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ANNUAL REPORT
of the
CITY PLANNING COMMISSION
CITY AND COUNTY OF HONOLULU. *Planning Dept.*

1950

July '73 G

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 8, 1951

Honorable Mayor John H. Wilson and
Members of the Board of Supervisors
City and County of Honolulu
Honolulu, Hawaii

Gentlemen:

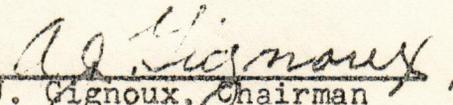
Your City Planning Commission transmits herewith to you and through you to the people of the City and County of Honolulu its report of accomplishments for the year 1950.

The year has been notable in achievements furthering the welfare of the people generally.

We take this opportunity to express our appreciation of the splendid 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

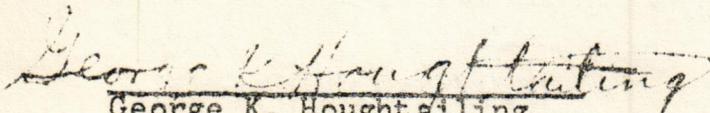

George K. Houghtailing
Director

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CITY PLANNING COMMISSION



A. A. WILSON

ALEXIS J. GIGNOUX
Chairman

DAVID K. BENT

HENRY CHUN HOON

GEORGE K. HOUGHTAILING
Director

LESTER PETRIE
Vice Chairman

WILLIAM H. SOPER

THOMAS B. VANCE

KENNETH W. ROEHRIG

ROBERT K. MURAKAMI

CITY PLANNING COMMISSION

Membership as of December 31, 1950

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
Wah Jan Chong	City Planner
Henry Tuck Au*	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

- * Leave of absence for research
Yale University, New Haven, Conn.
- ** Leave of absence for study
Gregg College, Chicago, Ill.
- *** Military leave of absence
- **** Temporary for Mrs. Fannie Lum, who is on
maternity leave.

CITY PLANNING COMMISSION

The City Planning Commission of Honolulu is unique in its setup in that it is charged with the responsibility of preparing a comprehensive Master Plan for the city of Honolulu, and for other areas of the City and County including the rural areas of the Island of Oahu.

The City and County of Honolulu (Island of Oahu) comprises 604 square miles. Coupled with the responsibility of preparing a comprehensive city plan, the City Planning Commission is charged with the responsibility of administering Zoning Ordinances and Subdivision Rules and Regulations pursuant to the authority vested in it by the Territorial Legislature. In addition, it is the duty of the City Planning Commission to report and recommend on proposed acquisitions of public lands, locations of public buildings, and the extension and widening of streets, location of schools, parks and playground, and numerous other matters pertaining to public improvements.

HEARINGS - MEETINGS

During the year the Commission held 52 regular meetings and 37 public hearings, reviewed 456 subdivision applications, 53 petitions for zoning change, 41 variance-in-use applications, and 72 zoning violations.

Planning matters discussed included important street widenings and extensions, off-street parking, sites for public buildings, acquisition of land for public purposes (Waikiki Beach expansion program); school and park sites, traffic studies, low-cost housing sites, and designation of blighted and deteriorated areas for urban redevelopment. Other special matters relative to city planning, referred to the Commission by the Board of Supervisors for study and recommendation, were discussed.

Because of the volume of planning matters to be considered at the regular meetings, it was necessary that special committees meet prior to the regular meetings and review subdivision applications and zoning petitions and report their findings and recommendations to the entire membership.

Prior to the submission of all planning, zoning, and subdivision cases to the Planning Commission, the staff makes a thorough investigation including field study of each proposal. The Commission members from time to time made inspection trips to various localities of the city, as well as the rural areas to obtain on-site knowledge of existing conditions. Many controversial problems were thus readily disposed of without much debate.

The cooperation of the Commission with the subdividers and other governmental agencies has proven successful in obtaining conformance of new subdivisions to the Master Plan street layout and the setting aside of adequate open areas for schools and playgrounds.

INTER-DEPARTMENTAL COOPERATION

Conferences were held with the Mayor and Board of Supervisors, other governmental agencies, civic organizations and interested citizens on many matters pertaining to city planning to insure proper understanding and the solution to important problems of public improvements.

The goal of the City Planning Commission is to help Honolulu modernize and improve its streets and highways, public utilities, schools, playgrounds and public buildings. Through study of blighted and deteriorated areas and residential neighborhoods, the Commission aims to achieve better housing and more pleasant conditions necessary to make Honolulu an increasingly better, attractive, convenient and tolerable place for human living.

The accomplishments of the City Planning Commission as outlined in this report have been made possible through the active cooperation and counsel of related city and other governmental departments and agencies and civic-minded citizens.

MASTER PLAN PROGRESS

City Planning must be based on the general concept that it is to provide a pattern for future development and improvement in order to create better community. It must visualize the city as a motivated force rather than as a dormant grouping of streets and buildings. The smooth and effective function of planning will be accomplished only as the daily flow of people and commodities can take place with a minimum of congestion and delay. In order that government may fulfill its obligation of providing its people with adequate public services, it becomes necessary to set up a comprehensive Master Plan designed to coordinate all public improvements.

The City Planning Commission has prepared and adopted a Master Plan for streets and highways, public buildings (Civic Center), off-street parking for the Central Business District, sites for schools and playgrounds. The utility phase of the Master Plan requires more detailed study and planning, especially that pertaining to storm drainage.

The proposals called for by the Master Plan cannot be brought about overnight or in any specified period of time. To be effective, the Master Plan must be reviewed continuously and be revised from time to time as changing conditions warrant. Of necessity, then, the future physical improvement of Honolulu as proposed in the Master Plan is a gradual process extending over the years.

Because of changing conditions, certain amendments to the Master Plan, street layouts and other features, were discussed and approved during the past year. These amendments are briefly summarized herewith:

MAUKA ARTERIAL

The Territorial Highway Department and the City Planning Commission have approved the mauka arterial plan for the portion between Pensacola Street and Waiialae Avenue. The highway is planned for an average right-of-way width of 150 feet with limited access and service roads and includes overpasses and underpasses. Tentative studies were made by the Territorial Highway Department with reference to making Vineyard Street between Captain Cook and Liliha Streets a limited access highway. However, in view of the recent proposal for urban redevelopment of areas on the mauka and makai sides of Vineyard Street, it was the opinion of the Commission that a limited access type of highway would be detrimental and therefore studies were made to design Vineyard Street as originally noted on the Master Plan as a six-lane major thoroughfare with a right-of-way width of 120 feet. This type of highway is deemed adequate to serve feeder traffic destined to and originating from the Central Business District and will not disturb orderly development of abutting properties.

In view of the need for some type of limited access highway to take care of through traffic, a study was made in collaboration with the Territorial Highway Department to divert through traffic along School Street. The plan as proposed contemplates a depressed expressway type of highway from Victoria Street to Liliha Street, then diagonally across from Liliha Street to tie in with Vineyard Street in the close proximity of Kapalama Drainage Canal.

Further study of the Mauka Arterial alignment from Kapalama Drainage Canal to Middle Street is now being made by the Territorial Highway Department and the City Planning Commission. In the over-all design of Vineyard Street as a major feeder thoroughfare and the future construction of School Street as a limited access highway, the Planning Commission recommends the early reconstruction of the five-point intersection at School, Lusitana, Magellan, Emma and Iolani Streets. A grade separation at this intersection would provide a two-way underpass road from School Street to Lusitana Street and a one-way underpass road on Lusitana Street going mauka. The surface portion of this intersection is channelized for two phase traffic light control.

In view of the desirability of having another through route linking the easterly and westerly sections of the city of Honolulu, the Commission has recommended that the Territorial Highway Department give consideration to the immediate opening up of the deadends along the Vineyard Mauka Arterial route. This would provide a usable new route which would partially solve the traffic congestion along our main East-West thoroughfares.

MAKAI ARTERIAL

Construction plans have been completed by the Territorial Highway Department for the section of the Makai Arterial between Ala Wai Bridge and Kalakaua Avenue through the Smile Cafe site. It is expected that this important section of the Makai Arterial will be constructed early in 1951. Construction for the portion of the Makai Arterial along Queen Street as an eight-lane highway between Fort Street and Iwilei Road will commence early in 1951, according to plans of the Territorial Highway Department.

