

REPORT OF ACTIVITIES OF THE CITY PLANNING COMMISSION
FOR THE YEAR 1941

A review of the records of the City Planning Commission shows that the year 1941 has been an exceedingly busy one, not only for the Commission members themselves, who have attended forty-five regular meetings in addition to an equal number of committee meetings at which zoning and subdivision applications have been given special preliminary study, but also for the engineering staff in its investigations and preparation of maps and reports for these meetings, in addition to its Master Plan studies.

This activity has been primarily due to the abnormal number of subdivision plans coming before the Commission by reason of the housing shortage created by the large influx of emergency defense workers and their families; and also accentuated by the enlarged scope of the Commission's authority under the provisions of the Legislative Act.

PERSONNEL:

Several changes have occurred in both the Commission and its staff personnel during the year.

Two resignations of Commission members were received: those of Mr. M. B. Carson and Mr. L. P. Dickinson. Their places have been filled thru the appointments of Mr. George N. Voorhees and Mr. Alexis Gignoux.

It is with deep regret that the Commission records the untimely death of Mr. Vincent Fernandes, whose ten years of unselfish and valuable services with the Commission will be difficult to replace. No new appointment has yet been made to fill this vacancy.

Engineer Charles R. Welsh, Planning Engineer, has continued to serve on a part time basis during the year in addition to his military duties as liaison officer with the Selective Service under the Federal Government.

Associate Planning Engineer, George K. Houghtailing, returned from his year of post graduate study at Yale University in June. A copy of Mr. Houghtailing's thesis, entitled "The Economics of Placement of Surface By-Pass Routes at Grade compared to Elevated Roadway", prepared in connection with his year of graduate study and research, is on file in the Municipal Reference Library.

Mr. Edwin Lee, Assistant Engineer Aide, was drafted into the army early in the year.

Mr. DeLos Seeley, who was taken over from the Territorial Planning Board on a temporary basis to assist in the preparation of the progress report on the Master Plan, which was published in February of 1941, was continued on in the engineering office until the middle of December when his services were requested

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by Col. Robinson of the U. S. Engineering Department to assist in the planning of the Punchbowl National Cemetery project. He is now on leave of absence.

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A clerical assistant was provided for the Secretary's Office in October to care for the increasing amount of typing and record work.

EXPENSES:

The City Planning Budget allotment for the year 1941 was \$25,000.00, classified as follows:

Salaries and Payrolls	\$	20,380.00
Current Expenses		3,985.00
Equipment		635.00
Total	\$	25,000.00

Actual expenditures from this Budget were as follows:

Salaries and Payrolls	\$	16,308.06
Current Expenses		1,988.44
Equipment		355.10
Total	\$	18,651.60

Miscellaneous Non Revenue Receipts:

Zoning fees for publication of notices and resultant legislation	\$	2,566.00
Actual Disbursements		1,548.22
Balance	\$	1,017.78

ZONING:

Three important changes in the zoning law were passed by the Board of Supervisors on recommendation of the Planning Commission during the year 1941.

I. ZONING VARIANCES. The first change was effected by Ordinance No. 900, adopted June 21, 1941, which authorizes variances from zoning regulations under special conditions. The object of this amendment was to permit what might be termed temporary zoning. Under the provisions of the zoning chapter of the Building Code, whenever a change in use of land was authorized it could only be done as a permanent proposition. Under the provisions of Ordinance 900 temporary zoning for special purposes can be authorized, and when the purposes for which the zoning was granted is served, the area involved reverts automatically to its former status. In other words, a variance permit issued under this authorization provides for a variance from rather than a change in existing zoning

regulations. This type of zoning permit is particularly applicable to establishment of parking lots within areas zoned for residential use, but lying adjacent to established business zones.

Four (4) Variance Permits have been issued under this ordinance, as follows:

1. To the Consolidated Amusement Company, permitting use of lot on Seaside Avenue for parking purposes.
2. To Harold K. L. Castle, permitting use of small area off Kaneohe Bay Drive at Mokapu for a bitumuls plant for a period of time not to exceed two years.
3. To Hanley P. Sundstrom, permitting use of land adjacent to Kau Kau Korner Restaurant for parking purposes during period of lease ending June 30, 1960.
4. To Walter Duisenberg, permitting use of land off the Lunalilo Home Road in Maunaloa for a poultry processing plant during period of lease ending July 1, 1952.

