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CITY PLANNING COMMISSION

CITY AND COUNTY OF HONOLULU



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ANNUAL REPORT

1951

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CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU. *Planning Dept.*

ANNUAL REPORT

1951

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CITY AND COUNTY OF HONOLULU

A. J. GIGNOUX, Chairman
LESTER PETRIE, Vice-Chairman
GEO. K. HOUGHTAILING, Director



ALEXIS J. GIGNOUX
A. A. WILSON
THOMAS B. VANCE
KENNETH W. ROEHRIG
HENRY C. H. CHUN-HOON
ROBERT K. MURAKAMI
LESTER PETRIE
WILLIAM H. SOPER
DAVID K. BENT

CITY AND COUNTY OF HONOLULU

CITY PLANNING COMMISSION
HONOLULU HALE ANNEX
HONOLULU 13, HAWAII

March 27, 1952

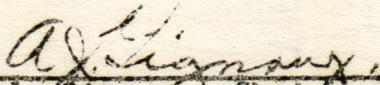
Honorable Mayor and Members
of the Board of Supervisors
City and County of Honolulu
Honolulu, Hawaii

Gentlemen:

Your City Planning Commission transmits herewith to you and through you to the people of the City and County of Honolulu its report of accomplishments for the year 1951.

We take this opportunity to express our appreciation for the friendly cooperation received from the Mayor and Board of Supervisors, other governmental agencies, newspapers, civic organizations, and interested citizens with whom we have worked.

Respectfully submitted,
CITY PLANNING COMMISSION


A. J. Gignoux, Chairman

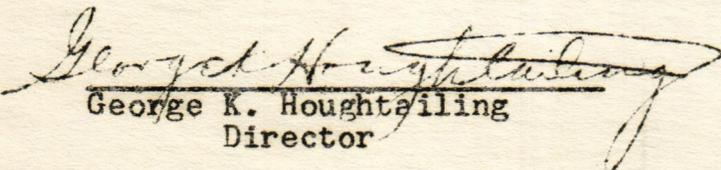

George K. Houghtailing
Director

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CITY PLANNING COMMISSION

Membership as of December 31, 1951

1.	Alexis J. Gignoux	Chairman
2.	Lester Petrie	Vice-Chairman
3.	A. A. Wilson	Member
4.	Thomas B. Vance	Member
5.	Kenneth W. Roehrig	Member
6.	Henry Chun Hoon	Member
7.	Robert K. Murakami	Member
8.	William H. Soper	Member
9.	David K. Bent	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
Wah Jan Chong	Civil Engineer
Shigeru Matsuguma	Civil Engineer
Wallace Kim	Civil Engineer
Richard Nagasawa	Civil Engineer
Conway Yamamoto	Civil Engineer
Frederick Lee	Cadastral Engineer
Tetsuichi Mitsuda*	Civil Engineer
Newton Chinn	Civil Engineer
Robert H. Tsunoda	Engineering Clerk
Robert S. Hinazumi	Engineering Clerk
Masato Kosaka	Engineering Draftsman
Tsugio Nobuta**	Engineering Draftsman
Harold M. Yonamine	Engineering Draftsman
Noboru Kaneshiro**	Engineering Draftsman
Frank Akina	Engineering Draftsman
Solomon Kam	Engineering Draftsman
Doson Tomei	Engineering Aide
Alfred Carter	Engineering Aide
Camillia A. Leu	Clerk Reporter
Virginia Hashimoto	Clerk Stenographer
Marian N. Munekata	Clerk Stenographer
Toyoko H. Akaji***	Clerk Stenographer

* Leave of absence for graduate study at the
 University of Illinois, Urbana, Ill.

** Military leave of absence

*** Maternity leave of absence

ACTIVITIES OF THE
CITY PLANNING COMMISSION

Your City Planning Commission is vested with the problem of preparing progressive long-range plans for the general betterment of the City and County of Honolulu. The Commission is charged with the responsibilities of administering the zoning ordinance and subdivision rules and regulations. Its duty is to prepare a comprehensive master plan for new streets and highways, widening and extension of existing streets, sites and location of public buildings, schools, parks and playgrounds, beach expansion, and other features that pertain to public improvements.

Realizing their duties and responsibilities, the members of the City Planning Commission gave generously of their time in reviewing and making decisions on the large volume of cases which were submitted for their study and recommendations during the year 1951.

In order that Commission members may have a greater opportunity to devote time and study to matters of general policy involving the Master Plan and special planning problems, special committees met in advance of the regular meeting to review subdivision and zoning applications after which their findings and recommendations were presented to the entire membership.

Field trips were made by the Commission to urban and rural areas to obtain "on-site" information relative to subdivision, zoning and Master Plan matters which aided in the discussion and decisions of the Commission. The broad experience and background knowledge of the Commission membership have greatly contributed to the intelligent evaluation of the planning program. In guidance toward the proper development of a carefully thought-out long term plan for the desirable future development of the City and County of Honolulu, this experience has been invaluable.

It is realized that sound practical city planning can only be achieved through mutual cooperation with the executive, legislative and administrative branches of the government and with citizens of the community. Toward this end, the Commission has met with the Board of Supervisors on several occasions to discuss matters of policy pertaining to Master Plan projects. These have included Waikiki Beach expansion, relocation of the police station, new emergency hospital and municipal auditorium sites, requirements for provision of off-street parking, creation of an improvement district for local access roads adjacent to Kalihi Tunnel approach road; street improvements and grade separations, urban redevelopment, drainage master plan, and other matters related to the city's welfare.

PLANNING PROGRESS

A city and surrounding area which it influences are primarily places where people live, work and play. Better life for its inhabitants is the major objective of planning. It is recognized that sound planning for a city must embrace the whole of the area that constitutes the social and economic community.

Planning, however, is never finished. There is nothing final about a Master Plan. It is an instrument by which the people can look backward a generation or more to sum up their accomplishments to date and look ahead and lay the foundation for desired improvements for the generation to come. A Master Plan is an overall diagram or framework for desirable future developments rather than a detailed blueprint of specific improvements. It is subject to continuous study and subject to change as needed, and to meet the requirements of a changing world and needs of the population.

POPULATION TRENDS

The 1950 population census for the City and County of Honolulu, as released by the U. S. Census Bureau, is 347,440. This comprises about seventy (70) per cent of the entire population of the Territory of Hawaii which is 493,348. The 1950 population for the City of Honolulu is 238,087, representing an increase of 58,761 since 1940 or about 33 per cent.

Knowledge and understanding of the increase and distribution of population is essential in planning the future development of the city. Plans for schools, parks and playgrounds, water system, sewers, streets, and the like cannot be efficiently effected without some knowledge of the population to be served.

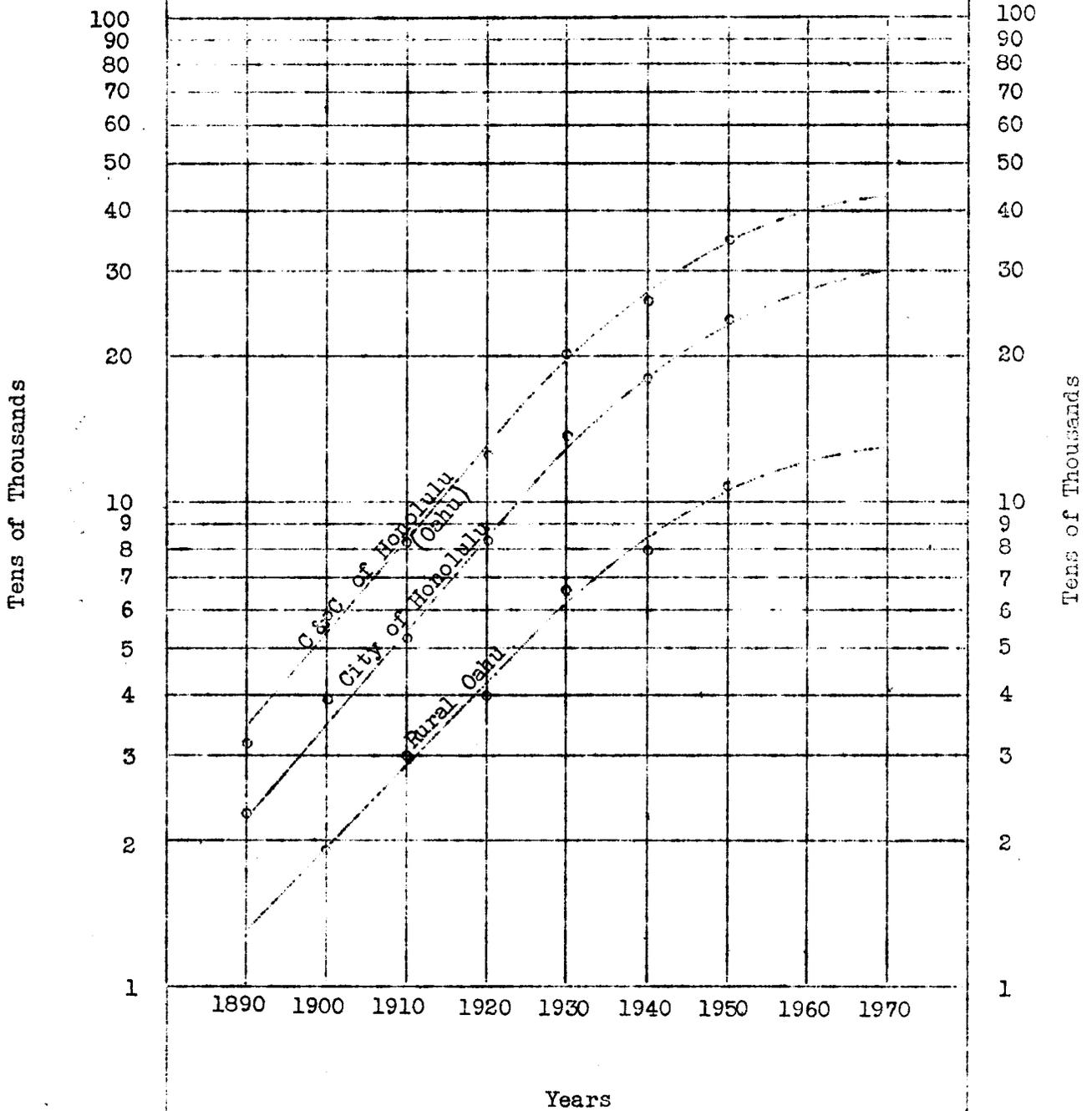
MOTOR VEHICLE REGISTRATION

The 1951 motor vehicle registration for the City and County of Honolulu totalled 112,347. Based on the total population, this represents an average of 3.4 persons per vehicle. There was an increase of 12,167 cars since 1950, or 12 per cent, almost all of which are passenger cars. Truck registration has remained at about 16,000 since 1947. The increase for 1951 sets a record since the average increase from 1947 to 1950 was 8,000 cars per year.

