Kailua, off Kailua Road
 Purpose: For off-street parking in Highway Protective zone (Conjunction with Rural Business Zone 70)
- No. 188 Victoria Ward, Ltd.
 Location: Ala Moana, off Ala Moana Boulevard
 Purpose: To operate a television station and transmitter and for off-street parking in Hotel-Apartment zone
- No. 189 Kiso Tamanaha
 Location: Waiiau, off Kamehameha Highway
 Purpose: For off-street parking in Highway Protective zone (Conjunction with Rural Business Zone 71)
- No. 190 Central Building Co., Ltd.
 Location: Kaimuki, off 9th Avenue
 Purpose: For off-street parking in Class A Residential zone
- No. 191 Henry Y. Mizumoto
 Location: Waiiau, off Kamehameha Highway
 Purpose: For off-street parking in Highway Protective zone (Conjunction with Rural Business Zone 72)

ZONING VIOLATIONS - 1953

Violations corrected	29
Letter sent notifying owner of violation	21
Pending (under investigation)	17
Investigation revealed no violation present	<u>16</u>
Total number of violations investigated	83

STREET NAMES ADOPTED DURING 1953

The following street names were adopted by the Mayor and Board of Supervisors upon the recommendation of the City Planning Commission during the year 1953:

1. Ahe Street - Main road within the Palolo Homes housing project
Resolution No. 586 (Meaning - breeze)
2. Aila Street - Running off Aliamanu Street to Puuku Makai Drive, within the Aliamanu Subdivision, Moanalua
Resolution No. 87 (Meaning - oil)
3. Aina Lani Place - Running off Round Top Drive, Makiki, within the Aina Lani Tract Subdivision
Resolution No. 384
4. Aliamanu Street - Running off Wanaka Street and parallel to Salt Lake Boulevard, within the Aliamanu Subdivision, Moanalua
Resolution No. 87 (Named after land)
5. Amama Place - Dead-end road off Woodlawn Terrace Place within the Woodlawn Terrace Subdivision, Manoa Valley
Resolution No. 142 (Meaning - ancient amen)
6. Anela Place - Off Woodlawn Terrace Place, Manoa Valley. Renaming of Amama Place
Resolution No. 400 (Meaning - angel)
7. Awaia Street - From Awaiki Street to Awalai Street within the Wai-Lani Tract Subdivision at Waipio, Ewa
Resolution No. 571 (Meaning - fish landing)
8. Awaiki Street - Off Awamoku Street and parallel to Farrington Highway within the Wai-Lani Tract Subdivision at Waipio, Ewa
Resolution No. 571 (Meaning - small landing place for canoes)

9. Awalai Street - Off Awamoku Street within the Wai-Lani Tract Subdivision, Waipio, Ewa
Resolution No. 571 (Meaning - calm landing)
10. Awamoku Street - Makai and off Farrington Highway within the Wai-Lani Tract Subdivision at Waipio, Ewa
Resolution No. 571 (Meaning - landing for steamer)
11. Awanani Street - Off Awamoku Street, makai of Awalai Street, within the Wai-Lani Tract Subdivision, Waipio, Ewa
Resolution No. 571 (Meaning - beautiful landing)
12. Awanui Street - Makai and off Farrington Highway within the Wai-Lani Tract Subdivision, Waipio, Ewa
Resolution No. 571 (Meaning - large landing)
13. Bayside Place - Dead-end roadway off Mahalani Circle within the Kaneohe Peninsula Subdivision
Resolution No. 559
14. Bingham Street Extension - Between Isenberg Street and Kaialiu Street
Resolution No. 746
15. Dune Circle - Makai of Kalaheo Avenue, between Kaluamoo and Kapaa Streets within the Kalama Dunes Subdivision
Resolution No. 795
16. Ekoo Place - Dead-end road off Mona Drive, mauka of Kainoa Place within the Aina Haina Section 8 Subdivision
Resolution No. 178 (Meaning - kind of a tree)
17. Farrington Highway - For that portion of the highway running off Kamehameha Highway and towards the Waipahu-Ewa area and the highway running from Waipahu-Ewa towards Pearl City at the Waiawa junction
Resolution No. 878
18. Fort Weaver Road - From Farrington Highway junction to U. S. Military Reservation entrance into Fort Weaver, Ewa
Resolution No. 69

