

~~(Research Section)~~

~~PLANNING DEPARTMENT
RESEARCH & PUBLICATIONS DIVISION~~

REPORT

OF THE

CITY PLANNING COMMISSION

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~~_____~~
Honolulu 16, Hawaii



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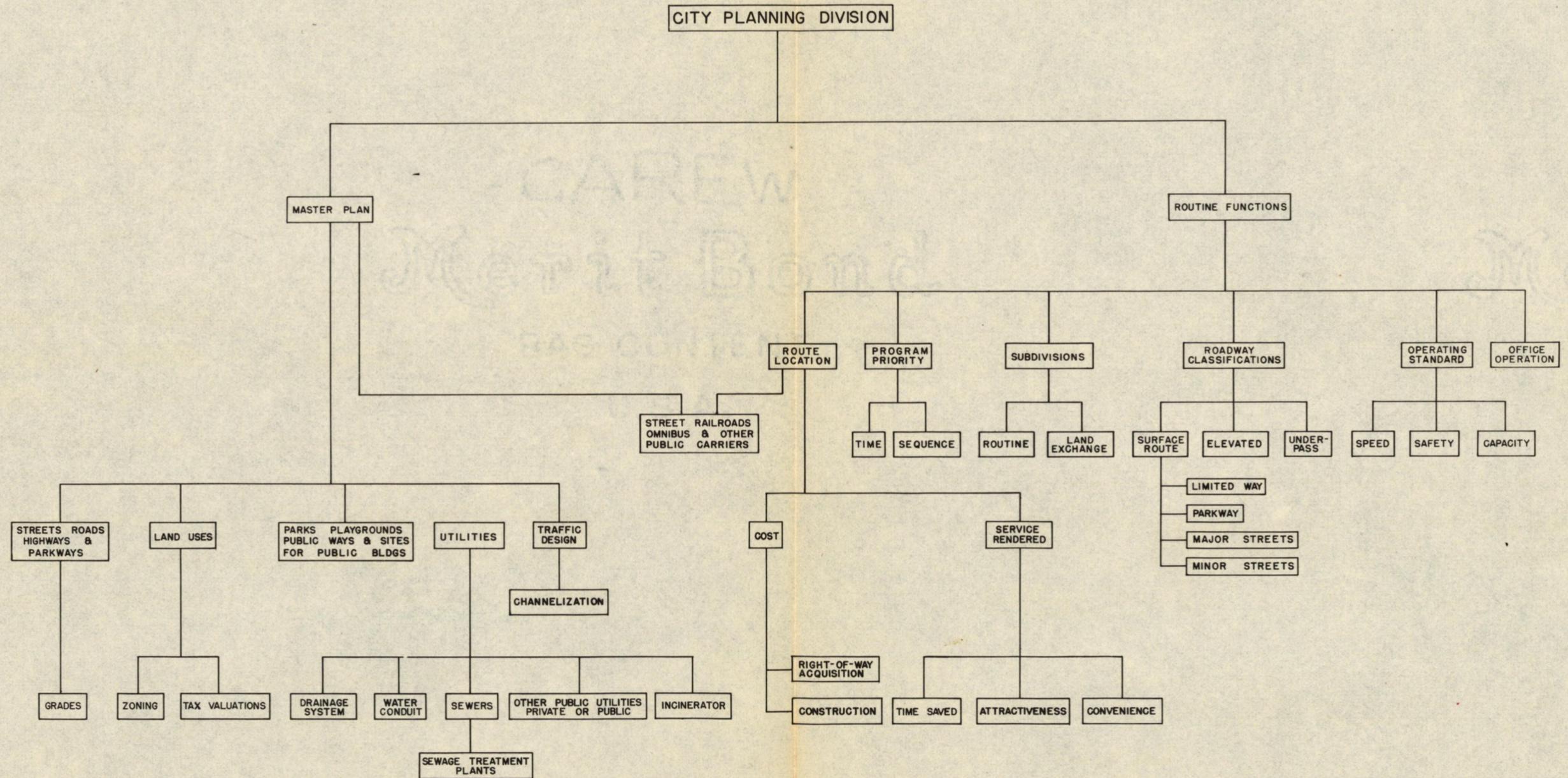
City and County of Honolulu
Territory of Hawaii

1942

FUNCTIONAL CHART

CITY PLANNING DIVISION

CITY & COUNTY OF HONOLULU



C I T Y P L A N N I N G C O M M I S S I O N

As of December 31, 1942

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xx Chas R. Welsh Planning Engineer
George K. Houghtailing Acting Planning Engineer
Grace M. Bartlett Executive Secretary

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CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU
318 MUNICIPAL BUILDING
HONOLULU, HAWAII

February 12, 1943.

Honorable Mayor and Members
of the Board of Supervisors,
City and County of Honolulu,
Honolulu, T. H.

Gentlemen:

The City Planning Commission presents herewith to your Honorable Board a report on the preparation of the Master Plan for Honolulu as of December 31, 1942. A summary of routine activities of the Commission is included herein and made a part of this report.

Your attention is directed to the proposals for clarification of certain sections of the Act covering the Master Plan of Honolulu as outlined in Part II "Legislation" of this report. The City Planning Commission asks that your Honorable Board request the Territorial Legislature to enact necessary amendments as proposed to insure proper development and control of future improvements for the City of Honolulu.

Respectfully submitted,

CITY PLANNING COMMISSION


J. D. McInerny, Chairman

PREFACE

This report is submitted to outline briefly the work accomplished to date on the preparation of the Master Plan for the City of Honolulu as provided by Act 242 of the 1939 Session of the Territorial Legislature and amended as of April 15, 1942.

The Progress Report of 1941 described the early growth of the City of Honolulu and the work of the City Planning Commission. It outlined briefly proposed developments contemplated in the preparation of the Master Plan to coordinate needed improvements to insure an orderly and systematic growth of our fast growing city of Honolulu.

Since that time, the City Planning Commission's engineering staff has worked conscientiously in the preparation of a Master Plan Street Layout and Comprehensive Zoning Plan for the City of Honolulu. The Master Plan Street Layouts are planned with the view of providing needed arterial routes, major thoroughfares, and secondary or minor streets, to facilitate the movement of motor vehicle transportation and at the same time provide a systematic street pattern for orderly subdivisions of land to insure maximum access of light and air necessary to safeguard the health and welfare of a growing community.

No city has ever been built in an orderly way without some sort of plan for directing its growth. Any plans that are designed to serve only immediate needs without coordinating them with contemplated developments of the future are of little value and cause tremendous harm which tends to retard future necessary improvements. Proper planning requires intensive study of the purposes it is intended to achieve, and all the factors involved must be considered to put the plan into operation. Planning must be comprehensive to be effective.

The City Planning Commission is conscious of its responsibility to the community and hopes that a well planned and comprehensive Master Plan of the City of Honolulu may be evolved which will coordinate all phases of civic development into a correlated plan for the future expansion of the city of Honolulu and the rural districts.

ACKNOWLEDGMENTS

Grateful acknowledgment is made for the whole hearted cooperation given the City Planning Commission and its staff by the various departments of the City and County. The Commission is especially appreciative of cooperation given by semi-public and private firms, without whose material resources and assistance the preparation and accomplishment of the Master Plan to date would have been greatly retarded.

It is a pleasure to express the appreciation of the City Planning Commission to Honorable Mayor Lester Petrie and the Board of Supervisors for their cooperation and assistance in our efforts of planning for a better and bigger City of Honolulu and the rural areas.

George K. Houghtailing,
Acting Planning Engineer

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PART I

M A S T E R P L A N

MASTER PLAN

The Master Plan may be defined as a general plan for the future layout of the city, showing both existing and proposed streets, roads, highways, and the grades thereof, bridges, parks, parkways, and other public ways, playgrounds, sites for public buildings and other structures, building zone districts, use zone districts, waterways, routes for street railways, omnibus and other public carriers (provided that such plan shall not affect heretofore legally authorized routes), locations of drainage systems, sewers, sewage treatment plants, incinerators, water conduits and other public utilities, privately or public owned, and such other features, changes and additions as will provide for the improvement of the city and its future growth and development and afford adequate facilities for the housing, transportation distribution, comfort, convenience, health and welfare of its population.

The Master Plan when adopted as a whole or in sections after public hearings are held will serve as a guide for recommendations for public improvements. A plan of this type serves to protect the future growth of the city and controls subdivisions of land in an orderly fashion, thereby providing property owners with access of light and air necessary to safeguard the health and welfare of a growing community like Honolulu.

NEED FOR COMPREHENSIVE PLANNING

Honolulu during the past decade has progressed and grown with such rapidity that government officials have been forced to take care of the immediate requirements of street improvements and utilities without coordinating them with the contemplated developments of the future. Many years of uncontrolled and uncoordinated public improvements have produced numerous problems and business losses.

