

ARCHITECTURE RESTORATION

RENOVATION

RESEARCH

Mason Architects

August 27, 2014

Anna Broverman Architecture Branch Hawaii State Historic Preservation Division 601 Kamokila Blvd. Suite 555 Kapolei, HI 96707

Re: 888 Ala Moana Demolition Project (TMK (1)2-1-056:002 & (1)2-1-056:007)

Dear Anna,

Mason Architects Inc. was hired by Benjamin Woo Architects to evaluate the National Register of Historic Places (NRHP) eligibility of three buildings at the Cutter Auto complex on Ala Moana Boulevard. We were asked to evaluate these buildings because they date to 1958 and 1961. Please find attached State Historic Resource Inventory forms, spreadsheet, and report that our firm completed for these buildings.

To summarize the findings, I have evaluated that the three buildings located at TMK (1)2-1-056:002 & (1)2-1-056:007 are not eligible for the State or National Registers because they do not meet the National Register criteria to be eligible.

Please contact me if I can answer any questions about the report or findings. If you have questions about the demolition project itself, please contact Wayne Goo, AIA of Benjamin Woo Architects at 808-591-6616.

Sincerely,

Dee Ruzicka

Enclosures: State Historic Resource Inventory Cc: Benjamin Woo Architects, Wayne Goo, AIA

Project Name

Reconnaissance Level Survey (RLS) Report for 888 Ala Moana Boulevard Demolition of Three Buildings at Cutter Automobile Complex, TMK (1)2-1-056: 002 & (1)2-1-056: 007. The RLS was undertaken by Mason Architects, under contract to Benjamin Woo Architects for the parcel developer, MK Vida LLC. Architectural Historian Dee Ruzicka of Mason Architects, Inc. performed the fieldwork and wrote the report in accordance with the Hawaii State Historic Preservation Division's booklet, *Guidelines: Architectural Historic Resource Surveys 2013*

Statement of Objectives

The survey's purpose is to determine the eligibility of the three buildings for the National Register of Historic Places (NRHP). If found NRHP-eligible, determination of potential effects on the eligible resources by the proposed demolition would be included in this evaluation.

Methodology

The buildings were evaluated against the National Register of Historic Places criteria. A site visit was made on August 20, 2014 to take photos and note the features of the property. Digital copies of historic construction drawings, made available by Benjamin Woo Architects, were also consulted. Other research included reviewing Honolulu newspaper indexes for pertinent subjects during the historic period of the buildings, review of Sanborn Fire Insurance maps, books on local history, and historic aerial photos from the collection of the Hawaii State Archives.

Boundary Explanation and Justification

The boundary includes the two TMKs for the three buildings. The boundary encompasses the existing buildings and their immediate surroundings to the limits of their lots. An adjacent parcel (TMK 1-2-056: 008) with a 1985-constructed building is a part of the Cutter Automobile Complex. However, this parcel and building were not included in this RLS because the construction date of the building (less than 30 years ago).

Setting

The site on Ala Moana Boulevard (Hawaii Route 92) is about 0.8 miles southeast of downtown Honolulu in the Kakaako area. Ala Moana Boulevard is a busy, six lane roadway that provides a primary route from downtown Honolulu to Waikiki. Ala Moana Boulevard between downtown and Waikiki is lined with low rise commercial buildings and high rise buildings of offices and residences. The parcels containing the three subject buildings are surrounded by low rise commercial and light industrial buildings. A four story office building complex that houses sales and service departments for Cutter Auto Group. This complex is on the block bounded by Ala Moana Boulevard, Koula and Auahi Streets, and Ward Avenue. The fourth building in this complex is also slated for demolition, but is not part of this report because of its construction date of 1985. To the rear of this complex (north) are low rise commercial and light industrial buildings of the Kakaako area.