19. Heleconia Street - Off Moanalua Road to Olopana Street, Aiea
Resolution No. 77
20. Hiolani Place - Dead-end road off Booth Road within the Otsuka Subdivision, Pauoa Valley
Resolution No. 142 (Meaning - lie at ease or lounge)
21. Hoene Place - Off Kamehameha Highway to Pua Alowalo Street in Puohala Village, Kaneohe
Resolution No. 544 (Meaning - to be soft and quiet)
22. Hookahi Street - Off Hoolaulea Street, between Waimano Home Road and Hoolawa Place within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - one, alone, only)
23. Hookala Street - Running from Hoowali Street to Hoolaulea Street within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - to sharpen; grind)
24. Hookano Street - Off Hookala Street within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - to be proud, haughty)
25. Hoolaulea Street - Off Waimano Home Road within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - to celebrate, appease, calm)
26. Hoolauna Street - Off Hookala Street, between Hoowali and Hookano Streets within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - to give introduction; be good friends)
27. Hoolawa Place - Dead-end road off Hoolaulea Street within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - to finish; have enough)
28. Hoomalu Street - Off Waimano Home Road, mauka of Hoolaulea Street within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - to make peace, rule over, protect)

29. Hoowali Street - Off Hoomalu Street, between Waimano Home Road and Hoolauna Street within the Pearl City Heights Subdivision
Resolution No. 709 (Meaning - to mix, blend)
30. Huawaina Place - Off Kamehameha Highway, across Duncan Drive, Kaneohe, within the Green Valley Tract Subdivision
Resolution No. 543 (Meaning - grapes)
31. Hulakui Drive - Running off Likini Street and ending on Wiliki Drive, within the Aliamanu Subdivision, Moanalua
Resolution No. 87 (Meaning - circular movement)
32. Iliwai Drive - Looping off Manua Street within the Leilehua High School Tract Subdivision, Wahiawa
Resolution No. 514 (Meaning - level or flat)
33. Kaha Place - Off Kaha Street, Kalaheo Village Subdivision, Kailua
Resolution No. 86
34. Kaha Street - Kainui Drive to Oneawa Street Extension, Kalaheo Village Subdivision, Kailua
Resolution No. 85 (Meaning - strip of land)
35. Kaiholu Street - Running off Kalaheo Avenue to Kaha Drive, Kalaheo Village Subdivision, Kailua
Resolution No. 86
36. Kaimake Loop - Looping road running off Kaha Street, within the Kalaheo Village Subdivision, Kailua
Resolution No. 86 (Meaning - low tide)
37. Kainapau Place - Dead-end road running off Kahala Avenue within the Kamehameha School Beach Lot Subdivision, Waialae
Resolution No. 105 (Named after former grantee)
38. Kainoa Place - Off Mona Street, makai of Ekoa Place, within the Ajna Haina Section 8 Subdivision
Resolution No. 178 (Meaning - impersonal verb denoting doubt or uncertainty in opinion)

