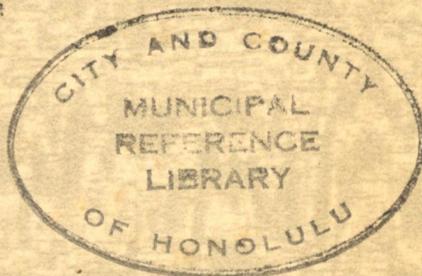


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CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU



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1952

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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 21, 1953

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

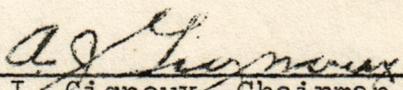
Gentlemen:

Your City Planning Commission submits herewith
its Annual Report of accomplishments for the year 1952.

The progress of various proposals as reported
herein has been due to the cooperation received from the
Mayor and Board of Supervisors, City and County departments,
Territorial governmental agencies, newspapers, civic or-
ganizations and interested citizens with whom we have
worked.

Respectfully submitted,

CITY PLANNING COMMISSION


A. J. Gignoux, Chairman

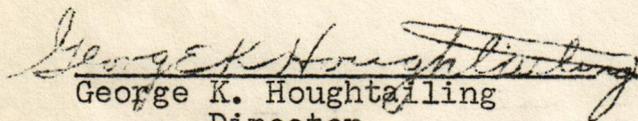

George K. Houghtailing
Director

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CITY PLANNING COMMISSION

Membership as of December 31, 1952

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

* Resigned July 24, 1952

** Appointed August 19, 1952

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
Shigeru Matsuguma	Civil Engineer
Wallace Kim	Civil Engineer
Richard Nagasawa	Civil Engineer
Conway Yamamoto	Civil Engineer
Frederick Lee	Cadastral Engineer
Newton Chinn	Civil Engineer
Robert H. Tsunoda	Engineering Clerk
Robert S. Hinazumi	Engineering Clerk
Masato Kosaka	Engineering Draftsman
Tsugio Nobuta	Engineering Draftsman
Harold Yonamine	Engineering Draftsman
Noboru Kaneshiro	Engineering Draftsman
Frank Akina	Engineering Draftsman
Solomon Kam	Engineering Draftsman
Doson Tomei	Engineering Aide
Masao Chinen	Engineering Aide
Camillia A. Leu	Clerk Reporter
Virginia Hashimoto	Clerk Stenographer
Marian N. Munekata	Clerk Stenographer
Toyoko H. Akaji	Clerk Stenographer

PLANNING ACCOMPLISHMENTS

FOR THE YEAR 1952

The City Planning Commission and its technical staff recognize their trust and responsibility to prepare plans to formulate a program of public or private development to improve the physical form and organization of the City and Rural areas of the City and County of Honolulu in compliance with the statutory requirements of Section 6637 to Section 6645, inclusive, of the Revised Laws of Hawaii 1945.

With this objective in mind, and with the cooperation of departments of the City and County and other Territorial government agencies, your City Planning Commission made much progress in the preparation of new plans and modernization of old ones based on the changing physical, economic and social requirements to insure the future growth of Honolulu and the rural areas in an orderly and efficient manner to meet the demands of the growing population of the respective communities.

The work of the Commission is a continuous process of providing the departments of the City, other governmental jurisdictions, private enterprise and citizens with advice on day-to-day actions based on a long range plan to guide future development to attain the goal of a progressively planned city.

MASTER PLAN

The objective of the Master Plan is to provide for a comprehensive plan of highways, schools, parks and playgrounds, sites for public buildings and other structures, building zone districts, use zone districts, off-street parking facilities and such other features, changes and additions as a guide for the improvement of the City and its future growth and development.

STREETS AND HIGHWAYS

The streets and highways master plan provides a comprehensive system of traffic arteries to handle present and future traffic requirements. With the rapid increase in automobile registration as has been experienced over the past years, the Master Plan for street and highway improvements will serve as a guide to the City in the acquisition of rights-of-way needed to improve and extend the present street system within Honolulu.

KALANIANAOLE HIGHWAY WIDENING

In compliance with the request of the Territory Highway Department, the City Planning Commission amended the alignment and widening of Waiialae Avenue from 21st Avenue to Kealaolu Avenue, and Kalanianaole Highway from Kealaolu Avenue to Kirkwood Place at Wailupe.

The original Master Plan noted a 25-foot widening on each side of the existing right-of-way. At the time of its adoption, the alignment was prepared without the benefit of detailed engineering or land acquisition costs.

Subsequent to the adoption of the Master Plan for the section under discussion, the Territory Highway Department made further detail studies of traffic warrants and prepared detailed engineering plans with estimated cost which showed that an amendment to the present plan by the widening of Waiialae Avenue and Kalanianaole Highway 50 feet on the mauka side from 21st Avenue to Wailupe Radio Station, 25 feet equally on both sides from Wailupe Radio Station to Hind Drive and 50 feet on the makai side from Hind Drive to Kirkwood Place, would result in a net savings of approximately \$66,000 and would minimize the damages to private property and leave in place existing bridges. The Commission, after reviewing an overall report from its staff on the proposals submitted by the Territory Highway Engineer, authorized a public hearing to amend the portion of the Master Plan from 21st Avenue to Kirkwood Place. After due consideration of the pros and cons voiced at the hearing on the proposed changes, the Commission approved of modifying the Master Plan as outlined.

The first section of this modified alignment from 21st Avenue to Wailupe Radio Station is scheduled by the Territory Highway Department for construction in 1953.

FIVE-POINT INTERSECTION RE-STUDY

As part of the program in relation to the construction of the Vineyard Arterial, the Commission's staff discussed with the Territory Highway Department, and agreed in principle to, a proposed plan for the redesign of the five-point intersection of Lusitana, Emma, School and Iolani Streets.

As tentatively approved, the plan provides for the realignment of Queen Emma Street to intersect at nearly a right angle to Iolani Street, with surface flow along these two streets only. Other movements will be accommodated by means of underpasses and cloverleaf ramps, thus simplifying the movement through the intersection and requiring only a two-phase signal system, at the surface intersection. This proposed plan is a temporary measure but will be incorporated into the final development plans for the mauka arterial through School Street. Detailed studies are still being made and it is hoped that the overall plan for the redesign of this hazardous intersection will be ready for full discussion by the City Planning Commission early in 1953.

OFF-STREET PARKING

Central Business District

The proceedings for the central business district off-street parking project has reached the point where the first installment of assessments has been collected by the City, but because of legal action by four property owners resisting the payment of the assessment, the sale of the bonds has been held up, preventing the City from undertaking the financing of the off-street parking project. Pending the outcome of court suit, the City is unable to take any definite course of action to advance the proceedings for off-street parking.

The proposed plan of the City and County takes into consideration acquisition of the six parking lots by assessing the benefitted property owners 50 per cent of the total cost, \$0.43 per square foot, and the remaining 50 per cent of the cost to be financed through the sale of revenue bonds, the amortization of which is through the collection of parking fees of \$0.10 per hour from the parking motorists.

An encouraging aspect of the parking program, however, is that through an advance of money from the general emergency fund,

the City has been able to construct and put into operation one of the six proposed parking lots; namely, the Beretania Play-ground site.

The acquisition of all the necessary parcels of land for Site No. 7 at Kekaulike Street is nearly complete and it is hoped that this parking lot may also be put into operation as soon as possible to help relieve the acute parking situation.

Moiliili Business District

A study was made by the Commission of the possibility of providing off-street parking for the Moiliili Business District. Three sites were selected for study and plan. The plan contemplates the construction of the off-street parking facilities under the Improvement District Statutes. The proposed assessments ranged from \$0.82 to \$1.21 per square foot. The Commission, before making a final determination on this project, referred the study of its staff to the Moiliili Community Association with the recommendation that a meeting be held with the Commission to discuss fully the proposal for off-street parking to serve this growing community.

Waikiki Business District

The parking situation in the Waikiki Business District is unique in that there are three categories of parking demands: business parking, apartment parking and beach parking. These demands overlap, creating a serious parking problem.

Unlike the Central Business District, the heavy parking demand occurs during the late afternoon and at night with a constant accumulation from 4:30 p. m. to approximately 10:30 p. m..

Treated separately the business parking demand would have been adequately supplied were it not for the overlapping apartment parking demand or the beach parking demand.

In regard to the apartment parking demand, an overnight curb parking study showed that 941 cars parked on the streets. This problem appears to be an economic one in that overnight curb parkers prefer free parking on the streets rather than pay a reasonable overnight charge in an off-street parking lot. This points out that unless the Board of Supervisors enforce the ordinance prohibiting all night parking at the curb, builders of apartments in this area will not provide off-street parking facilities.