KALIHI VALLEY APPROACH ROAD

The original plan for the Kalihi Valley approach road to the Kalihi Tunnel was designed as a non-limited access thoroughfare to which abutting property owners would have direct access. With the subsequent approval by the Federal Bureau of Public Roads recommending the construction of this highway as a part of the Federal aid secondary system, it was necessary to change the type of highway from a non-limited to a limited and controlled access highway.

Since this road will be constructed with Federal aid funds by the Territory, the design standards for this highway are fixed by the Bureau of Public Roads, which include controlled access intersections not closer than 1200 feet and a maximum grade of six per cent.

Federal participation in the financing of this project necessitated a re-study of alignment by the Commission. Adherence to the original alignment would have necessitated construction of expensive service roads on both sides of the highway along the entire length of the road. The cost of building the service roads would have to be financed locally by the City and County government without any Federal assistance. Construction according to the original alignment with the necessary service roads would also have disrupted many homes and taken desirable land much needed for homesites.

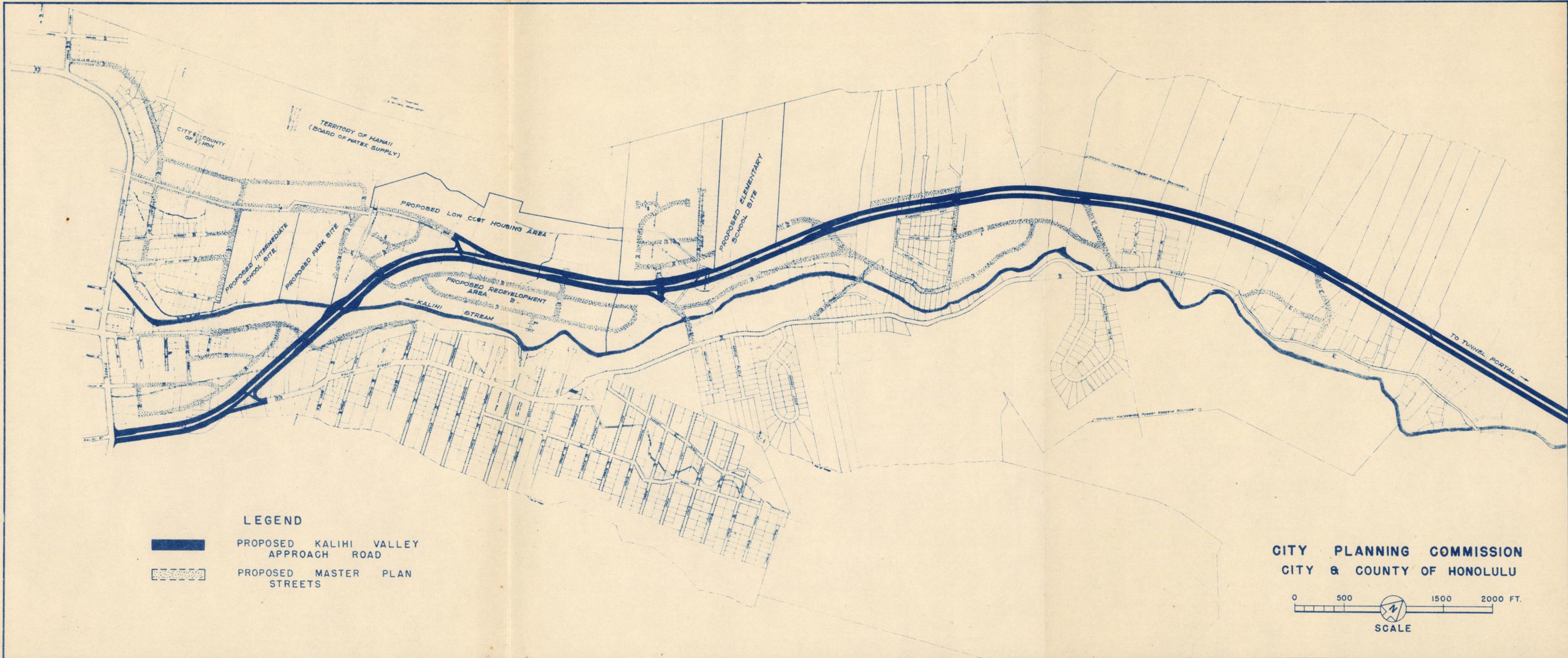
It has been the contention of the Planning Commission that the Kalihi Valley Approach Road will open up desirable homesites, and in view of the change in the type of design, it was advisable to amend the Master Plan from the Halina Street to the Forest Reserve. The new plan follows an alignment along the 500-foot contour and is more desirable from the standpoint of the motoring public.

The advantages of the revised alignment as shown on Exhibit I may be summarized as follows:

1. Cost of right-of-way is cheaper, no valuable land frontages are involved.
2. The new alignment affects six residences as compared to nineteen homes on the corresponding portion of the original alignment.
3. The revised alignment is straighter and the grade meets the required Federal standards.
4. It eliminates several unnecessary curves and has good access points approximately 1200 feet apart, which provide for convenient access to the highway from areas that would be developed into homesites.
5. Disruption of existing street pattern will be at a minimum which is an advantage during construction of the major highway.
6. Shifting of the alignment frees land along the former route for development into additional homesites.
7. The new alignment from Halina Street to the Forest Reserve is located at or above the 500-foot contour and involves only land which the Board of Water Supply has served notice that water is not available.

The Territorial Highway Engineer and the Chief Engineer, Department of Public Works, City and County of Honolulu, have given their approval of the revised alignment. A public hearing on this matter will be held in the early part of 1951.

MASTER PLAN KALIHI VALLEY



The Federal Government's participation in the construction of the Kalihi Valley Approach Road is based on the condition that property abutting this highway will be served by local service roads. The City Planning Commission has recommended to the Mayor and Board of Supervisors that consideration be given to immediate creation of an improvement district for the construction of the necessary service roads, to give new access to property owners whose existing access will be taken away by the Kalihi Valley Approach Road. This matter is now before the Board of Supervisors and it is the hope of the Planning Commission that construction of improvements within this area will commence in the near future to provide the necessary streets and utilities for development of large tracts of undeveloped property, in conjunction with the construction of Kalihi Valley Approach Road to the Kalihi Tunnel.

STREETS AND HIGHWAYS

The City Planning Commission has recommended to the Mayor and Board of Supervisors that consideration be given in the early construction of the following projects as part of the street program:

1. Extension of Piikoi Street, between Kapiolani Boulevard and King Street.
2. Extension of Keeaumoku Street, between King Street and Kona Street.
3. Widening and re-alignment of Houghtailing and Waiakamilo Roads between School Street and Dillingham Boulevard.
4. The extension of University Avenue from King Street to the Ala Wai Canal and the construction of a bridge across the Ala Wai to Kalaimoku Street.
5. McCully improvement district for streets and utilities and other public improvements in compliance with the Master Plan adopted to date.
6. Judd Street Extension from Nuuanu Avenue to Auwaiolimu Street.

INTERSECTION REDESIGN

With the increase in motor vehicle registration reaching an all-time high of 100,420 vehicles as of December 31, 1950, the existing traffic congestion problem is increasing and requires immediate solution at points of severe congestion such as the five-point intersection at School, Emma, Lusitana, Magellan, and Iolani Streets; University Avenue, King and Beretania Streets; Kalakaua Avenue and Kapiolani Boulevard; and Liliha Street and Dillingham Boulevard.

The solution to these bottlenecks may be reached as follows:

1. The opening of dead-ends along the Mauka and Makai Arterials as outlined.

2. The redesigning of the severely congested intersections by the construction of grade separation.

3. One-way street systems.

4. Synchronization of traffic signal lights to provide uniform flow of traffic.

The Commission has recommended the construction of an overpass at the Kalakaua Avenue-Kapiolani Boulevard intersection and an underpass and channelization for the five-point intersection. The redesign of these intersections will provide uniform traffic flow with minimum of delay and will more than justify the expense involved in the reconstruction of these intersections.

OFF-STREET PARKING

In compliance with Act 225, Session Laws of Hawaii 1945 and applicable provisions of Chapter 129, the Board of Supervisors held a public hearing on the proposed off-street parking project to allow all interested persons to express their opinions on the matter. Owners of approximately 60 per cent of the property within the proposed improvement district requested prompt creation of the improvement district for off-street parking. The Chamber of Commerce and the Retail Board were largely instrumental in gaining this support.

The Board after full consideration of all objections, petitions and suggestions presented at the hearing, voted to proceed with the proposed improvements as set forth in the Chief Engineer's Preliminary Report.