Historical Overview

From about 1911 to 1914, a large section of Kakaako, makai of Queen Street, was filled to bring its average grade up to several feet above sea level. This allowed the two main land owners in the area, Bishop Estate and Ward Estate, to begin leasing lots. By about 1920, a system of roads was in place. Also around this time, Bishop and Ward Estates began subdividing land in Kakaako and leasing residential lots. Subdividing during the 1920s and 1930s was often an enterprise undertaken with "profits in mind generally design[ing] streets as narrow as the law would permit."¹ Small businesses such as restaurants, laundries, and garages started that could serve the residents of Kakaako. Light industry and warehousing uses were established in Kakaako in earnest beginning in the early 1930s, generally at the periphery of the area along the larger streets. This tended to displace some residents and contract and isolate the remaining residences to the center of the area.² Cooke Street became "like a little town within a city. Both sides of the street were lined with small stores"³ that served the remaining occupants. By the early 1950s the stores in this area were struggling to remain open in the face of declining business. Light industry had displaced residents, and the district virtually closed down after hours.

In 1955 the area around the 888 Ala Moana site was primarily light industrial, with a portion of the Kakaako residential neighborhood reaching to the north edge of the parcel. The large lumberyard of Theo Davies was sited east of the parcel, the W.P. Fuller complex was to the west (across Koula Street), and commercial and light industrial buildings filled the area across Ala Moana. The 888 Ala Moana site itself contained a boat builder and a restaurant located along Ala Moana Boulevard. There were several small warehouses in the parcel, and about three dwellings located at the northwest portion.

TMK (1)2-1-056:002 800 Ala Moana Boulevard

The 1958 building at 800 Ala Moana, TMK (1)2-1-056: 002, was designed by Honolulu architect Philip C. Fisk. Original drawings are dated April 19, 1957 and August 5, 1957 and are titled "Volkswagen Hawaii."

Fisk arrived in Hawaii in 1938, his career here spanning twenty years. He was a prolific architect during that time, designing buildings with the tenets of the modern movement, while still trying to incorporate Hawaiian markers and themes. Ca. 1946, Fisk collaborated with several other Honolulu architects including Vladimir Ossipoff, Allen Johnson, and Alfred Preis to form a consortium, Associated Architects. The partners collaborated on larger commissions that their smaller, individual firms would not be successful in bidding. They were responsible for a number of prominent buildings in Hawaii, including Bachman Hall (1949), Laupahoehoe School (1952), and Moanalua Shopping Center (1954). Fisk left the consortium in 1952. In addition to his work with Associated Architects, he designed numerous residences throughout his career in Hawaii. He died in September 1958 and the following year received a posthumous honor award from the AIA for his last building, Ciro's Merry Monarch Restaurant in Waikiki.

Volkswagen Hawaii was the sole occupant of the building until about 1996, when it added a Mazda dealership. In 2010 the Volkswagen dealership was moved to another site and currently the building houses a Mazda dealership only.

The parcel at 800 Ala Moana Boulevard, TMK (1)2-1-056:002, was leased by the owner, B.P. Bishop Estate, to Donald McKay and wife, Dorothy in October 1957 for a 50 year term. Philip Fisk had been working on architectural drawings for McKay's business there, Volkswagen Hawaii, since earlier that year. On December

¹ Donald D. Johnson, *The City and County of Honolulu, A Government Chronicle*. (Honolulu: University of Hawaii Press) 1991, 326-7.

² Johnson 1991, 325.

³ Otani, Curtis. "Lunch Room Owner Notes Passing of 'Old Kakaako." HonoluluAdvertiser. 17 August, 1952. P. 12.

2, 1957, McKay was granted building permit #140946, with a valuation of \$80,000 for the new building. An additional permit was issued in February 1958 for more storage space at the building and construction was finished by July 23, 1958. In 1964 and 1965 a new coffee room and office alterations were built. In 1974 new car racks were installed in the service department.