Beach parking complicates the parking problem and has been referred to the Parks Board for solution. The responsibility

for providing off-street beach parking properly rests with the Board of Public Parks and Recreation, which has authority to acquire or use land for this purpose in conjunction with planning of public park and recreational facilities.

Kaimuki Business District

Confronted with a serious parking problem and faced with the prospect of competition from the proposed Waialae-Kahala Business District, the Kaimuki Business and Professional Association requested the Commission to re-study the off-street parking problem block by block from Koko Head Avenue to Eighth Avenue, between Waialae Avenue and Harding Avenue. This particular request was made with the view that should the study show the parking demand in certain blocks is more urgent than others, the affected business property owners may undertake a parking program of their own without waiting for a comprehensive off-street parking program for the Kaimuki Business District.

Because an accurate estimate of needed parking spaces cannot be made until a detailed parking survey similar to the one made for the Central Business District is made, the Commission is continuing its study regarding the problem.

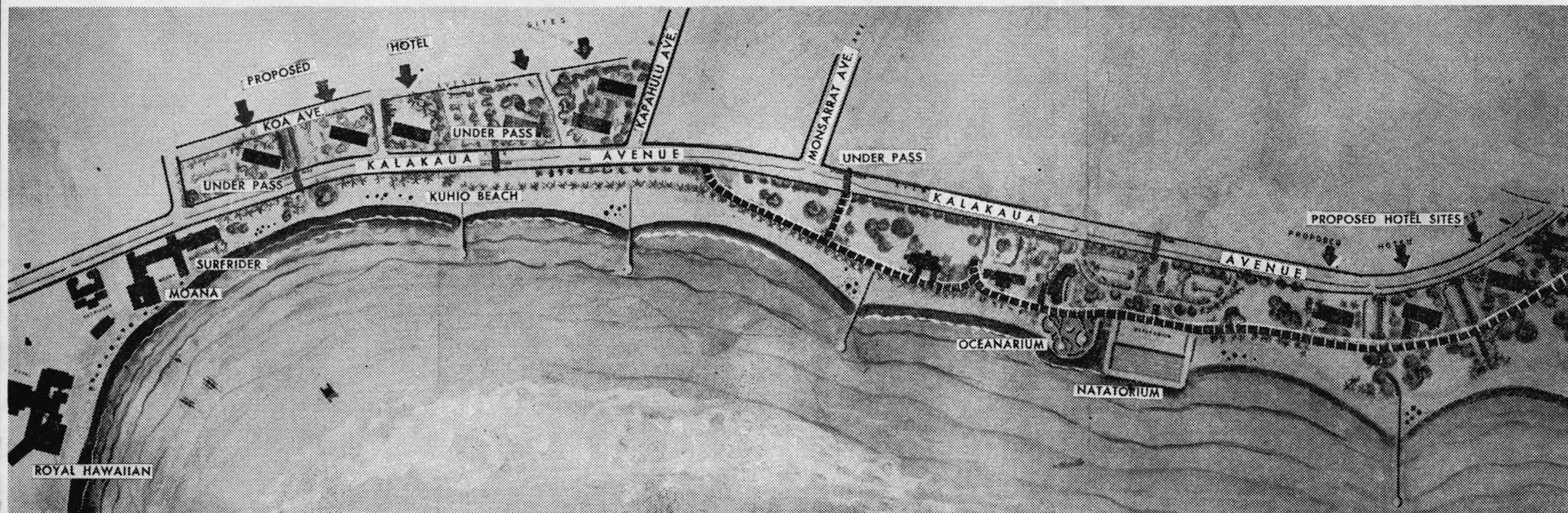
Preliminary study indicates that the demand for parking in the Kaimuki Business District is light most of the day except during the afternoon peak which usually lasts for about two hours. The problem, therefore, may well be handled if the property owners acquire and develop the property themselves in accordance to an orderly plan worked out by the City Planning Commission.

Kailua Business District

Detailed studies have already been undertaken concerning the establishment of off-street parking areas to serve the Kailua Business District in compliance with the Master Plan. The Board of Supervisors has requested an appraisal of the properties required for off-street parking for the Kailua Business District. The financing of this project will be undertaken under the provisions of the Improvement District Statutes, whereby the benefited property owners will be assessed 100 per cent of the cost of the project.

WAIKIKI BEACH

Members of the Board of Supervisors suggested a modification of the Waikiki Beach Master Plan between the Natatorium and



WAIKIKI DEVELOPMENT PLAN
CITY PLANNING COMMISSION

Poni Moi Road. Realigning of Kalakaua Avenue was proposed to obtain a maximum benefit for both hotel apartment sites and beach frontage. The Commission gave due consideration to this proposal. After studies and discussion on the matter a plan for realigning of Kalakaua Avenue from the vicinity of Sans Souci to the Diamond Head Road was tentatively approved.

It was evident that realignment of Kalakaua Avenue and a modification of the Master Plan to provide an average depth of 150 feet for beach frontage and hotel and apartment for the area between the beach boundary and new line of the avenue would be beneficial. Property owners, in many instances, could exchange lands taken for beach frontage for equal government area. In some cases, however, the City must of necessity purchase parcel of lands for beach frontage because of the unavailability of lands for exchange purposes.

This plan was discussed with many interested persons and the Board of Supervisors. It is hoped that a public hearing will be held during the year 1953.

The preservation of Waikiki Beach as an open beach cannot be over-emphasized because Hawaii's beaches are the birthright of Hawaii's own people. Hawaii's beaches must not be turned over to private individuals for economic purposes and the construction of improvements which would bar free access to the ocean front should be prevented.

It is the responsibility of the government officials to make Waikiki Beach an open area as noted on the Master Plan.

MUNICIPAL AUDITORIUM

The need of a civic auditorium for the furnishing of essential public services to include all of the functions anticipated by the numerous organizations and public bodies that would make use of such facility has been resolved by the City Planning Commission as early as 1942.

There is divided opinion among various community associations as to the proper site for the municipal auditorium. Various locations have been suggested and the Commission, after careful review and consideration of the pros and cons, has reaffirmed its position that the site should be within the area of the Ward property bounded by King Street, Ward Street, Kapiolani Boulevard and McKinley High School.

In selecting the location, the Commission considered its relationship to the civic center development, together with available off-street parking in the adjoining areas. The Ward property offers many advantages not found in the other location:

1. It is centrally located, almost at the center of population, with good accessibility to and from major thoroughfares.
2. It is conveniently served by numerous mass transportation routes.
3. It contains sufficient acreage to provide adequate off-street parking spaces.
4. It is located at the fringe of the civic center so that its development could be integrated with Thomas Square and the Art Academy.

Unless there is unanimity in the support for a single location for the civic auditorium, the public as well as the government may find that the delay may cost considerable money and at the same time hinder the progress for the construction of the auditorium.

POLICE STATION SITE

Discussions were held with the Board of Supervisors, the Police Commission members and the Chief of Police regarding the relocation of the police station in the Master Plan site bounded by Kapiolani Boulevard Extension, Beretania, Alapai and Hotel Streets.

After careful consideration of the problem of the Police Department in regard to office space, parking facilities, future expansions, etc., and noting the advantages and financial feasibility for the relocation of the police station, the Commission reaffirmed its adherence to the Master Plan for the new site.

The police station has been in its present location for 23 years and the development of the Central Business District with its motor vehicle traffic and parking congestion has made it very difficult to operate efficiently. It is estimated on the basis of a long-range plan that the relocation of the police station can be accomplished at a lower cost than expansion at the present site and will centralize police and district court activities in accordance with the modern trend of police administration.

However, by Resolution No. 322, the Board of Supervisors affirmed and reiterated its stand as favoring the continuance of the Honolulu Police Station, with expanded facilities, at the present location in downtown Honolulu.

SCHOOL AND PARK SITES

The movement of people to the rural and outlying district and the development of new subdivisions have created the need for additional school and park facilities. The City Planning Commission in cooperation with the Department of Public Instruction and the Board of Public Parks and Recreation in its preparation of plans and program for the future development of public school and park facilities incorporated the following school and park sites as part of the Master Plan:

1. Upper Aina Haina Elementary School, containing 6.8 acres, together with an adjoining park and playground area of 2.5 acres.
2. Kalihi Uka Intermediate and Elementary School and park site on Kamehameha IV Road, consisting of 29 acres.

Other school and park sites under consideration or approved for incorporation into the Master Plan include the following:

1. Pearl City Elementary and Intermediate School and park site. (25 acres)
2. Koko Head Elementary School. (10 acres)
3. Kahala Intermediate School and park site. (16 acres)
4. Niu Intermediate School. (15 acres)
5. Kaneohe Elementary School. (11.8 acres)
6. Upper Palolo Elementary School. (8 acres)

MASTER PLAN FOR RURAL AREAS

The Planning Commission is charged with the responsibility of preparing not only a comprehensive Master Plan for the City of Honolulu, but also for the rural areas of the Island of Oahu.