These figures bring out the fact that the life of a modern city is dependent upon the free movement of people and goods. Every year more people use more cars and therefore travel greater distances in terms of mileage. This is the hub of our traffic problem.

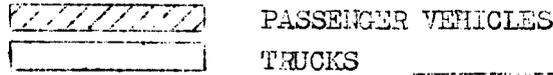
POPULATION TRENDS

CITY AND COUNTY
OF HONOLULU



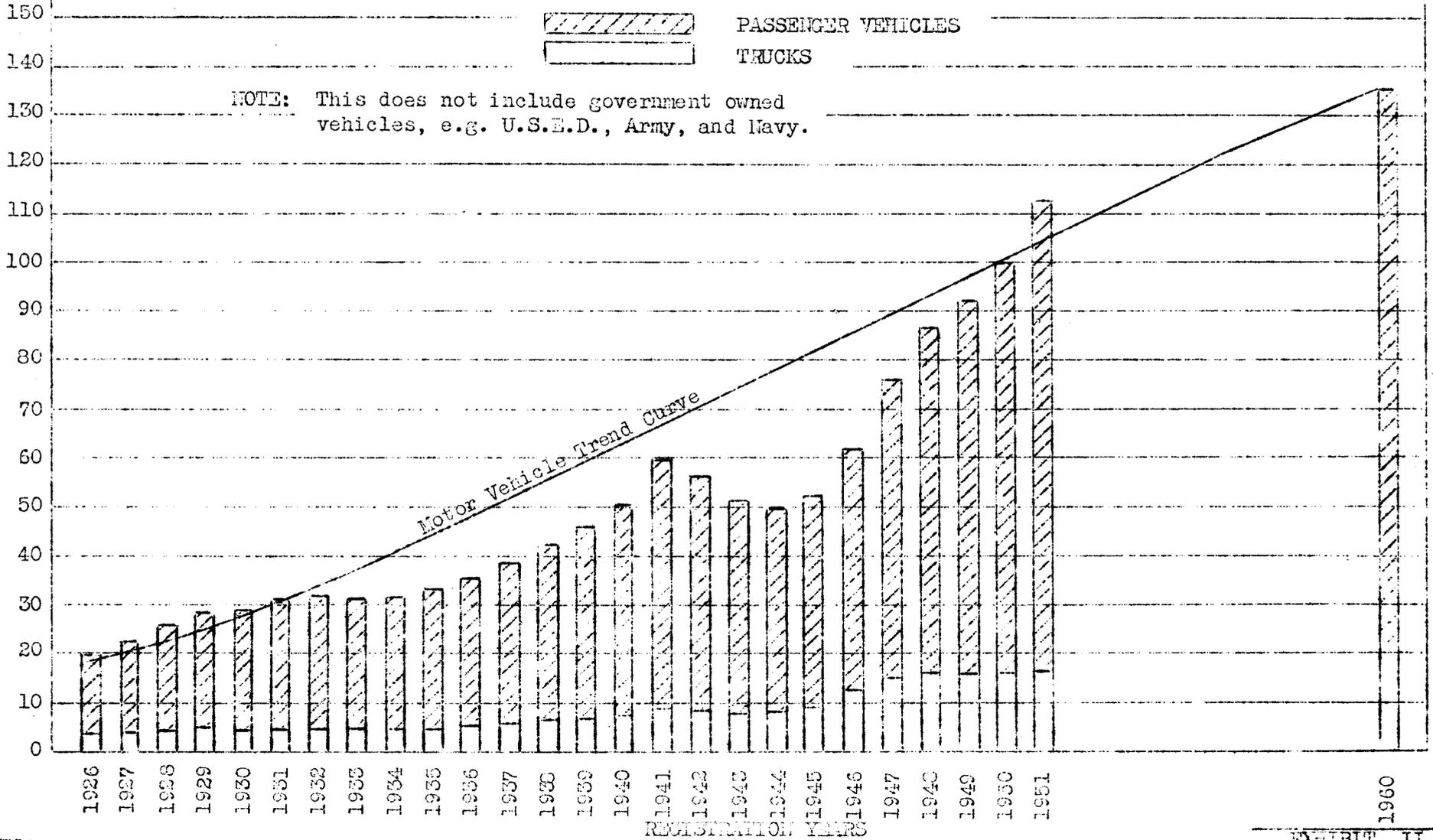
MOTOR VEHICLE REGISTRATION
 CITY & COUNTY OF HONOLULU
 PREPARED BY CITY PLANNING COMMISSION

LEGEND



NOTE: This does not include government owned vehicles, e.g. U.S.E.D., Army, and Navy.

MOTOR VEHICLE REGISTRATION
 THOUSANDS OF CARS



People want to get from place to place by the shortest and quickest route. No street system could be devised that would completely satisfy such a demand. A system of highways and streets, however, can be planned and developed over a period of years that will enable the motoring public to travel quickly and conveniently to destinations with a minimum of delay, inconvenience, and in safety.

It is not enough that an adequate plan be designed efficiently and economically from the standpoint of engineering considerations alone. It is essential that our street and highway plan be coordinated with all other types of land use and with all forms of transportation because they play an important part in shaping the character and location of development of the city and its outlying areas.

MASTER PLAN

During the year certain amendments to the Master Plan street layout and other features were discussed and approved. Some of the activities concerning various features of the Master Plan are outlined herein:

MAUKA ARTERIAL

In cooperation with the Territorial Highway Department, the Planning Commission approved amendments to the Master Plan street alignment for two sections of the Mauka Arterial after a duly authorized public hearing.

The area between Pensacola Street and Kapahulu Avenue was one of the sections discussed. The alignment as proposed by the Territorial Highway Department generally followed that as adopted in the Master Plan. The main modifications involved the width of right-of-way which varied from 120 feet to 170 feet as necessitated by the limited access requirements of the Federal Aid Highway System, and grade separation design for the intersections of Piikoi Street, Keeaumoku Street, Punahou Street, McCully Street, University Avenue and Old Waialae Road. Approximately 70 per cent of the properties have been acquired voluntarily or through negotiations with affected property owners.

The Territorial Highway Department estimates that construction of the first phase of this important highway will commence about the middle of 1952.

The other section was between Kalihi Street and Middle Street. The original alignment adopted in the Master Plan followed the extension of Vineyard Street which curved at Kalihi Street to join with Kamehameha Highway near Oahu Prison. Since the Territorial Highway Department, however, is planning a major reconstruction of Moanalua Road from Aiea Junction to Middle Street and has already completed a portion near the entrance to Tripler General Hospital, the department proposed that Vineyard Street be extended to join Moanalua Road at King and Middle Streets in order to give a shorter connection from Kamehameha Highway to the Mauka Arterial.

KALIHU VALLEY ACCESS ROADS

An informal hearing was held at Kapalama School to discuss a proposed improvement district for local service streets for the Kalihi-Uke area adjoining the Kalihi Tunnel approach road. This informal meeting was held by the Board of Supervisors to obtain preliminary comments of affected property owners prior to initiating a formal public hearing for creation of an improvement district and was also attended by the Chief Engineer of the Department of Public Works, Chief Engineer and Manager of the Board of Water Supply, and the Director of the City Planning Commission.

It was explained that the construction of the Kalihi Tunnel approach road, under Federal Aid highway funds, will not commence until the Territorial and Federal governments are assured that construction of adjacent access roads will be undertaken in order to furnish new access to properties, existing access to which will be restricted due to the limited controlled access design.

The Board of Supervisors has adopted Resolution No. 73, initiating proceedings for the permanent improvement of connecting and service roads immediately adjacent to the Tunnel Approach Road from School Street to Numana Road. Preliminary engineering studies and plans are now being made and it is estimated that an improvement district will be created in 1952 in order to facilitate the early construction of Kalihi Tunnel approach road and the Tunnel.

OVERPASS AT KAPIOLANI BOULEVARD-KALAKAUA AVENUE

The need for an overpass at the intersection of Kapiolani Boulevard and Kalakaua Avenue has been advocated by the Commission since 1948. A scale model was made in 1949 to demonstrate the practicability of the project for permanent relief of traffic congestion and delay at this intersection.

A special committee was appointed this year by the Mayor and Board of Supervisors to study and report on the feasibility of constructing the overpass and to act in an advisory capacity to the Chief Engineer in the design and specification of the structure.

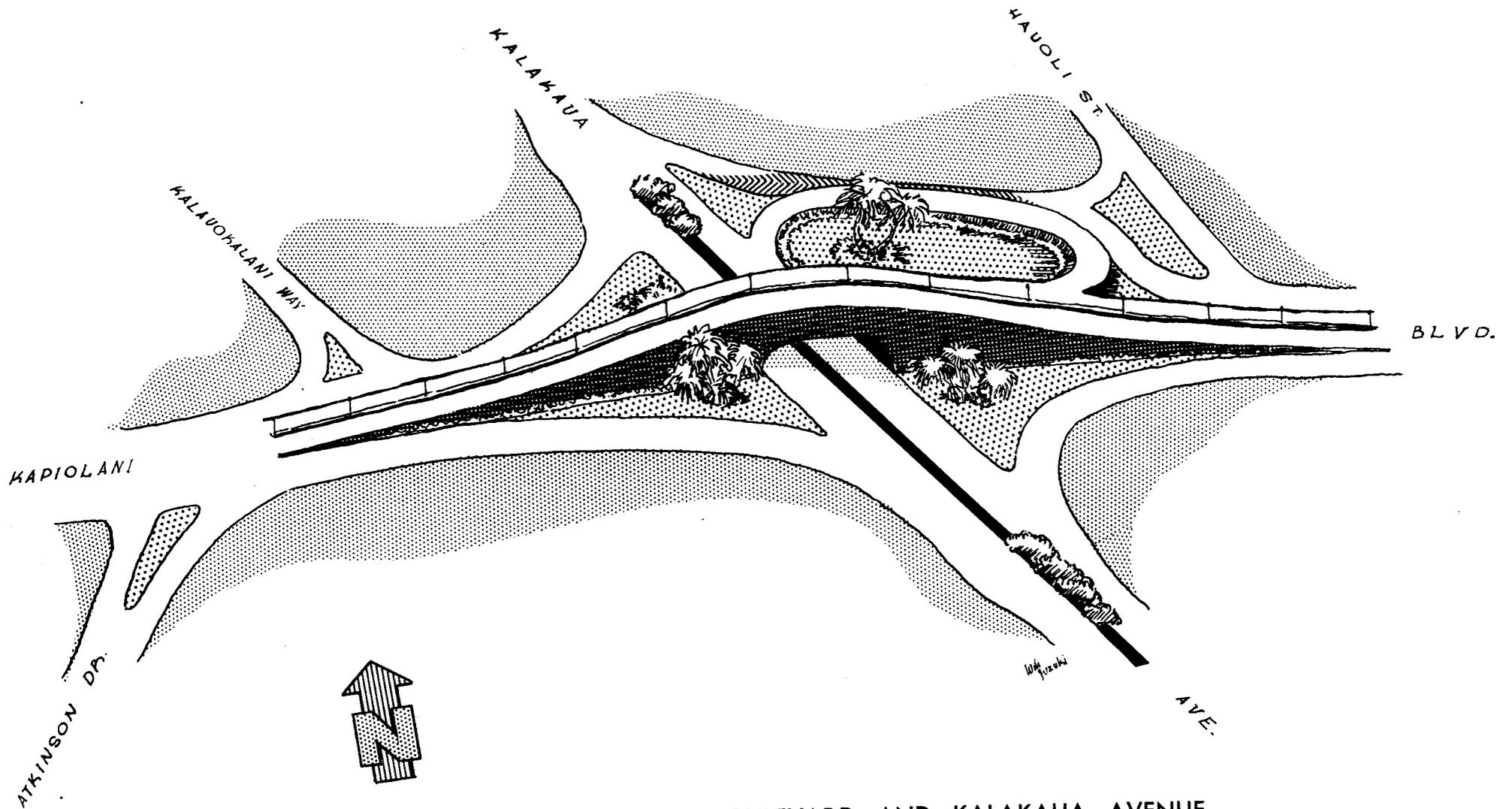
The committee explored various types of grade separation structures such as overpass, underpass and combination partial overpass and underpass. The general overall traffic pattern was considered in relation with the effect of other proposed master plan street projects such as the Mauka and Makai Arterials and the widening of King and Beretania Streets if completely effected. Estimated costs of the proposed projects were analyzed by the committee.