One need only look about the city of Honolulu to see the results of planless growth. Many of our streets and subdivisions have been laid out haphazardly and in poor relationship with each other. No adequate preparation was made for the widening of our narrow streets to anticipate the present demands of traffic volume and safety. This type of development

has proven itself to be neither efficient nor attractive. Past mistakes should be corrected, and most important of all, similar mistakes must be prevented from re-occurring in the future.

In order to accomplish this end, comprehensive planning of a City Master Plan is necessary. Planning is a science and movement of policies, which movement is aimed at guarding the physical growth of a community in order that it may harmonize with the social and economic needs of that community and the city as a whole.

The movement of policies is perhaps one of the most important fundamental policies of planning. By this is meant the adaptation of planning to changing conditions in an area. It attempts to bring about order and efficiency in an area without backing any particular group interest but in promoting that interest which is most nearly in accord with the welfare of the people as a whole. Intelligent planning aims to safeguard the health, welfare, morals, and safety of the community.

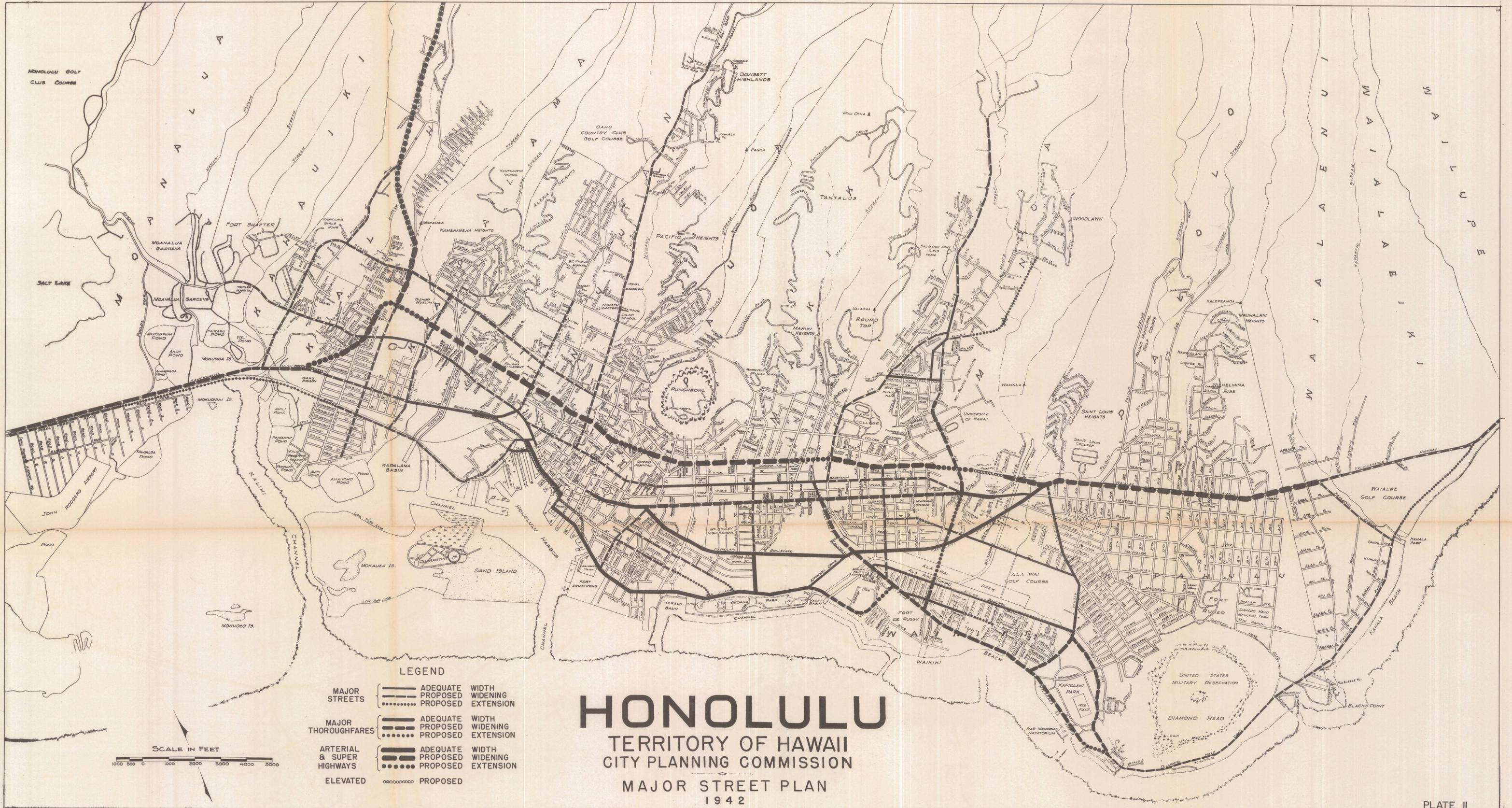
Planning, like all other governmental and private enterprises, is judged in the last analysis by the greatest good it provides the community.

PREPARATION OF MASTER PLAN

The preparation and development of the Master Plan for the City of Honolulu requires a thorough study of existing conditions and the possibilities of future expansion. No plan is worth while unless it is based on factual data and study.

The Master Plan for a city must be practical. A Master Plan to be practical must be based on traffic surveys and land use studies. The City Planning Commission approached the preparation and development of the Master Plan for the City of Honolulu with this viewpoint.

The first approach to the development of a master plan was the preparation of a Major Thoroughfare and Zoning Map for the City of Honolulu. (Plate II - Major Thoroughfare Map) The map served as a graphic picture of existing streets and land uses. It served as a basic map for preliminary studies of much needed arterial routes and major thoroughfares



LEGEND

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|---------------------------|---|
| MAJOR STREETS |  ADEQUATE WIDTH
 PROPOSED WIDENING
 PROPOSED EXTENSION |
| MAJOR THOROUGHFARES |  ADEQUATE WIDTH
 PROPOSED WIDENING
 PROPOSED EXTENSION |
| ARTERIAL & SUPER HIGHWAYS |  ADEQUATE WIDTH
 PROPOSED WIDENING
 PROPOSED EXTENSION |
| ELEVATED |  PROPOSED |

HONOLULU
 TERRITORY OF HAWAII
 CITY PLANNING COMMISSION
 MAJOR STREET PLAN
 1942



necessary to relieve existing traffic conditions in downtown Honolulu.

Section Maps

At the outset it was believed that a considerable proportion of the Master Plan could be compiled from existing maps previously prepared by various governmental departments and private survey offices. It was discovered that these drawings were of so many indiscriminate shapes, sizes and scales, lacking in so much of the essential details and information required for the Master Plan that it was necessary for the Commission to make entirely new section maps of the city drawn to a uniform scale of one-inch equal to one hundred feet.

The work in preparing these section maps has delayed the completion of the Master Plan. The preparation of the working sheet for each section map requires approximately two to three months' work. These maps will be of untold value to different governmental departments as well as to private corporations and individuals. Maps are compiled from all existing data and coordinated.

The purpose of section maps is to make detailed study of proposed streets and highways, utilities, drainage, etc., as outlined by legislative act of the Master Plan, and how they affect existing developments. The section maps afford the Commission an opportunity to make detail study of proposed street plans according to their importance and the effects of proposed developments on existing street patterns within the neighborhood.

Proposed street improvements are planned with the view of meeting existing traffic demands as well as future developments in accordance to their respective importance as arterial routes, major thoroughfares, boulevards, and minor streets.

Street layouts as proposed are designed to allow for orderly development of land and to provide the maximum of light and air to safeguard the health and welfare of the community.

HIGHWAY SYSTEMS

Not only do streets serve as channels for traffic, in which capacity they have become the subject of ever increasing public concern and scientific study, but they also establish the pattern on which the city's land is subdivided for building purposes providing access to all the resulting parcels of land, both public and private. They also constitute a major item in the city's outlays for permanent improvements, and hence need to be carefully studied as an element of any long-term capital outlay program including both assessable improvements and capital budget items.

In undertaking these proposed highway and street plan studies for the Master Plan of the City of Honolulu, the City Planning Commission recognized that the trend of increasing motor vehicle registration will add, if anything, to the pressing nature of the city's existing traffic problems, and that an adequate solution can be provided only by a comprehensive and coordinated system of highways and streets designed to meet the requirements of modern automotive transportation. (Plate III - Motor Vehicle Registration)

It must be acknowledged that failure to deal adequately with the problem of vehicular circulation will be uneconomical for the city. Therefore, in the preparation of the Master Plan for the City of Honolulu the City Planning Commission has adopted a practical and simple standard, namely, that rapid movement along major thoroughfares or arterial routes should be provided for all vehicles, both passenger and commercial, from every part of the city to every other part.