TMK (1)2-2-056:007 830 & 914 Ala Moana Boulevard

The 1961 buildings at 830 and 914 Ala Moana, TMK (1)2-1-056:007, were designed by Honolulu architect Roger P. Benezet. Original drawings for these are titled "Office Building for Mr. James W. Y. Wong" and are dated December 29, 1959. This drawing is a plot plan that shows the two extant buildings on the lot. A later drawing, undated ca. February 1960, shows an additional building (now demolished) on this lot that was built along Ala Moana between the earlier two.

In the early 1950s, Benezet did residential design as well as the waterfront transit shed complex of the Diamond Head Terminal at Pier 2 for the Territorial Board of Harbor Commissioners, which was completed in 1955.

The parcel at TMK (1)2-1-056:007 was leased by the owner, B.P. Bishop Estate, to James W. Y. Wong in October 1959 for a 50 year term. Architect Roger P. Benezet produced drawings in December 1959 for two office buildings (extant) at opposite ends of the parcel with a parking lot in between. By February 1960 this plan had changed to include a third building (now demolished) along Ala Moana between the two extant buildings. On February 2, 1960, Wong was granted building permit #164088, with a valuation of \$150,000 and on April 7, 1960 he was granted permit # 166456 with a valuation of \$115,000 for the new buildings. These three, 2-story office buildings were completed in 1961. The third building was demolished at an unknown date after 1968. Original tenants in the buildings were AM radio station 690 KULA, Mutual of Omaha and United of Omaha in the west building (830 Ala Moana Boulevard). Original tenants in the east building (914 Ala Moana Boulevard) included State Farm Insurance, Island Construction, Inc. and Hawaiian Pacific Industries, Inc. Through the 1970s tenants in these buildings have included Korean Village, Inc., Davies Art Gallery, Hale Interiors, Lum Leong Enterprises, and Bartender Training Institute. About 1985 the buildings were adapted for automobile sales, Pacific Oldsmobile was a tenant from at least October of that year. Currently the tenant for the two buildings is Cutter Auto Center.

Data Summary

Description 800 Ala Moana Boulevard

The building at 800 Ala Moana Boulevard, TMK (1)2-2-056:002, is a large, single story concrete building that houses the sales showroom, offices, and service department of Cutter Mazda. See photo 1 in this report. The building has an irregular C-shaped footprint with overall dimensions of about 156' across the front façade along Ala Moana and about 203' deep. It is constructed with walls of concrete masonry units, a concrete slab floor, and a low pitched roof. At the front façade, facing Ala Moana Boulevard, the building has metal frame storefront doors and fixed light windows. The main portion of the building has a low slope roof. There are flat roofed sections at the front of this main section and at the rear that contain the show room (front) and a repair bay (rear). The flat rooffline at the front façade is an approximate 5' high band with incised vertical lines on about 6' spacing. This band extends across the entire front of the building and has the business signage at the west end. A driveway opening to the rear service area runs under this band, separating a small office area at the east end from the sales showroom at the west end. The concrete masonry units on the front façade are 6'' square units set in a stack bond pattern. The concrete masonry units used on the sides and rear of the building are standard 8'' x 16'' blocks set in a running bond pattern. Windows at the sides of the building are jalousies with opaque painted louvers and metal security bars on the interior. Human scale doors at the sides are flush metal and large scale doors are metal roll up type.

Alterations 800 Ala Moana Boulevard

The 5' high band at the roof line is a significant alteration (date unknown) from the original design, which featured a much narrower cornice that allowed the gable end of the low slope roof behind it to be visible from the street. This gable end was originally prominent enough so that it was used for the building sign, as shown on the original rendering dated August 5, 1957.