For each of these rural communities a complete layout of the transportation, schools, parks and playgrounds, civic center, land uses and future desirable development is made. This serves as a guide to the proper development of the community. Though each of these communities is master planned individually, they are part of the overall plan for the ultimate development of the City and County of Honolulu.

The Master Plan for Aiea and Kailua has been adopted. The Master Plan for portion of Kaneohe is ready for adoption pending the calling of a public hearing.

Base maps for Wahiawa and Waipahu have been prepared and the base map for Waialua is in the process of being prepared. Studies, therefore, are being undertaken for the development of a Master Plan for these areas.

Unfortunately the staff of the Commission is limited and priority has been assigned to each of these projects. Within the near future the Commission hopes to have the entire City and County of Honolulu master planned.

AMENDMENTS TO THE MASTER PLAN

List of amendments to sections of the Master Plan is included as a part of this report.

These amendments were adopted by the Commission after a duly authorized public hearing and resolutions filed with the Clerk which were adopted by the Board of Supervisors.

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CITY AND COUNTY OF HONOLULU

MASTER PLAN AMENDMENTS DURING 1952

Master Plan Section	Description	Date of Public Hear.	C.P.C. Res.No.	Date of Adoption	Action by Mayor & Board
Section 2 Ala Moana-Kewalo	Amend sts. layout between Keeaumoku St. & Kaheka Lane and between proposed Liona Pl. Extension & proposed Rycroft St. Extension	Nov. 28, '52	477	Jan. 15, '53	
Section 5 * Woodlawn-Manoa	Widen & realign a 30-ft. R/W off Woodlawn Dr. & Alani Dr. to a 44-ft. R/W	Mar. 27, '52	425		
Section 8 Kalihi Uka	Amend boundaries of school & park sites and to establish additional areas for school and park sites	Sept. 25, '52	470	Dec. 18, '52	Approved Jan. 23, '53
Section 9 Kapalama	Establish emergency hospital sub-station, East corner of proposed Houghtailing Rd. & No. Vineyard St.	Jan. 10, '52	416	Feb. 21, '52	Approved Mar. 28, '52
Section 11 Nuuanu-Puunui	Delete proposed Kawanakoa St. from Waolani Stream to Liliha St.	Nov. 6, '52			Approved by Bd. of Super. Res. 649 Nov. 25, '52
Section 14 Kakaako-Kewalo	Delete setback line on South-east side of Alakea St. from Ala Moana to Halekauwila St.	June 19, '52	442	July 3, '52	Approved Aug. 8, '52
	Delete area for public building and purposes (civic center) Haw'n. Electric Co.	June 19, '52	443	July 10, '52	Approved Aug. 15, '52
Section 15 Bingham-Moiliili	Delete roadway on the North side of Varsity Theater (L.C.A. 1212) between University Ave. & Kaialiu St.	Apr. 10, '52	430	May 1, '52	Approved June 6, '52

* Board of Agriculture and Forestry to acquire property - Resolution withdrawn.

Master Plan Section	Description	Date of Public Hear.	C.P.C. Res.No.	Date of Adoption	Action by Mayor & Board
Section 17 Kapahulu-Kaimuki	Amend alignment of Waiialae Ave. from 21st Ave. to Kealaolu Ave. & Kalaniana'ole Hwy. from Kealaolu Ave. to Kirkwood Pl.	June 26, '52	449	Aug. 7, '52	Approved Sept. 12, '52
Section 19 Portion of Waiialae Nui	Amend alignment of Waiialae Ave. from 21st Ave. to Kealaolu Ave. & Kalaniana'ole Hwy. from Kealaolu Ave. to Kirkwood Pl.	June 26, '52	449	Aug. 7, '52	Approved Sept. 12, '52
Section 22 Paoua-Pacific Heights	Delete setback line & amend extension of Star Rd. from 40-ft. R/W to 30-ft. R/W from Booth Rd. to Kaola Way	May 29, '52	445	July 3, '52	Approved Aug. 8, '52
Section 27 Wilhelmina Rise	Amend alignment of Waiialae Ave. from 21st Ave. to Kealaolu Ave. & Kalaniana'ole Hwy. from Kealaolu Ave. to Kirkwood Pl.	June 26, '52	449	Aug. 7, '52	Approved Sept. 12, '52
Section 28 Portion of Waiialae Nui	Amend alignment of Waiialae Ave. from 21st Ave. to Kealaolu Ave. & Kalaniana'ole Hwy. from Kealaolu Ave. to Kirkwood Pl.	June 26, '52	449	Aug. 7, '52	Approved Sept. 12, '52
Section 29 Waiialae Nui- Waiialae Iki Wailupe-Niu, Kuliouou-Maunaloa	To establish school and park & playground sites (Aina O Haina, Wailupe)	Jan. 24, '52	488		
Section 29 Waiialae Nui-Waiialae Iki, Wailupe-Niu Kuliouou, Maunaloa	Amend alignment of Waiialae Ave. from 21st Ave. to Kealaolu Ave. & Kalaniana'ole Hwy. from Kealaolu Ave. to Kirkwood Pl.	June 26, '52	449	Aug. 7, '52	Approved Sept. 12, '52

URBAN REDEVELOPMENT

In fulfillment of its contractual services with the Honolulu Redevelopment Agency, the City Planning Commission completed the study and preparation of a preliminary redevelopment plan for Area No. 3, which is bounded by Liliha Street, School Street, Nuuanu Avenue, Vineyard Street, Fort Street, Beretania Street, the North Boundary of Aala Park, and King Street.

This area was designated as blighted by the Commission October 5, 1950. The most undesirable living quarters under the most unfavorable living conditions are found in this area. Dwelling units in the district have been created by converting old residences into rooming houses and low-rent tenements, some of which lack even essential toilet and bathing facilities. Deterioration and congestion within the area is noticeable. Municipal revenues have declined while cost of municipal services, such as police, fire protection, welfare and recreational program have increased. The only solution, therefore, is to demolish the existing and outmoded structures and redevelop this area to its highest and best use.

As prepared the proposed redevelopment plan provides for business and multiple family uses with off-street parking facilities. The largest part of the project is for redevelopment for residential use, chiefly in the form of three-story multiple family buildings containing a variety of different sized dwelling units. Portions of the area have been recommended to be set aside for low-cost housing to accommodate the numerous families with income of less than \$3,000.

Two types of business or commercial areas are proposed for this area: general commercial and neighborhood and community shopping areas with adequate off-street parking facilities. This will allow existing business activities of the general type and businesses of other type from the central business district to relocate in this area.

Provision has also been made for the expansion of the existing produce center along River Street with adequate off-street parking facilities.

In the area there will be sufficient community facilities such as schools, parks and playgrounds, fire stations, churches, etc., to serve not only the needs of the residents and surrounding neighborhood, but also the general public.

The total cost of the project has been estimated to be \$22,611,000 and the financing for the redevelopment of this

area will be undertaken by a loan and grant from the Federal Government under Title I, Housing Act of 1949.

The City and County government will bear its proportionate share of the write-off cost under the provision of Section 5, Subsection 3, of Act 379, Session Laws of Hawaii 1949 as amended by Act 244, Session Laws of Hawaii 1951, wherein it provides that the Board of Supervisors may derive up to \$0.20 per \$100 of the aggregate value of the real property in the County for any one year to finance the local share of the redevelopment project.

SPECIAL STUDIES

ALA MOANA DEVELOPMENT

In compliance with Resolution No. 602 of the Board of Supervisors, dated September 12, 1952, the City Planning Commission prepared necessary studies and a plan relative to the necessity and feasibility of and method desirable for developing and transforming this off-shore reef for park, beach and playground purposes.

Several schemes were developed in cooperation with the Board of Public Parks and Recreation, Board of Harbor Commissioners and Board of Health.

The plan as adopted and approved in principle by the parks board has designated the reef offshore to be filled and converted to a 65-acre play area with 15 acres of parking space and a swimming lagoon 4,000 feet long and 600 feet wide with 7,000 feet of sand beaches. This recreational area would adjoin and supplement the existing facilities of Ala Moana Park.