The total cost of the project is estimated at \$2,818,981. This includes the cost of acquisition of land and buildings, clearing of sites and paving of parking lots. Approximately 1000 car spaces will be provided by six parking lots. It is proposed to finance one-half of the cost by issuance of revenue bonds payable solely from fees collected for parking. The other half of the cost is to be assessed against benefitted downtown property owners on the basis of \$0.43 per square foot.

An injunction suit was filed against the City and County by George F. Schnack on the basis of inequity in the determination of the off-street parking improvement district boundary. Decision in favor of the City and County was handed down by the presiding judge of the Circuit Court on September 8, 1950.

A report on estimated revenues and other details of the proposed central business area parking project was prepared by the Commission upon the request of Boettcher and Company of Denver, Colorado, who are interested in underwriting the issue of revenue bonds in the amount of \$1,500,000.

The Board of Supervisors have directed all departments concerned to advance proceedings for the improvement district and the sale of revenue bonds. It is anticipated that during the year 1951 actual progress will be made in the acquisition of properties and the construction of parking sites.

HONOLULU CIVIC CENTER

In connection with the need for relocating the Honolulu Police Department and the Emergency Hospital, studies were made and a plan prepared to use the area bounded by Beretania Street, Alapai Street, King Street and Kapiolani Boulevard as possible sites.

This area is strategically located on three major east-west thoroughfares which allows for easy access to various parts of the city. The Commission, after a public hearing, amended the Master Plan setting aside the area for the relocation of the Police Station and the Emergency Hospital. Spacious areas for important off-street parking use was included in the plan.

MUNICIPAL AUDITORIUM

With the amendment of the Master Plan, setting aside the area originally proposed for the Municipal Auditorium, the Commission was confronted with the problem of locating a new site for a much-needed Civic Auditorium for the city. After careful study of feasible areas, it was concluded that the premises known as "Old Plantation," situated on the waikiki side of Ward Avenue, comprising an area of 23.61 acres, would be the ideal location. After a public hearing this site was set aside on the Master Plan for the purpose. The "Old Plantation" site is esthetically ideal because an auditorium building and landscaping of the grounds could be made to blend well with Thomas Square and the Honolulu Art Academy on Beretania Street. It is proposed to construct a building having a seating capacity for 10,000 people and a minimum of 1,000 parking stalls.

The area is large enough to provide for proper landscaping. The site is centrally located, yet far enough away from the Central Business District to prevent traffic congestion. It is well served by traffic arteries running in the ewa-waikiki direction and the mauka-makai direction. The need for a municipal auditorium of adequate size to take care of concerts and symphonies, conventions, trade shows and large meetings, as well as community activities such as pageants, sport events and dances, is urgent as evidenced by newspaper editorials appearing in Honolulu newspapers and sentiment expressed by many organizations.

KANEOHE CIVIC CENTER

A Master Plan for the Kaneohe Civic Center was adopted, setting aside about seven acres of land at the southeast corner of Waikalua Road and Kamehameha Highway for public use. The need for Kaneohe sites for the Police Station, Court House, and other community service buildings is urgent.

The Board of Supervisors has directed the Attorney's Office to proceed with an appraisal of this area.

SCHOOL SITE - KALIHI

In compliance with the request of the Department of Public Instruction, the Commission after a public hearing approved the relocation of the proposed elementary school on the waikiki side of Kamehameha IV Road to a new site on the ewa side of Emmeline Road above Halina Street. Although the Commission felt that the original site was far superior with respect to its more favorable topography and its coordination with the proposed park and intermediate school site, it was decided to abide by the decision of the Department of Public Instruction and the City and County Controller that purchase at the appraisal value of the original site would seriously deplete the funds appropriated for the elementary school construction. The new site, mauka of Halina Street and ewa of Emmeline Road, was approved and the City and County Attorney was authorized to obtain appraisal for acquisition of 22 acres for the school.

LOCATION OF AQUARIUM

A proposal by the Board of Public Parks and Recreation and the University of Hawaii to construct a new aquarium building on The Breakers' site at Waikiki, within the area set aside on the Master Plan as an open beach area, was referred to the City Planning Commission by the Board of Supervisors for study and recommendation by Committee Report No. 2242.

The City Planning Commission recommended to the Mayor and Board of Supervisors that the Master Plan for Waikiki Beach be adhered to and that the aquarium be located at other sites which would not mar the open beach contemplated by the Master Plan.

The Board of Supervisors concurred with the recommendation of the City Planning Commission, and the matter was referred to the Board of Public Parks and Recreation and the University of Hawaii for their consideration.

The Commission noted in its recommendation to the Board of Supervisors that if the new aquarium requires a beach location due to possible future construction of an oceanarium, the McNerny property on the Diamond Head side of the Natatorium be given consideration, although the Master Plan contemplates the use of this area also as being set aside for open beach frontage. However, it was the opinion of the Commission that if additional buildings are to be constructed on the water's edge along Waikiki Beach, they should be grouped adjacent to the Natatorium which now protrudes into the ocean. The construction of the future oceanarium next to the Natatorium would not detract from the over-all plan for Waikiki Beach. The Commission was of the firm opinion that the aquarium should be located preferably on areas other than on limited public beach frontages in Honolulu.

The Planning Commission offered its cooperation and assistance to the Board of Public Parks and Recreation and the University of Hawaii Regents in finding a suitable location acceptable to all concerned in the interest of the public.

A suggestion has been made to relocate the aquarium on the mauka side of Kalakaua Avenue, opposite the present aquarium site. It is sincerely hoped that the Board of Public Parks and Recreation will consider this suggestion favorably.

HOUSING

The Hawaii Housing Authority requested the Commission's views toward a change in zoning from residential district to hotel and apartment so as to permit the proposed development of low-cost housing units for two sites in Kalihi as follows: (1) about 30 acres on the ewa side of Kamehameha IV Road above School Street for 400 housing units; and (2) about 7 acres adjoining the present Kalihi War Homes, makai of School Street, on the ewa side for 100 housing units. The Authority was informed that the Commission will look with favor on the necessary rezoning for multiple family apartments upon the receipt of definite plans for the proposed housing development.

In view of the critical shortage of low-rent housing, the Board of Supervisors, upon the Commission's recommendation, adopted Resolution No. 347 requesting the Hawaii Housing Authority to waive the clause which provides for the removal of all Lanham Act War and Veterans' Reuse Housing Projects not later than January 1, 1951, with the exception only of such housing as the administrator, after consultation with local communities finds is still needed in the interest of the orderly demobilization of the war effort. The affected housing projects on the Island of Oahu include:

- a. Kalihi War Homes
- b. Manoa War Homes
- c. Halawa Veterans' Homes
- d. Manana Veterans' Homes (Pearl City)
- e. John Rodgers Veterans' Homes
- f. Red Hill Veterans' Homes

In connection with the emergency housing project of 50 cottages, constructed by the Hawaii Housing Authority on 2.645 acres of land situated on B. P. Bishop Estate land at Kapalama, the Commission voted to approve the Authority's request to permit the continued use of this project within a Class "C" residential district for another two years until March 1, 1952.

MASTER PLAN FOR RURAL AREAS

The need for master plans for street development and other features are evident in several of the large rural communities such as the Kailua, Lanikai and Kaneohe areas. The Board of

Supervisors has requested that studies and plans for necessary public improvements be given due consideration. To this end the Commission has authorized its staff to prepare base maps for several of these outlying communities.

In order that progress can be made in the planning of the outlying communities, it will be necessary that the Commission's staff be increased.

AMENDMENTS TO THE MASTER PLAN - HONOLULU

Several amendments to sections of the Master Plan were adopted by the Commission after a duly-authorized public hearing and resolutions filed with the Clerk which were adopted by the Board of Supervisors.

Lists of amendments to the various Master Plan sections are included herein as Exhibit II.