The committee, after thorough studies of all available factual data and on the amount of time savings that will be effected, recommended that the construction of a four-lane overpass over Kalakaua Avenue, including a cloverleaf ramp at the mauka-Koko Head corner, is justified and warranted from the standpoint of the motoring public.

The Board of Supervisors accepted the committee's report and recommended that monies be inserted in the 1952 budget for the preparation of design plans and specifications.

KAKAAKO-KEWALO STREET LAYOUT

Because of the need for large industrial lots in this area, the Commission was requested to revise the street layout which was formerly designed for 50 feet by 100 feet residential lots.



OVERPASS AT KAPIOLANI BOULEVARD AND KALAKAUA AVENUE
CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU

After much consideration of various traffic factors, the Commission evolved a plan which properly provided for service roads for the reduction of truck traffic on the Makai Arterial route along Ala Moana Boulevard. This was incorporated into the master plan after due public hearing.

CONNECTION BETWEEN NUUANU AVENUE AND LILIHA STREET

Possibility of a connecting road from upper Nuuanu Avenue near Laimi Road to Liliha Street was given thorough consideration by the Commission on the basis of traffic congestion at Wyllie Street. After reviewing various alternate plans, the Commission recommended to the Board of Supervisors that the street improvements as outlined in the Master Plan will furnish adequate traffic relief, namely, the widening of Judd and Wyllie Streets and the extension and widening of Jack Lane as four-lane streets which was also endorsed by the Traffic Safety Commission. This matter has been referred to the Chief Engineer by the Board of Supervisors for preparation of cost estimates.

KAHALOA STREET EXTENSION

In compliance with Public Works Committee Report No. 3691, a study was made for revision of street layout to serve the newly constructed Manoa Elementary School and adjoining park area. The Master Plan proposed the extension of Kahaloa Street as a 56-foot right-of-way joining East Manoa Road with Manoa Road with the park area on the makai side. However, the school was subsequently built on the mauka side and the consolidation of the park and school areas no longer necessitated the extension as outlined. Under the new plan, Kahaloa Street will be bridged across Manoa Road and extended 400 to 500 feet into the school and park area as an access road with ample adjacent parking space. The new plan has been endorsed by the Department of Public Instruction, the Parks Board and the Manoa P.T.A. and has been referred to the Chief Engineer by the Board of Supervisors for cost estimates of the project.

PIIKOI STREET EXTENSION

The improvement of Piikoi Street from Kapiolani Boulevard to King Street has long been recommended by the Commission. The Master Plan provides for an 80-foot right-of-way and a 64-foot pavement since Piikoi Street is an important mauka-makai connector in the major thoroughfare plan. The Commission has recommended to the Board of Supervisors that the Master Plan be adhered to in the improvement of Piikoi Street presently contemplated to be constructed under the provisions of the improvement district statutes.

STREETS AND HIGHWAYS

During the year, the Board of Supervisors recommended the following street improvements to be considered for early construction:

- a. Kapiolani Boulevard Extension.
- b. Dole Street Extension.
- c. Judd Street Extension from Nuuanu Avenue to Auwaiolimu Drive.
- d. University Avenue Extension from King Street to Ala Wai Canal.

These street improvements will help to give better traffic circulation and is in line with the overall Master Plan for the city.

DRAINAGE MASTER PLAN

The Commission was requested per Resolution No. 119 of the Board of Supervisors to make a survey of drainage conditions throughout the island, particularly within the City of Honolulu to the end that a Master Plan for drainage be drawn up and adopted to further a permanent and overall drainage system as an ultimate solution of the present serious problem.

For this work, the Commission recommended to the Mayor and Board of Supervisors that funds be made available for a comprehensive aerial photo-contour map of the City of Honolulu. In this connection, the attorney has also advised the Board of Supervisors that no further action can be taken on the Commission's recommendation for interim legislation to prevent the construction of buildings or dwellings on or in proximity of existing water courses or streams until the completion of a master topographical map, establishing setback areas along the banks of water courses or streams.

Necessary funds for the aerial photo-contour map, as requested, were not made available and therefore little progress has been made in the preparation of the master plan for drainage.

In order to prevent the encroachment of building in close proximity to existing stream beds or water courses, the Commission recommended the enactment of interim ordinance.

OFF-STREET PARKING

An off-street parking ordinance was prepared after intensive study and submitted to the Board of Supervisors for favorable consideration. The provision of this bill notes minimum off-street parking requirements for business districts, hotel and apartment districts, churches, auditoriums, hospitals and convalescent homes, welfare institutions, libraries, clubs and rooming houses. It is the sincere hope of the Commission that the Board of Supervisors will enact this ordinance in 1952.

WAIKIKI BEACH

In compliance with the Board of Supervisors' Resolution No. 578, requesting the City Planning Commission to delete from the Master Plan portion of Waikiki Beach Expansion extending from the Natatorium to Poni Moi Road, the Planning Commission held a public hearing under the provisions of Section 6637 of the Revised Laws of Hawaii, 1945. After due consideration of the importance of the Waikiki Beach Expansion program as noted on the Master Plan, the Commission voted to inform the Board of Supervisors that all efforts should be made for strict adherence to the Master Plan and thereby preserve and enhance one of Hawaii's greatest assets--its beaches for the use of its own people. In the long run, the Commission believes that this policy is likewise in the best interests of the tourist industry.

It is vitally important to the Territory, City and County, and the general public that the historic and once beautiful Waikiki Beach be preserved and improved. To neglect it from the standpoint both of function and of aesthetics may lead to a definite financial loss to the community in tourist trade. The Planning Commission readily agrees that expansion of Hawaii's tourist industry is one of the greatest factors to be considered to guarantee Hawaii's economic future. At the same time, however, the Commission contends that reduction of our famous Waikiki Beach frontage for easy access by the public and visitors, to say nothing of blocking open vistas of the shoreline, is a grave mistake from the standpoint of tourist attraction.

The tourist trade, in fact, is an industry which takes its place down the line from sugar, pineapple, and other industries upon which have been built the economic structures of the island. If the tourist trade is to continue as one of the large industries to provide additional income to the Territory, then the City and County must prepare plans to meet the needs of this industry and develop Waikiki Beach as it is advertised. The improvement and expansion of Waikiki Beach will attract nation-wide and even world-wide attention and if carried out on the grand scale and according to the modern standards, it will be a major drawing card to bring tourists and vacationers from many parts of the nation.

Mediterranean and South American resorts and many of our mainland cities have realized the importance of preserving their waterfront vista and, as a result, their famous beaches are open to unobstructed view from the boulevards which border them. Hotels and other accommodations for tourists are located on the land side of these boulevards. Such construction here would encourage development of such accommodations on the mauka side of Kalakaua Avenue because of the assurance that the beach frontage would not be blocked by buildings erected between them and the sea.

There is another point which our responsibility as government officials requires us to consider. Hawaii's beaches are the birth right of Hawaii's own people. The people of Hawaii have certain inalienable rights in the use of their own beaches. These rights must not be abrogated. Hawaii's beaches must not be turned over to private individuals for economic purpose and the construction of improvements which bar the people of Hawaii from free access to their beaches.

The point made that because of limited funds the government is not in a position at this time to acquire this beach frontage was given due consideration by the Commission. The Commission believes that a plan should immediately be made to provide necessary funds for these purchases so that the entire Waikiki Beach frontage may be acquired as funds become available. In that connection, the Commission, after meeting with the Mayor and Board of Supervisors and representatives of the Board of Public Parks and Recreation, Controller's Office, and the Attorney's Office, noted the following possible financial programs for the acquisition of beach areas: (1) the sale of portion of unimproved government-owned lands mauka of Kapiolani Boulevard between Paki Avenue and Leahi Avenue, and the use of said proceeds for beach acquisition, (2) long-range beach financing plan by increasing the tax rate to provide certain sums of money yearly for the acquisition of this important project. It is the conviction of the Planning Commission that the Master Plan, if strictly adhered to, will, in the future, be acclaimed by the people of Hawaii and by the tourists visiting our islands.

Not all benefits can be measured in dollars and cents. Beaches and parks play a part in people's lives which add to their well-being and provide outlets for their energies. Attractive areas for relaxation, and suitable facilities for sports and hobbies are not luxuries, but are instruments of good citizenship. The Waikiki development plan is to rectify wherever possible the errors of the past and make certain they will not be repeated in the future. To counteract this provision, particularly with regard to the development of Waikiki, is a step backwards. The economic benefits for the community as a whole can readily be seen.

BEACH RIGHTS-OF-WAY

Pursuant to a communication from the Wailupe Community Association urging the Board of Supervisors to examine the possibility of a right-of-way to the beach from Kalaniana'ole Highway to serve residents of Wailupe, Public Works Committee Report No. 373 referred this matter for consideration by the Chief Engineer, Parks Board and the City Planning Commission together with the possibility of providing rights-of-way to beaches in all sections of the island.

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CITY AND COUNTY OF HONOLULU

After visiting the site, the Commission recommended the acquisition and maintenance of four existing private beach rights-of-way at Wailupe which was referred to the Chief Engineer by the Board of Supervisors.

AQUARIUM SITE

In keeping with the Master Plan for Waikiki Beach Expansion, the Planning Commission, in cooperation with the Superintendent of the Territorial Public Works, Robert M. Belt, approved the location for the construction of a much-needed aquarium on the ewa side of the Natatorium.