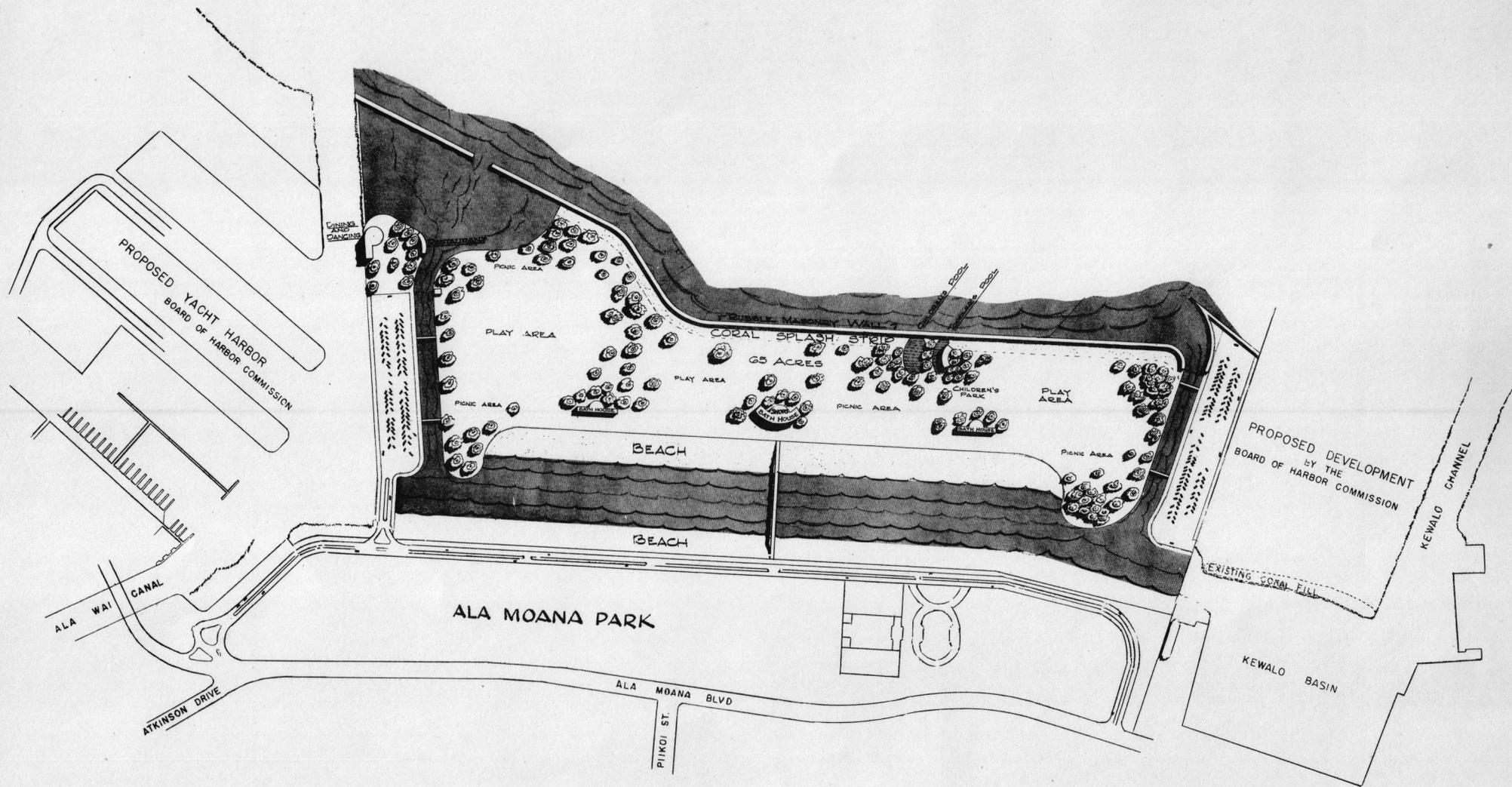
CEMETERY SITES

High cost and shortage have created a demand for burial plots at reasonable rates, and the public has taken the matter to the Mayor and Board of Supervisors with the recommendation that municipal cemeteries be established.

The Board of Supervisors by Resolution No. 556, dated September 3, 1952, requested the City Planning Commission to make a survey of desirable areas for the establishment of municipal cemeteries both in the rural and suburban districts of the City and County of Honolulu. Included in the areas were to be sites for chapels and mortuaries, to be operated on self liquidating basis.

Four sites were selected for study, namely Diamond Head Memorial Park, Ocean View Cemetery, Aiea Cemetery and Halawa Cemetery.

From the facts and estimated cost of the various sites, the Commission suggested to the Mayor and Board of Supervisors acquisition of Diamond Head Memorial Park as a possibility for a municipal cemetery within the city limits. Diamond Head Memorial Park, with a possible 22,500 burial plots, would provide graves within the economic means of all people and would serve the needs for the next 15 years based on population trend.



ALA MOANA DEVELOPMENT
 CITY PLANNING COMMISSION
 Honolulu, T. H.

Two other cemetery sites were recommended for consideration by the Board of Supervisors as possibilities for municipal owned cemeteries: (1) Aiea, comprising 8.575 acres; (2) Halawa, comprising 20 acres. These two sites are located outside the city limits.

RELOCATION OF PIGGERIES

The growth of the City and the development of residential subdivisions are forcing the pig farmers to relocate. Consequently, the matter of relocating the piggeries in the rural areas has been before the Commission since 1945 and complete studies of all the various areas have been made for Koko Head, Waimanalo, Moanalua, Puuloa-Ewa, Kunia, Pohakea, Kupehau, Waikakalua Gulch, Honouliuli.

Estates and large land holders have been requested by the Planning Commission to make available fee simple lands to encourage the relocation of piggeries from the city limits. This is necessary in order to permit hog raisers to obtain loans from the government through Farmers Home Administration to construct dwellings and other necessary improvements for the operation of the piggeries.

During 1952 the first definite step toward alleviating the critical need for the establishment of a central location in the rural area of Oahu for the relocation of piggeries was taken by the James Campbell Estate, one of the largest land owners of Oahu.

The estate is taking an active interest in the plight of the hog raisers and the trustees have offered a site at Barbers Point for the relocation of the piggeries. Nearly 1,000 acres of grazing land is proposed to be subdivided into 200 five-acre lots for hog raising.

Hog and poultry farmers have indicated that they are definitely interested in the area and the Planning Commission has been requested by the Board of Supervisors to act as the coordinating agency between the Campbell Estate and the hog and poultry raisers. Plans for the subdivision of this area will be completed early in 1953. It is the desire of the Commission that the relocation of piggeries in the rural areas be affected without undue hardship on the part of the hog raisers. The success of this undertaking requires the united cooperation of the land owners and those vitally interested in the hog industry.

In addition to the lands at Ewa, the B. P. Bishop Estate is proposing to develop an area of approximately 200 acres at Waiawa.

SUBDIVISIONS

The year 1952 showed an increase of subdivision applications in the rural areas. Within the City of Honolulu the subdivision applications were on the par with the past two years. The street improvements and utilities required by the Subdivision Rules and Regulations for construction by the subdivider prior to the approval of applications for subdivision are of utmost importance to the subdivider, the purchaser of lot and the City. All that the subdivider of land does and how he does it are of extreme importance to the general public as well as to the individuals immediately concerned. Except in the case of main thoroughfares, most streets have been located by the subdivider of land with the City or community sooner or later accepting these along with the lots and blocks as laid out.

The result of this type of control has been in the interest of the prospective purchaser of lot in that he has the assurance once a subdivision plan is approved that the required street improvements are available or will be made available on the basis of bond posted guaranteeing the construction of the requirements--street improvements and utilities.

The subdividers are cooperating with the City Planning Commission and other government agencies in the planning of subdivisions. This cooperation has been effective in the accomplishment of the Master Plan.

During the past year 569 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	211	132	343
Tentative approval	77	36	113
Disapproved	42	32	74
Pending	17	15	32
Withdrawn	<u>4</u>	<u>3</u>	<u>7</u>
Total	351	218	569

Number of lots within subdivisions submitted:

Lots with improvements .	336	251	587
Vacant lots	<u>2,490</u>	<u>3,815</u>	<u>6,305</u>
Total	2,826	4,066	6,892

The total number of 6,892 lots for the year 1952 represents an increase of 3,106 lots or 82 per cent over the year 1951. In spite of the substantial increase in the number of lots subdivided, there still exists an unprecedented demand for fee simple house lots.

COST OF IMPROVEMENTS

An estimated \$1,979,829 was spent by private subdividers during 1952 for the construction of street improvements and utilities within subdivisions. The improvements include roadway pavements, sidewalks, curbs, gutters, drainage, water, sewerage where available and street light installations. In addition private subdividers also participated in seven improvement districts at an estimated cost of \$1,296,809.04.

SUBDIVISIONS SERVED BY PRIVATE WATER SYSTEMS

With reference to the problem of subdivisions served by private water systems, the Commission took under consideration positive measures to guarantee permanently the adequacy of water. The legal department has been requested to draft a protective agreement regarding the perpetuity of the water supply in this respect.

At the time of approval of the subdivision, the private water service must be certified to be adequate and potable. Thereafter, the adequacy may be questionable and the source of water may not be able to keep pace with the improvements that are imposed in the area.