EXHIBIT II

MASTER PLAN AMENDMENTS DURING 1950

Master Plan Section	Description	Date of Public Hearing	Res.No.	Date of Adoption	Action by Mayor & Board
Section 2, Ala Moana- Kewalo	Deletion of streets within area bounded by Piikoi St., Kona St. & Mahukona St. 100 foot park strip along Ala Moana	Nov. 10, 1949	340	Dec. 1, 1949	Approved Jan. 6, 1950
Section 7, Kalihi-Kai	Realignment of Puuhale Road and Auiki Street Extension	Dec. 15, 1949	345	Jan. 15, 1950	Approved Feb. 24, 1950
Section 26, Palolo	Realignment of 10th Ave. near Waiomao Homestead Road	Jan. 26, 1950	347	Mar. 2, 1950	Approved Apr. 7, 1950
Section 1, McCully- Kawahulu	Areas along the Northwest side of Olokele Ave. deleted from the future expansion of Kaimuki High School	Feb. 16, 1950	348	Mar. 9, 1950	Approved Apr. 14, 1950
Section 21, Damon Tract	Streets within area bounded by Keehi Lagoon Access Rd., Honolulu Airport Rd., John Rodgers Rd. & Nimitz Hwy.	Dec. 15, 1949	353	May 4, 1950	Disapproved June 6, 1950
Section 3, Kalia-Waikiki	Area diamond head side of Moana Hotel deleted from the future Waikiki Beach Expansion	July 27, 1950	359	Aug. 3, 1950	Approved Sept. 8, 1950
Section 12, Central Business District	Proposed auditorium site on Hotel St. deleted and areas bounded by King St., Kapiolani Blvd., Beretania St., and Alapai St. to be used for public buildings	Oct. 5, 1950	364	Oct. 26, 1950	Approved Dec. 1, 1950

Master Plan Section	Description	Date of Public Hearing	Res.No.	Date of Adoption	Action by Mayor & Board
Section 8, Kalihi-Uka	Realignment of Kino St. bet. N. School St. and Lima St. near Kam. IV Rd.	Oct. 19, 1950	367	Nov. 22, 1950	Approved Jan. 4, 1951
	Areas between Kam. IV Rd. and Kalihi Tunnel approach rd. deleted as a proposed elementary school site & areas 200 ft. northerly of Halina Rd. to be established as a new elementary school site	Oct. 26, 1950	368	Nov. 16, 1950	Approved Dec. 22, 1950
Section 2, Ala Moana- Kewalo	Area on the southeast side of Ward Ave. bet. S. King St. & Kapiolani Blvd. and McKinley High School boundary and Ward Ave. to be estab- lished as an auditorium site	Nov. 30, 1950	371	Dec. 14, 1950	Approved Jan. 19, 1951
Master Plan Kaneohe	Area on the southeast corner of Waikalua Road and Kamehameha Hwy. opposite Benjamin Parker High School	Oct. 12, 1950	366	Nov. 2, 1950	Approved Dec.7, 1950

URBAN REDEVELOPMENT

One of the most important accomplishments of the City Planning Commission during the year was its cooperation and collaboration with the Honolulu Redevelopment Agency in the designation of deteriorated and blighted areas for redevelopment purposes.

Urban redevelopment within the city of Honolulu moved a step closer to realization with the appointment of members to the Honolulu Redevelopment Agency as authorized by Act 379 of the Territorial Legislature and Resolution No. 539 of the Board of Supervisors.

The Agency has initiated an active program to permit an early start in the redevelopment program. It has approved a program for the redevelopment of blighted areas determined by the City Planning Commission. The areas recommended and adopted by the Planning Commission as sites for redevelopment projects by the Honolulu Redevelopment Agency are as follows:

Area No. 1 (Exhibit III)

Bounded by Nuuanu Avenue, School Street, Queen Emma Street and Vineyard Street. This area includes two city blocks containing 23.7 acres and is located on the fringe of the Central Business District. Its present land use comprises a mixture of commercial, apartment and residential uses without any particular pattern for orderly growth.

Area No. 2 (Exhibit I)

Comprising an area of approximately 31 acres, this area is a predominantly open area marred by non-conforming uses, diversity of ownership, and obsolete platting. It is located approximately 2½ miles from the center of Honolulu in Kalihi Valley, more specifically defined as being 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. Thirty-one (31) families totaling approximately 173 persons, mostly tenants in the hog and poultry business, reside here. It is a desirable area for subdivision for single-family residential lots.

Area No. 3 (Exhibit IV)

This area consists of eleven city blocks containing 117.6 acres. It is bounded by Liliha Street, School Street, Nuuanu Avenue, Vineyard Street, Fort Street, Kukui Street, Emma Street, Beretania Street, the ewa boundary of Aala Park and King Street. Within this area are our worst tenements, highest rates of juvenile delinquency, greatest concentration of tuberculosis cases and the worst types of dilapidated structures.

The City Planning Commission, as authorized by Act 379 of the Session Laws of Hawaii, 1949, assembled all pertinent data relative to the physical, social and economic characteristics of the areas,

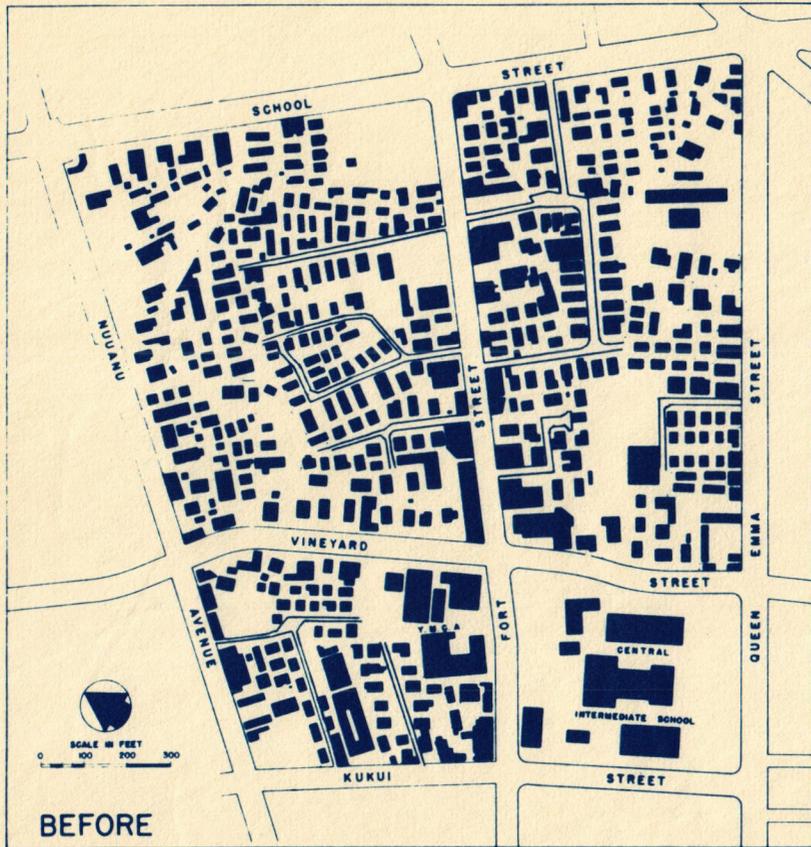
It also prepared a plan for the suggested redevelopment of Area No. 1 and Area No. 2. It recommended that Area No. 1 be developed for multiple family housing with the frontage along Vineyard Street for professional office buildings, with spacious off-street parking as noted on Exhibit III.

Area No. 2 is recommended to be developed for single family house lots (Exhibit I), with priority of purchase to those persons having to relocate from Area No. 1 or other proposed areas for redevelopment.

Studies are underway for redeveloping Area No. 3.

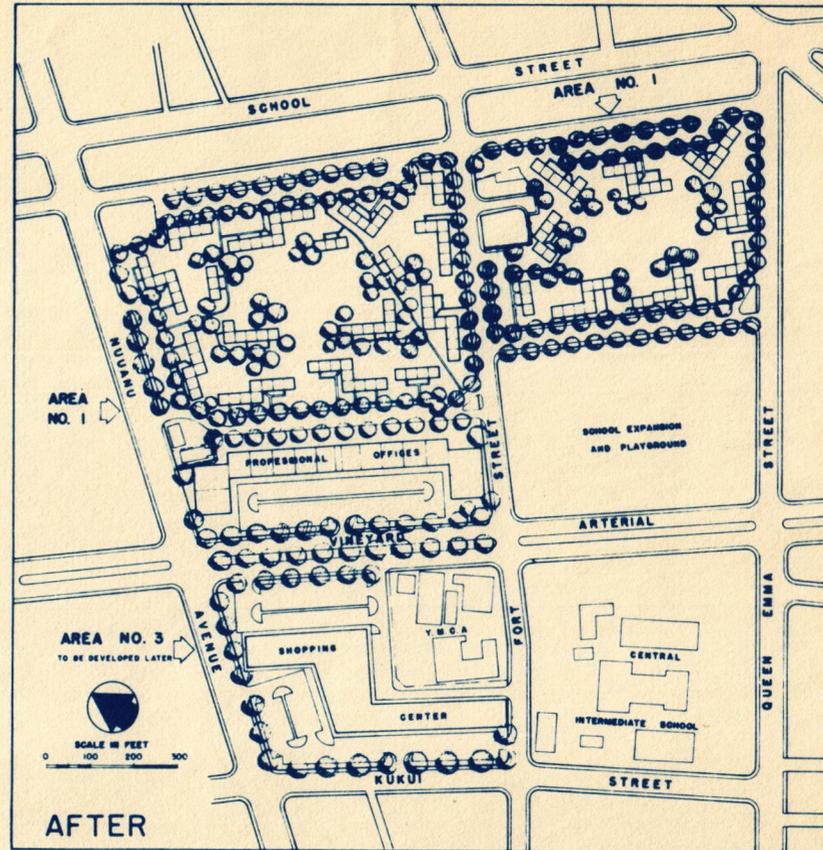
The financing of the redevelopment project will be with Federal assistance made possible through the passage of the Federal Housing Act of 1949. This legislation provides needed finances to local governments in the forms of loans and outright capital grants for the combined purposes of slum clearance and the redevelopment of blighted areas in conformance with approved plans. To obtain Federal assistance it is mandatory that a local government contribute its proportional share in financial contribution for the various types of projects, which must either presently be predominantly residential in character, predominantly open area, or its redevelopment will be for predominantly residential use.