39. Kainui Drive - North Kalaheo Avenue to Oneawa Street Extension, Kalaheo Village Subdivision, Kailua
Resolution No. 86 (Meaning - high tide)
40. Kainui Place - Off Kainui Drive, Kalaheo Village Subdivision, Kailua
Resolution No. 86
41. Kaipiha Street - Street running off Kaha Street to Kaimake Loop, Kalaheo Village Subdivision, Kailua
Resolution No. 86 (Meaning - high tide)
42. Kalaiwa Way - Off Kalena Drive within the Kalihi Valley Homes Housing Project
Resolution No. 586 (Meaning - driver)
43. Kalaunu Street - Off Kalena Drive within the Kalihi Valley Homes Housing Project
Resolution No. 586 (Meaning - crown)
44. Kalena Drive - Off and parallel to Kamehameha IV Road within the Kalihi Valley Homes Housing Project
Resolution No. 586 (Meaning - talent)
45. Kaluaopalena Street - Off Laumaka Street, Keehi Industrial Lots Subdivision, Kalihi-Kai
Resolution No. 85 (Named after the district)
46. Kamananui Road - Roadway connecting Wilikina Drive with Kamehameha Highway
Resolution No. 877
47. Kamehameha Highway - For that portion of the highway running from Honolulu towards Wahiawa-Schofield areas within the Pearl City-Waiawa area. Also known as Waiawa Cut-off.
48. Kanaha Street - Running off Uilama Street Extension to Maluniu Street, Kalaheo Village Subdivision, Kailua
Resolution No. 86 (Meaning - forty)

49. Keaka Drive - Running off Puolo Drive to Ukana Street within the Aliamanu Subdivision, Moanalua
Resolution No. 361 (Meaning - theatre)
50. Keama Place - Off East Manoa Road, Keama Tract Subdivision, Manoa
Resolution No. 20 (Named after the tract)
51. Kukuna Road - For connecting road from Kamehameha Highway to Hauula Homestead Road, Hauula
Resolution No. 142 (Meaning - rays of sun)
52. Kula Kolea Drive - Main road within the Kula Kolea Subdivision, Kalihi Valley
Resolution No. 321 (Name of tract)
53. Kula Kolea Place - Dead-end road running off Kula Kolea Drive, within the Kula Kolea Subdivision
Resolution No. 321
54. Lalani Street - Off Wiliko Street and extending beyond Olopana Street
Resolution No. 77
55. Laumaka Street - Off Kamehameha Highway within Keehi Industrial Lots Subdivision, Kalihi-Kai
Resolution No. 85 (Meaning - name of Chief)
56. Lelehune Place - Off Paty Drive makai of Melemele Place, Manoa Valley
Resolution No. 495 (Meaning - misty rain)
57. Likini Place - Roadway 200 feet in length connecting Likini Street and Salt Lake Boulevard within the Aliamanu Subdivision, Moanalua
Resolution No. 87
58. Likini Street - Running parallel to Salt Lake Boulevard, within the Aliamanu Subdivision, Moanalua
Resolution No. 87 (Meaning - rigging)
59. Lilikoi Place - Dead-end road off Moanalua Road, ewa of Heleconia Street
Resolution No. 77

60. Lilipuna Place - Off Lilipuna Road, between Seabury Place and Ka Hanahou, Fong Chu Subdivision, Kaneohe
61. Mahalani Circle - Main loop road running off Mahalani Street within the Kaneohe Peninsula Subdivision
Resolution No. 559
62. Mahiko Place - Dead-end roadway off Olopana Street, Aiea
Resolution No. 77
63. Makaala Street - Running off Puolo Drive to Ukana Street within the Aliamanu Subdivision, Moanalua
Resolution No. 361 (Meaning - alert)
64. Maluna Street - Running off Salt Lake Boulevard to Wanaka Street within the Aliamanu Subdivision, Moanalua
Resolution No. 87 (Meaning - steep)
65. Mamalahoa Place - Dead-end road off Old Pali Road within the Lowrey Subdivision, Nuuanu Valley
Resolution No. 744
66. Manae Street - From Keaniani to Ulupaina Streets, between Oneawa Street and Maluniu Street, Coconut Grove, Kailua
Resolution No. 21 (Meaning - windward)
67. Manamana Place - Dead-end road off Woodlawn Terrace Place within the Woodlawn Terrace Subdivision, Manoa Valley
Resolution No. 142 (Meaning - branching)
68. Manuwa Street - Running off Likini Street to Ukana Street within the Aliamanu Subdivision, Moanalua
Resolution No. 361 (Meaning - man of war)
69. Mauli Place - Dead-end road off Waikalua Road between Mahalani Street and Waikalualoko Loop Road, Kaneohe
Resolution No. 794 (Meaning - last moon of the month)