Placement of Highways

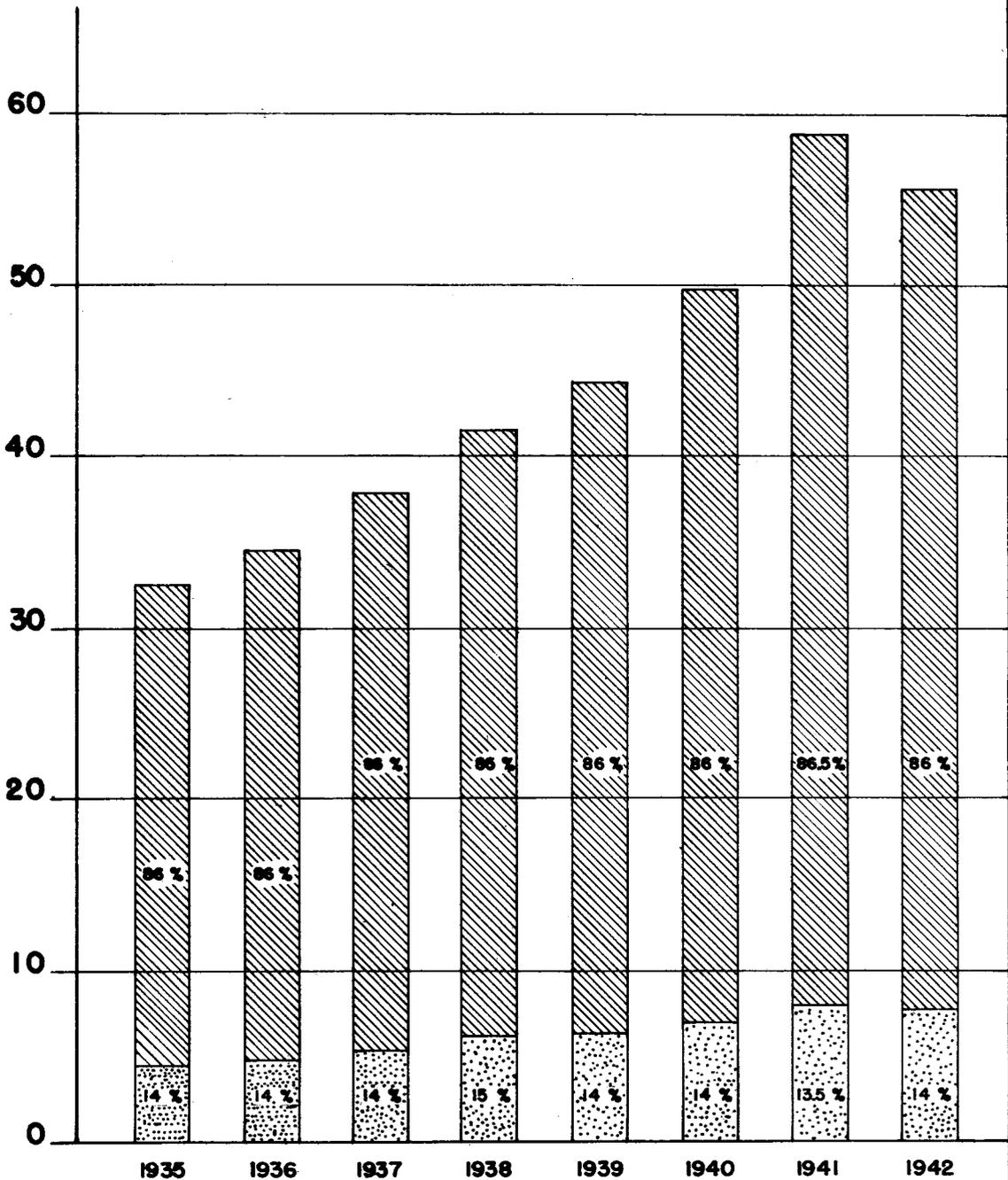
The placement of arterial routes or major highway improvements should not be determined on the exact mathematical solution of the minimum cost of construction alone, but rather the final selection should be justified by the benefits the new roadway will provide the motorists in terms of increased mobility and accident reduction.

Proposed Arterial Routes:

Several proposals for arterial routes were considered by the City Planning Commission, including the

MOTOR VEHICLE REGISTRATION*

THOUSANDS OF CARS



LEGEND
 PASSENGER VEHICLES
 TRUCKS

REGISTRATION YEARS

*Note: This does not include government-owned vehicles, e.g., USED, Army, Navy, etc.

Iwilei By-Pass Route from Kamehameha Highway in vicinity of Oahu Prison to the intersection of Fort and Queen Streets, as proposed by the Territorial Highway Department. The war has brought very forcefully to our attention the inadvisability of waterfront streets as main arterial highways. The City Planning Commission has continually voiced its objection to this proposal on the grounds that upon completion of this highway the traffic bottlenecks now experienced at the intersections of Dillingham Boulevard, King and Liliha Streets, and King Street and Iwilei Road will be transferred to the intersection of Queen and Awa Streets and also to the intersection of Queen and Fort Streets where this proposed improvement ends.

1. Vineyard Street Arterial

The City Planning Commission recommends for immediate relief the construction of the Vineyard Street Arterial from Kamehameha Highway to Kalanianaʻōle Highway at Kealaolu Avenue. This proposed arterial route can be built on a piece meal basis by constructing new streets to make this route continuous and then widening the existing streets. This Vineyard Street route, if opened up between Kamehameha Highway and Houghtailing Street, will serve a very necessary by-pass for both civilian and military vehicular transportation under existing conditions.

2. Kalihi Superhighway (Connecting Leeward Oahu with Windward Oahu via Kalihi Valley Tunnel)

Besides the arterial highway and major thoroughfares to facilitate traffic movement from one end of the city to the other, there is also definite need for a superhighway to connect the city of Honolulu with the windward side of Oahu by way of the proposed Kalihi Tunnel, as recommended by Colonel John D. Kilpatrick (ret.), Chairman City and County Parks Board, and Colonel George H. Larrison in their report on Kalihi and/or Manoa Vehicular Tunnel.

The Kalihi Tunnel is believed by the City Planning Commission to be preferable to either Nuuanu or Manoa because traffic via Kalihi will be closer to both Army and Navy supply bases; (Kalihi Valley is closer to the docking facilities in Honolulu Harbor); and traffic from these sources and from the leeward side would avoid traffic congestion in downtown Honolulu.

The City Planning Commission after careful study and analysis of various factors such as traffic origin and destination flow, recommends that the proposed superhighway follow the alignment shown on map attached. (Plate I) This proposed alignment was adopted because it is the most feasible route connecting the portals of the proposed Kalihi Tunnel with the vast development now under construction at Kapalama Basin. Furthermore, this proposed alignment will be a medium for future development of unimproved property.

The suggested alignment for the proposed superhighway on the windward side of the Tunnel will meet Kanehaneha Highway at Kaneohe, making a direct connection thru Kokokahi to the Kaneohe Base development and the north end of Hailua.

The advantages of Kalihi Superhighway alignment are:

1. Direct route from Kapalama Basin to naval development at Kaneohe and Iokapu.
2. Connects with proposed cross-town arterial route.
3. Encourages the development of new residential areas and provides easy access for commuting between city and rural Oahu.

Limited Access

It is recommended that this route be used exclusively for through traffic, providing no direct access to abutting property, with no parking or stopping except in emergencies, and no allowance for cross traffic movements except at specified intersections. Legislation for this type of improvement will be necessary for passage by the Territorial Legislature.

This proposed development, together with Vineyard Street Arterial and Hart Street Extension, were discussed by the City Planning Commission with Army authorities in December 1942.

3. Hart Street (Commercial Traffic)

The City Planning Commission fully recognizes the need for a major thoroughfare to take care of

commercial and industrial traffic in and around the Iwilei District. After careful study and analysis of existing conditions and future development of Kapalama Basin and Pearl Harbor areas, the City Planning Commission feels that another route parallel to Kamehameha Highway would be more advantageous than the concentration of traffic on one highway, which would result if the Territorial Highway's plan for the Iwilei By-Pass is constructed. The Commission therefore recommends the extension of Hart Street from Hokauea Street to meet Pearl Harbor Road.

This route today is already partially opened into the Iwilei District. The Army, in cooperation with the City and County, extended Hart Street from Waiakanilo Road to Prison Road, to be used by the Army in moving troops and merchandise which are vitally necessary for national defense purposes. This route is also open to civilian trucking and commercial vehicles.

The importance of this route cannot be over-emphasized when one stops to visualize the future development of Kapalama Basin and the area in the vicinity of Pearl Harbor. A route serving these areas direct with no interference from other routes will help to facilitate traffic movement.

The further development of Hart Street will be less expensive than that proposed by the Territorial Highway Department. Property damages will also be greatly reduced.