A redevelopment program of our blighted areas will achieve better housing and more pleasant living conditions necessary to safeguard the welfare of Honolulu's population and to bring out new values in the presently dilapidated areas.



BEFORE

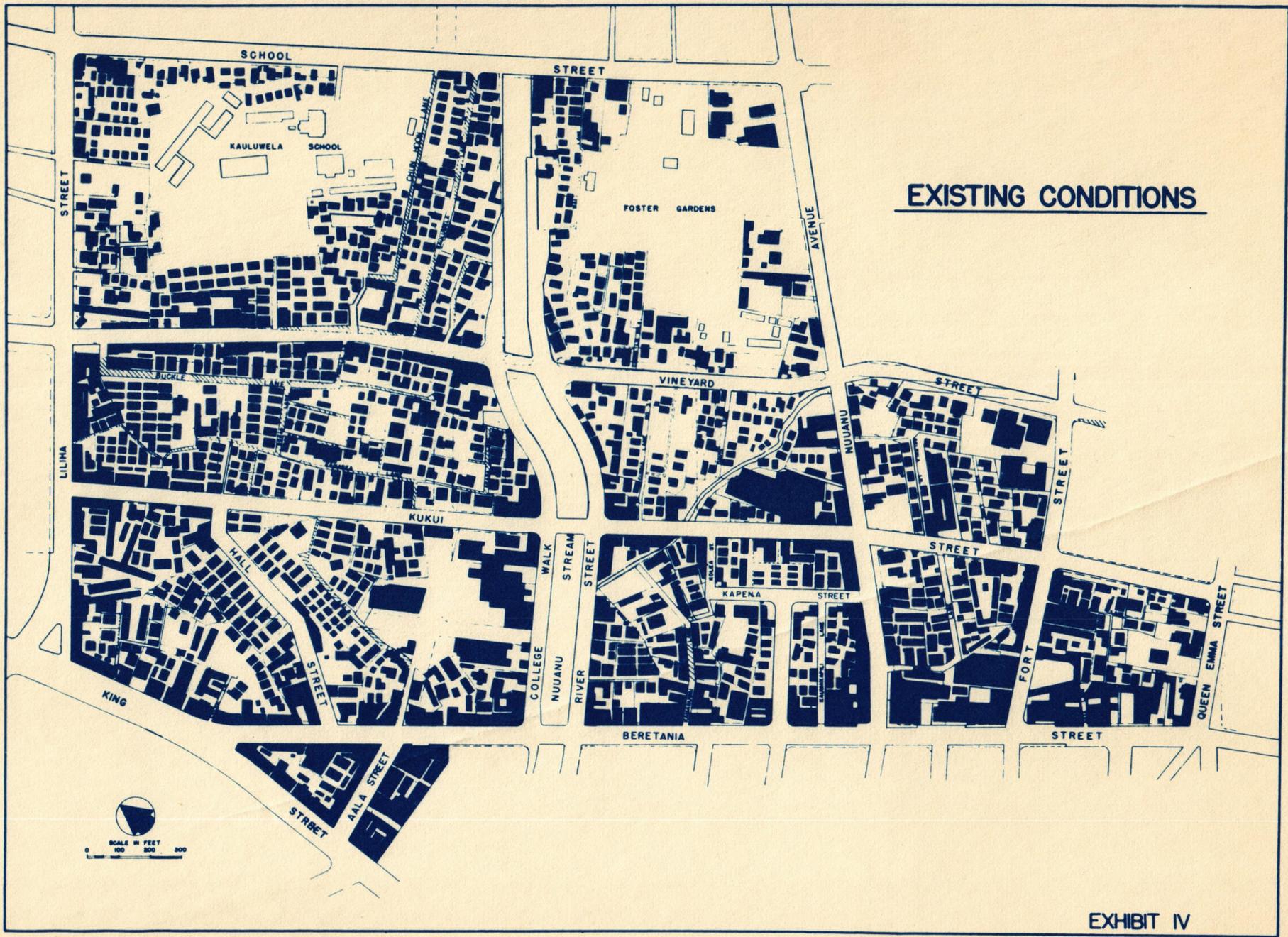
EXISTING CONDITIONS



AFTER

PROPOSED REDEVELOPMENT PLAN

EXHIBIT III



REDEVELOPMENT AREA NO. 3

EXHIBIT IV

SPECIAL STUDIES

HONOLULU AIRPORT MASTER PLAN

A Master Plan for the Honolulu Airport was submitted by the Hawaii Aeronautics Commission to the City Planning Commission for information and comment.

After due consideration, the Commission approved the plan as submitted. It was noted with interest that the glide approach area, makai of Kamehameha Highway and waikiki of the Airport Road, has been set aside for a golf course which is in agreement with the Commission's proposal for this area. The plan also provides recreational facilities such as tennis court, basketball court, boating, etc.

RELOCATION OF PIGGERIES

An urgent need has developed for the relocation of piggeries now in Kalihi Valley and in the Waialae-Kahala area because of proposals for governmental construction of the Kalihi Tunnel Approach Road and low-cost housing units along Kamehameha IV Road in Kalihi and the initiation of extensive private subdivision development in the Waialae-Kahala area. An early solution has wide support because of general recognition of the need to preserve a going hog industry in the \$3,000,000 gross category and so important in island economy.

The Commission, in cooperation with the representatives of the Board of Water Supply, Board of Health, University of Hawaii Agricultural Extension, Bishop Estate and Campbell Estate and the piggery owners, made extensive studies of the suitability of various sites in Kunia, Ewa, Waianae, Waikakalaua Gulch, Koko Head, Waimanalo, and Kahaluu. Field inspections were made and joint meetings were held in an effort to solve this problem. A detailed study of the availability of water supply in the Kunia area was made by the Board of Water Supply.

After careful consideration of all the factors involved for relocating the piggeries, the Commission concluded that there are areas available for relocating the piggeries and that the final decision rests with the hog raisers themselves. The fact remains they must move from present areas to make room for needed public improvements and homesites within the city.

The areas which appear most feasible are Makaha Valley; Pohakea, Kupehau, Ekahanui Gulch and Huliwai Gulch at Kunia; Waikakalaua Hospital site; and the western portions of Waimanalo.

Makaha Valley and portion of Waimanalo lend themselves for relocating all the piggeries on large scale projects. Large areas are available. In the cases of Ekahanui Gulch and Huliwai Gulch, only a limited number of hog raisers can be relocated here.

It might be pointed out that the successful relocating of the hog industry must have the assistance of governmental agencies in furnishing the necessary engineering and planning studies to determine cost estimates and the feasibility of various relocation areas.

To insure success and permanency of the hog industry, however, the piggery owners should pull together and form a cooperative organization. A total of 600-1000 acres is needed to meet the needs of the hog industry. In the opinion of the Planning Commission, if the piggery owners will organize as a cooperative group to develop a mutually acceptable area, a solution to this vexing problem can be reached in finding a permanent location for this \$3,000,000 industry which must continue for the best interests of the City and County of Honolulu.