70. Miko Street - Running off Ukana Street to Wanaka Street within the Aliamanu Subdivision, Moanalua
Resolution No. 361 (Meaning - salty)
71. Mona Street - Off Hind Iuka within the Aina Haina Section 8 Subdivision
Resolution No. 178 (Meaning - rich soil, or to be rich and fertile)
72. Monte Cooke Place - Off Houghtailing Road, makai of School Street within the Museum Park Tract Subdivision
Resolution No. 608
73. Naai Street - Street connecting Kula Kolea Drive to Halina Road within the Kula Kolea Subdivision, Kalihi Valley
Resolution No. 321 (Named after original awardee)
74. Nahenahe Place - Dead-end road off Glen Avenue in Eames Tract, Wahiawa
Resolution No. 793 (Meaning - mild, melodious)
75. Naleialoha Place - Off Kuliouou Road, Kuliouou
Resolution No. 51 (Meaning - wreath of love)
76. Niele Place - Off Iwi Way, Wilhelmina Rise within the Carnation Farm Tract Subdivision
Resolution No. 385 (Meaning - to ask or interview)
77. Niniko Place - Dead-end roadway off Old Pali Road, Nuuanu Valley within the Niniko Tract Subdivision
Resolution No. 142
78. Nioi Place - Off Niele Place, Wilhelmina Rise, within the Carnation Farm Tract Subdivision
Resolution No. 385 (Meaning - chili pepper plant and fruit)
79. Niuiki Circle - Main road within the Lae-O-Niu Subdivision at Niu
Resolution No. 545
80. Olopana Street - Off Aiea Heights Drive to Mahiko Place, Aiea
Resolution No. 77

81. Pakini Street - Running off Salt Lake Boulevard to Manuwa Street, within the Aliamanu Subdivision, Moanalua
Resolution No. 361 (Meaning - tin basin or pan)
82. Peach Street - Running from Neal Avenue to Cane Street, Wahiawa, Wahiawa Park Tract
Resolution No. 53
83. Peninsula Place - Dead-end roadway off Mahalani Circle within the Kaneohe Peninsula Subdivision
Resolution No. 559
84. Peter Buck Street - In lieu of Buck Street for the road running from Houghtailing Road to Kapalama Avenue, within the Museum Park Tract Subdivision
Resolution No. 608
85. Piliiana Road - For the short roadway connecting Kamehameha Highway and Farrington Highway at the Waipahu-Waiawa junction
Resolution No. 878 (Meaning - connection)
86. Plum Street - Running off Neal Avenue, Wahiawa Park Tract
Resolution No. 53
87. Polulani Place - Dead-end road off Booth Road within the Miyamoto Subdivision, Pauoa Valley
Resolution No. 142 (Meaning - blue sky)
88. Punalau Place - Off Kamehameha Highway within the Kauahikaua Subdivision, Kawaihoa, Waialua
Resolution No. 409 (Meaning - stream of leaves floating on it)
89. Puolo Drive - Running off Lihini Street to Pakini Street, within the Aliamanu Subdivision, Moanalua
Resolution No. 361 (Meaning - bundle)
90. Puu-Alani Way - Off Puu-Poni Street within the Pearl City Heights Subdivision
Resolution No. 709 (Puu meaning "a hill" and Alani meaning "orange")