II. CLASS A-1 RESIDENTIAL DISTRICTS. The second item of legislation was an enabling Ordinance (No. 877) authorizing the creation of Class "A-1" Residential districts, wherein construction is limited to one single family dwelling on lot areas not less than 7500 square feet.

This provision was made to meet the wishes of many subdividers and property owners whose property could not meet the 10,000 square foot minimum of the Class "AA" Residential District, but where the 5,000 square foot minimum of Class "A" districts was considered too small. The immediate application of this new zoning classification was in connection with the comprehensive zoning plan of the Town of Wahiawa, which was adopted by the Commission in October of 1941, and approved by the Board of Supervisors on November 4, 1941.

III. SEMI INDUSTRIAL DISTRICTS. The third Ordinance (No. 927) adds a new zoning classification, that of "Semi Industrial" districts.

The Semi Industrial classification is virtually a compromise between the present business district and the industrial district classifications. The main purpose of this new classification is to provide for a better type of buildings along the highway frontages of what would normally be industrial districts. This provision will permit any business enterprise to operate within a semi-industrial district which cannot operate within a business district, together with most enterprises which can be conducted in an industrial area, provided the frontage of such buildings is constructed to meet requirement of the business district construction.

Two (2) Semi Industrial districts have been established under this new zoning classification:

1. On Auahi and Pensacola streets in the Kewalo waterfront area, to form a buffer between the industrial and hotel and apartment zones, as a part of the general zoning plan for that area lying between the Ala Moana Boulevard, Kapiolani Boulevard, Kamakee Street and Piikoi Street.

2. On the ewa side of Ward Street between the business frontage on Kapiolani Boulevard and the Business frontage on King Street.

ZONING CHANGES:

Sixty-three (63) applications for zoning changes were filed with the Commission during the year 1941, thirty-seven (37) of which were completed and officially adopted. These are classified as follows:

Business Districts-	16
Industrial Districts-	4
Semi-Industrial Districts-	2
Noxious Industry Districts-	3
Class "A" Residential Districts-	4
Class "A-1" Residential Districts-	1
Hotel and Apartment Districts-	6
Reversion from Hotel to Residential-	1

It is interesting to note that twelve (12) out of the thirty-seven (37) changes effected during the year were for areas outside the City of Honolulu, indicating a definite trend toward development in rural districts to meet the needs of a rapidly growing community. The largest zoning plan of the year was that submitted for the Town of Wahiawa, including business, industrial and residential classifications.

Listed below is detail of above mentioned zoning changes:

BUSINESS ZONING:

City of Honolulu:

District No. 85-	Dillingham Boulevard and Mokauea Street.
District No. 86-	Lunalilo and Alapai streets.
District No. 20-	Redefining boundaries of district in vicinity of Alapai Street.
District No. 87-	Dillingham Boulevard and Libby Street.
District No. 88-	Ala Moana Boulevard from Koula to Kewalo Basin.
District No. 89-	Puuhale and Dillingham Boulevard. (Board action is deferred pending new street lines)
District No. 90-	Dillingham Boulevard and Mokauea Street.

Rural Districts:

District No. 7-	Kalauao, near Aiea.
District No. 8-	Aiea.
District No. 2-	Kailua. Amending and enlarging old district.
District No. 5-	Kaflua. " " " "
District No. 6-	Kailua. " " " "
District No. 9-	Mokapu.
District No. 10-	Mokapu.
District No. 11-	Wahiawa.

INDUSTRIAL ZONING:

City of Honolulu:

- District No. 1- Amended boundaries.
- District No. 2- Kewalo area. Amended boundaries.
- District No. 1- Kalihi. Increase in boundaries.

Rural Districts:

- District No. 2- Wahiawa.