LAND SUBDIVISIONS

During the year, 456 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 1950:

Approval.....	313
Tentative approval.....	79
Disapproved.....	37
Pending.....	22
Withdrawn.....	<u>5</u>
TOTAL.....	456

Number of lots within subdivisions submitted:

Vacant lots.....	2,512
Lots with improvements.....	<u>282</u>
TOTAL.....	2,794

COST OF IMPROVEMENTS

Private subdividers spent an estimated \$1,115,979 during 1950 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 eight improvement districts in which they contributed an amount equal to \$1,383,069.

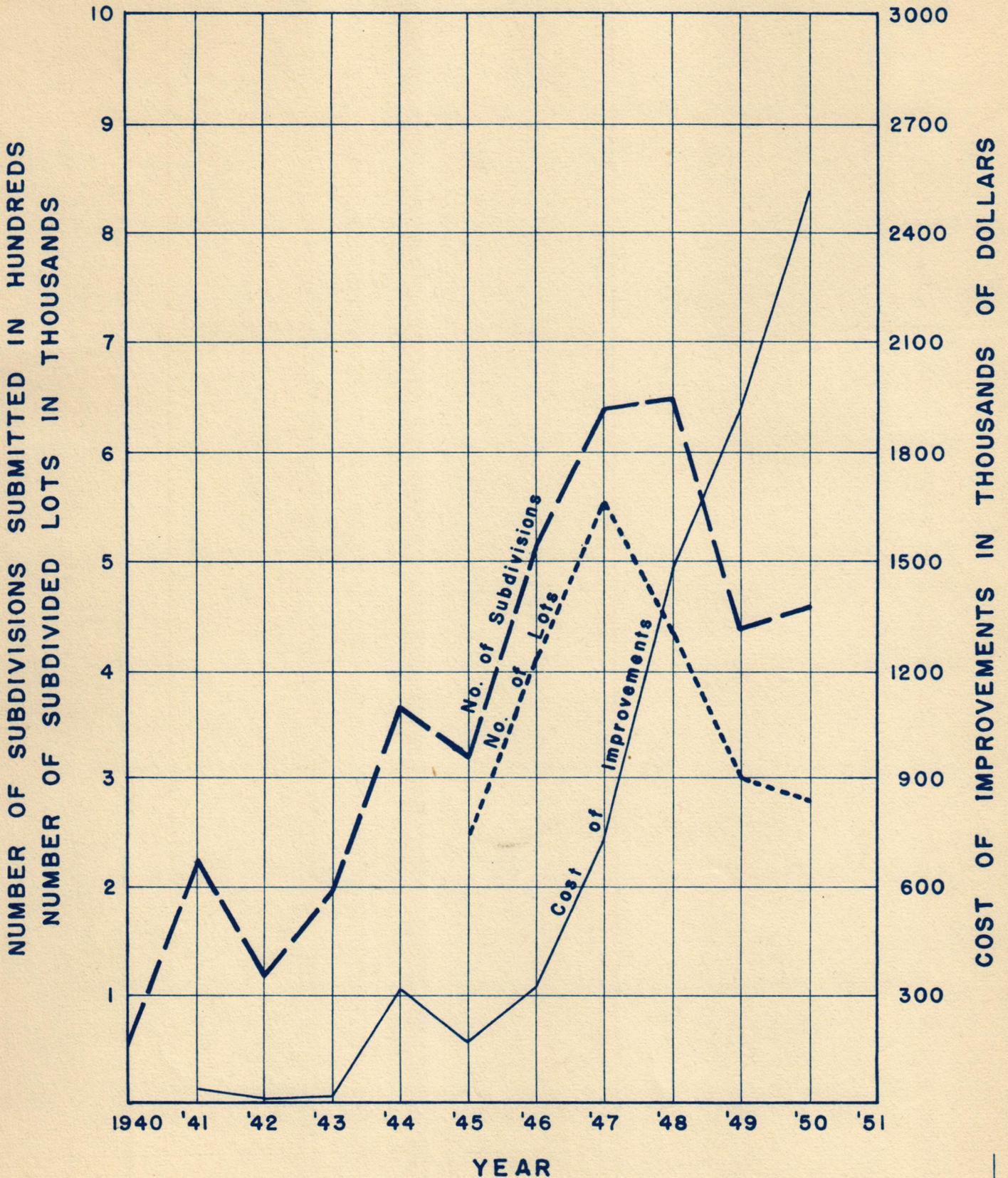
Thus, the total amount spent by private subdividers and lot purchasers during the year 1950 amount to approximately \$2,500,000 as compared to \$1,903,561, exclusive of improvement districts in 1949.

IMPROVEMENT DISTRICTS

<u>Location</u>	<u>Cost of Improvements (Including Engineering)</u>
Waialae-Kahala (House lots) I. D. #64.....	\$453,912.56
Waialae-Kahala (Sewer) I. D. #65.....	84,028.44
Na Pueo.....	363,947.06
Lokelani.....	79,705.51
Alewa View.....	83,582.15
Koa Liilii.....	16,260.00
Makani Heights.....	37,228.34
Waimanalo Mill Site.....	85,051.11
Leahi Farms.....	<u>179,354.37</u>
TOTAL.....	\$1,383,069.54

SUBDIVISION TRENDS

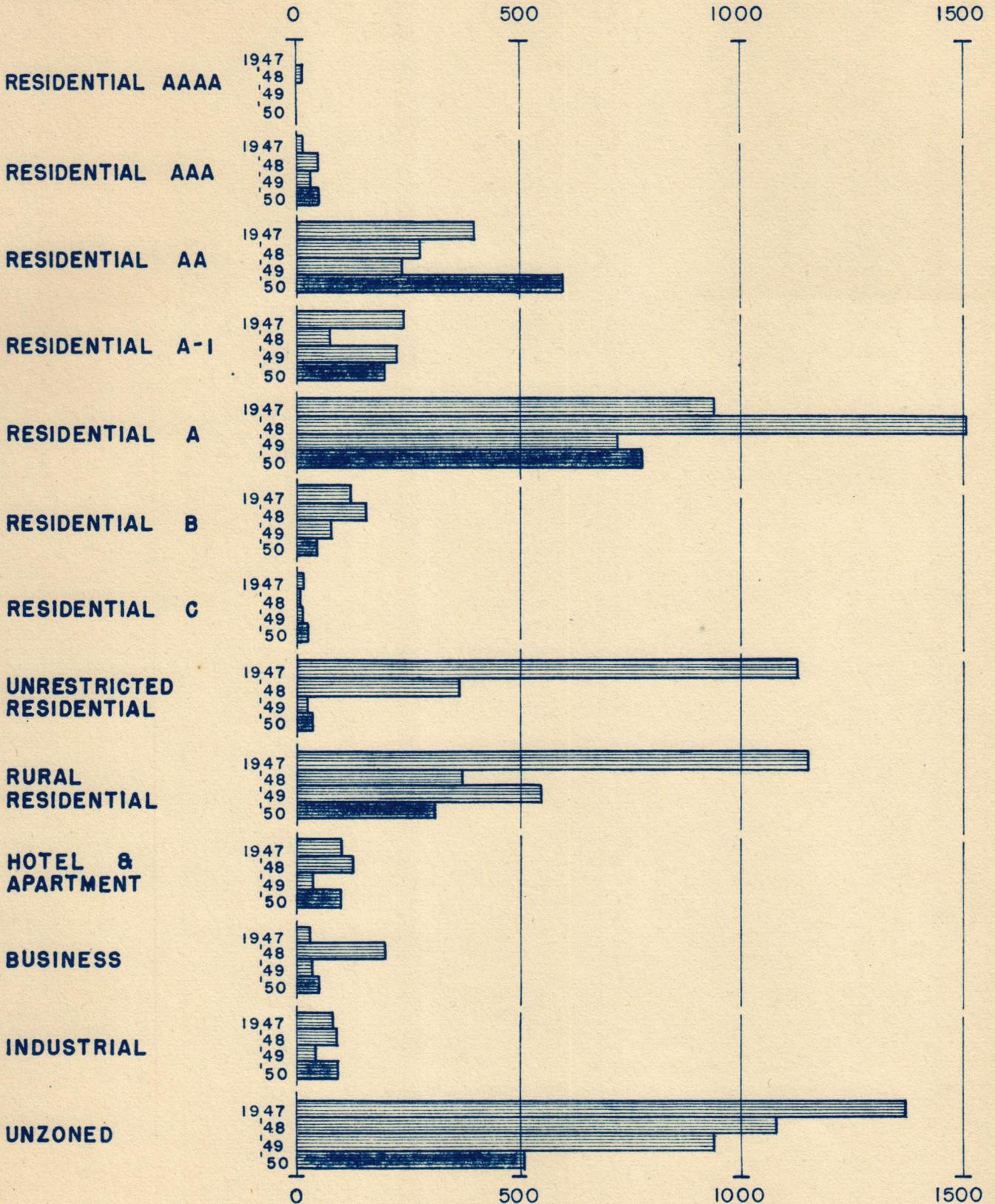
CITY PLANNING COMMISSION
HONOLULU, T. H.