4. Elevated Highway Along the Waterfront

This proposed project was discussed to some extent with the Legislative Joint Holdover Committee, and because of the magnitude of the project and the details involved, the City Planning Commission feels that this project should be considered on the basis of a long range program. The Commission feels that this proposed highway improvement will permit quicker and more efficient motor vehicle transportation for commercial and privately owned cars and will undoubtedly contribute much to prevent decentralization of existing central business districts.

Major Thoroughfares

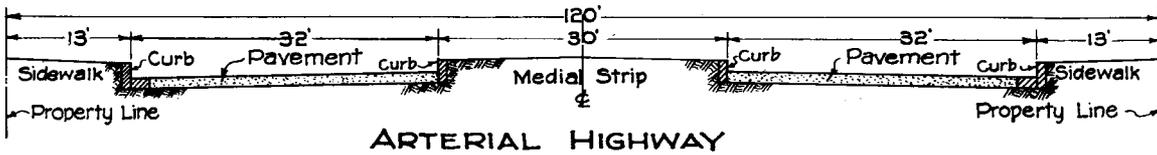
The Master Plan development for street plans also takes into consideration the need for major thoroughfares to provide for heavy motor vehicle traffic within different areas of the city. These proposed major arteries will serve to circulate traffic with increased mobility, free from annoyances and inconvenience of congestion due to inadequate roadway width.

Major thoroughfares are for traffic circulation, and this circulation cannot be achieved unless a system of arteries is created and tied together to permit fluid movement of motor vehicles. The City Planning Commission recognizes the need of a network of channels to carry streams of traffic so vital to present day automotive transportation, and therefore in the preparation of the Master Plan is coordinating the various highway systems.

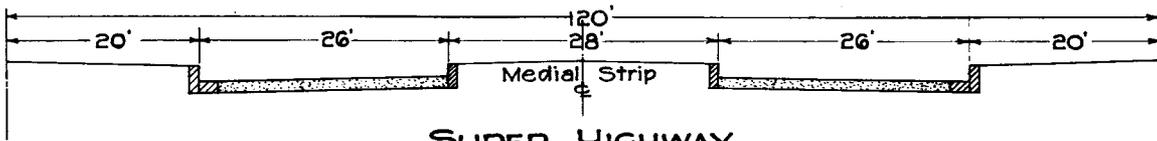
Minor or Secondary Streets

Systematic and carefully planned street layouts to serve neighborhood development are designed to meet the needs of different sections of the city. The streets are planned and laid out to provide for maximum of light and air which are necessary to protect and safeguard the health of a growing community.

In several areas, to accomplish this type of development, it will be necessary for property owners to pool their holdings because of the irregular kuleana boundaries. Failure to carry out this program will retard developments within certain areas for many years.



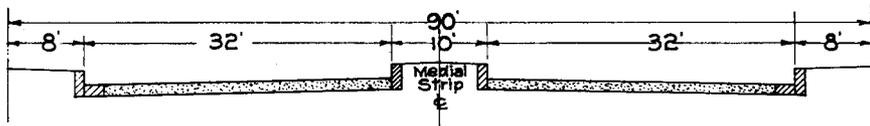
ARTERIAL HIGHWAY



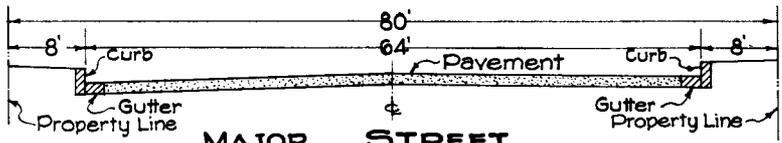
SUPER HIGHWAY



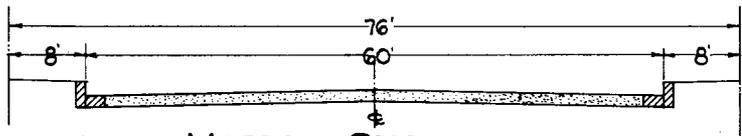
MAJOR THOROUGHFARE



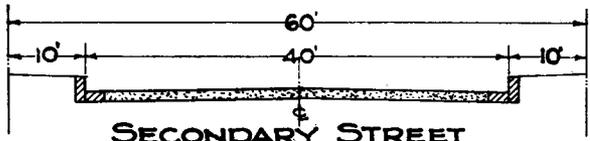
MAJOR THOROUGHFARE



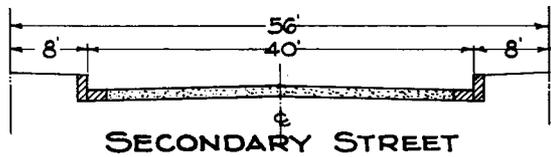
MAJOR STREET



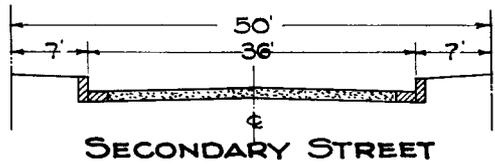
MAJOR STREET



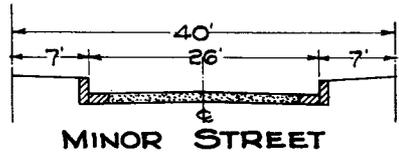
SECONDARY STREET



SECONDARY STREET



SECONDARY STREET



MINOR STREET

CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU

STANDARD STREET SECTIONS
HONOLULU, OAHU, T.H.

PROPOSED REDEVELOPMENT PROGRAM

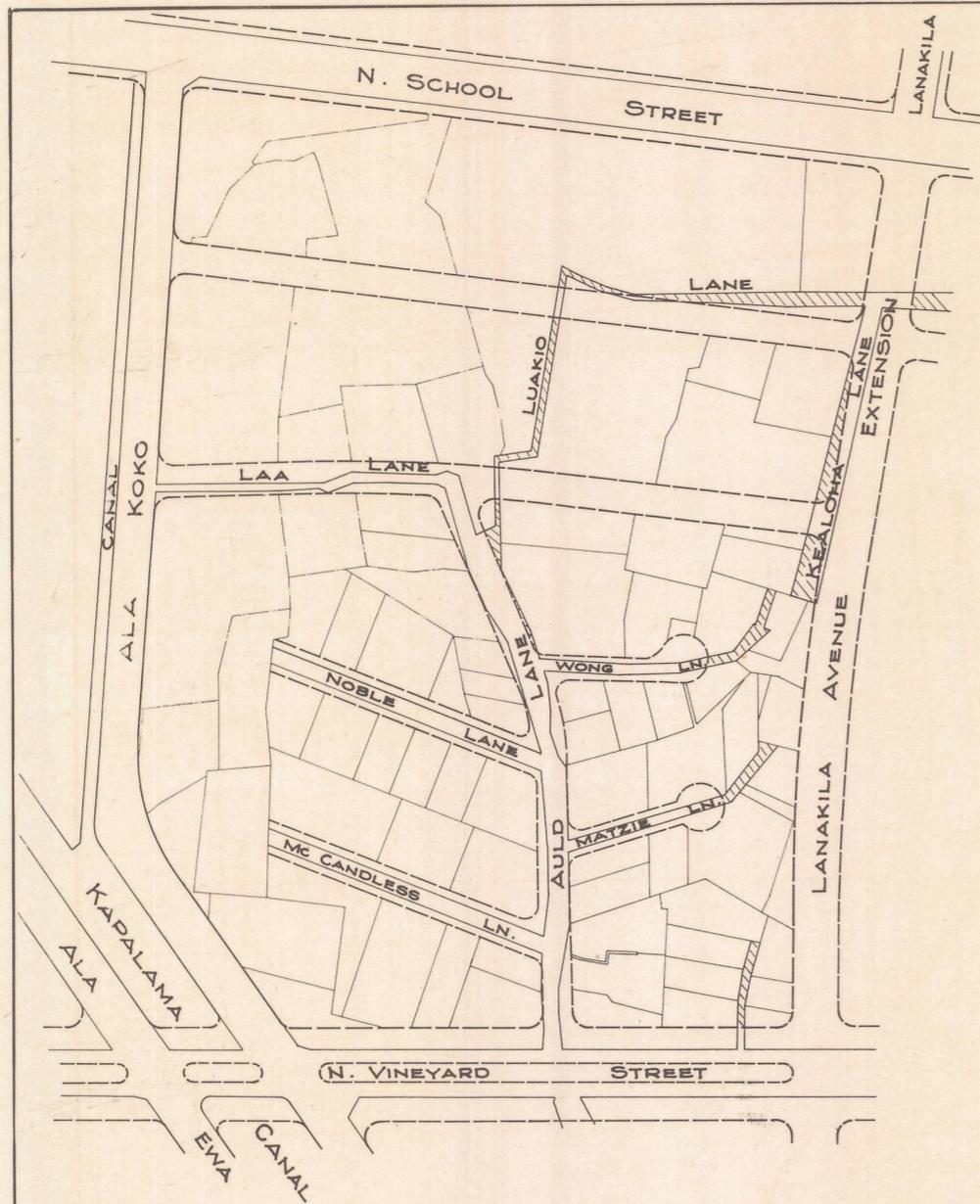
In developing the Master Plan for certain sections of the city, especially in areas which are congested and existing buildings are deteriorated and outmoded, the City Planning Commission is of the opinion that the only solution to existing problems of this nature is to redevelop the entire area and plan new street patterns to permit orderly subdivisions. Partial improvements to these areas can be accomplished by the extension of major arteries and widening of existing streets. This, however, will not completely remove unsightly and undesirable congested areas, which if continued to remain in their present condition will hamper future progress and improvements within these sections of the city.