A public hearing was held to amend the existing Master Plan to provide an aquarium adjacent to the ewa side of the Natatorium and to create an open beach area for the premises presently occupied by the existing aquarium building which is to be demolished upon completion of the new aquarium structure. The Commission adopted the amendment by Resolution No. 399 on October 4 and submitted the resolution for the consideration of the Mayor and Board of Supervisors.

SCHOOL SITES

In cooperation with the Department of Public Instruction, the Planning Commission, after careful study and discussion, approved the following school sites for incorporation as part of the Master Plan:

1. Kahala Elementary School on Farmers Road, containing 10 acres which has been set aside by the Bishop Estate.
2. Kahala Senior High School in Waiialae Iki, extending to Kalaniana'ole Highway and containing 35 acres. The Commission recommended at least one tier of residential lots as a buffer from the main highway.
3. Upper Aina Haina Elementary School, containing 6 acres above the presently developed area, together with an adjoining park and playground area of $2\frac{1}{2}$ acres.
4. Niu-Kuliouou Intermediate School at the end of Halemanu Road.
5. Koko Head Elementary School makai of Lunalilo Home.
6. Palolo Second Elementary School adjacent to the Hawaii Housing Authority housing project area.
7. Makiki-Moiliili Elementary School. Two alternate sites were considered--one at Kaheka Lane containing 9 acres in a built-up area and the other at the

end of Kamoku Street adjacent to the Iolani School property, being an undeveloped portion of Ala Wai Park which was referred to the Parks Board for comment.

The need for these school sites is based on the increase in the population in the areas proposed for the schools. The minimum standards and requirements for area, location and desirable enrollment have been adopted by the Department of Public Instruction.

ALA WAI GOLF COURSE

The Commission went on record as approving in principle a proposal to develop Ala Wai Golf Course for homesites, contingent upon the provision of two new golf courses and the use of the remaining proceeds from the sale of the golf course for acquisition of a site and construction of a much-needed municipal auditorium.

HOUSING

The year 1951 was featured by several housing site studies undertaken jointly by the Hawaii Housing Authority and the Commission. The Planning Commission reviewed and endorsed the plans and specifications for the 364-unit Mayor Wright Housing project bounded by Liliha Street, King Street, Pua Lane and Vineyard Street. This project under the jurisdiction of the Hawaii Housing Authority will be for low-income families. It is estimated that the first units will be ready for occupancy in August, 1952. The plan conforms to the Master Plan features with respect to: (a) the Mauka Arterial 30-foot setback on the makai side of Vineyard Street, (b) Kukui Street 60-foot right-of-way through the project, (c) Liliha Street 10-foot setback through the project, and (d) Pua Lane widening and extension.

In cooperation with the U. S. Navy, the Planning Commission reviewed plans for the 952-unit housing project to be constructed at Moanalua one mile northwesterly of the junction of Kamehameha Highway and Camp Catlin Road. The Commission called a public hearing to change the zoning from unrestricted residential to hotel and apartment in order to accommodate apartment type structures of two and three bedroom units.

MASTER PLANS FOR RURAL AREAS

The Commission has directed its staff to proceed with the preparation of base maps and the development of a Master Plan and comprehensive zoning maps in cooperation with the various community associations which have requested that a comprehensive master plan for street systems, schools, parks and playgrounds, shopping centers, civic centers and other features including zoning be adopted.

1. Aiea

A public hearing was held November 16 to discuss the Aiea Master Plan after several preliminary meetings by the director with the Aiea Community Association. Adoption of the Master Plan has been deferred pending further study and recommendations by the Aiea Community Association.

2. Kailua-Lanikai-Keolu Hills

The base map has been completed and a preliminary Master Plan and zoning plan have been presented for consideration by the Hui-O-Kailua. It is expected that a public hearing will be held on the Kailua-Lanikai-Keolu Hills Master Plan within the early part of 1952.

3. Kaneohe

Base maps for the Kaneohe area have been completed and tentative studies have been initiated for development of a Master Plan of this area.

4. Waialua-Haleiwa

The request of the Waialua-Haleiwa Community to the Board of Supervisors for a Master Plan was referred to the Commission. This matter will be given priority as soon as available technical personnel can be assigned.

5. Waimanalo

The Commission has been requested by the Commissioner of Public Lands to cooperate with the Territorial Surveyor's office in the proposed development of the Waimanalo area into a modern community with ample sites for schools, churches, businesses, cemetery sites, parks, house lots, farms, subsistence farms and civic center.

6. Wahiawa

Wahiawa comprehensive zoning has been adopted. Studies are being undertaken with respect to a comprehensive street pattern which will include widening and extension of present sub-standard streets.

FINANCING

The physical accomplishment of the objectives of the Master Plan projects requires an intelligent long-range financial plan. Such a long-range financial plan would be based upon the following comprehensive programs: (1) a program of operating and maintenance expenditures for public services; (2) a capital improve-

ment program based on the Master Plan; (3) a comprehensive revenue program. Once the financial plan has been formulated, it should be carried out with the aid of three other administrative devices: (1) a priority list of proposed capital improvements; (2) a capital budget ranging from five to ten years; (3) the annual city budget.

The possibility of setting aside funds in the budget for the acquisition of lands for important Master Plan projects has been discussed over a period of years with the Mayor and Board of Supervisors. Such a financing program has many advantages in that it provides a means of assuring that the projects will be carried out in accordance with both predetermined priority improvement and the community's ability to pay and also lengthens the period available for proper technical design. It also permits the advance acquisition of real estate and gives the property owner some inkling of the date of acquisition of his property in order that he may make plans accordingly and prevent uncertainty and anxiety on his part as to the City's intentions affecting his property.

On the basis of these discussions the Mayor and Board of Supervisors, by Resolution No. 355, requested the Commission, the Controller and the City and County Attorney to confer on a regular and progressive method of purchases of land noted in the Master Plan for future development and to make a report regarding required legislation to provide the City and County with the necessary funds and also to consider the use of annual lapsed funds toward this purpose.

AMENDMENTS TO THE MASTER PLAN

List of amendments to certain sections of the Master Plan is made a part of this report.

These amendments were adopted by the Commission and approved in compliance with Section 6637 of the Revised Laws of Hawaii, 1945.

MASTER PLAN AMENDMENTS DURING 1951

Master Plan Section	Description	Date of Public Hearing	Res.No.	Date of Adoption	Action by Mayor & Board
Section 1, McCully-Kapahulu	Amendment to sts. layout and realignment of Mauka Arterial and connecting streets	October 11, 1951	414	Jan. 3, 1952	Approved Feb. 8, 1952
Section 2, Ala Moana- Kewalo	Deletion of certain sts. & realignment of Auahi St.	April 12, 1951	383	May 7, 1951	Approved June 22, '51
Section 4, Waikiki-Diamond Hd.	Creation of open beach area & erection of an aquarium	October 4, 1951	399	Oct. 4, 1951	Approved Nov. 9, 1951
Section 7, Kalihi Kai	Realignment of Mauka Arterial bet. Kalihi St. and Middle St.	October 11, 1951	410	Dec. 20, '51	Approved Jan. 26, '52
Section 8, Kalihi Uka	Amendment to sts. layout & establishment of areas for public use (approach road and housing)	February 1, 1951	375	Feb. 23, '51	Approved Mar. 30, '51
Section 10, Kapalama- Alewa Heights	Establishment of setback line on a 15-ft. R/W 200 ft. easterly of Ilima Dr. and Alewa Drive	March 22, 1951		Mar. 29, '51 (Not to amend Master Plan)	
Section 14, Kakaako-Kewalo	Deletion of certain sts. & realignment of Auahi St.	April 12, 1951	383	May 17, '51	Approved June 22, '51
Section 15, Bingham-Moiliili	Amendment to sts. layout & realignment of Mauka Arterial and connecting sts.	October 11, 1951	414	Jan. 3, '52	Approved Feb. 8, '52
Section 17, Kaimuki	Amendment to sts. layout & realignment of Mauka Arterial & connecting sts.	October 11, 1951	414	Jan. 3, '52	Approved Feb. 8, '52
Section 18, Kalihi Valley	Amendment to sts. layout & establishment of areas for public use (approach roads & housing)	February 1, 1951	375	Feb. 23, '51	Approved Mar. 30, '51
Section 25, St. Louis Hts.	Amendment to sts. layout & realignment of Mauka Arterial & connecting sts.	October 11, 1951	414	Jan. 3, '52	Approved Feb. 8, '52

URBAN REDEVELOPMENT

City Planning Commission Responsibility Under Urban Redevelopment

In compliance with Section 4-e-4 of Act 379 which outlines the responsibilities of the City Planning Commission in furthering the local redevelopment program, the Commission at its meeting on November 8, 1951, approved the designation of Area No. 4, Kakaeko-Kewalo, as a blighted area desirable for redevelopment purposes. This area, bounded generally by South Street, Kapiolani Boulevard, Ward Street and Ala Moana Boulevard, is located approximately two-thirds of a mile from the heart of the central business district.

The Commission designated Area No. 4 as blighted and recommended it for redevelopment on the basis of its being a predominantly substandard area. The considerations given by the Commission included dilapidation as defined by the Bureau of the Census and as defined under the blighted area definition in Act 379, Session Laws of Hawaii, 1949, as amended by Act 244, Session Laws of Hawaii, 1951.

The area consists of 39 acres on which is located 736 structures averaging 27 years in age. The present use includes 41.1 per cent of single family dwellings, 17.7 per cent of multiple family dwellings, 10.7 per cent of business structures, 17.2 per cent of industrial buildings, 4.3 per cent of eleemosynary institutions, 1 per cent of school area, and 8 per cent of rights-of-way. Juvenile delinquency and tuberculosis cases rate higher than normal for the city. The 3,070 people living in this area pay an average of \$12.96 per capita for real property taxes as compared with the average island per capita assessment for real property of \$25.14.

This area is in addition to three other areas the Commission previously declared blighted and desirable for redevelopment to residential, apartment or business uses. The three areas are as follows:

1. Area No. 1 - bounded by Nuuanu Avenue, School Street, Queen Emma Street, and Vineyard Street.
2. Area No. 2 - bounded on the south by Kalihi Stream, on the west and north by the proposed Kalihi Tunnel approach road, and on the east by a boundary approximately 750 feet west of Halina Street.
3. Area No. 3 - bounded by Liliha Street (between King and School Streets), School Street (between Liliha Street and Nuuanu Avenue), Nuuanu Avenue (between School and Vineyard Streets), Vineyard Street (between Nuuanu Avenue and Fort Street), Fort Street (between Vineyard and Kukui Streets),

Kukui Street (between Fort and Queen Emma Streets), Queen Emma Street (between Kukui and Beretania Streets), Beretania Street (between Queen Emma Street and north boundary of Aala Park), North Boundary of Aala Park (between Beretania and King Streets), and King Street (between north boundary of Aala Park and Liliha Street), with the exceptions of Kauluwela School and Foster Gardens.