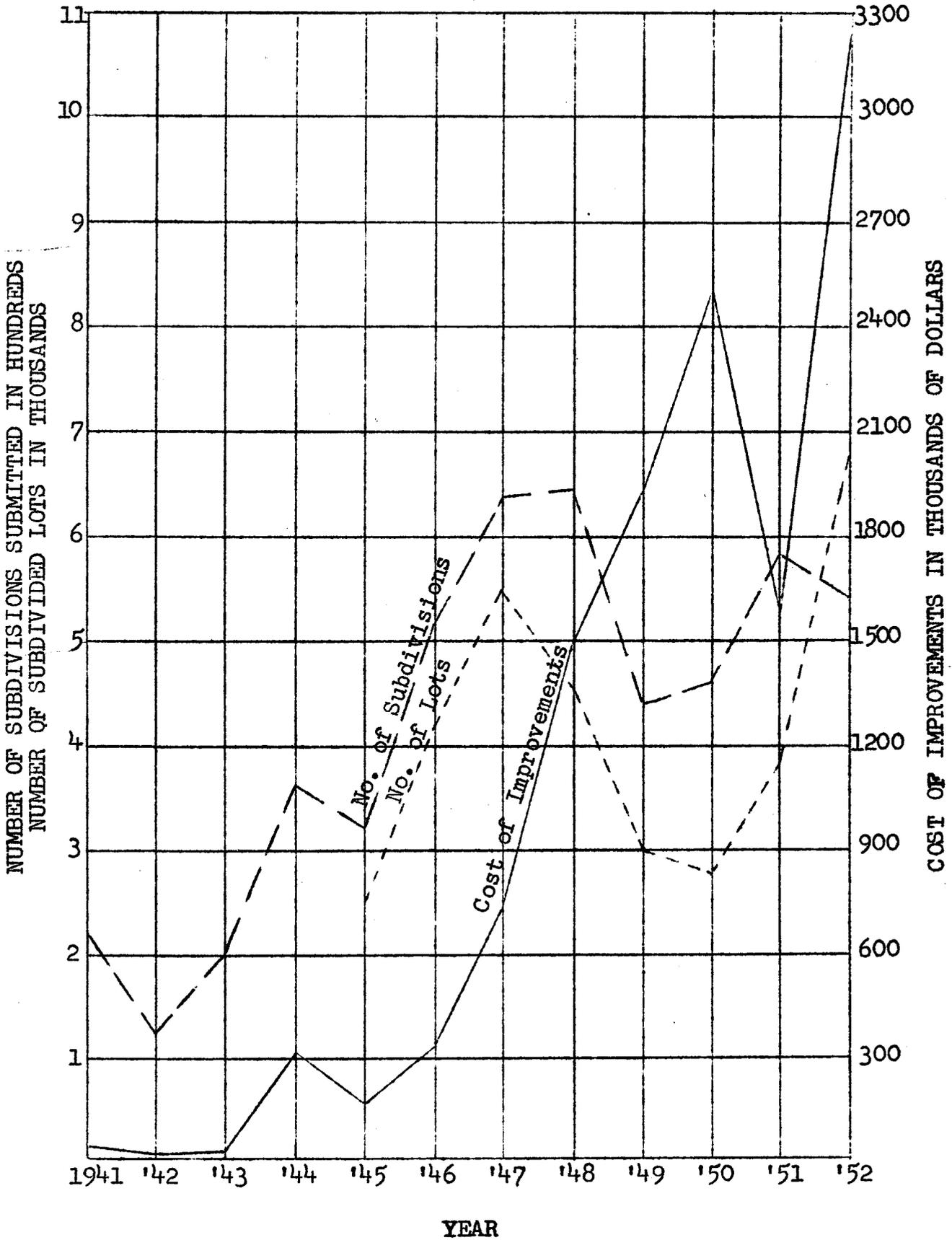
Unless a means of safeguarding the adequacy of the private water system is brought about to protect the purchaser of land for residential use, the City may be forced to buy and operate the private water system to insure an adequate water supply within the critical area.

It hardly seems fair for the City to assume this burden, especially when the owners of land to be subdivided are also owners of land on which water is already present or in which a source of water may be developed. Thus the subdivider not only retains ownership of the water which makes the land valuable, but he also realizes the benefits of the increased value of his subdivision.

An amendment to the Subdivision Rules and Regulations is proposed by the City Planning Commission whereby private water systems serving subdivisions assume the obligation of guaranteeing a permanent and adequate water supply.

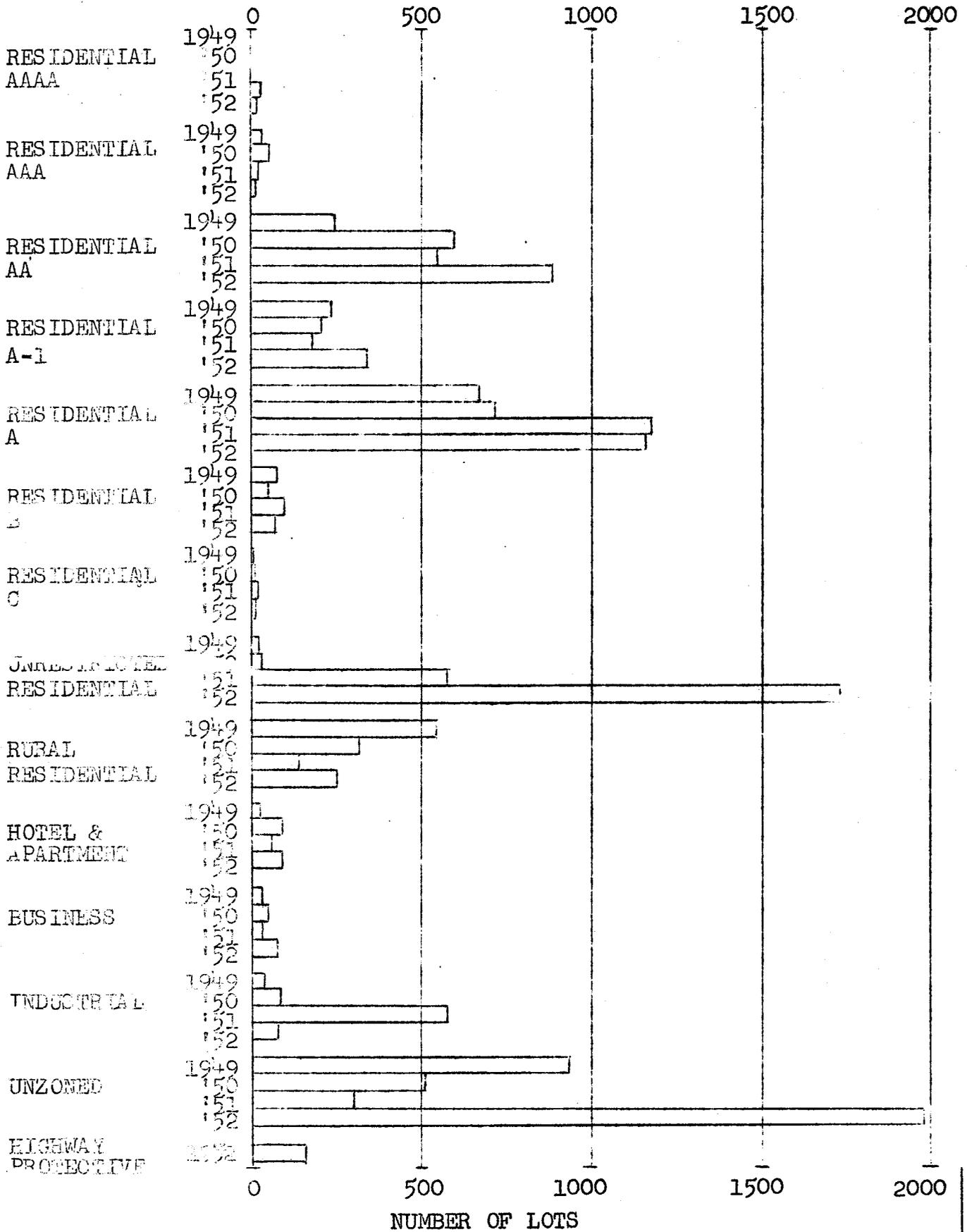
SUBDIVISION TRENDS

CITY PLANNING COMMISSION
HONOLULU, T. H.



**COMPARISON OF ZONING DISTRIBUTION
OF SUBDIVISIONS ON OAHU**

ZONING
CLASSIFICATION



SUBDIVISIONS BORDERING OR PROVIDED ACCESS BY
AN INADEQUATE OR UNIMPROVED PUBLIC RIGHT-OF-WAY

Poor location rather than poor design may lead to an undesirable subdivision. This is especially true in the case of subdivisions bordering or provided access by an inadequate or unimproved public right-of-way. Such rights-of-way cannot accommodate the prospective traffic, serve the property in the subdivision adequately, facilitate fire protection or provide access of fire fighting equipment.