91. Puu-Hina Place - Dead-end road off Puu-Ulaula Street mauka of Puu-Kula Drive within the Pearl City Heights Subdivision
Resolution No. 709 (Puu meaning "a hill" and Hina meaning "gray or down hill")
92. Puu-Kala Street - Off Puu-Poni Street to Puu-Momi Street within the Pearl City Heights Subdivision
Resolution No. 709 (Puu meaning "a hill" and Kala meaning "money, silver, dollar")
93. Puuku Makai Drive - Off Wanaka Street within the Aliamanu Subdivision, Moanalua, being the continuation of Puuku Mauka Drive
Resolution No. 472
94. Puuku Mauka Drive - Off Wanaka Street within the Aliamanu Subdivision, Moanalua
Resolution No. 472 (Meaning - treasurer)
95. Puu-Kula Drive - Off Puu-Poni Street within the Pearl City Heights Subdivision
Resolution No. 709 (Puu meaning "a hill" and Kula meaning "gold, dry land, open land or school")
96. Puu-Momi Street - Off Kamehameha Highway to Puu-Kula Drive within the Pearl City Heights Subdivision
Resolution No. 709 (Puu meaning "a hill" and Momi meaning "pearl or jewel")
97. Puu-Poni Street - Off Kamehameha Highway within the Pearl City Heights Subdivision
Resolution No. 709 (Puu meaning "a hill" and Poni meaning "purple, to besmear, daub or be purple")
98. Puu-Ulaula Street - Off Puu-Kula Drive within the Pearl City Heights Subdivision
Resolution No. 709 (Puu meaning "a hill" and Ulaula meaning "red")
99. Salt Lake Boulevard - Main thoroughfare running through the Aliamanu Subdivision, Moanalua
Resolution No. 87

100. Ukana Street - Running off Puolo Drive to Likini Street within the Aliamanu Subdivision, Moanalua
Resolution No. 361 (Meaning - baggage)
101. Waiape Place - Dead-end road off Waikalua Place within the Waikalua Tract Subdivision, Kaneohe
Resolution No. 88 (Meaning - name of land)
102. Waikalua Place - Dead-end road off Waikalua Road, across Mauli Place within the Waikalua Tract Subdivision, Kaneohe
Resolution No. 88
103. Wanaka Street - Running off Salt Lake Boulevard within the Aliamanu Subdivision, Moanalua
Resolution No. 87 (Meaning - proper name Wanda)
104. Wilder Avenue Extension - Between Isenberg Street and University Avenue
Resolution No. 746
105. Wiliki Drive - Running off Likini Street and ending on same, within the Aliamanu Subdivision, Moanalua
Resolution No. 87 (Meaning - engineer)
106. Wilikina Drive - Roadway running from Kamehameha Highway to Kaukonahua Road along Schofield Barracks
Resolution No. 877
107. Wiliko Street - Running from Ulune Street to Olopana Street, Aiea
Resolution No. 77
108. Woodlawn Terrace Place - Main road within the Woodlawn Terrace Subdivision, Manoa Valley
Resolution No. 142

FINANCIAL STATEMENT

City Planning Budget for 1953:

Salaries and Wages		\$109,655.00
Contractual Services		3,217.50
Materials and Supplies		1,600.00
Fixed Charges		50.00
Equipment		300.00
		<hr/>
SUB-TOTAL		\$114,822.50
Additional Appropriation		2,665.00
		<hr/>
TOTAL		\$117,487.50
Lapsed	\$11,210.71	
Unexpended Balance .	<u>1,496.55</u>
		<hr/>
NET TOTAL		\$104,780.24

Expenditures:

Salaries and Wages		\$ 97,366.06
Contractual Services including		
Travelling Expense		4,559.69
Materials and Supplies		1,556.00
Fixed Charges		27.95
Equipment		610.79
		<hr/>
SUB-TOTAL		\$104,120.49
Expended from Additional Appropria-		
tion		<u>659.75</u>
		<hr/>
TOTAL		\$104,780.24

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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.
2. Honolulu - City planning.