The more practical way of redeveloping slums and congested areas would be to completely demolish existing deteriorated and outmoded buildings and plan new streets to fit an orderly subdivision pattern. This type of development necessitates the establishment of a revolving fund and the formation or designation of a local government agency to handle the acquisition of sites for redevelopment purposes. (Plate V).

This proposed agency would act as the business agent of the local government (a) in acquiring sites for rehabilitation or redevelopment projects; (b) in negotiating contracts with privately financed redevelopment corporations for the execution of rehabilitation or redevelopment enterprises; (c) in dealing with any Territorial or Federal agency that may make contributions to or otherwise participate in a redevelopment program or specific enterprises in such a program; and (d) in maintaining records and reporting regularly on the financial phases of both proposed and operating redevelopment and rehabilitation enterprises.

The municipal agency for redevelopment purposes in no way would compete with private real estate agents, and would operate on a non-profit basis.

To create a municipal corporation for redevelopment program to enforce Master Plan developments within blighted and deteriorated areas necessitates passing of a legislative enabling act giving the City and County the power of passing local

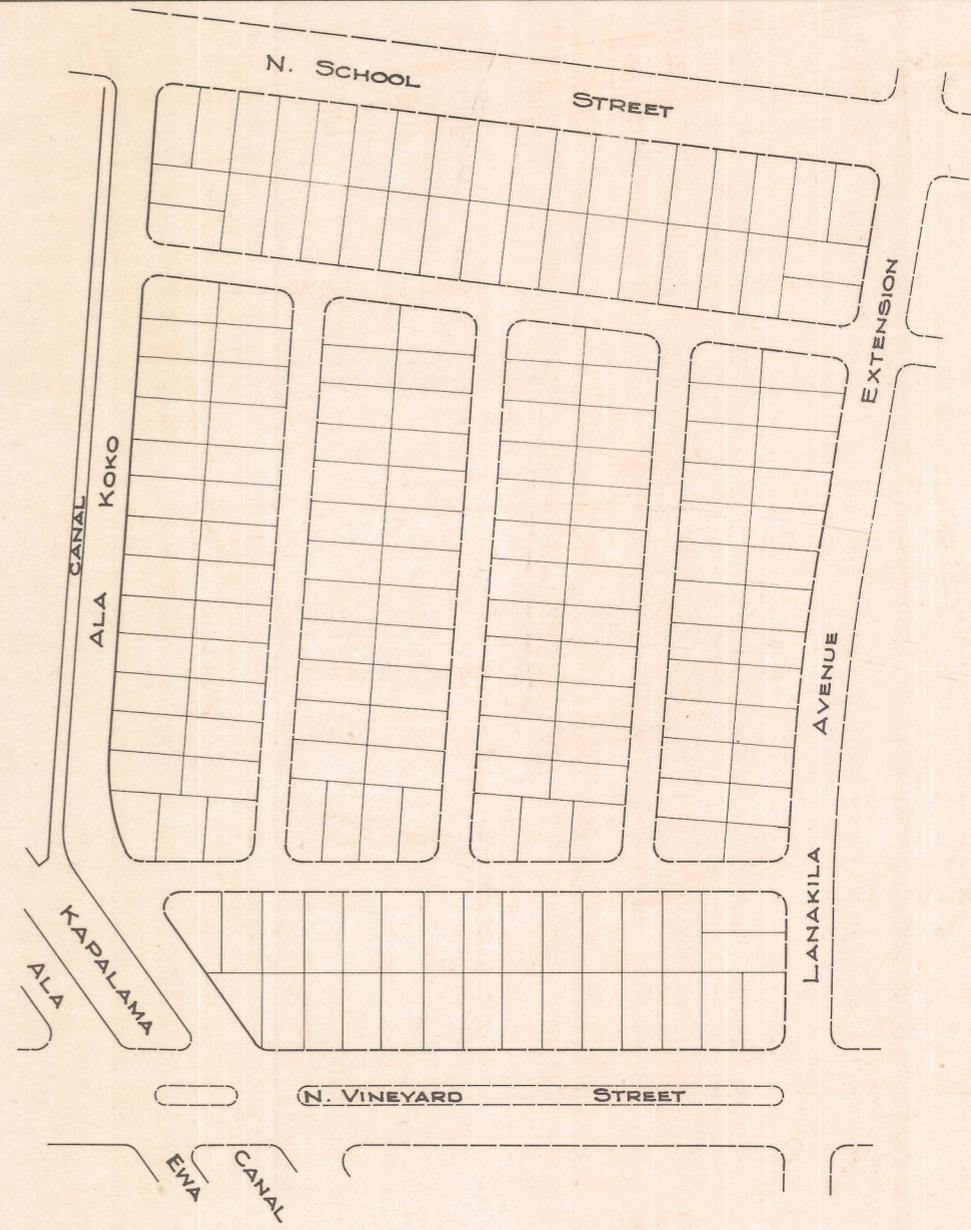
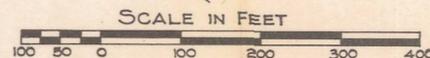


PARTIAL IMPROVEMENT
OF
CONGESTED AREA

PROPOSED SCHEMES
FOR
IMPROVEMENT
OF PORTION OF
KAPALAMA SECTION
SHOWING TYPICAL PROBLEMS

LEGEND

- PROPOSED STREET LINES
- /// EXISTING STREET AREAS TO BE ABANDONED



REDEVELOPMENT
OF
CONGESTED AREA

legislation to create such a corporation or agency, specifying the main objective for the formation of this corporation or agency, and outlining the responsibilities and powers under which said corporation or agency may function, and the setting up of a revolving fund to accomplish the end for which this corporation or agency is created.

The City Planning Commission has discussed this proposed redevelopment program and the need for the creation of a municipal corporation or agency to handle such undertakings with the Mayor and Board of Supervisors of the City and County of Honolulu, and they have the matter under advisement for further study.

PARKS, PLAYGROUNDS, SCHOOLS AND PUBLIC BUILDINGS

The location of parks and playgrounds, schools and public institutions are important elements to be shown on the Master Plan for the city. Several sites are provided for expansion of needed school facilities in sections of the Master Plan thus far completed.

The need for parks and playgrounds to serve community recreation is essential in a growing community like Honolulu and the rural districts of Oahu. The early conception of a park as a naturalistic area where one might enjoy nature is no longer adequate, for in addition to beauty there must be areas set aside for active recreation such as tennis courts, baseball diamonds, and other facilities to meet the requirements of different age groups.

The basic requirement of a comprehensive recreation system is to provide adequate play facilities for the entire population.

Outstanding recommendations for new park and playground development in sections of the Master Plan completed to date are the proposed Manoa Playground and the Bishop Museum Park.