Contractual Service

The City Planning Commission, besides performing the activities as mandated in Act 379 of the 1949 Territorial Legislature and as amended by Act 244 of the 1951 Legislature, has been performing professional and administrative services for the Honolulu Redevelopment Agency under contract signed June 6, 1951.

Some of the activities performed by the City Planning Commission staff under contract are as follows:

1. Preparation, completion, and submission of two applications for preliminary advance.

These applications were submitted to the Washington office of the Division of Slum Clearance and Urban Redevelopment on June 8, 1951. One was submitted for preliminary engineering and surveys for Redevelopment Areas No. 1, 2, and 3 in the amount of \$26,095.15 to cover the period July 15, 1950, to June 1, 1951. The engineering and surveys for Area No. 3 in the amount of \$26,707.00 for the period June 1, 1951, to December 31, 1951.

2. Federal Housing and Home Finance Agency Forms 640 were executed and submitted to Washington on August 27, 1951, for Areas No. 1 and 2.

Completion of these forms require estimated cost data and completion dates for various phases of operation of the local urban redevelopment program for the two redevelopment areas.

3. The submission to Washington of a supplementary report to the application for preliminary advance for Area No. 3.

This supplementary report was made as a result of suggestions of Washington officials on the proposed staff for the Honolulu Redevelopment Agency.

4. Application for final advance for Area No. 1 was submitted on July 18, 1951, requesting \$104,950.00 to cover final advance planning.

An amended application necessitated by a revision in the organization of this Redevelopment Agency staff was submitted on September 11, 1951.

5. An application for final advance for Area No. 2 was submitted on September 21, 1951, requesting Federal financial advance in the amount of \$64,229.00.

6. Studies were initiated, completed, and submitted to Washington on relocation, demolition of structures, and general planning based on local conditions.

7. The staff of the City Planning Commission aided the officials of the 1951 Territorial Legislature in amending Act 379 adopted by the 1949 Territorial Legislature with provisions as required by the Federal Housing and Home Finance Agency to place the various counties and the City and County of Honolulu in a position to qualify for Federal financial assistance under the redevelopment program. As a result, Act 244 was adopted by the 1951 Legislature amending all deficiencies pointed out by the attorneys of the Federal Housing and Home Finance Agency. Act 379 as amended by Act 244 is now considered fully in compliance with the requirements of the Federal Housing and Home Finance Agency.

Miscellaneous

C. F. Farris, assistant director of the Division of Slum Clearance and Urban Redevelopment; Federal Housing and Home Finance Agency, Washington, D. C., was a visitor for a week in Honolulu in 1951. He addressed the City Planning Commission on August 2, explaining that the local government's contribution of one-third of the net cost of redevelopment projects need not be in the form of cash. The local government's share may be in the equivalent monetary value of schools, playgrounds, streets, or utilities deemed necessary to serve redevelopment projects.

Mr. Farris stated that the local organizational set-up between the Honolulu Redevelopment Agency and the City Planning Commission was an excellent one and that it was commendable that the decision was made to formalize necessary planning activities between the two governmental agencies in the form of a contract. He said that by pooling the resources of the two organizations, there would be a great saving to the Agency as well as to the City.

Charles Horan, area supervisor of the Western Division, Division of Slum Clearance and Urban Redevelopment, stopped over in Honolulu for a day on his way back to Washington from Guam. His stay was very brief and was confined to a cursory review of the local slum clearance program and a drive through the local redevelopment projects.

LAND SUBDIVISIONS

During the year, 581 subdivision applications were submitted for review and approved by the Commission. Prior to the approval of new subdivisions by the Planning Commission, the plans are processed by the staff to determine their conformance with the Master Plan and acceptable standards of design as outlined in the Subdivision Rules and Regulations of the City Planning Commission and the Board of Water Supply.

Listed herewith are subdivision applications reviewed and acted upon by the City Planning Commission during the year 1951:

Approval.....	399
Tentative approval.....	87
Disapproved.....	44
Pending.....	46
Withdrawn.....	<u>5</u>
TOTAL.....	581

Number of lots within subdivisions submitted:

Vacant lots.....	3,421
Lots with improvements.....	<u>365</u>
TOTAL.....	3,786

COST OF IMPROVEMENTS

Private subdividers spent an estimated \$815,043 during 1951 for the construction of streets and utility improvements which included roadway pavements, sidewalks, curbs, gutters, drainage, water, sewerage and street light installations. This amount represents 100 per cent expenditure by the subdividers. In addition, private subdividers also participated in four improvement districts in which they contributed an amount equal to \$720,151.

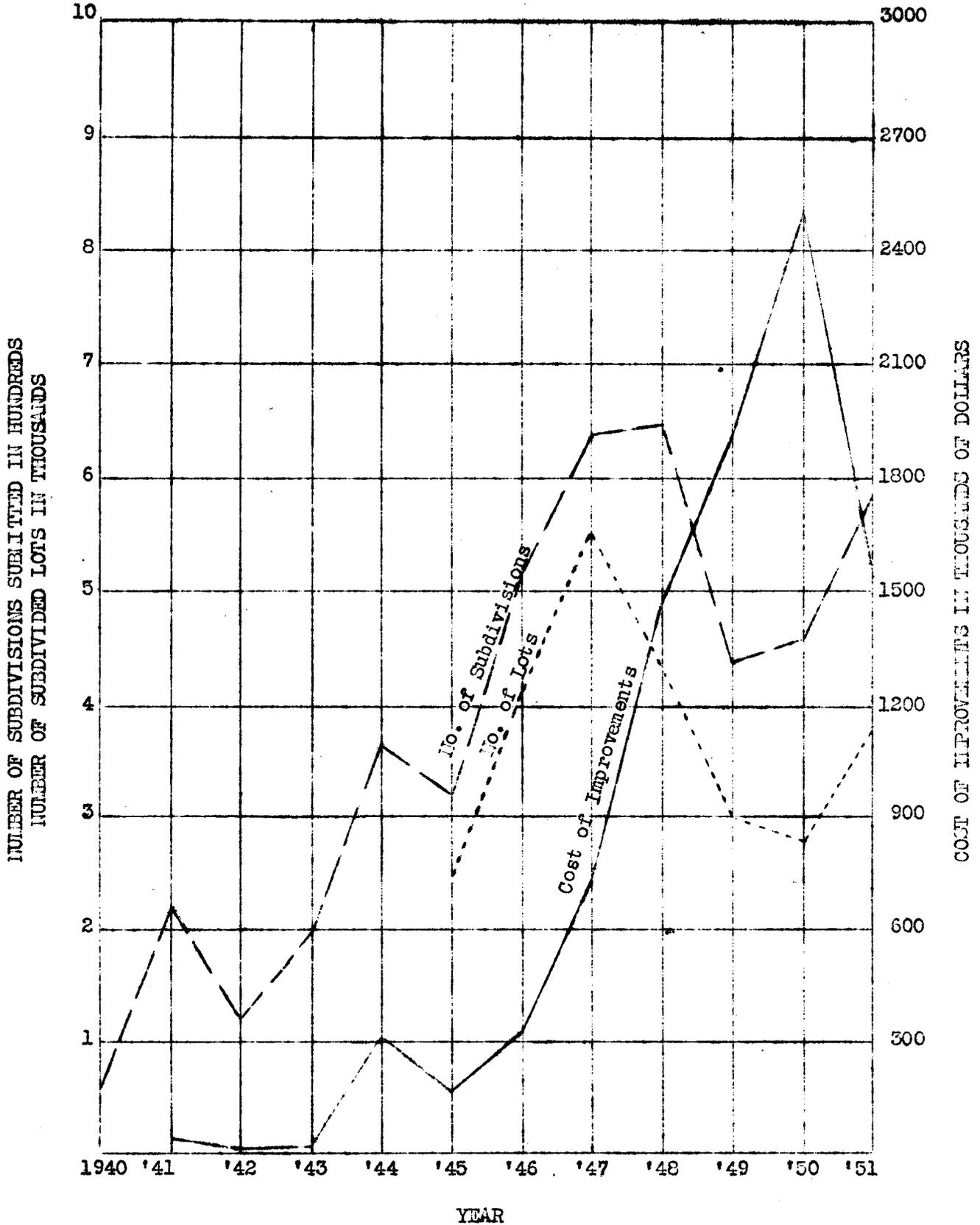
Thus, the total amount spent by private subdividers and lot purchasers during the year 1951 amount to approximately \$1,535,194.

AMENDMENTS TO SUBDIVISION RULES AND REGULATIONS

Although the Subdivision Rules and Regulations were adopted by the City Planning Commission on September 15, 1949, changing conditions have necessitated amendments to the rules and regulations in order to provide more effective subdivision control. After careful study and following a series of conferences with interested parties, the Planning Commission on October 11 approved and adopted the following amendments relating to: (1) Lot area, (2) Lot width, and (3) Dedication of streets and easements.