Description 830 & 914 Ala Moana Boulevard

The buildings at 830 & 914 Ala Moana Boulevard TMK (1)2-1-056:007, are two story concrete buildings that house the sales showrooms of Cutter Dodge, Chrysler, Jeep, and Fiat on the first floor and offices for those business on the second floor. See photos 2 & 3 in this report. The buildings each have a rectangular footprint about 36' x 138'. They are placed at opposite ends of the TMK parcel, each with its narrow end oriented parallel with Ala Moana Boulevard. The space between the buildings (about 150' wide and 138' deep) is a paved parking lot for automobile sales. At each building, the second floor offices are accessed via a cantilevered outside walkway that runs along the length of each, facing the center parking lot. Each walkway has stairs up from ground level at either end.

Both buildings have concrete slab floors, and a flat roof with cantilevered overhangs protecting the second floor walkway. The walkway at both has a solid concrete parapet with a rounded top edge and a metal pipe railing. For both buildings the windows and doors at the first floor are metal frame storefront type, while the second floor has metal frame picture windows and flush doors with fixed light transoms. Also at both buildings, at the Ala Moana Boulevard side of the building, the second story has floor to ceiling fixed light windows that are set within a thin, raised rim that projects about 2' from the building wall.

Alterations 830 & 914 Ala Moana Boulevard

As originally designed, each of these buildings had seven office suites on the first floor. Currently, the first floor of each building has a large automobile showroom that was built by consolidating about five of these original offices. This was likely accomplished ca. 1985 when the first automobile dealership moved into the building. At the same time that the first floor was altered to house the auto showroom, the extant metal frame storefront doors and windows on the first floor replaced original construction of the exterior walls. The metal frame windows on the second floor are of the same type material as the first floor and were also likely added at the same time.

The building at the west end of the lot (830 Ala Moana) has a painted concrete stucco finish on three sides. The rear (west) side of the building is painted 8" x 16" concrete masonry units. The concrete stucco finish on this building is incongruous with its partner at 914 Ala Moana and appears to be an alteration added at an unknown date. Half turn concrete stairs are located at each end of the walkway. The south stair has a rounded half-turn section. The north stair has been altered by the construction of a small windowless room at the first floor that projects out about 10' from this façade of the building. The roof of this room was constructed so that it forms a parapeted platform leading from the top of the half turn stairs to the second floor walkway.

The building at the east end of the lot (914 Ala Moana) is constructed of concrete masonry units that have been painted. The concrete masonry units on the Ala Moana side and on the parking lot side are 6" square units set in a stack bond pattern, while the concrete masonry units used on the rear of the building are standard 8" x 16" blocks set in a running bond pattern. This building has half-turn concrete stairs at each end of the walkway.

Findings

Under Criterion A, although the buildings have an association to the historic trend of business development in Kakaako, which is within the historic context of the commercial expansion of Honolulu at the time of Statehood, they are not associated with this historic context in an important way.⁴

The rationale for this conclusion can be found in National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation*, which states that a property "must clearly be important within the associated historic context" and "must have an important association with the event or historic trend." Further stating "Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well. For example, a building historically in commercial use must be shown to have been significant in commercial history."

Using these guidelines, it cannot be shown that the ca. 1958 Volkswagen dealership and later automobile dealerships and small businesses that occupied the buildings have the commercial importance to merit State or National Register of Historic Places eligibility.

Under Criterion C, these three buildings do not possess high artistic value or are they the work of a master. These automobile sales showroom and commercial buildings also do not represent a significant style of architecture. The buildings are not considered to be important examples within the context of automobile sales and commercial buildings in Honolulu. It cannot be demonstrated that these buildings represent any important phase of architectural development or that they had an impact on later construction.⁵