SEMI INDUSTRIAL ZONING:

- District No. 1- Auahi and Pensacola streets.
- District No. 2- Ward Street.

NOXIOUS INDUSTRY ZONING:

- District No. 1- Kalihi-kai. Redefining boundaries.
- District No. 2- Kalihi-kai. Redefining boundaries.
- District No. 6- Kalihi-kai.

HOTEL AND APARTMENT ZONING:

- District "N"- Rooke Avenue, Puunui.
(Later reverted to Residential)
- District "O"- Housing Project at Liliha and King streets.
- District "P"- Kinau Street.
- District "Q"- Kewalo Area.
- District "R"- Nuuanu Avenue mauka of School Street.
- District "S"- Kalakaua Avenue, Diamond Head end.

CLASS "A" RESIDENTIAL ZONING:

City of Honolulu:

- District No. 4- Waialae Beach lots, Kahala.
- District No. 5- Makiki area.

Rural Districts:

- District No. 2- Venetian Palms Tract Extension-
Pearl City.
- District No. 3- Wahiawa.

CLASS "A-1" RESIDENTIAL ZONING:

- District No. 1- Wahiawa.

SUBDIVISIONS:

Approximately 223 subdivision applications have been officially filed with the Commission during the year 1941 under the provisions of City and County Ordinance 865, which governs all subdivisions during the interim before the Master Plan is completed and the Commission's subdivision rules and regulations become effective. 194 of these plans have been approved, some as originally presented, and others in amended form.

To meet the problem of the private right-of-way width, which is not covered in the subdivision ordinance, the

Commission has been giving a trial to a schedule of right-of-way widths, prepared by a special subdivision committee, which has been approved by the surveyors and realtors of the city. If such trial proves that proposed schedule is practicable and fair to both the subdivider and general public, it is proposed to have same incorporated eventually into the Subdivision Ordinance regulations.

In general, the schedule covers the following points:-

1. Any roadway built for the sole purpose of serving two (2) or three (3) single family dwellings, having a depth from a government street or road not in excess of 100 feet and having a minimum area of 5000 square feet should be considered a private driveway, and as such the width of driveway should be a minimum of twelve (12) feet.

2. Any roadway built for the sole purpose of serving from two (2) to eight (8) single family dwellings, or two (2) to four (4) duplex dwellings bordering the proposed right-of-way, and having a depth from a government street or road not in excess of 250 feet, should be considered a private roadway having a right-of-way width of twenty (20) feet with a minimum pavement width of 16 feet, allowing full lane for traffic movement and parking on side.

3. A 30-foot roadway with an 18-foot pavement should be required where the number of lots and depth of roadway are in excess of the above requirements, and the roadway does not fit into the classification of a thru street.

4. Width of pavement and right-of-way on major streets should vary according to the volume of traffic to be served.

5. Width of right-of-way for minor streets should be a minimum of 40 feet and not in excess of 50 feet, the pavement width to vary from the minimum requirement, as set forth in ordinance from 26 feet to 36 feet.

During the year a subdivision committee, appointed by the Chairman, has been very active in its study of all subdivision plans before same were acted upon by the Commission as a whole at regular meetings. This committee has functioned very effectively, in that it has provided an opportunity for a more detail study of each individual subdivision in its relation to surrounding areas and the Master Plan, and in so doing has relieved the Commission of such detail study at general meetings, thereby making it possible for the Commission to complete a longer agenda of business than was possible under the previous plan.

STREET WIDENING AND EXTENSIONS:

The following street widening and extension projects have been under study, and recommendations on same have been made to the Board of Supervisors for whatever action was advisable pending the completion of the Master Plan:

Kalihi Street Widening
Vineyard Street Extension
Paki Road Widening
Artesian Street Widening
Kuhio Street Widening

Young Street Widening
 Waiakamilo Widening and Alignment
 Sheridan Street Widening and re-alignment
 Alakea Street Widening
 McCully Street Widening
 Kam IV Road Extension
 Kamakee Street Extension
 Queen Street Widening
 Kalaimoku Street Widening (University Avenue Extension)
 Mookeau Street Widening
 Date Street Widening
 Punahou Street Extension
 Pensacola Street Extension

