

CITY PLANNING COMMISSION

Summary of Activities for Year 1935

The City Planning Commission has functioned during the year 1935 under the following personnel:-

MEMBERS: Appointive-

J. D. McInerny, President
A. R. Keller
J. M. Young
C. W. Dickey
Vincent Fernandes
M. B. Carson
C. J. Pietsch
James Gibb
L. P. Dickinson

Ex Officio-

Mayor G. F. Wright
Engineer B. F. Rush

Secretary- Grace M. Bartlett

In March of 1935 Mr. H. L. Powell was appointed as "Utility Engineer" by Engineer B. F. Rush, and assigned to assist the City Planning Commission and the Traffic Safety Commission in the engineering phases of their work.

The Commission has held fifteen meetings during the year 1935 and the major activities of the commission are listed below:

ZONING

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Only one change was made in zoning classification during the year 1935, that being a redefining of the boundaries of Business District No. 24, on the Kapahulu Road, to provide a more uniform depth to the district, and also to adjust the business district boundaries so that they more nearly conform to the lot boundaries. The immediate incentive for making this change was the request of the Consolidated Amusement Company for an increase in depth of the area between Hoolulu and Hunter streets where the district is considerably narrower than in the remaining frontage, to permit the construction of a community theater.

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One formal petition was filed under the provisions of Section 5.190 for the creation of a business district on Dillingham Boulevard at Libby Street. Although petition when presented to the commission contained more than the required 75% of ownership within 750 feet radius of proposed business district, names were withdrawn from the petition before date sent for public hearing, leaving the percentage below the 75% requirement and the petition was automatically dropped.

Requests for business classification for area on Kapiolani Boulevard mauka of Kalakaua, at McCully and Ala Wai, were refused on the ground that this area is the natural gateway to the Ala Wai and its bordering boulevards and parkways, and should therefore be set aside for park purposes rather than for business development.

The most important zoning problem confronting the Commission at present is the proper zoning classification for Kapiolani Boulevard. The Commission believes that this boulevard is destined to some day become one of the most important boulevards of the city, connecting as it does the down town business district of the city with the Kaumuki District, and for that reason should be planned in advance of its development.

A beginning was made some two years ago to control the architecture on Kapiolani Boulevard at the town end of the boulevard, from Ward to Sheridan streets. This area was set aside as an Industrial District rather than as a Business District because it was felt that greater latitude in the type of architecture was possible under this classification. In order to encourage a harmonious and pleasing type of architecture, the original owners of the land agreed to incorporate in deeds to this land a clause requiring that subsequent owners of the land must have plans for buildings approved by the original owner. The original owner, who at this time was the Bishop Trust Company and allied interests, in turn passed the plans to a special committee of architects acting for the City Planning Commission. To facilitate action, this agreement was changed about a year ago,

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and plans are now submitted directly to the City Planning Commission.

It was hoped that this plan would effectively control the original construction on the boulevard and set a standard for future development, particularly until such time as economic conditions would warrant a high class business district.

Under this plan architectural plans have been approved for two buildings on the boulevard- the K. G. M. B. Broadcasting Company building, and the Hiltz Laboratories.

This plan is still in the experimental stage and difficulties are being encountered in attempting to enforce this agreement with the constantly changing ownership.

The Commission would like to protect the boulevard from Kalakaua to Waialae for other than business frontage. Property facing on the Ala Moana Boulevard will also have to be classified soon, and the commission is inclined to believe that it should also be kept for other than business development, suggesting the possibility of hotel and apartment classification from present boundaries of Industrial District at Kamakee to Kalakaua, with ample provision for set-back lines and parking areas.

In addition to the above mentioned zoning petitions there are pending at time of writing this report several other petitions, indicating a renewed interest and activity along this line. These are listed below:-

Kalakaua Avenue at Seaside. Extension in depth of district for parking purposes in connection with the new Waikiki Theater.

Makiki Street- Extension in depth of Hotel and Apartment District to permit use of entire Punahou Court property for expansion.

Pawaa Theater. Extension of business district on King Street to extend back to Young Street and provide parking area in connection with Pawaa Theater.

School and Liliha- Extension to business district to permit construction of new community theater.

Lau Yee Chai- Extension of business district on Kuhio to permit expansion of restaurant business.

Alohea and Edna Street, near Fort Ruger Theater- creation of Business District for community store.

School and Palama- Business District petitioned for community store.

Spencer and Alapai- Petition for creation of Hotel and Apartment District.

Kaimuki, at 13th and Pahoā. Hotel and Apartment District.

Makiki Street- old Shingle Home property. Request for Hotel and Apartment District.

STREET NAMES

The following street name adjustments have been made--

1. Unnamed place off Ala Wai between Walina and Kaiulani was named "Kanekapoli Place" after a member of the royal family, Change made at request of property owners.

2. Thompson Street, off Beretania Street, opposite the Bingham Tract, was re-named "Hausten Street", in honor of Mr. Hausten, who has lived on this street for many years and has been responsible for many of its improvements. Change was made on request of residents and property owners on this street.

3. Eleventh Avenue. The upper end of this avenue, which was separated from the lower end by the topography of the district, was renamed "Mokuna Place", the lower end becoming a part of "Sierra Drive", and connecting it directly with Waiālae Avenue.

4. An un-named road off the old Pali Road was named "Old Pali Place" on request of residents.

5. Pahulu Place, running off 16th Avenue in Kaimuki, was changed to become a part of Claudine Street. This change was made by the commission to eliminate present duplication of the name "Pahulu", the duplicated street being in the Kalihi District.