The buildings do not retain the integrity necessary to adequately convey the property's historic identity. Integrity of location is retained. A measure of integrity of setting is retained, but the demolition of the office building that originally stood along Ala Moana between 830 and 914 has reduced it considerably. Integrity of design, materials, and workmanship have all been reduced by the demolition of this office building. Integrity of design, materials, and workmanship are also reduced by the alterations to the buildings. At 800 Ala Moana, the wide horizontal band at the Ala Moana façade has changed the form and character of the building from the original and giving the impression that it is of more recent construction. At 830 and 914 Ala Moana the alteration from office buildings to automobile sale showrooms also reduces integrity of design, materials, and workmanship. The original office doorways and fenestration of the first floor were eliminated and large storefront windows installed. On the second floor windows and transoms were replaced. The north stairway alteration at 830 reduces this building's integrity of design, materials, and workmanship. At 800 Ala Moana, the wide horizontal band addition compromises the building's ability to express the historic sense of its original construction. At 830 and 914 Ala Moana, the alterations from office building to auto sales showroom also hamper this expression as well as changing the physical features that conveyed the historic character of their original use.

To summarize the findings, MAI's opinion is that the three subject buildings are not individually eligible for the State or National Register of Historic Places.

⁴ U.S. Department of the Interior, National Park Service, *National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation*. (Washington D.C.: U.S. Department of the Interior). 1997. 12.

⁵ U.S. Dept. of Interior, *How to Apply*. 1997. 17-18.

Recommendations

This evaluation indicates that the building is not individually eligible for the National Register of Historic Places.

Without further research, which is beyond the scope of this report, it is impossible to speculate if the three buildings would be eligible for the State or National Register of Historic Places as resources that represent a significant and distinguishable entity whose components may lack individual distinction. With this in mind, it must be remembered that in order for a district to be eligible, it must be significant, as well as being an identifiable entity. District resources must be important for historical, architectural, archaeological, engineering, or cultural values. Therefore, eligible districts, in addition to meeting the last portion of Criterion C will also meet Criterion A, B, D, or other portions of Criterion C.

Bibliography

Archives

Aerial Photos from collection of Hawaii State Archives.

1955. Photo 96-67 in folder PPA-62-3.January 12, 1963. Photo 2CC 207 in folder PPA-48-3.February 6, 1958. Photo 3-6 in folder PPA-49-4.

Parcel information from City and County of Honolulu website hicentral.com and from electronic scans of field books in public reading room of Real Property Tax Assessment Office.

Sanborn Fire Insurance map collection on microfilm at Hawaii State Library.

Books, Reports and other Sources

Gibson, Marsha. Kakaako As We Knew It. Honolulu: Mutual Publishing. 2011.

- Johnson, Donald D. *The City and County of Honolulu, A Government Chronicle*. Honolulu: University of Hawaii Press. 1991.
- Mason Architects, Inc. "Architectural Inventory Survey Kakaako Mauka." Prepared for Kamehameha Schools Planning and Development Division Bernice Pauahi Bishop Trust Estate, 2009.
- O'Neal, William B. ed. *The American Association of Architectural Bibliographers, Papers Volume VIII, 1971.* Charlottesville: The University Press of Virginia. 1972.
- Otani, Curtis. "Lunch Room Owner Notes Passing of 'Old Kakaako." *HonoluluAdvertiser*. August 17, 1952. P. 12.
- "Philip C. Fisk Dies During Kaneohe Race." Honolulu Star Bulletin. September 15, 1958.
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- U.S. Department of the Interior, National Park Service. *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*. Washington D.C.: U.S. Department of the Interior. 1997.



Photo 1.. 800 Ala Moana Boulevard, 1958. TMK (1)2-1-056:002.

Photo 2. 830 Ala Moana Boulevard, 1961. TMK(1)2-1-056:007.





Photo 3. 914 Ala Moana Boulevard, 1961. TMK(1)2-1-056:007.