The Commission, therefore, has taken under advisement an amendment to the Subdivision Rules and Regulations relative to the provisions for the improvement and or widening of public rights-of-way which serve as an access to a subdivision. This amendment will clarify as to who shall construct and improve the roadways.

DEDICATIONS OF PARKS AND PLAYGROUNDS BY SUBDIVIDERS OF LAND

The increasing number of large subdivisions has created a problem for both the City and school authorities. Unfortunately, many subdividers do not realize the need of certain community services such as parks and playgrounds as forming a part of the development of the subdivision. To provide for these needed facilities created by such subdivisions, the City is required to assume the cost in supplying the required facilities. The City Planning Commission and the Board of Supervisors are considering a proposal to reduce the government cost for these needed facilities by requiring subdividers of ten acre parcel or larger to dedicate a portion of their land for school and playground purposes. It is only fair that developers of land, who create the need for new schools and parks, bear a proportionate share in meeting the public needs.

STREET NAMES ADOPTED DURING 1952

The following street names were adopted by the Mayor and Board of Supervisors upon the recommendation of the City Planning Commission during the year 1952:

1. Ahi Place - Ahipuu Tract Subdivision, Nuuanu Valley
Resolution No. 773 (Meaning - fire)
2. Ahipuu Street - Ahipuu Tract Subdivision, Nuuanu Valley
Resolution No. 773 (Named after the tract)
3. Ahonui Street - Takara Subdivision, Kalihi
Resolution No. 355 (Meaning - endurance)
4. Alu Street - Within the proposed Kalihi Improvement
District along the Tunnel Approach Road
Resolution No. 79 (Meaning - a slope or slack)
5. Aoao Place - Existing street with the proposed Kalihi
Improvement District along the Tunnel Ap-
proach Road
Resolution No. 79 (Meaning - side street)
6. Aoao Street - Existing street with the proposed Kalihi
Improvement District along the Tunnel
Approach Road
Resolution No. 79 (Meaning - side street)
7. Bernice Street - Bishop Museum Park Tract, Kapalama
Resolution No. 356 (Named after Bernice P. Bishop)
8. Brigham Street - Bishop Museum Park Tract, Kapalama
Resolution No. 356 (Named after a trustee)
9. Buck Street - Bishop Museum Park Tract, Kapalama
Resolution No. 356 (Named after a trustee)
10. Day Place - Off Kalihi Street, Day Subdivision
Resolution No. 485 (Named after the subdivider)
11. Glenview Place - Ishikawa Subdivision, Wahiawa
Resolution No. 684
12. Grand View Place - Harrington Subdivision, Wahiawa
Heights
Resolution No. 541
13. Gregory Street - Bishop Museum Park Tract, Kapalama
Resolution No. 356 (Named after a trustee)

14. Hanana Place - Gibb Tract Subdivision, Lower Puunui
Resolution No. 874 (Meaning - curve or bending)
15. Haunani Place - Off Lilipuna Drive, Haunani Tract,
Kaneohe
Resolution No. 67 (Named after the tract name)
16. Helo Place - Waiomao Tract Subdivision, Palolo Valley
Resolution No. 223 (Meaning - red color)
17. Hipawai Place - Off Pamoia Road, Manoa Valley
Resolution No. 847 (Named after the tract)
18. Hoaloha Place - Tim Ing Subdivision, Dowsett Highlands
Resolution No. 703 (Meaning - friend)
19. Hulali Place - Takara Subdivision, Kalihi
Resolution No. 355 (Meaning - glitter)
20. Iwalani Place - Iwalani Tract Subdivision, Kaimuki
Resolution No. 774 (Named after the tract)
21. Kahauiki Place - Wong Leong Subdivision, Kalihi
Resolution No. 844
22. Kahiko Street - Koolau View Tract Subdivision, Kaneohe
Resolution No. 742 (Meaning - old, ancient)
23. Kahowaa Place - Within Puohala Village Units 10 & 11,
Kaneohe
Resolution No. 80 (Meaning - district name)
24. Kaiama Road - Bishop Estate, Maunaloa, Koko Head
Resolution No. 313 (Meaning - name of valley)
25. Kaiwi Road - Bishop Estate, Maunaloa, Koko Head
Resolution No. 313 (Meaning - name of cave)
26. Kaluamoi Place - Waiiau-Kai Tract Subdivision, Waiiau,
Ewa
Resolution No. 701
27. Kaluanui Road - Bishop Estate, Maunaloa, Koko Head
Resolution No. 313 (Meaning - name of ridge)
28. Kamiloiki Road - Bishop Estate, Maunaloa, Koko Head
Resolution No. 313 (Meaning - name of valley)
29. Kamilonui Road - Bishop Estate, Maunaloa, Koko Head
Resolution No. 313 (Meaning - name of valley)

30. Kaniau Place - John Ii Estate Subdivision, Waipahu
Resolution No. 775
31. Kapulei Street - Akakula Lots Subdivision, Pauoa Valley
Resolution No. 700 (Named after original awardee)
32. Kauhiau Place - Off Moanalua Road, Waiiau Government
Lots
Resolution No. 617
33. Kaulike Drive - Waiiau Farm Lots Subdivision, Waiiau,
Ewa
Resolution No. 702
34. Keeaumoku Place - Off Keeaumoku Street, Makiki
Resolution No. 203
35. Kekuanoni Street - Akakula Lots Subdivision, Pauoa
Valley
Resolution No. 700 (Named after original awardee)
36. Kinney Place - Kinney Subdivision, Waipahu
Resolution No. 141 (Named after subdivider)
37. Kipono Place - Waiomao Tract Subdivision, Palolo Valley
Resolution No. 223 (Meaning - variety of color)
38. Kono Street - Within the proposed Kalihi Improvement
District along the Tunnel Approach Road
Resolution No. 79 (Meaning - inviting)
39. Koolau View Drive - Koolau View Tract Subdivision,
Kaneohe
Resolution No. 742 (Named after the tract)
40. Kuahea Place - Waiomao Tract Subdivision, Palolo Valley
Resolution No. 223
41. Kuahea Street - Waiomao Tract Subdivision, Palolo
Valley
Resolution No. 223 (Meaning - region on side of
mountain)
42. Kualapa Street - Off proposed Kalihi Tunnel Approach
Road, Kalihi
Resolution No. 79 (Meaning - a ravine)
43. Kuapa Road - Bishop Estate, Maunalua, Koko Head
Resolution No. 313 (Meaning - name of fish pond)
44. Kuuala Street - Kuulei Tract Subdivision, Kailua
Resolution No. 540 (Meaning - my way)

45. Kuuhale Street - Kuulei Tract Subdivision, Kailua
Resolution No. 540 (Meaning - my house)
46. Kuuhoa Place - Kuulei Tract Subdivision, Kailua
Resolution No. 540 (Meaning - my companion)
47. Kuukama Street - Kuulei Tract Subdivision, Kailua
Resolution No. 540 (Meaning - my child)
48. Kuumele Place - Kuulei Tract Subdivision, Kailua
Resolution No. 540 (Meaning - my song)
49. Kuuniu Street - Kuulei Tract Subdivision, Kailua
Resolution No. 540 (Meaning - my palm)
50. Kuupua Street - Kuulei Tract Subdivision, Kailua
Resolution No. 540 (Meaning - my flower)
51. Lamaku Place - Waiomao Tract Subdivision, Palolo
Valley
Resolution No. 223 (Meaning - torch of kukui nuts)
52. Lanipola Place - Within Puohala Village Units 10 & 11,
Kaneohe
Resolution No. 80 (Meaning - blue heaven)
53. Lawelawe Place - Aina Haina, off Lawelawe Street
Resolution No. 39
54. Lualei Place - Off Farrington Highway within Lualei
Lots, Maile
Resolution No. 220 (Named after the tract)
55. Mahalani Street - Mahalani Tract Subdivision, Kaneohe
Resolution No. 843 (Named after the tract)
56. Mahealani Place - Kaelepulu Subdivision Extension
No. 2, Kailua
Resolution No. 665 (Meaning - full moon)
57. Makamaka Place - Kinney Subdivision, Waipahu
Resolution No. 141 (Meaning - friend or beloved one)
58. Malia Street - Kapakahi Subdivision first series,
Waiialae Nui
Resolution No. 846 (Meaning - Mary)
59. Maunahilu Place - Off Paula Drive, Kahala Heights
Resolution No. 40 (Meaning - magnificent mountain)
60. Muku Place - Koolau View Tract Subdivision, Kaneohe
Resolution No. 742 (Meaning - measure of length or
short end)