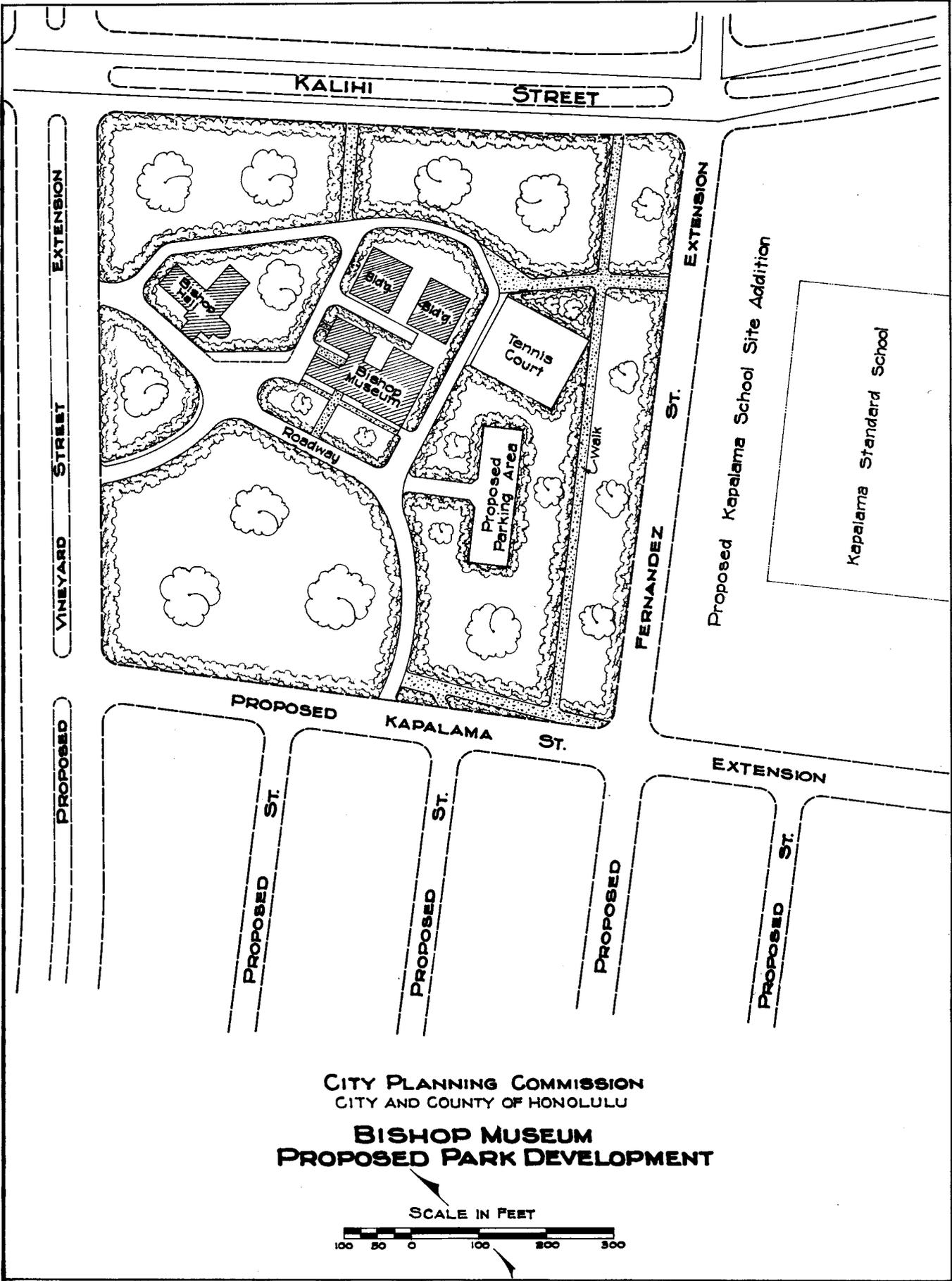
Bishop Museum

Bishop Museum today is isolated from the general public because of the construction of Farrington High School and the removal of the Kamehameha School for Boys to its new location on the hill. The only entrance to the museum is through the rear by way of Kalihi Street.

Because of its historical value to the Territory of Hawaii, and more especially to the City and County of Honolulu, it is proposed that the museum be given an attractive approach with aesthetic surroundings.

The City Planning Commission in the preparation of the Master Plan recommends that the area surrounding Bishop Museum be developed into a park. (Plate VI).

Besides the proposed park development around the museum, it is suggested that Bishop Hall be improved and used as a community center or neighborhood



CITY PLANNING COMMISSION
 CITY AND COUNTY OF HONOLULU

**BISHOP MUSEUM
 PROPOSED PARK DEVELOPMENT**

SCALE IN FEET



library. This proposed development will be a general benefit to the people of the City and County of Honolulu.

City and County Jail Site

As part of the Master Plan for the location of public institutions, the City Planning Commission has recommended a site at Kalihi, makai of King Street in the vicinity of Owen Street, for the new location of the City and County Jail. This site was recommended to the Mayor and Board of Supervisors after studies were made of several prospective sites. Other desirable jail sites, including Waiau, are unavailable on account of certain extensive navy and military developments.

The matter of transportation was also considered in recommending a suitable site for the City and County Jail. The proposed site at Kalihi contains an extensive valley area suitable for and now used in truck gardening and farming.

Incinerator Site

The City Planning Commission also has approved as part of the Master Plan for the Kalihi-kai section an incinerator site. This site is in an area zoned for industrial purposes. Other sites for incinerators have been proposed by the Department of Public Works to the City Planning Commission. The Commission has not recommended other sites as proposed because the members were of the opinion that their decisions would be based on the recommendations of Mr. Harrison Eddy, an expert on incineration sent here from Washington to investigate the needs and possibilities for incinerators.

UTILITIES

In the developed areas of the city most of the needed utilities such as water, sewer, storm drainage, electric light, gas, and telephone are provided. However, there are still several sections of the city that are not sewerred or have improper drainage facilities.

The utility phase of the Master Plan for developed and undeveloped areas requires more detail study and planning. Before any detail study for storm drainage systems, sanitary sewer systems, and water systems can be made, it is necessary to have a complete street system for the city laid out with necessary preliminary grades and definite alignments.

The City Planning Commission has compiled maps showing existing sewer, electric, gas, and telephone mains. This data was made available to the City Planning Commission through the cooperation and assistance of the respective utility companies.

ZONING

One of the most important phases of city planning is zoning. The preservation of the property owner's right of protection from injury through wrong usage of abutting property may be accomplished by subdividing for specific purposes areas within the limits of a given section of the city into a system of land use zones or districts. This brings up the importance of zoning to a community.

Zoning provides a safeguard for the systematic development of a city in order that such development will conform with the needs of the community, and at the same time control the use of privately owned land in the interest of the general public. Generally speaking, zoning of a city or community has for its purpose the stabilization of land values by restraining land owners from putting their property to uses that will destroy the value of neighboring property or by permitting uses that would result in conditions detrimental to health, morals, or personal safety.

One has only to look about certain areas within the city and note the abuses in land uses to realize the importance and value of zoning.

At best zoning promotes the uniform and systematic growth of cities and communities. A zoning map provides the engineer with a graphic picture of existing and possible future land uses and their relation to the street system and other physical elements of the master plan of a city.

Therefore, to accomplish the purpose of systematic development for the city a comprehensive zoning classification of land uses has been prepared by the City Planning Commission and tentatively approved by the Mayor and Board of Supervisors.

The zoning plan segregates the different land use classifications into areas best fitted for the type of development and the needs of the community. As noted on the zoning map, the land use for the City of Honolulu is classified as follows: Business, Semi-Industrial, Industrial, Noxious Industrial, Farming, Hotel and Apartment, and Residential. Residential zoning is further divided into five classifications, within which construction is limited to one single family dwelling with accessory buildings such as

garage and servant's quarters, on the following minimum lot areas:

Class "AA"	-	10,000	square feet
Class "A-1"	-	7,500	square feet
Class "A"	-	5,000	square feet
Class "B"	-	3,500	square feet
Class "C"	-	2,500	square feet

Schools, churches, hospitals, libraries, and truck gardens are allowed within these areas.

Certain areas are already zoned for restricted residential usage by virtue of petitions by property owners within the respective districts.

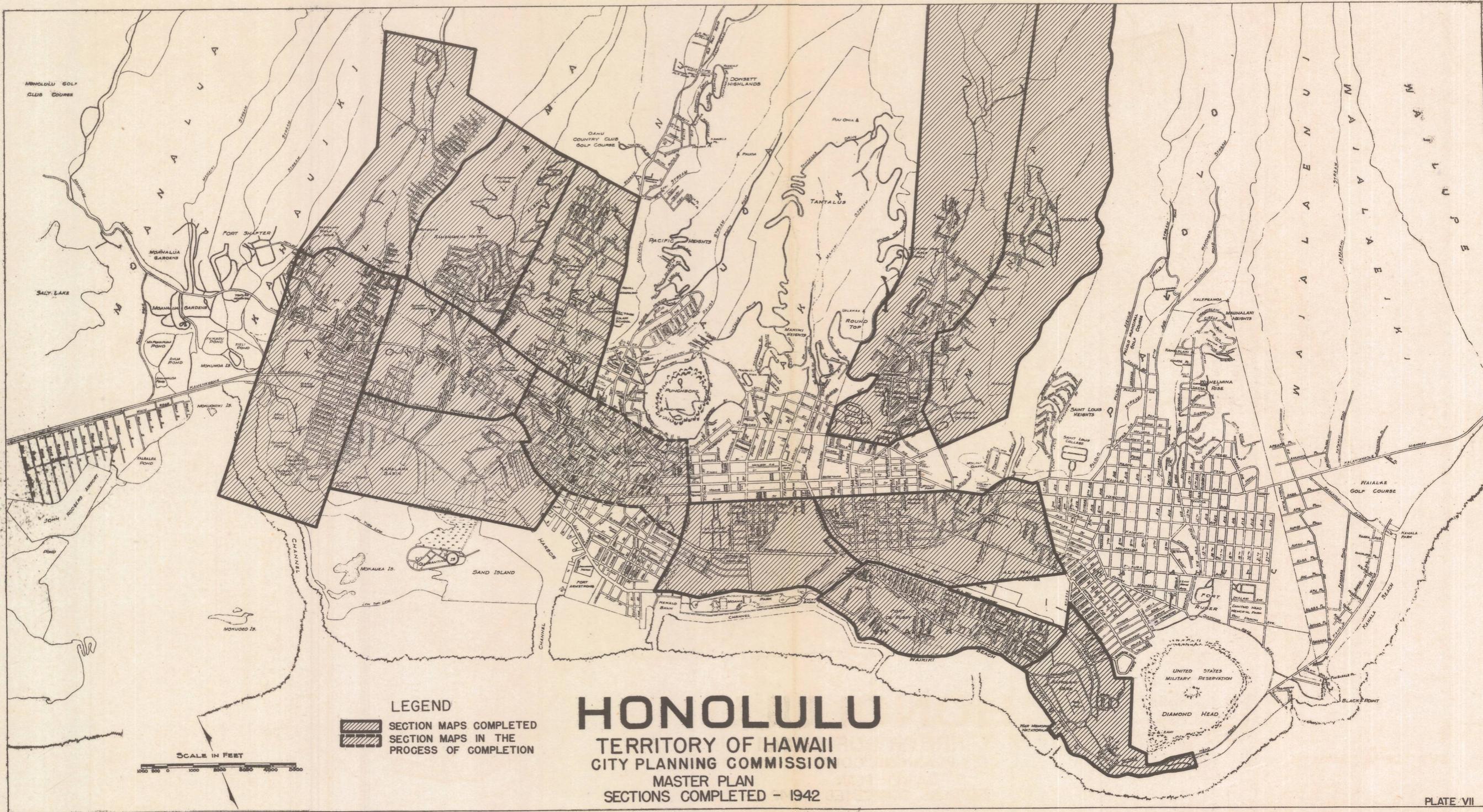
These zoning classifications are not retroactive. Existing uses remain unchanged until such time as conditions make it possible for improving conditions.