6. In order to clarify for record purposes the confusion in nomenclature of recently constructed portions of the Kamehameha Highway, the following street classification was approved on recommendation of Engineer Rush:-

- (a) "Dillingham Boulevard" to begin at King Street and extend to Puuhale Road, waikiki of the Oahu Prison.
- (b) "Kamehameha Highway" to begin at Puuhale Road and extend to its proposed junction with the main highway at Pearl City, including both newly constructed and proposed units.
- (c) Th
The abandoned portion of the Kamehameha Highway thru Moanalua Gardens to Red Hill and Pearl City to be named "Moanalua Road"
- (d) The Pearl Harbor end of what is now called Dillingham Boulevard, from point where it crosses the Oahu Railroad just ewa of the Puuloa Road, to the Pearl Harbor gates, to be named "Pearl Harbor Road".

CITY PLAN

The Commission has recommended the following street extensions, all a part of our City Plan.

1. University Avenue extension, from Beretania to Kalakaua Avenue.
2. Pensacola Street Extension, from Young to King.
3. Piikoi Street Extension, from Kapiolani to the Ala Moana Boulevard.
4. North Queen Street Extension to connect with Dillingham Boulevard, provided no traffic hazard is created by an additional grade crossing.

Change in alignment of University Avenue at its makai end at Kalakaua Avenue was requested by the Bishop Trust Company to coincide with property lines, but disapproved on the ground that this avenue, because of its importance, should be maintained in as straight and direct a line as possible.

Several meetings were held in connection with the re-location of proposed new bridge across the Ala Wai at the entrance to the Moana Park. Three plans were studied, - one presented by the City and County Engineer, and following the present street alignment; the other two, submitted by the Territorial Engineer and the Park Department, with a location somewhat mauka in order to provide better approach to the bridge. The plan finally approved, is in the nature of a compromise of the three plans submitted, and establishes the location approximately fifty feet mauka of the present bridge. This location will provide additional space for anchoring small craft at the entrance to the Ala Wai, to relieve the overcrowded condition in the yacht harbor, and will not extend sufficiently mauka to seriously interfere with development of private property in the vicinity.

Street lines were established for Kapiolani Boulevard extension from King to Beretania, cutting thru the long block between Punchbowl and Alapai, waikiki of the Castle Kindergarten.

SIDEWALKS

A sidewalk survey of the city was initiated, and a committee appointed to make a study of the situation, with particular reference to streets in the vicinity of schools. This survey has not been completed. However, following a petition signed by residents in the vicinity of the University and Metcalf Street, the Commission recommended to the Board that permanent sidewalks be constructed immediately on Metcalf Street from the University boundary to Marques Street, and temporary sidewalks from Marques Street makai, until such time as this street has been widened and permanently improved.

P. W. A. Projects

The Commission gave its endorsement to several groups of improvement projects, to be financed under P.W.A. and W. P. A. funds. Some of these projects are territorial and others are city and county.

1. Pali Road Widening.
2. Kalauao Bridge Construction.
3. Widening of East Manoa Road and Kahaloa Avenue.
4. Widening and Surfacing of Puuloa cut-off.
5. Middle Street Extension, from King to Billingham Boulevard.
6. Punchbowl System Road.
7. Pacific Heights Road.
8. Improvement of Kalihi Stream along Richard Lane, mauka mauka of King Street.
9. Walling of Manoa-Palolo Drainage Canal.
10. Ala Moana Bridge over the Ala Wai.
11. Construction of Sewer along the Ala Moana to serve the Ala Moana Park and vicinity.
12. Extension of Piikoi Street, from Kapiolani Boulevard to Ala Moana.
13. Improvement of Pensacola Street from Young to King, and extension of Pensacola from its present terminus back of Punchbowl to connect with Auwaiolimu Street, and including the extension of Nowehiwehi Street from Kewalo to Nehoa

and Mott-Smith Drive.

Commission also gave its endorsement to drainage and slum clearance projects for correcting present drainage and flood conditions in the vicinity of the Nuuanu Stream, and proposed for construction under special federal allotment.

BUILDING CODE AMENDMENTS

Two amendments to the Building Code have been passed upon by the Commission. The first, authorizing the overhanging balcony, failed to pass a majority vote of the commission, some members being apprehensive that these balconies would develop into outdoor bedrooms with attendant disorder and display of bedding. The second amendment, liberalizing provisions in regard to repairs of buildings within the fire districts was approved by the commission and became a part of the Building Code.

SUBDIVISIONS

While no subdivision plans have been filed with the commission during the year 1935 for approval, this office has received many calls for information in regard to subdivision requirements during the latter part of the year 1935 and the early part of the year 1936, indicating a renewed interest in land development.

Many violations and evasions of the subdivision law, as well as of the zoning law, have been noted during the interim when the commission was functioning without a city planning engineer, and these violations will have to be carefully checked and followed thru to action this year if our subdivision and zoning laws are to be maintained and fulfil their purpose. There will always be the problem of the uncooperating citizen, and the Commission should be in a position to take care of this problem as it arises, and before these violations are serious enough to endanger our zoning procedure.

THREE SURVEYS

Three surveys are now under way, but not yet completed:

1. Sidewalk survey;
- 2- Five Year Improvement Program;
- 3- School Site survey.

Respectfully submitted

Grace M. Bartlett
Secretary

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