61. Malani Street - Within the proposed Kalihi Improvement District area along the Tunnel Approach Road
Resolution No. 79 (Meaning - the heaven)
62. Napuaa Place - Napuaa Tract Subdivision, Manoa Valley
Resolution No. 845 (Named after the tract)
63. Nohea Place - Puohala Village, Kaneohe
Resolution No. 140 (Meaning - lovely, out of this world)
64. Onekai Street - Within Puohala Village Units 10 & 11, Kaneohe
Resolution No. 80 (Meaning - sandy)
65. Owawa Street - Within the proposed Kalihi Improvement District area along the Tunnel Approach Road
Resolution No. 79 (Meaning - valley, ravien or gulch)
66. Pahoehoe Place - Ahipuu Tract Subdivision, Nuuanu Valley
Resolution No. 773 (Meaning - kind of lava rock)
67. Pahua Road - Bishop Estate, Maunaloa, Koko Head
Resolution No. 313 (Meaning - name of heiau)
68. Palapala Place - Bishop Museum Park Tract, Kapalama
Resolution No. 356 (Meaning - writing, inscription)
69. Peter Street - Improvement District 93, St. Louis Heights
Resolution No. 682
70. Pikoiloa Place - Within Puohala Village Units 10 & 11, Kaneohe
Resolution No. 80 (Meaning - district name)
71. Piliwai Street - Off Kam IV Road, within Kalihi Improvement District
Resolution No. 79 (Meaning - along the river)
72. Poli Hiwa - Morgan Subdivision, Nuuanu Valley
Resolution No. 741 (Named after the land)
73. Puumele Place - Ahipuu Tract Subdivision, Nuuanu Valley
Resolution No. 773 (Meaning - singing hill)
74. Puuluna Place - Within Puohala Village Units 10 & 11, Kaneohe
Resolution No. 80 (Meaning - hill top)

75. Quincy Place - Improvement District 93, St. Louis Heights
Resolution No. 682
76. Ruth Place - Improvement District 93, St. Louis Heights
Resolution No. 682
77. Saul Place - Improvement District 93, St. Louis Heights
Resolution No. 682
78. Springer Place - Springer Subdivision, Kaneohe
Resolution No. 759 (Named after subdivider)
79. Uluwehi Place - Longely Subdivision, Wahiawa
Resolution No. 285
80. Varsity Circle - Moiliili Quarry Subdivision, Lower Manoa
Resolution No. 249
81. Varsity Place - Off University Avenue, Lower Manoa
Resolution No. 249
82. Waikahe Drive - Within the proposed Kalihi Improvement District along the Tunnel Approach Road
Resolution No. 79 (Meaning - flowing water)
83. Waikahe Place - Within the proposed Kalihi Improvement District along the Tunnel Approach Road
Resolution No. 79
84. Wainana Street - Within Puohala Village Units 10 & 11, Kaneohe
Resolution No. 80 (Meaning - water view)
85. Wonder View Place - Ishikawa Subdivision, Wahiawa
Resolution No. 684
86. Yvonne Place - Waiomao Tract Subdivision, Palolo Valley
Resolution No. 223 (Named after girl's name)

ZONING PROGRESS

ACTIVITIES

Zoning activities during the year 1952 showed a considerable increase over the previous years. There were 96 applications compared to 55 for the year 1951 for changes in zoning from one classification to another. Of particular interest is the increase in the number of applications for change in zoning for the creation of rural business districts. This increased activity is reflected in the development of numerous new subdivisions and the movement of people to the rural and outlying districts.

Within the City there is also a growing awareness of the benefits and importance of proper zoning. Community groups from various neighborhoods have requested higher zoning classifications within their districts to protect their neighborhoods. A portion of Manoa has been raised from Class "A" to Class "A-1" residential district, Palolo from Class "B" to Class "A" and Kalihi from Class "C" to Class "A".

In order to insure proper and orderly development of the rural areas preparatory to detail studies of development and land use of the areas, the Commission has requested the preparation of a resolution for adoption outlining permissible uses within all areas presently unclassified in the rural district. It is the hope of the Commission that this resolution will be adopted during the year 1953.

Other zoning matters reviewed and processed by the Commission included 68 applications for zoning variances, the majority of which were for the use of the premises for off-street parking purposes.

RESTRICTIVE BUSINESS DISTRICT

Because of the numerous applications for the creation of business zones within surrounding neighborhoods which are essentially residential in character, the City Planning Commission is studying the possibility of amending the zoning ordinance to allow for restrictive business zones.

Under Section 6644, Revised Laws of Hawaii, 1945, the City Planning Commission as well as the Board of Supervisors, has the power to amend any existing ordinance to provide for new uses.

There is presently under the existing zoning ordinances, no restrictive types of business zones. The enactment of such an ordinance will provide for certain business uses which are desirable and compatible with the surrounding development. Business uses under consideration for the restrictive business district include medical or dental clinics and offices, dressmaking or millinery shops, beauty shops, restaurants and other specific uses yet to be decided. Eliminated will be such uses as service stations, blacksmith shops, auto repair shops and other business uses now permitted in a business district under the existing ordinances.

OFF-STREET PARKING ORDINANCE

A revised off-street parking ordinance Bill No. 11, requiring all new buildings to provide parking space in keeping with the demands created by the basic uses to which the building is put, was again submitted to the Board of Supervisors for favorable consideration.

The Commission had hoped that this revised bill would meet with the approval of the Board of Supervisors since representatives of hospitals and churches had met with the Commission and agreed to certain amendments to the bill relative to off-street parking requirements for churches and hospitals. The bill, however, was tabled.

The parking problem is continuing to become acute with the increase in motor vehicle registration and the experience of mainland cities has shown that off-street parking facilities required by ordinance is an effective means of assuring adequate parking facilities.

The Commission sincerely believes that in due time the public and the Board of Supervisors will recognize the urgency of the problem and an off-street parking ordinance to assure minimum provision for off-street parking and terminal facilities will be enacted.

ZONING APPLICATIONS

List of zoning changes and variance permits which were reviewed by the Commission during 1952.

Request for Zoning Changes

Type of Zoning	Approved	Disap- proved	Not in Favor	Pending	With- drawn	Total
Gen. Industry	1	1				2
Semi-Ind.			1	1		2
Business	8	5	6	4	1	24
Hotel-Apt.	8	6	3	2		19
Class "AA"	2			1		3
Class "A-1"	3			1	1	5
Class "A"	2					2
Rural Business	14	3	1	1	1	20
Rural Hotel-Apt.	3		1		1	5
Rural Class "AA"	2			1		3
Rural Class "A-1"	2			1		3
Rural Class "A"	3			1	1	5
Rural Class "B"	1					1
Highway Protective	1					1
Agriculture				1		1
TOTALS	50	15	12	14	5	96

Request for Zoning Variances

Approved	21
Extensions approved	3
Miscellaneous approved (lot sizes)	13
Temporary variances approved	1
Disapproved	25
Pending	3
Revoked	1
Withdrawn	<u>1</u>
TOTAL	68

ZONING CHANGES APPROVED DURING 1952

I. Business Districts

- No. 188 Res. No. 439 Kalihi Kai, Dillingham Blvd. and Puuhale Rd.
- No. 189 Res. No. 456 Central Business District
- No. 190 Res. No. 462 Manoa, East Manoa Rd.
- No. 191 Res. No. 465 Kapalama, East corner of Kapalama Drainage Canal and Houghtailing Rd.
- No. 192 Res. No. 472 Kalihi, North King St. and Richard Lane
- No. 42 Res. No. 457 Manoa, East corner of University Ave. and Dole St. Repealing Ordinance No. 598 and redefining Business District No. 42.
- No. 138 Res. No. 461 Kalihi, Ahonui and North School Sts. Repealing Resolution No. 426 and redefining boundaries of Business District No. 138.
- No. 158 Res. No. 473 Palolo, South side of Palolo Ave. Repealing Resolution No. 312 and redefining Business District No. 158.