OFF STREET PARKING

The problem of providing suitable terminal parking facilities to partially eliminate congestion in downtown areas caused by curb parking is another problem that government officials are confronted with today. The comprehensive planning of a city should provide for the necessary off-street parking, loading, or storage facilities to take care of the public demand for storing their vehicles when they arrive near their destination in the central business district. Again a study of a carefully prepared land use map will enable City and County officials to determine the most suitable areas for locating these off-street parking lots and buildings. These areas once decided upon as suitable for parking purposes should be incorporated by ordinance as a part and parcel of the zoning map in order to prevent the use of these areas for purposes other than parking.

WORK ACCOMPLISHED ON MASTER PLAN FOR CITY OF HONOLULU

The City Planning Commission has completed to date twelve sections of the Master Plan Street Layouts (Plate VII), representing approximately 45% of the city, and public hearings on nine sections have been held. In all nine cases, the property owners have approved enthusiastically the sections of the Master Plan presented to them.



MOLOLOU GOLF CLUB COURSE

SCALE IN FEET
 0 1000 2000 3000 4000 5000

LEGEND
 [Diagonal lines] SECTION MAPS COMPLETED
 [Dotted lines] SECTION MAPS IN THE PROCESS OF COMPLETION

HONOLULU
 TERRITORY OF HAWAII
 CITY PLANNING COMMISSION
 MASTER PLAN
 SECTIONS COMPLETED - 1942

The comprehensive zoning plan for the city of Honolulu is complete and tentatively approved for public hearings by the Mayor and Board of Supervisors. The public hearings held to date for both the Master Plan of Street Layouts and Zoning definitely indicate the property owners' desire to cooperate in the development of an orderly and systematic city for the future of Honolulu.

PART II

LEGISLATION

LEGISLATION

In the preparation of the Master Plan to date, the City Planning Commission has endeavored to develop and design a Master Plan Street Layout for the City of Honolulu before undertaking other features such as the establishment of grades, locations of drainage systems, sewers, sewage treatment plants, etc., as outlined in Section 3133.3 of Act 242 (Master Plan of the City).

The City Planning Commission is of the opinion that the alignment of proposed street improvements should first be adopted, then the grades and utilities designed to fit the proposed improvements.

The establishment of grades for proposed streets is very important, viewing from past experience developments that have taken place with no thought given to necessary grades and drainage facilities to insure property owners against possible damages from flood waters. The recent storm damage should be an enlightening factor in the need for grades and drainage plans for future development.

Establishment of Grades

The establishment of preliminary grades to fit proposed street improvements would be beneficial to all future land developments and would encourage efficient and orderly improvements. It would insure proper drainage and utility services within undeveloped areas of the city.

To accomplish this end, the City Planning Commission after careful study of existing conditions to insure the successful completion of Honolulu's Master Plan, is of the opinion that Section 3133.3 of Act 242 entitled "Master Plan of the City" should be amended to provide that Master Plan Street Layouts for the city or any part thereof be adopted first, followed by the establishment of grades and other features as outlined in this section. This procedure will save time and money and provide for a more complete and detailed study of needed drainage and utility improvements to coordinate with the proposed street plans.

The Planning Commission also asks that legislation be passed to legalize its action of calling public hearings for sections of Master Plan Street Layouts

completed to date without showing other features as required by law.

Control of Planning Within the City Limits

In order to insure the proper development of the city according to the Master Plan, it is necessary that the authority for all public improvements within the City of Honolulu and other areas defined in Section 3133.3 under which the City Planning Commission derives its authority for the Master Plan be vested in the City and County officials. There should be no overlapping authority as now exists.

It is we believe the intent of the law that the Territorial Department of Public Works and the Territorial Planning Board plan interurban developments and that the City Planning Commission, with the approval of the Mayor and Board of Supervisors of the City and County of Honolulu, plan developments within Honolulu. This division of authority, however, is not defined under existing law.

The City Planning Commission is of the opinion that only through legislative action resolving this conflict of authority can the city properly be developed in accordance with a Master Plan. It is therefore recommended that the Legislature be petitioned to place the responsibility and authority for city planning, particularly with regard to streets and highways within the City of Honolulu and other areas defined in Section 3133.3, in the City Planning Commission, subject to the approval of the Mayor and Board of Supervisors of the City and County of Honolulu, and that all other individuals and governmental agencies and departments be required to conform to the Master Plan so devised.

Expand Restrictions against Subdivisions Not Approved by City Planning Commission

The City Planning Commission is also of the opinion that added legislation should be considered for the enforcement of subdivision regulations.

Section 3133.5 "Approval of Subdivisions" is limited for residential purposes only. This should be amended to include all purposes, such as business,

industrial, and agricultural purposes. The control of all land uses in subdivisions would insure and safeguard orderly development. Past experience with uncontrolled subdivisions should warrant more stringent legislation that would provide orderly subdivisions to insure adequate provision of light, air, fire protection and traffic safety necessary in a fast growing community like Honolulu.

It is also suggested that there be legislation prohibiting the issuance of permits for utilities such as water and sewers if subdivisions are not approved by the City Planning Commission or do not conform with the Master Plan. This proposed legislation should be made a part of Section 3133.7 of Act 242.

At the present time City and County Ordinance No. 865 (Bill No. 57) "Regulating the Subdivision of Land Within the City and County of Honolulu," is more stringent than provisions of the statute, and has been very helpful to the Commission in the control of subdivisions in developed areas pending the completion of the Master Plan. The proposed restrictions will in no way alter existing provisions for regulating subdivisions by the Planning Commission as granted them by Ordinance 865.

Time Extension

The preparation of the Master Plan as briefly outlined in this report entails more detail work, study, and research than was contemplated, and therefore requires more time for the completion of a comprehensive Master Plan for the City of Honolulu. The City Planning Commission realizes that the deadline set for the completion of the Master Plan for December 31, 1943 gives insufficient time, and therefore requests that an extension of time be granted. It feels that at the rate work is progressing on the Master Plan Street Layouts and Zoning for the City of Honolulu this phase of the work could be completed by December 31, 1945 unless unforeseen circumstances arise that would retard the work.

The matter of grades and utilities the Commission feels should not be tied down to any definite date for the present but should be fluid enough to allow for more detailed study and analysis.

The City Planning Commission has discussed these several items of proposed legislation with the Mayor and Board of Supervisors and also with the Joint Legislative Holdover Committee and hopes that such proposals, clarification of existing laws, and needed amendments will be forthcoming to provide for better enforcement of the Master Plan developments for the City of Honolulu.

P A R T I I I

S U M M A R Y O F R O U T I N E A C T I V I T I E S

SUMMARY OF ROUTINE ACTIVITIES

Notwithstanding curtailment in general municipal improvement activities during the year 1942 due to war emergency conditions, the City Planning Commission has experienced the most active year in its history. This was due primarily to the fact that work this year has centered to a large extent on the preparation of various sections of the Master Plan of the City as covered in Part I of this report, involving many additional meetings and public hearings.