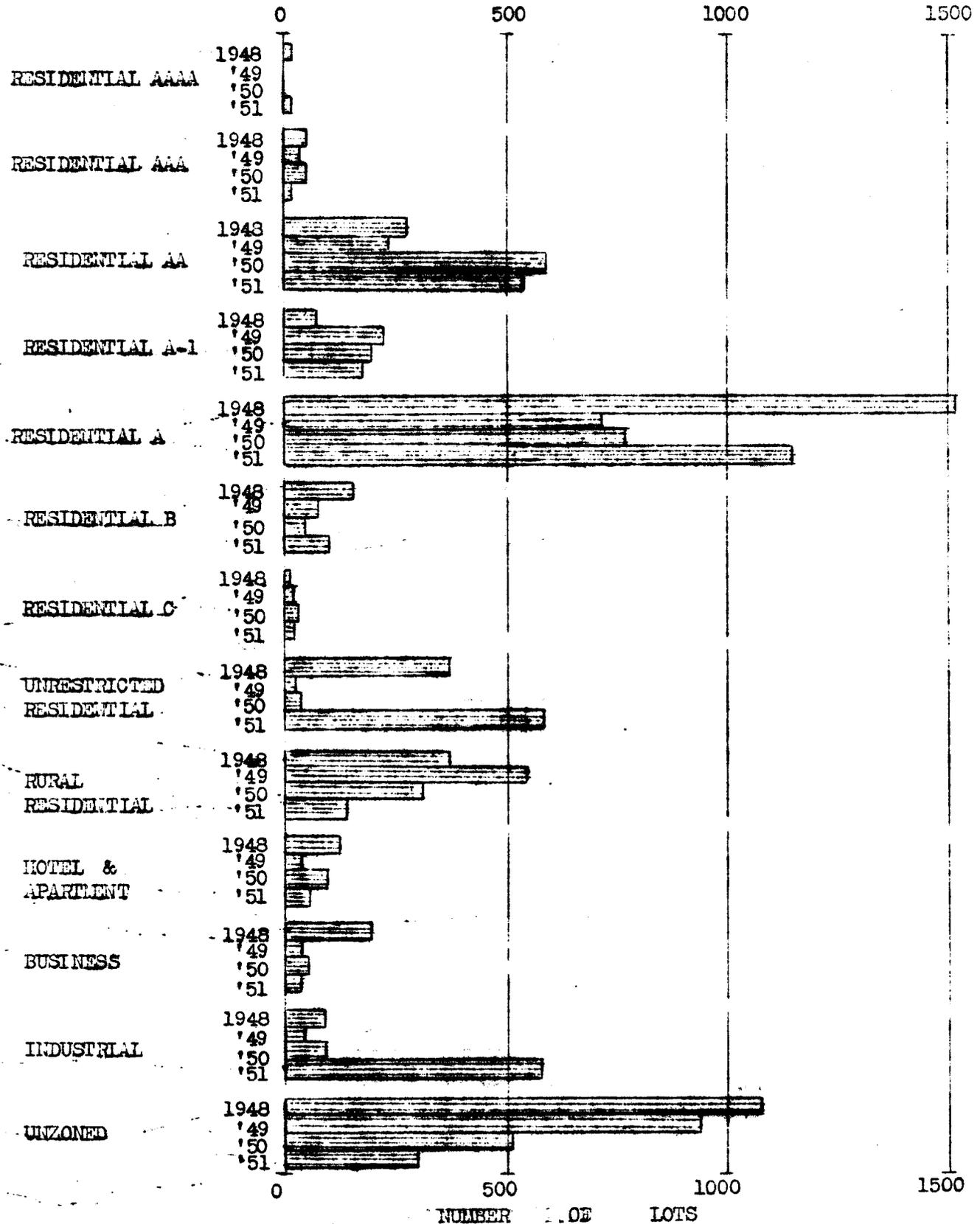
SUBDIVISION TRENDS

CITY PLANNING COMMISSION
HONOLULU, T. H.



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

**ZONING
CLASSIFICATION**



In the past, many subdividers have included the area of easements or rights-of-way to the area of a lot so as to meet the minimum area requirement. However, this practice does not provide for a good building site and the amendment as approved specifically defines the minimum lot area as that area of a lot exclusive of easements or rights-of-way in favor of others.

In regard to lot width, the amended rules and regulations provide that where practicable the minimum lot width shall be 50 feet for lot sizes of 6000 square feet or less and 60 feet for lot sizes larger than 6000 square feet.

An entirely new section "Dedication of Streets and Easements" is included in the rules and regulations. This amendment provides for the dedication of streets and easements by the subdivider for acceptance by the city as a public right-of-way upon completion of the construction of street improvements and utilities in conformance with the requirements and standards outlined in the Subdivision Rules and Regulations.

STANDARD BOND FORM AND AGREEMENT FORM

In lieu of the completion of improvements and in order that a subdivider may receive final approval of his subdivision to enable him to record the subdivision and sell the lots, the subdivision rules and regulations provide that a subdivider may file a bond and enter into an agreement with the City and County to guarantee the installation of street improvements and utilities within the subdivision. In order to simplify and facilitate the handling of such a bond and agreement, the staff of the City Planning Commission prepared a standard bond and agreement form with the assistance and cooperation of the City and County Attorney's office. This bond form has eliminated much of the legal difficulties formerly encountered because of the various forms used by individual subdividers and/or bonding companies.

STREET NAMES ADOPTED DURING 1951

The following street names were adopted by the Mayor and Board of Supervisors upon the recommendation of the City Planning Commission during the year 1951:

1. Aa Lane - Waipahu Plantation
Resolution No. 523 (Meaning - kind of lava rock)
2. Aholehole Street - Aina Haina, Section 7, Unit 1
Resolution No. 72 (Meaning - kind of fish)
3. Aiealani Place - Aiea Heights
Resolution No. 156
4. Ailuna Street - Aina Haina, Section 7, Unit 1
Resolution No. 72 (Meaning - up or up alone)
5. Aipuni Street - Aina Haina, Section 7, Unit 2
Resolution No. 72 (Meaning - circle, make a circuit)
6. Akamu Place - Adams Subdivision, Nuuanu
Resolution No. 687
7. Alamuku Street - Aina Haina, Section 7, Unit 1
Resolution No. 72 (Meaning - short road)
8. Allan Place - Allan Pang Subdivision, Nuuanu, off
Dowsett Avenue
Resolution No. 629
9. Ana Lane - Waipahu Plantation
Resolution No. 523 (Meaning - girl's name)
10. Apalipali Street - Aina Haina, Section 7, Unit 1
Resolution No. 779 (Meaning - to hurry, to hasten)
11. Aualii Street - Waipahu Plantation
Resolution No. 523 (Meaning - generation of chiefs)
12. Auki Street, Extension of - Puuhale Industrial
Subdivision
Resolution No. 85
13. Gartley Place - Off Old Pali Road, Gartley Subdivision
Resolution No. 332 (Name of person)
14. Gier Place - Off Fort Weaver Road, Ewa Beach
Resolution No. 577 (Name of person)
15. Haaheo Place - Aiea Heights
Resolution No. 156 (Meaning - magnificent)

16. Hailimanu Place - Evelyn Low Subdivision, Aiea Heights
Resolution No. 818 (Meaning - bird haven)
17. Halawa Drive - Halawa Heights
Resolution No. 156 (District name)
18. Hanole Place - Off Ocean View Drive, Kaimuki
Resolution No. 317
19. Hao Place - Aina Haina, Section 7, Unit 2
Resolution No. 72
20. Hemolele Place - Na Pueo Tract, Alewa Heights
Resolution No. 99 (Meaning - harmony)
21. Hepa Street - Waipahu Plantation
Resolution No. 523 (Meaning - family name)
22. Hind Place - Aina Haina, off East Hind Drive
Resolution No. 803
23. Hoana Street - Aina Haina, off Opihi Street
Resolution No. 665 (Meaning - a kind of fish)
24. Hokio Place - Aiea Heights
Resolution No. 333 (Meaning - wind instrument)
25. Hoomaikai Street - Na Pueo Tract, Alewa Heights
Resolution No. 99 (Meaning - thanksgiving)
26. Hugh Street - Pearl City, Oahu
Resolution No. 434 (After family name)
27. Ihilani Street - Puohala Village, Kaneohe
Resolution No. 737 (District name)
28. Iholena Place - Love Subdivision, Lower Alewa Heights
Resolution No. 391
29. Ii Street - Waipahu Plantation
Resolution No. 523 (Meaning - family name)
30. Kaaihua Street - Waipahu Plantation
Resolution No. 523 (Meaning - food in large quantity)
31. Kaakau Place - Aiea Heights - Halawa
Resolution No. 156 (Meaning - northerly)
32. Kaapuni Place - Kailua, Kaneohe Ranch Company Subdivision
Resolution No. 331 (Meaning - encircle or go around)
33. Kahale Road - Waipahu Plantation
Resolution No. 523 (Meaning - family name)

34. Ka Hanahou Place - Gaspar Plateau Subdivision, Kaneohe
Resolution No. 752
35. Kahema Place - Halawa, Aiea Heights
Resolution No. 156 (Meaning - south end)
36. Kahiki Lane - Waipahu Plantation
Resolution No. 523 (Meaning - arrival)
37. Kahola Street - Waipahu Plantation
Resolution No. 523 (Meaning - family name)
38. Kaholi Place - Halawa, Aiea Heights
Resolution No. 156 (Meaning - first appearance)
39. Kaholohana Street - Waipahu Plantation
Resolution No. 523 (Meaning - quick and fast)
40. Kahuailana Street - Waipahu Plantation
Resolution No. 523 (Meaning - a happy provider)
41. Kahula Lane - Waipahu Plantation
Resolution No. 523 (Meaning - music or dance)
42. Kaiholu Place - Kailua, Kaneohe Ranch Co. Subdivision
Resolution No. 331 (Meaning - bounding sea)
43. Kaiki Street - Waipahu Plantation
Resolution No. 523 (Meaning - sea gush)
44. Kailianu Street - Waipahu Plantation
Resolution No. 523 (Meaning - cold skin or name of
person)
45. Kailihao Street - Waipahu Plantation
Resolution No. 523 (Meaning - iron skin or family name)
46. Kailio Street - Waipahu Plantation
Resolution No. 523 (Meaning - the dog street)
47. Kalaiku Street - Waipahu Plantation
Resolution No. 523 (Meaning - calm and lull)
48. Kaliawa Street - Puuhale Industrial Subdivision,
Kalihi-Kai
Resolution No. 85 (Named after a sea fishery)
49. Kalikimaka Street - Alewa Heights, Na Pueo Tract
Resolution No. 99 (Meaning - christmas)
50. Kalou Street - Waipahu Plantation
Resolution No. 523 (Meaning - hook)

51. Kamakahi Street - Waipahu Plantation
Resolution No. 523 (Meaning - single street)
52. Kanealoha Street - Waipahu Plantation
Resolution No. 523 (Meaning - loving man)
53. Kapeka Lane - Waipahu Plantation
Resolution No. 523 (Meaning - Elizabeth)
54. Kapio Street - Waipahu Plantation
Resolution No. 523 (Meaning - curved street)
55. Kauhi Street - Waipahu Plantation
Resolution No. 523 (Meaning - family name)
56. Kauinohea Place - Off Kaneohe Bay Drive
Resolution No. 360 (Meaning - beauty of nowhere)
57. Kawanui Street - Waipahu Plantation
Resolution No. 523
58. Kealaluina Place - Aiea, Halawa Heights
Resolution No. 156 (Meaning - mariners road)
59. Kekoa Place - Aiea, Halawa Heights
Resolution No. 156 (Meaning - soldier, brave)
60. Kilakila Drive - Alewa Heights, Na Pueo Tract
Resolution No. 99 (Meaning - grand mountain)
61. Koleaka Street - Waipahu Plantation
Resolution No. 523 (Meaning - laughing story)
62. Kopaa Street - Waipahu Plantation
Resolution No. 523 (Meaning - sugar or sugar cane)
63. Kualono Street - Alewa Heights, Na Pueo Tract
Resolution No. 99 (Meaning - broad bridge)
64. Kulani Lane - Waipahu Plantation
Resolution No. 523 (Meaning - stand as firm as the
heaven)
65. Kulauli Street - Puohala Village, Kaneohe
Resolution No. 737 (Meaning - green meadow or pasture)
66. Kului Place - Aina Haina, Section 8
Resolution No. 779 (Meaning - small tree or shrub)
67. Kupehe Lane - Waipahu Plantation
Resolution No. 523 (Meaning - trap)
68. Lahela Lane - Waipahu Plantation
Resolution No. 523 (Meaning - Rachael)