COMPARISON OF ZONING DISTRIBUTION

OF SUBDIVISIONS ON OAHU

ZONING CLASSIFICATION



STREET NAMES ADOPTED DURING 1950

The following street names were adopted by the Mayor and Board of Supervisors upon the recommendation of the City Planning Commission during the year 1950:

1. ALAHEE STREET - Aina Haina Section 6
RESOLUTION NO. 519 (Meaning - part of squid)
2. AHEKOLO STREET - Pauoa, H. W. Ching Subdivision
RESOLUTION NO. 356 (Meaning - slight breeze)
3. AHUA STREET - Moanalua, Mapunapuna Subdivision
RESOLUTION NO. 46 (Meaning - a bank formed by sand at a mouth of a river)
4. ALAKAI STREET - Kaneohe, Mikiola Tract
RESOLUTION NO. 147 (Meaning - road by the sea)
5. ALENCASTRE PLACE - St. Louis Heights, Unit 2
RESOLUTION NO. 614
6. AWAALOA STREET - Moanalua, Mapunapuna Subdivision
RESOLUTION NO. 46 (Meaning - name of fish pond)
7. BACHELOT STREET (EXTENSION) - Liliha, McInerny Home Tract
RESOLUTION NO. 89
8. BATES STREET (EXTENSION) - Liliha, McInerny Home Tract
RESOLUTION NO. 89
9. BEAUMONT WOODS PLACE - Manoa, Beaumont Woods Tract
RESOLUTION NO. 520
10. BERTRAM STREET (EXTENSION) - St. Louis Heights, Unit 2
RESOLUTION NO. 614
11. EHU STREET - Maili, Puu O Hulu Tract
RESOLUTION NO. 413 (Meaning - reddish)
12. HAKEAKEA STREET - Maili, Puu O Hulu Tract
RESOLUTION NO. 413 (Meaning - blond)
13. HALAPEPE STREET - Aina Haina, Section 6
RESOLUTION NO. 519 (Meaning - small plant used for weaving)
14. HALELOKI PLACE - Kaneohe - off Lilipuna Road
RESOLUTION NO. 456 (Meaning - house of roses)
15. HANALIMA STREET - Liliha, McInerny Home Tract
RESOLUTION NO. 89 (Meaning - to work with hand or arm)
16. HAUIKI STREET - Kalihi, Lokelani Subdivision
RESOLUTION NO. 68 (Meaning - small tree)

17. HENRY STREET (EXTENSION) - Nuuanu, Klebahn Subdivision
RESOLUTION NO. 44
18. HOOKELE STREET - Maili, Puu O Hulu Tract
RESOLUTION NO. 413 (Meaning - steerer of canoe)
19. HOLOMUA PLACE - Palolo, Mendonca Subdivision
RESOLUTION NO. 567 (Meaning - progress)
20. HOPELOA PLACE - Kaimuki, Leahi Farm Tract
RESOLUTION NO. 146 (Meaning - dead-end road)
21. HOOPULAPULA STREET - Waimanalo, Homestead
RESOLUTION NO. 745 (Meaning - rehabilitate)
22. HOOMAHA STREET - Waimanalo, Homestead
RESOLUTION NO. 745 (Meaning - road of rest)
23. HOONANI PLACE - Kaneohe, Mikiola Tract
RESOLUTION NO. 147 (Meaning - to glorify)
24. HOOPUNI DRIVE - Kailua, off Kihapai Street
RESOLUTION NO. 668 (Meaning - tract name)
25. HUANUI STREET - Kaimuki, Leahi Farm Tract
RESOLUTION NO. 146 (Meaning - fertile)
26. ILUNA PLACE - Kalihi, Kamehameha IV Road
RESOLUTION NO. 186 (Meaning - upward)
27. IRIS PLACE - Kaneohe, Mikiola Tract
RESOLUTION NO. 147 (Meaning - rainbow)
28. KAIHIKAPU STREET - Moanalua, Mapunapuna Subdivision
RESOLUTION NO. 46 (Meaning - name of fish pond)
29. KAIMANAWAI PLACE - Diamond Head, off Kulamanu Place
RESOLUTION NO. 239 (Meaning - diamond water)
30. KAIMUOHEMA PLACE - Nuuanu, Klebahn Tract
RESOLUTION NO. 44 (Meaning - named after the tract district)
31. KALAEPA DRIVE - Kalihi, Choy Choo Tract
RESOLUTION NO. 45 (Meaning - named after the tract district)
32. KAWAENA PLACE - Pauoa, H. W. Ching Subdivision
RESOLUTION NO. 280 (Meaning - the middle)
33. KEAKEALANI STREET - Aina Haina, Sections 2, 3, 4
RESOLUTION NO. 269 (Meaning - white sky)
34. KEAOLELE PLACE - Palolo, Bert Quinn Tract
RESOLUTION NO. 538 (Meaning - flying cloud)

35. KEKAU PLACE - Nuuanu, off Apio Lane
RESOLUTION NO. 235 (Meaning - first half of the owner's first name, "Kekaulike")
36. KILIHAI STREET - Moanalua, Mapunapuna Subdivision
RESOLUTION NO. 46 (Meaning - name of fish pond)
37. KIMOKEO STREET - Aina Haina, Section 6
RESOLUTION NO. 519 (Meaning - James)
38. KLEBAHN PLACE - Nuuanu, Klebahn Subdivision
RESOLUTION NO. 44 (Tract name)
39. KULA STREET (EXTENSION) - Alewa, John Mason Young Tract
RESOLUTION NO. 187
40. KULAIWI STREET - Waimanalo, Homestead
RESOLUTION NO. 745 (Meaning - natives road)
41. LANIKAULA STREET - Manoa, Koa Lili'i Tract
RESOLUTION NO. 157 (Meaning - heavenly prophet)
42. LAKOLOA PLACE - Kalihi, Kahinalua Tract
RESOLUTION NO. 186 (Meaning - luxury)
43. LAUNA PLACE - Palolo, Mendonca Subdivision
RESOLUTION NO. 567 (Meaning - friendly)
44. LEE PLACE - Liliha, McInerny Home Tract
RESOLUTION NO. 89 (Name of a person)
45. LIKEKE PLACE - Kaneohe, off Kaneohe Bay Drive
RESOLUTION NO. 268 (Meaning - Richard)
46. LOKELANI STREET - Kalihi, off Hauiki Street
RESOLUTION NO. 68 (Tract name)
47. MAKAAINANA STREET - Waimanalo, Homestead
RESOLUTION NO. 745 (Meaning - citizen's road)
48. MAKANUI PLACE - Palolo, Mendonca Subdivision
RESOLUTION NO. 567 (Meaning - large hard rock)
49. MAHUKONA STREET - Ala Moana, between Kona and Atkinson Drive
RESOLUTION NO. 613 (Meaning - name of seaport)
50. MAHI PLACE - Manoa, off Puaena Place
RESOLUTION NO. 43 (Name of a person)
51. MALULANI PLACE - Kaneohe, Mikiola Tract
RESOLUTION NO. 147 (Meaning - under Heaven's protection)