Meetings

Approximately one hundred (100) meetings have been held during the year, including forty-six (46) regular sessions, and an equal or larger number of special or committee meetings for investigational studies in connection with regular business sessions.

Personnel

Three changes in personnel of the Planning Commission took place during the year:

Mr. George N. Voorhees resigned from the Commission on April 30, 1942, because of pressure of business duties, and his place was filled by appointment of Mr. Thomas B. Vance, Principal of Farrington High School, on June 30, 1942.

Mr. Ray Morris resigned on October 2, 1942, to join his family on the mainland where they were evacuated earlier in the year.

Mr. Edward A. Bolles, realtor, was appointed on July 21, 1942, to fill the vacancy caused by death of Mr. Vincent Fernandes in October of previous year.

The Commission also records the death of a former member, Mr. C. W. Dickey. Mr. Dickey served as a faithful member of this commission for a period of nine years from 1931 to 1939, and during that period was actively engaged in promoting the principles of constructive long range planning, with

special emphasis on the aesthetic features of such planning wherever practicable.

Street Plans

Street improvements, including street widening and extension plans, heretofore listed separately, are covered in Part I of this report under the Master Plan.

Subdivisions

In spite of war conditions and consequent freezing of construction materials, subdivision applications for the year 1942 numbered one hundred and fourteen (114), or approximately half the number recorded for the previous year, 1941, which was the peak year in subdivision activity. Eighty (80) applications were approved, or given preliminary approval subject to construction requirements of the subdivision ordinance; thirteen (13) were disapproved because of non-compliance with ordinance requirements; twenty-one (21) were withdrawn or failed of completion due to emergency conditions.

Many of these plans involved little or no new construction, but rather the cutting up of larger lots on which several houses had originally been constructed as court developments for rental purposes under one ownership. The present housing shortage caused by influx of defense workers has created an abnormal demand for sale of small lots and houses, and owners and realtors have taken advantage of this emergency to cut up certain of their court properties into individual lots, which in most instances have failed to meet the minimum area requirements of the subdivision ordinance. While many owners have urged that this type of subdivision does not change the physical character of the area since no new construction is involved, yet the Planning Commission has consistently maintained that the breaking down of the subdivision ordinance to approve these subdivisions can only result in establishing a dangerous precedent which will be difficult to ignore in considering new subdivisions. Therefore each application was reviewed on its own merits with special emphasis on its relation to existing subdivision pattern of that neighborhood.

In order not to unduly handicap essential development of properties during the emergency period because of priorities on construction materials for military use, it has been found necessary to make some adjustment in methods of procedure under the subdivision law. To care for this emergency the Commission has now under consideration, in cooperation with the City and County Attorney and Manager of the Board of Water Supply, a plan for more extensive use of the surety bond. Such a bond would provide a satisfactory guarantee that road construction and utility installations would be completed in accordance with the subdivision ordinance after the war emergency is over and materials are again available for such construction.

Zoning

Twenty-four (24) zoning changes were under consideration during the year. Twelve (12) of these changes were effected thru adoption of City Planning resolutions; six (6) applications were disapproved; and three (3) were withdrawn or action deferred due to war emergency conditions. Three (3) variance permits were granted.

Applications approved and officially adopted were classified as follows:

Class "AA" Residential zoning	3
Unrestricted Residential zoning	2
Hotel and Apartment zoning	2
Business zoning	4
Semi-Industrial zoning	<u>1</u>
Total	12
Variance Permits	3

Detail of these zoning changes is as follows:

Residential- Class "AA"

1. Class "AA" No. 4- Pacific Heights
2. Class "AA" No. 5- Manoa Hillside lots
3. Rural Class "AA" No. 2- Aiea Heights

Residential- Unrestricted

1. Rural Residential No. 5- Kailua
2. Rural Residential No. 6- Kailua

Hotel and Apartment

1. Hotel and Apartment "S"- Kalakaua Avenue
2. Hotel and Apartment "Q"- Ala Moana and Piikoi

Business

1. Business District No. 91- Damon Tract
2. Business District No. 92- Kapahulu Avenue
3. Rural Business District No. 12- Kailua
4. Rural Business District No. 13- Kailua

Semi-Industrial

1. Semi-Industrial District No. 3- Kewalo Area

Variance Permits

1. Permit No. 5- Piikoi Street. (Parking area)
2. Temporary Permit- Puuloa Road. (Ready Mix Concrete)
3. Temporary Permit- Kailua. (Lanī Kailua Laundry)

In connection with the comprehensive zoning plan of the city as outlined in Part I of this report covering the Master Plan, enabling legislation is now under preparation to provide for two additional residential classifications to take care of the more congested areas where demand is increasing for small home lots. These new classifications will be designated as Class "B" and Class "C" Residential Districts, within which construction would be limited to one single family dwelling, with usual accessory buildings such as garage and servant's quarters, on minimum lot areas of 3,500 and 2,500 square feet respectively.

Under this plan the duplex or two-family dwelling, now allowed in many of the residential districts, will be confined to the Hotel and Apartment districts

and unclassified districts on the ground that a two-family dwelling is in reality an apartment and should be so classified in the interests of an orderly development of the city. The immediate result no doubt will be that some of the residential areas of the city which are already too congested to meet the requirements of a Class "B" or Class "C" district will be rezoned as Hotel and Apartment districts, especially when such areas are strategically located near to business centers.

There is also pending a new classification to take care of piggeries and dairies which are now ruled out of the residential areas. This classification will probably be designated as "Farming" zones.

Street Names

The following list of street names was approved by the City Planning Commission and recommended to the Board of Supervisors for adoption during the year.

Halenaunau Road-	Niu Farn Lots, Waialae-nui
Kulepeamo Road-	" " "
Pia Road-	" " "
Kanau Road-	" " "
Puunani Place-	Off Waolani Street, Puunui
Kalola Walk-	Kalakaua Housing Project
Keoua Walk-	" " "
Naeole Walk-	" " "
Kikane Walk-	" " "
Akea Walk-	" " "
Inanoo Walk-	" " "
Kiha Walk-	" " "
Kihapai Street-	Kailua
Ululau Street-	"
Kainehe Street-	"
Hoolai Street-	"
Puniu Way-	"
Ahinahina Place-	Off Palolo Road
Laniloa Place-	Wahiawa
Halona Place-	Off Vineyard Street
Makalapua Place-	Off Vineyard Street
Wilhelmna Rise-	Clarification of existing names
Kaaleo Place-	Off Robinson Lane, Nuuanu
Kaukani Place-	Off Nuuanu Avenue
Ninipu Place-	Off Kaukani Place, Nuuanu
Renton Road-	Ewa district
Pualoke Place-	Off Citron Street
Ahualani Place-	Off Manoa Road
Kaewai Place-	Off Kamehameha IV Road
Aoao Place-	Off Kaewai Place
Uluwehi Place-	Changed from "Way" to "Place"
Pelu Place-	Off Anuheha Street, Wilhelmna Rise
Black Point Place-	Off Black Point Road

The house numbering survey recently made by the House Numbering Department of the Bureau of Plans under orders of the Military Governor, has brought to light many discrepancies in street names, emphasizing the importance of a follow-up study of this problem. A beginning has been made in the secretary's office

where a basic card catalog of street names has been prepared. While the information contained thereon is as yet far from complete, it is planned to have these cards eventually carry the complete history and record of each street name in the city.

Financial Statement

City Planning Budget for 1942:

Salaries and Payrolls	\$24,678.00
Contractual Services	975.00
Materials and Supplies	1,000.00
Fixed Charges	<u>60.00</u>
Total	\$26,713.00
Lapsed by Board during year	<u>3,800.00</u>
Adjusted Budget	\$22,913.00

Disbursements:

Salaries and Payrolls	\$19,495.01
Contractual Services	1,220.53
(including repairs to engineering room thru transfers from salary fund)	
Materials and Supplies	656.18
Fixed Charges	10.00
Equipment (transfers from Materials and Supplies to Equipment Fund)	<u>200.90</u>
Total	\$21,582.62

Miscellaneous Non-Revenue Account:

Receipts from \$100. fees cover- ing advertising costs in connection with public hear- ings on zoning changes	\$ 600.00
Disbursements	603.64
(A portion of this amount was charged against deposits of previous year.)	

CONCLUSION

The City Planning Commission is mindful of the fact that the success of any major undertaking like the preparation of the Master Plan and the regulation and control of subdivisions and zoning depends upon the united cooperation of the general public and government officials. For this reason, your Planning Commission not only plans for, but plans with, the people of different communities and other governmental agencies.

Your City Planning Commission realizes the need of a definite plan to meet the post war program and feels that a comprehensive Master Plan for the City of Honolulu, which is now well on its way, will serve to guide and encourage the development and growth of Honolulu.

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Honolulu. City Planning Commission.

Annual report. Honolulu: 1920-1958.

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Continued by: Honolulu. Planning Dept.
Annual report.

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