69. Lalawai Drive - Aiea, Halawa Heights
Resolution No. 156 (Meaning - prosperous or successful)
70. Laniu Place - Alewa Heights, Na Pueo Tract
Resolution No. 99 (Meaning - holiday)
71. Lauiki Street - Kamoku Tract, Improvement District 84
Resolution No. 688 (Meaning - little leaves)
72. Leighton Street - Aina Haina, Section 8
Resolution No. 779 (Meaning - name of person)
73. Leiloke Drive - Robert Ho Subdivision, Makiki
Resolution No. 297 (Meaning - wreath of roses)
74. Leinani Street - Waipahu Plantation
Resolution No. 523 (Meaning - beautiful wreath)
75. Lele Lane - Waipahu Plantation
Resolution No. 523 (Meaning - leap or jump)
76. Leoiki Street - Waipahu Plantation
Resolution No. 523 (Meaning calm and lull)
77. Lilio Lane - Waipahu Plantation
Resolution No. 523 (Meaning - slant)
78. Longley Place - Longley Subdivision, Wahiawa
Resolution No. 804 (Named after subdivider)
79. Luaka Street - Waipahu Plantation
Resolution No. 523 (Meaning - two shadow)
80. Maawe Street - Waipahu Plantation
Resolution No. 523 (Meaning - fiber, strand)
81. Magnolia Street - Carlos Long Subdivision, Palolo
Resolution No. 114 (Meaning - kind of flower)
82. Mahoe Street - Waipahu Plantation
Resolution No. 523 (Meaning - twin, or family name)
83. Makaaloha Street - Waipahu Plantation
Resolution No. 523 (Meaning - loving eyes)
84. Makalani Street - Puohala Village, Kaneohe
Resolution No. 737 (Meaning - eyes of heaven)
85. Malae Place - Aiea Heights, Halawa
Resolution No. 156 (Meaning - calmness)
86. Mamalu Place - Ernest Lum Subdivision, Alewa Heights
Resolution No. 318

87. Managers Drive - Waipahu Plantation
Resolution No. 523
88. Meahale Street - Waipahu Plantation
Resolution No. 523 (Meaning - sinful or pandanus)
89. Mikioi Place - Aiea Heights, Halawa
Resolution No. 156 (Meaning - neat)
90. Mohonua Place - Pahounui Industrial Subdivision,
Kalihi-Kai
Resolution No. 85 (Named after owners of old fishery)
91. Mokuola Drive - Waipahu Plantation
Resolution No. 523 (Meaning - an island of health)
92. Myrtle Street, Extension of - Carlos Long Subdivision
Resolution No. 114
93. Nakui Place - Aiea Heights, Halawa
Resolution No. 156 (Meaning - joyful or cheerful)
94. Nalii Lane - Waipahu Plantation
Resolution No. 523 (Meaning - chiefs or royalties)
95. Nanaina Place - Alewa Heights, Na Pueo Tract
Resolution No. 99 (Meaning - view)
96. Napala Street - Waipahu Plantation
Resolution No. 523 (Meaning - fern or ripe)
97. Napihe Street - Waipahu Plantation
Resolution No. 523 (Meaning - group of mourners)
98. Napupu Street - Waipahu Plantation
Resolution No. 523
99. Niau Street - Waipahu Plantation
Resolution No. 523 (Meaning - smooth sailing street)
100. Niulii Street - Waipahu Plantation
Resolution No. 523 (Meaning - small coconut)
101. Noah Street - St. Louis Heights Tract, Series 2
Resolution No. 11
102. Oneha Street - Waipahu Plantation
Resolution No. 523 (Meaning - four sand or family name)
103. Pahounui Drive - Pahounui Industrial Subdivision
Kalihi-Kai
Resolution No. 85 (Named after fish pond)

104. Paiwa Street - Waipahu Plantation
Resolution No. 523 (Meaning - 9th street or eagle pen)
105. Palimalu Place - Marx Subdivision, Nuuanu
Resolution No. 377 (Meaning - protected or shady cliff)
106. Paniolo Place - Aina Haina, Section 8
Resolution No. 779 (Meaning - cowboy)
107. Parish Drive - Parish Subdivision, Ewa Beach
Resolution No. 664 (After subdividers name)
108. Paumano Street - Waipahu Plantation
Resolution No. 523 (Meaning - shark)
109. Peke Lane - Waipahu Plantation
Resolution No. 523 (Meaning - Betty)
110. Piikoi Place - Off Piikoi Street, makai of Wilder Avenue
Resolution No. 551
111. Pineapple Place - Off 2739 Moanalua Road, Moanalua
Resolution No. 738
112. Poikeo Street - Waipahu Plantation
Resolution No. 523 (Meaning - white cover)
113. Poko Road - Aiea Heights, Halawa
Resolution No. 156 (Meaning - short)
114. Pouhala Road - Waipahu Plantation
Resolution No. 523 (Meaning - pandanus post road)
115. Pua Alowalo Street - Puohala Village, Kaneohe
Resolution No. 737 (Meaning - hibiscus)
116. Pua Inia Street - Puohala Village, Kaneohe
Resolution No. 737 (Meaning - pride of India flower)
117. Pua Makahala Street - Puohala Village, Kaneohe
Resolution No. 737 (Meaning - kind of flower)
118. Puawa Place - Aiea Heights, Halawa
Resolution No. 156 (Meaning - guava)
119. Puliki Place - Sunset View Subdivision, Aiea Heights
Resolution No. 805 (Meaning - to embrace)
120. Puniwai Street - Waipahu Plantation
Resolution No. 523 (Meaning - surrounded by water)
121. Puohala Street - Puohala Village, Kaneohe
Resolution No. 737 (Named after district name)

122. Puou Street - Waipahu Plantation
Resolution No. 523 (Meaning - a hill rising in distance)
123. Puuhale Street, Extension of - Pahounui Industrial Sub-
division, Kalihi-Kai
Resolution No. 85
124. Puukani Place - Kaneohe Ranch Company, Kailua
Resolution No. 331 (Meaning - sweet voice)
125. Ukeke Street - Waipahu Plantation
Resolution No. 523 (Meaning - music or chilly)
126. Ululaaui Place - Perry-Fiske Subdivision, Aiea Heights
Resolution No. 753 (Meaning - forest)
127. Waiawi Street - Puohala Village, Kaneohe
Resolution No. 737 (Meaning - strawberry guava)
128. Waikele Road - Waipahu Plantation
Resolution No. 523 (Meaning - dew or muddy road)
129. Wainui Road - Waipahu Plantation
Resolution No. 523 (Meaning - plentiful of water)
130. Waipahu Street - Waipahu Plantation
Resolution No. 523 (Meaning - gushing water)
131. Waipahu Depot Street - Waipahu Plantation
Resolution No. 523
132. Waipio Road - Waipahu Plantation
Resolution No. 523 (Meaning - rainbow or curved road)
133. Waoala Place - Aiea Heights, Halawa
Resolution No. 156 (Meaning - mountain road)
134. Wilikoki Place - Wilcox Subdivision, Kailua
Resolution No. 130 (Meaning - Wilcox)

ZONING

SUMMARY OF ACTIVITIES

There were 55 applications for changes in zoning and 40 applications for variances in 1951. This volume of zoning activities is similar to that for 1949 and 1950.

The number of requests for change in zoning to business use decreased sharply from the totals in 1949 and 1950. The 20 requests of 1951 represent a decrease of 33 per cent from the 32 and 29 similar requests in 1949 and 1950, respectively.

REVISION OF ZONING ORDINANCE

The zoning regulations in the Revised Ordinances of Honolulu, 1942, and those adopted as revisions and amendments over the past 10 years have not quite kept pace with the growth of Honolulu. Honolulu today has more business and industrial areas, has a greatly increased number of single family dwellings; has a much expanded population, has higher standards of living, has many more vehicles on the streets; has experienced a great migration of residents to the rural areas, all of which contribute to the obsolescence of the present laws.

The Planning Commission has devoted much time to review present zoning laws and to study modern zoning laws of progressive cities and has drafted a revised zoning ordinance employing modern zoning practices and reflecting current recognized standards.

Briefly, the proposed ordinance is designed to confine manufacturing and noxious uses within industrial areas; to discourage the decentralization of the downtown business area, to prevent the encroachment of business and industrial uses into residential districts, to permit and centralize neighborhood shopping centers, to permit the maximum utilization of public streets for vehicular traffic, to provide adequate air, light and space for the respective use districts, and to check the disorderly growth within the rural districts.

The proposed new ordinance provides for the following:

1. "Inclusive" method of zoning whereby allowable uses are specifically enumerated within each use district. This method will prevent unforeseen undesirable uses from invading zoned districts.
2. Protection of rural thoroughfares and highways by adding a rural protective highway district which prohibits incompatible uses in the areas adjacent to such thoroughfares and highways.

3. Location of hospitals and professional offices in the hotel-apartment districts and establishment of yard space, building height, lot coverage requirements.
4. Creation of neighborhood shopping, regional shopping, and general business districts instead of the single general business district now in effect.
5. Outlawing of family dwellings within the noxious-industrial district.
6. Off-street parking and unloading requirements for all use districts.
7. Continued operation of non-conforming uses as long as existing buildings are not altered, enlarged, or reconstructed. Also that additional land areas may not be used to expand non-conforming uses.
8. Protection of residences near business or industrial districts by requiring buffers provided by yard spacings, hedges and six-foot high masonry walls.

The details of the revised zoning ordinance will be reviewed to insure consistency with provisions of the new building code of the City and County of Honolulu and other allied regulations as those put out by the Territorial Department of Health before authorizing a public hearing to obtain the views of property owners, businessmen and other interested parties.

PROPOSED OFF-STREET PARKING ORDINANCE

The parking problem in Honolulu is recognized by nearly everyone as a major problem and therefore requires a City and County ordinance providing for the setting aside of minimum areas within business districts, hotel and apartment areas, theaters, churches, auditoriums, etc., for off-street parking purposes.

During the year an off-street parking ordinance was prepared after intensive study and submitted to the Board of Supervisors for their consideration and approval. Because the original bill (Bill No. 39) seems too restrictive for churches, hospitals, and apartments, the matter was referred back to the Commission for amendment. In order to discuss the proposed amendments relative to requirements for off-street parking affecting churches and hospitals, meetings were held with the representatives of these two groups. They accepted the amendments which are now incorporated into the revised bill (Bill No. 11), presently before the Board of Supervisors.

The provision of this ordinance notes minimum off-street parking requirements for business districts, hotel and apartment

areas, churches, auditoriums, hospitals and convalescent homes, welfare institutions, libraries, clubs, and rooming houses.

It is the sincere hope of the Commission that the Board of Supervisors will enact this ordinance in 1952.