STREET NAMES:

The following street names have been approved:

1. Laenani Drive, Kahaluu
2. Haukulu Road, Upper Manoa
3. Waaloa Road, Upper Manoa
4. Kawekiu Place, Kuliouou
5. Dalene Way, Kuliouou
6. Lauula Place, Waikiki
7. Skyline Drive, Alewa Heights
8. Pio Way (Loke Tract, Kalihi)
9. Lihikai Place, Kahaluu
10. Laau Place- Off Date Street, Manoa-Palolo Drainage Canal
11. Koali Road- along Koko Head side of Manoa-Palolo Drainage Canal
12. Kaauwai Place, off North Vineyard
13. Lopeka Place, off Dowsett Avenue
14. Valley View Drive- Laelae Tract, Kalihi.
15. Kuahiwi Way- " " "
16. Holua Way- " " "
17. Laelae Way " " "
18. Kua Pohaku Drive " " "
19. Kaiolu Street, Waikiki, between Launiu and Lewers
20. Emekona Place, Woodlawn
21. Kanu Road, Upper Manoa
22. Poepoe Place, off North King Street
23. Punahale Place, off Kalaniana'ole Highway at Wailupe
24. Hoolai Street, between Pensacola and Piikoi
25. Kamaile Street, " " " "
26. Alialia Street, " " " "

CITY PLANNING EXHIBIT:

The City Planning Commission cooperated with the Academy of Arts in presenting for a period of two weeks in July an exhibit on City Planning.

The exhibit was divided into two parts- the first being an exhibit secured from the American Federation of Arts in Washington, D. C., entitled "The City", and based on the plan of Washington, illustrating in graphic plans and photographs wherein this plan failed. The second exhibit, of special importance locally, presented thru photographs, maps and graphs, principles and problems involved in planning the City of Honolulu. The good and the bad ideas for future growth,

and constructive suggestions with reference to parks, traffic problems, civic center, harbor development, utilities, zoning and subdivision of land, were shown on panels prepared and hung by Mr. Ben Norris of the University of Hawaii staff, representing the Academy, and by Mr. DeLos Seeley, representing the City Planning Commission.

The exhibit was opened at an evening reception at the Academy at which members of the Commission and their wives assisted the academy personnel as hosts and hostesses. This exhibit evoked considerable interest and comment, and was apparently a worth while educational project.

MASTER PLAN:

Work on the Master Plan has continued thru the year altho considerably delayed by reason of abnormal subdivision and zoning activity noted in another section of this report. Further delay has also been caused by loss of personnel in engineering office due to war conditions.

Since December 7, however, work on the Master Plan has been considerably speeded up. This was made possible thru the sudden lull in subdivision activity due to the lack of building materials, and also thru utilization by transfer of men from the Bureau of Plans where work on improvement projects has been correspondingly slowed down because of war conditions. By taking advantage of these conditions the City Planning Commission hopes to rush thru to completion its Master Plan of the city in order that it may be ready to serve as a basis for the many improvement projects which will be needed to take up the slack in labor after the war is over.

Four sections of the Master Plan are practically ready for adoption by the Commission following public hearings. These sections cover the following areas:- Section 1- McCully-Kapahulu district; Section 2- Kewalo-Ala Moana district; Section 3- Kalia-Waikiki district; Section 4- Waikiki-Diamond Head district.

It will be noted that while the original date set in the 1939 Legislative Act for the completion of the Master Plan was December 31, 1941, this date was changed by the 1941 Legislature to December 1, 1943 on request of the Commission because of the amount of work involved in carrying out the details specified in the Legislative Act.

1942 PROGRAM:

While the engineering staff will be subject to changes from time to time, and certain shifts in emphasis may have to be made to meet existing war conditions, insofar as practicable, the Planning Commission hopes to function as usual during the year 1942.

Respectfully submitted,

Executive Secretary

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

Annual.

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

Continued by: Honolulu. Planning Dept.
Annual report.

1. City planning - Oahu.
2. Honolulu - City planning.

For Reference

Not to be taken from this room