II. Rural Business Districts

- No. 49
A & B Res. No. 417 Kaneohe, East side of Kamehameha Highway
- No. 50 Res. No. 422 Ewa, Ewa Beach Rd.
- No. 51 Res. No. 423 Ewa, Makule and Papipi Rds.
(In connection with modified Resolution No. 419)
- No. 52 Res. No. 428 Kaneohe, off Kamehameha Highway, 500 feet from Haiku Rd.
- No. 53 Res. No. 429 Waiiau, South side of Kamehameha Highway
- No. 54
A & B Res. No. 432 Waimanalo, East corner of Aliloi St. and Kalaniana'ole Highway and East and North corners of Wailea St. and Kalaniana'ole Highway
- No. 55 Res. No. 434 Wahiawa, West corner of Olive Ave. and Kuahiwi Ave.
- No. 56 Res. No. 446 Aiea, Moanalua Rd. and Aiea Heights Drive
- No. 57 Res. No. 455 Waianae, mauka of Farrington Highway
- No. 58
A to D Res. No. 463 Lualualei, East corner of Lualualei Ammunition Depot Rd. and Farrington Highway
- No. 59 Res. No. 464 Waiiau, North side of Kamehameha Highway
- No. 60 Res. No. 467 Kailua, Northeast side of Kailua Rd.
- No. 61 Res. No. 468 Pearl City, Northeast corner of Kamehameha Highway and Waimano Home Rd.
- No. 9-B Res. No. 459 Kaneohe and Kailua (Repealing paragraph B of Resolution No. 204 redefining rural business district 9-B)

III. Hotel-Apartment Districts

- | | | |
|--------|--------------|---|
| No. 23 | Res. No. 420 | Punchbowl, North side of Prospect St. |
| No. 24 | Res. No. 427 | Kalihi, Northwest side of Kamehameha IV Rd. |
| No. 25 | Res. No. 431 | Kewalo, West corner of Hoolai and Piikoi Sts. |
| No. 26 | Res. No. 435 | Kewalo, Alohi Way and Pensacola St. |
| No. 27 | Res. No. 436 | Kewalo, Southwest side of Alohi Way |
| No. 28 | Res. No. 450 | Kewalo, Laula Way and Rycroft St. |
| No. 29 | Res. No. 454 | Kewalo, Elm and Piikoi Sts. |
| No. 30 | Res. No. 469 | Kalihi, North side of Kalihi Stream, opposite Kalihi-Waena School |

IV. Rural Hotel-Apartment Districts

- | | | |
|----------------|--------------|--|
| No. 4 | Res. No. 426 | Kailua, end of Uluhau and Kihapai Sts. |
| No. 5
A & B | Res. No. 435 | Wahiawa, North side of Wilikina Dr. (Lakeview Tract) |
| No. 6 | Res. No. 460 | Kailua and Kaneohe |

V. Class "AA" Residential Districts

- | | | |
|--------|--------------|--|
| No. 19 | Res. No. 415 | Diamond Head, Makalei Heights |
| No. 20 | Res. No. 424 | Woodlawn, off Alani Dr. and Woodlawn Dr. |

VI. Rural Class "AA" Residential Districts

- | | | |
|--------|--------------|---|
| No. 11 | Res. No. 447 | Aiea, mauka of Moanalua Rd. |
| No. 12 | Res. No. 453 | Kailua, between Kaelepulu Stream and Kailua Rd. |

VII. Class "A-1" Residential Districts

- No. 9 Res. No. 418 Manoa, Manoa Valley (Disapproved
by Board of Supervisors)
- No. 9 Res. No. 440 Manoa, Manoa Valley
- No. 10 Res. No. 466 Diamond Head, South side of
Kahala Ave.
- No. 11 Res. No. 476 Alewa Heights, Na Pueo Tract

VIII. Rural Class "A-1" Residential Districts

- No. 4 Res. No. 451 Kailua, Keolu Hills
- No. 5 Res. No. 458 Kailua, Kawaihoa Beach Lots

IX. Class "A" Residential Districts

- No. 21 Res. No. 441 Palolo, lower Palolo Valley
- No. 22 Res. No. 471 Kalihi and Kapalama

X. Rural Class "A" Residential Districts

- No. 9 Res. No. 419 Ewa, Ft. Weaver Rd., Pohakupuna
Rd. and Papipi Rd.
- No. 10 Res. No. 452 Aiea, makai of Moanalua Rd.
- Res. No. 421 Wahiawa, off Kamehameha Highway
(Amending Resolution No. 257 re-
converting Business District No.
31 to Rural Class "A" Residen-
tial)

XI. Rural Class "B" Residential Districts

- No. 2 Res. No. 448 Aiea, mauka of Moanalua Rd.

XII. Rural Highway Protective Zone

- Res. No. 433 Ewa, 1500 feet mauka of Papipi
Rd. between Ft. Weaver Rd. and
shore line

XIII. Industrial Districts

No. 13 Res. No. 444 Kakaako, Halekauwila St.,
Richards St., Ala Moana Blvd.
and Alakea St.

VARIANCE PERMITS GRANTED

- No. 143 Allen Ching
Location: Kaneohe, East side of Kamehameha Highway
Purpose: For off-street parking purposes in Highway
Protective zone.
- No. 144 Reynolds Quarry Company
Location: Ewa, off Farrington Highway, one mile from
Brown's Camp
Purpose: For operation of rock quarry in Highway
Protective zone.
- No. 146 Theodore Char
Location: Wahiawa, between Kamehameha Highway and
Walker Ave.
Purpose: For off-street parking purposes in Class
"A" Residential zone.
- No. 147 Joseph Souza
Location: Kaneohe, off Kamehameha Highway
Purpose: For off-street parking purposes in Highway
Protective zone.
- No. 148 Chang Chow
Location: Kalihi, off North School St.
Purpose: For off-street parking purposes in Class
"A" Residential zone.
- No. 149 A. J. Thevenin
Location: Waiiau, off Kamehameha Highway
Purpose: For off-street parking purposes in Highway
Protective zone.
- No. 150 Toraichi Sugimoto
Location: Wahiawa, corner of Olive and Kuahiwi Aves.
Purpose: For off-street parking purposes in Rural
Class "A" Residential zone.
- No. 151 Oahu Sugar Company
Location: Aiea, mauka of Moanalua Rd.
Purpose: For partitioning an existing dwelling into
a duplex in area of land 20,177 square feet.

- No. 152 H. Matsuda
Location: Punahou, 132 Metcalf St.
Purpose: For the use of an existing two-story dwelling as a rooming house.
- No. 153 Sueko Nagai
Location: Waianae, off Farrington Highway
Purpose: For off-street parking purposes in Highway Protective zone.
- No. 154 Oahu Tuberculosis and Health Association
Location: Makiki, corner of Victoria and Lunalilo Sts.
Purpose: For the use of an existing dwelling for office use.
- No. 155 Ichiro Akamine
Location: Kalihi, off School St.
Purpose: For off-street parking purposes in Class "A" Residential zone.
- No. 156 Wong Chang Shee
Location: Manoa, North side of East Manoa Rd.
Purpose: For off-street parking purposes in Class "A-1" Residential zone.
- No. 157 Arthur Akinaka
Location: Kapalama, Houghtailing Rd. and Kapalama Drainage Canal
Purpose: For off-street parking purposes in Class "A" Residential zone.
- No. 158 Seth Lau
Location: Palolo, end of La-I Rd.
Purpose: For the raising of chickens in Class "A" zone.
- No. 159 Yukichi Shiroma
Location: Waiiau, off Kamehameha Highway
Purpose: For off-street parking purposes in Highway Protective zone.
- No. 160 Hamayo Nakatani
Location: Lualualei, off Farrington Highway
Purpose: For off-street parking purposes in Highway Protective zone.
- No. 161 Kaneohe Ranch Company
Location: Kailua, off Kailua Rd.
Purpose: For off-street parking purposes in Rural Class "AA" Residential zone.

- No. 162 Kwock Bung Chun
 Location: Kailua, 104 Oneawa St.
 Purpose: For the use of an existing dwelling for
 doctor's office.
- No. 163 I. Okumura
 Location: Kapahulu, Mooheau and Kapahulu Aves.
 Purpose: For off-street parking purposes in Class
 "B" Residential zone.
- No. 164 George Hayashi
 Location: Palolo, off Palolo Ave.
 Purpose: For off-street parking purposes in Class
 "A" Residential zone.

ZONING VIOLATIONS - 1952

Violations corrected	46
Letter sent notifying owner of violation	6
Pending (under investigation)	14
Investigation revealed no violation present	<u>10</u>
Total number of violations investigated	76

FINANCIAL STATEMENT

City Planning Budget for 1952:

Salaries and Wages		
City Planning Commission	\$ 88,177.00	
Honolulu Redevelopment Agency	20,000.00	*
Contractual Services	2,675.00	
Materials and Supplies	1,600.00	
Fixed Charges	50.00	
Equipment	294.70	
	<hr/>	
SUB-TOTAL	\$112,796.70	
Additional Appropriation	1,158.00	
	<hr/>	
TOTAL	\$113,954.70	
Lapsed during the year	20,479.78	
	<hr/>	
NET TOTAL		\$93,474.92

Disbursements:

Salaries and Wages		
City Planning Commission	\$ 77,923.19	
Honolulu Redevelopment Agency	9,774.03	
Contractual Services (HRA - \$4.50) ..	3,426.64	
Materials and Supplies (HRA - \$150.60)	1,715.87	
Fixed Charges	36.93	
Equipment	492.70	
	<hr/>	
TOTAL	\$ 93,369.36	
Unexpended balance - Dec. 31, 1952 ..	105.56	
	<hr/>	
NET TOTAL		\$93,474.92

* Estimated amount chargeable to Honolulu Redevelopment Agency for administrative and engineering services rendered by the Commission's staff.

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

1952

3

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.