RURAL HIGHWAY PROTECTIVE ZONING

In order to safeguard the areas immediately bordering the major highways traversing the island of Oahu from incompatible uses, Resolution No. 400 was adopted by the City Planning Commission on October 4 and went into effect on November 9, after submission for the consideration of the Board of Supervisors. This Resolution regulates the uses of properties within 300 feet of Kamehameha Highway, Farrington Highway and portions of Kaukonahua Road in the Districts of Koolauloa, Waialua, Waianae, Wahiawa and Ewa.

The storing of surplus materials and junk, indiscriminate location of business without Planning Commission approval, and the establishing of piggeries are some of the prohibited uses under this Resolution. Allowable uses include one-family dwellings, hospitals, churches; publicly owned buildings, schools, public utility structures, recreational facilities, raising of crops, sugar and pineapple, nurseries and orchards, and one or two-story duplex buildings on lots having a minimum of 7,500 square feet.

ZONING APPLICATIONS

List of zoning changes and variance permits which were reviewed by the Commission during 1951.

Request for Zoning Changes

Type of Zoning	Approved	Dis-approved	Pending	Dezoning	Not in favor	Withdrawn	Total
Business	10	6	1	1	1	1	20
Rural Business	2	1					3
Hotel & Apart.	6	3	3		1		13
Rural Hotel & Apart.		1		1	1		3
Class AAA			1				1
Class AA	4		1				5
Class A-1	4		1				5
Class A	1						1
Rural Class AA	1						1
Rural Class A		1					1
Rural Farm District	1						1
Protective Highway Zone	1						1
TOTALS	30	12	7	2	3	1	55

Request for Zoning Variances

Approved.....	11
Variance extensions approved.....	1
Miscellaneous approved*	6
Disapproved.....	20
Pending.....	2
TOTAL.....	40

* Includes items such as permission to build additional dwelling units within residential areas, where lot sizes are within reasonable compliance to the zoning requirements.

ZONING CHANGES APPROVED DURING 1951

I. Business Districts

- | | | |
|------------------|-----------|--|
| No. 178 | Res. #372 | Pawaa, off Kalakaua Avenue (Agnes Lewis) |
| No. 179
A & B | Res. #376 | Beretania Street, off South Beretania Street (Honolulu Motors, Ltd.) |
| No. 180 | Res. #377 | Papakolea, Kewalo-Uka
Corner of Tantalus Drive and Krauss Street (Kalama Market, Ltd.) |
| No. 181 | Res. #378 | Kalia-Waikiki, South side of Atkinson Boulevard (ILWU) |
| No. 182 | Res. #390 | Kalihi, North School Street
Near entrance to Kalihi War Housing (Chang Chow) |
| No. 183 | Res. #397 | Kalihi, Waikiki of Puuhale Road below Dillingham Blvd. (Masao Inouye) |
| No. 184 | Res. #398 | Kalia-Waikiki, South side of Atkinson Boulevard (Dr. M. H. Lichter) |
| No. 185 | Res. #408 | Palolo Valley, Waiomao Homestead Road (Adolph J. Mendonca) |
| No. 186 | Res. #409 | Waikiki, Corner of Kalakaua Avenue and Kapiolani Blvd. (Hawaiian Motors, Ltd.) |
| No. 187 | Res. #411 | Kapalama, Mauka side of North Vineyard St., between Liliha St. and Waipa Lane (Buck Toy Club) |
| No. 174 | Res. #395 | Ala Moana, Piikoi, Kona St. Extension and Atkinson Blvd. (Hawaiian Land Co.)
Repealing Resolution No. 355, redefining the boundaries of Business District No. 174 |
| No. 153 | Res. #384 | Kalihi Valley, Corner of Kalihi Street and Akone Place (Albert Meyer)
Reconverting said Business District No. 153 to Class "A" Residential District. |

II. Rural Business Districts

- | | | |
|--------|-----------|--|
| No. 47 | Res. #374 | Waimanalo, off Kalaniana'ole Highway (Waimanalo Development Co.) |
|--------|-----------|--|

No. 48
A & B Res. #380 Paumalu, Koolauloa, Opposite Pupukea-
Paumalu Beach Lots (Paumalu Development
Co.)

III. Hotel and Apartment Districts

No. 17 Res. #373 Kewalo, South corner of Hoolai and
Pensacola Sts. (Kinsuke Kaneshiro)

No. 18 Res. #387 Kewalo, Corner of Pensacola and Rycroft
Sts. (George F. Ching)

No. 19 Res. #391 Moanalua, South side of Camp Catlin Rd.
(U. S. Navy)

No. 20 Res. #396 Kewalo, Northwest side of Laula Way
(Francis Tong)

No. 21 Res. #412 Moiliili, South side of Kalele Road
(Adolph J. Mendonca)

No. 22 Res. #413 Kewalo, Corner of Pensacola and Alohi
Way (Yukito Nomi)

IV. Class "AA" Residential Districts

No. 15 Res. #392 Kaimuki, Puu Panini Tract (Boyd
MacNaughton)

No. 16 Res. #403 Wailupe-Niu-Kuliouou (Initiated by City
Planning Commission)

No. 17 Res. #405 Waiialae Nui-Waiialae Iki-Wailupe
(Initiated by City Planning Commission)

No. 18 Res. #407 Waikiki-Diamond Head, Noela Street and
Gail Street (George E. Freitas, et al)

V. Class "A-1" Residential Districts

No. 5 Res. #382 Nuuanu, Portion of Jack Lane area
(F. W. Gramberg, et al)

No. 6 Res. #388 Nuuanu, Between Nuuanu Avenue and
Waolani Stream (Home Factors, Ltd.)

No. 7 Res. #404 Wailupe-Niu-Kuliouou (Initiated by
City Planning Commission)

No. 8 Res. #406 Waiialae Nui-Waiialae Iki-Wailupe
(Initiated by City Planning Commission)

VI. Class "A" Residential District

No. 20 Res. #386 Kuliouou, Moomuku Place (Moomuku Improvement Club)

VII. Rural Class "AA" Residential District

No. 10 Res. #389 Wahiawa, off California Avenue (Hawaiian Pineapple Co.)

VIII. Rural Class "A" Residential District

No. 8
A to D Res. #379 Wahiawa (Disapproved by the Board of Supervisors)

IX. Rural Hotel and Apartment District

No. 3 Res. #394 Kailua, Makai side of Kalaheo Avenue (Initiated by City Planning Commission) Reverting Rural Hotel and Apartment District No. 3 to Rural Class "AA" Residential District

X. Rural Industrial District

No. 7 Res. #385 Wahiawa, East side of Old OR&L right-of-way, 300 feet southeasterly of California Avenue (Charles J. Fietsch)

XI. Rural Farming District

No. 1 Res. #381 Paumalu, Koolauloa, Opposite Pupukea-Paumalu Beach Lots (Paumalu Development Co.)

XII. Rural Highway Protective Zoning

Res. #400 Districts of Koolauloa, Waialua, Waianae Wahiawa and Ewa (To regulate the use of property within 300 feet of Kamehameha Highway, Farrington Highway and portion of Kaukonahua Road)

VARIANCE PERMITS GRANTED DURING 1951

- No. 131 James Robinson - Lessee: Shigeru Kawahara
Location: Makai of Kuakini Street, opposite Children's Hospital
Purpose: To permit the use of the premises within a hotel and apartment district for the purpose of constructing an office and display room for nursery products.
- No. 132 Mrs. Nget Seem Ho Kam
Location: Makiki, corner of Wilder Avenue and Kewalo Street
Purpose: To permit the use of premises within a hotel and apartment district for off-street parking purposes.
- No. 133 Honolulu Motors, Limited
Location: Makiki, Southwest side of Kinau Street
Purpose: To permit the use of premises within a hotel and apartment district for off-street parking purposes.
- No. 134 International Longshoremen and Warehousemen's Union
Location: Kalia-Waikiki, South side of Atkinson Boulevard, 150 feet makai of Kahakai Dr.
Purpose: To permit the use of premises within a hotel and apartment district for off-street parking purposes.
- No. 135 Mrs. Mary S. Vierra
Location: Wilhelmina Rise, off Ewa side of Wilhelmina Rise, 360 feet mauka of Waialae Avenue
Purpose: To permit the partitioning of an existing four-bedroom dwelling in a Class A residential district for conversion into duplex dwelling in lieu of a variance to construct an additional dwelling.
- No. 136 Mrs. Marie Rasmussen
Location: 1430 Alewa Drive
Purpose: To permit the operation of a nursery and day-care center within a Class A residential district.
- No. 137 Dr. Martin H. Lichter
Location: Kalia-Waikiki, South side of Atkinson Boulevard, 320 feet makai of Kahakai Dr.
Purpose: To permit the use of premises within a hotel and apartment district for off-street parking purposes.

- No. 138 Home Factors, Limited
Location: Nuuanu, off Nuuanu Avenue (Ahipuu Tract)
Purpose: To permit the partitioning of an existing two-story dwelling within a Class A-1 residential district, for conversion into seven dwelling units in lieu of tearing down said unit and subdividing the parcel of land containing 65,439 square feet into seven lots.
- No. 139 Mr. and Mrs. Kiyoshi Horikawa
Location: Punahou, 1932 Metcalf Street
Purpose: To permit the existing building within a Class A residential district to operate a rooming house.
- No. 140 Adolph J. Mendonca
Location: Waikiki, makai side of Koa Street between Kaiulani and Uluniu Avenues
Purpose: To permit the use of premises within a hotel and apartment district for off-street parking purposes.
- No. 141 Buck Toy Club
Location: Kapalama, off Vineyard Street, between Liliha Street and Waipa Lane
Purpose: To permit the use of premises within a Class C residential district for off-street parking purposes.
- No. 142 Wong Yau Store
Location: Kalihi, waikiki-mauka corner of Mokauea Street and Dillingham Boulevard
Purpose: To permit the use of premises within a Class C residential district for off-street parking purposes.

F I N A N C I A L S T A T E M E N T

City Planning Budget for 1951:

Salaries and Wages	
City Planning Commission.....	\$80,740.00
Urban Redevelopment Agency.....	16,464.52*
Contractual Services.....	3,075.00
Materials and Supplies.....	1,600.00
Fixed Charges.....	55.00
Equipment.....	<u>126.00</u>
TOTAL.....	\$102,060.52
Lapsed during the year.....	<u>7,800.00</u>
NET TOTAL.....	\$94,260.52

Disbursements:

Salaries and Wages	
City Planning Commission.....	\$70,053.65
Urban Redevelopment Agency.....	16,464.52*
Contractual Services.....	2,759.03
Materials and Supplies.....	1,491.65
Fixed Charges.....	64.05
Equipment.....	<u>122.75</u>
TOTAL.....	\$90,955.65
Unexpended balance - Dec. 31, 1951.....	<u>3,304.87</u>
NET TOTAL.....	<u><u>\$94,260.52</u></u>

* Paid from funds of the Honolulu Redevelopment Agency for administrative and engineering services rendered by the Commission's staff.

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2. Honolulu - City planning.