52. MALINO PLACE - Alewa, John Mason Young Tract
RESOLUTION NO. 187 (Name of a person)
53. MAPUNAPUNA STREET - Moanalua, Mapunapuna Subdivision
RESOLUTION NO. 46 (Meaning - name of fish pond)
54. MASON PLACE - Alewa, John Mason Young Tract
RESOLUTION NO. 187 (Name of a person)
55. MELEMELE PLACE - Manoa, off Paty Drive, Mahani Tract
RESOLUTION NO. 394 (Meaning - handsome, beautiful,
yellow or golden)
56. MIKIOLA DRIVE - Kaneohe, Mikiola Tract
RESOLUTION NO. 147 (Meaning - healthful living)
57. MOANAWAI PLACE - Nuuanu, Klebahn Tract
RESOLUTION NO. 44 (Meaning - lake of fresh water)
58. MOKUMOA STREET - Moanalua, Mapunapuna Subdivision
RESOLUTION NO. 46 (Meaning - name of fish pond)
59. NENUE STREET - Aina Haina, Section 2
RESOLUTION NO. 446 (Meaning - mullet)
60. NOHU STREET - Aina Haina, Sections 2, 3, 4
RESOLUTION NO. 269 (Meaning - kind of fish)
61. OLUOLU STREET - Waimanalo, Homestead
RESOLUTION NO. 745 (Meaning - pleasant road)
62. OSWALD STREET - St. Louis Heights, Unit 2
RESOLUTION NO. 614 (Name of a person)
63. PANINI LOOP - Kaimuki, Leahi Farm Tract
RESOLUTION NO. 146 (Meaning - cactus)
64. PAUOA ROAD (EXTENSION) - Pauoa, Extension of Pauoa Road
RESOLUTION NO. 280
65. PILIKAI STREET - Aina Haina, Sections 2, 3, 4
RESOLUTION NO. 269 (Meaning - a plant used for
medicinal purpose)
66. PUAENA PLACE - Manoa, off University Avenue
RESOLUTION NO. 43 (Name of a person)
67. PUAMOHALA STREET - Kaneohe, Mikiola Tract
RESOLUTION NO. 147 (Meaning - open view of the sea)
68. PUUALII PLACE - Manoa, off Judd Hillside
RESOLUTION NO. 149 (Meaning - royal hill)
69. PUU PANINI PLACE - Kaimuki, between 22nd Avenue and
Huanui Street
RESOLUTION NO. 146 (Meaning - cactus)

70. ROSEBANK PLACE - Nuuanu, off Henry Street Extension
RESOLUTION NO. 44 (Name of a person)
71. ST. LOUIS DRIVE - St. Louis Heights, Unit 2
RESOLUTION NO. 614
72. UALAKAA PLACE - Makiki, off Ualakaa Street
RESOLUTION NO. 1
73. UILANI PLACE - Palolo, off Palolo Valley Road
RESOLUTION NO. 729 (Meaning - beautiful sky)
74. VANDA PLACE - Palolo, Carlos Long Tract
RESOLUTION NO. 148 (Meaning - orchid)
75. WALEA PLACE (EXTENSION) - Alewa, John Mason Young Tract
RESOLUTION NO. 187
76. WATSON PLACE - Nuuanu, Klebahn Tract, off Klebahn Place
RESOLUTION NO. 44 (Name of person)

Z O N I N G

SUMMARY OF ACTIVITIES

The volume of zoning activities during 1950 remained on the same level as that of the previous year. There were 53 applications for changes in zoning from one classification to another filed with the Commission for review and action. Twenty-nine of the applications were for business zoning. The actions of the Commission on the various zoning application are summarized under section entitled "Zoning Applications."

Zoning proposals are studied in relation (1) to the existing land use of the surrounding area, (2) to the requirements of the general area, and (3) to the overall comprehensive zoning of the city. Spot zoning is specifically avoided. In many cases the Commission visits the proposed sites requested for change in zoning to study the actual conditions and, in some cases, questionnaire cards are mailed to owners within the affected area to determine the sentiments of the neighborhood. Before taking final action on any proposed change in zoning, a public hearing is held by the Commission after duly published notices in order that all those interested may be heard.

LAND USE STUDIES

Land use maps are prepared by the staff for review by the Commission in connection with applications for zoning changes. These land use studies aid the Commission in preventing undue intermixing of incompatible types of land use, including the intrusion of industrial and commercial uses into residential areas.

ZONING APPLICATIONS

List of zoning changes and variance permits which were reviewed by the Commission during 1950.

Request for Zoning Changes

Type of Zoning	Approved	Disapproved	Pending	Total
Business	6	19	4	29
Rural Business	6	2	1	9
Hotel and Apartment	1	5	1	7
Rural Class AA	1		1	2
Class A-1		1		1
Rural Class A-1	1			1
Rural Class A	1		1	2
Rural Class B	1			1
Rural Industrial		1		1
TOTALS	17	28	8	53

Request for Zoning Variances

Approved.....	8
Variance extensions approved.....	4
Miscellaneous approved*.....	19
Disapproved.....	<u>10</u>
TOTAL.....	41

* Includes items such as permission to build two houses per lot or within setback areas, lot areas, skating rink, temporary use of building in residential districts for business purposes, Japanese school, and reconstruction of non-conforming business buildings.

ZONING CHANGES APPROVED DURING 1950

I. Business Districts

- No. 172
A to I Resolution #346 Kalihi, both sides of North King Street between Kalihi Street and Middle Street
- No. 173 Resolution #354 Kewalo, Ala Moana - off Kapiolani Boulevard (Murphy Motors)
- No. 174 Resolution #355 Kewalo, Ala Moana - Kona Street Extension (Hawaiian Land Company, Limited)
- No. 175 Resolution #356 Waikiki, Corner of Kalakaua Avenue and Saratoga Road
- No. 176 Resolution #357 Palolo, 59 feet from northwest corner of Palolo Avenue, approximately 180 feet southwesterly from the west corner of Kelehune Place and Palolo Avenue
- No. 177 Resolution #358 Waikiki, Lewers Road and Kalakaua Avenue

II. Rural Business Districts

- No. 41 Resolution #349 Halawa Heights, off Aiea Naval Hospital Access Road (Halawa Heights Tract)
- No. 42 Resolution #351 Kaneohe, Kamehameha Highway and Old Pali Road
- No. 43 Resolution #352 Kailua, off Kailua Road, approximately 900 feet towards Kailua from the intersection of Kalani-anaole Highway and Kailua Road
- No. 44 Resolution #360 Maili, Waianae - off Farrington Highway
- No. 45 Resolution #361 Maili, Waianae - off Farrington Highway
- No. 46 Resolution #369 Aiea, Ewa - Aiea Heights Subdivision No. 4

III. Hotel and Apartment District

- No. 16 Resolution #365 Kewalo, Southeast side of Pensacola Street, 600 feet northeasterly from Kapiolani Boulevard

VARIANCE PERMITS GRANTED DURING 1950

- No. 123 Rural Broadcasting Co., Ltd.
Location: Waipahu, Oahu
Purpose: To permit the construction of a radio transmitter building, tower and office building within a rural residential district for broadcast station purposes, for a period of two years ending March 16, 1952.
- No. 124 S. M. Damon Estate
Location: Makai side of Salt Lake
Purpose: Variance in use to permit the construction of a restaurant and recreational facilities in the form of a night golf course in an unrestricted residential district.
- No. 125 Hawaiian Electric Co., Ltd.
Location: Off Wyllie Street, approximately 300 feet southerly from the south corner of Wyllie Street and Alewa Drive
Purpose: Establishing an electric sub-station in a Class "A" residential district.
- No. 126 Hawaiian Electric Co., Ltd.
Location: East side of 10th Avenue, approximately 700 feet southwesterly from Pukele Stream
Purpose: Establishing an electric sub-station in a Class "A" residential district
- No. 127 Trustees under the Will and of the Estate of James Steiner, Deceased
Location: Southwest side of Kalakaua Avenue adjacent to the Waikiki Bowling Alley
Purpose: Use of an existing third-class dwelling within a business zone as an auction room for a period ending May 1, 1951.
- No. 128 John T. S. Tyau
Location: South corner of Koa and Uluniu Avenues
Purpose: Use of premises within a hotel and apartment district for off-street parking purposes.
- No. 129 B. P. Bishop Estate
Location: South side of a 40-foot roadway, 200 feet easterly from University Avenue
Purpose: Use of premises within an unrestricted residential district for off-street parking purposes. (Varsity Bowling Center, Ltd.)
- No. 130 Oahu Sugar Co., Ltd.
Location: Northeast side of Hapuku Street between Aheahe and Honohono Streets
Purpose: Use of premises within a Class "B" 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 1950:

Salaries and Wages.....	\$77,875.00	
Contractual Services.....	3,475.00	
Materials and Supplies.....	1,650.00	
Fixed Charges.....	154.00	
Equipment.....	<u>1,250.00</u>	
TOTAL.....	\$84,404.00	
Lapsed during the year.....	<u>6,400.00</u>	
NET TOTAL.....		<u>\$78,004.00</u>

Disbursements:

Salaries and Wages.....	\$68,013.76	
Contractual Services.....	2,069.92	
Materials and Supplies.....	1,585.35	
Fixed Charges.....	133.98	
Equipment.....	<u>1,145.47</u>	
TOTAL.....	\$72,948.48	
Unexpended balance - Dec. 31, 1950...	<u>5,055.52</u>	
NET TOTAL.....		<u>\$78,004.00</u>

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1950

#3

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.