LOCATION AND F		ME				
address: assoc addresses: location descr:		a Moana Boulevard Iu, Honolulu County (9681	3)	historic name: current/other names block/lot/tax lot: twnshp/rng/sect/qtr		Volkswagen Hawaii Cutter Mazda TMK (1)2-1-056:002
PROPERTY CHAP	RACTERISTICS	3				
resource type: elig evaluation: prim constr date:	Building Not eligi 1958	,	1	otal elig resources: NR Status: date indiv listed:	0 total in	elig resources: 1
primary orig use: second orig use: primary style: secondary style:		Auto salesl Mid Century Modern Commercial		orig use comments: prim style comments: sec style comments:		
primary siding: secondary siding: plan type:		cmu		siding comments: architect: builder:		Philip Clark Fisk
comments/notes:						
GROUPINGS / AS	SOCIATIONS					
Survey/Grouping In			Type of Gro	ouping D	ate Listed	Date Compiled
SHPO INFORMAT	ION FOR THIS	PROPERTY				
NR date listed:	N/A			106 Project(s):	None	
ILS survey date:	00/00/0044			Special Assess Project(s		
RLS survey date:	08/20/2014			Federal Tax Project(s):	None	
ARCHITECTURAL			.	e features, outbuildings and alter	. (****)	
Setting The buildings is a busy, six lane roa rise commercial build and light industrial bu complex that houses The fourth building in are low rise commerce Exterior <u>Description 8</u> The building at 800 A department of Cutter 203' deep. It is const frame storefront door at the rear that contai about 6' spacing. Thi runs under this band, stack bond pattern.	are set on Ala M adway that provid ings and high rise ildings. A four st sales and service this complex is a sial and light indus <u>300 Ala Moana Bouley</u> Mazda. The built ructed with CMU s and fixed light v in the show room is band extends a separating a sma The CMU used or	oana Boulevard (Hawaii R es a primary route from do e buildings of offices and re ory office building is locate e departments for Cutter A ilso slated for demolition, b strial buildings of the Kaka <u>pulevard</u> ard, TMK (1)2-2-056:002, ding has an irregular C-sha walls and a concrete slab vindows. The main portior (front) and a repair bay (re across the entire front of th all office area at the east e n the sides and rear of the	oute 92) about wintown Honoli esidences. The didirectly across uto Group. Thi but is not part of ako area. is a large, singly aped footprint v floor and a low of the building ear). The flat re e building and nd from the sal building is star	C 0.8 miles southeast of downtoulu to Waikiki. Ala Moana Boue parcels containing the three ss Ala Moana from the parcels is complex is on the block bou of this report because of its correlation of the story concrete building that with overall dimensions of about pitched roof. At the front façage has a low slope roof. There oofline at the front façade is ar has the business signage at the showroom at the west end ndard 8" x 16" blocks set in a more story sources and the set in a more set in a more set in the set in a more set	wm Honolulu ir levard betwee subject building . The three su nded by Ala Mo istruction date of houses the salu ut 156' across f ade, facing Ala are flat roofed n approximate § ne west end. A . The CMU on unning bond pa	n the Kakaako area. Ala Moana Boulevard n downtown and Waikiki is lined with low gs are surrounded by low rise commercial bject buildings are part of a four-building oana Boulevard, Koula and Auahi Streets. of 1985. To the rear of this complex (nort es showroom, offices, and service the front façade along Ala Moana and abo Moana Boulevard, the building has metal sections at the front of this main section ar 5' high band with incised vertical lines on a driveway opening to the rear service area the front façade is 6" square units set in a attern. Windows at the sides of the building metal and large scale doors are metal roll
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TMK (1)2-1-056:002 800 Ala Moana Boulevard

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Fisk arrived in Hawaii in 1938, his career here spanning twenty years. He was a prolific architect during that time, designing buildings with the tenets of the modern movement, while still trying to incorporate Hawaiian markers and themes. Ca. 1946, Fisk collaborated with several other Honolulu architects including Vladimir Ossipoff, Allen Johnson, and Alfred Preis to form a consortium, Associated Architects. The partners collaborated on larger commissions that their smaller, individual firms would not be successful in bidding. They were responsible for a number of prominent buildings in Hawaii, including Bachman Hall (1949), Laupahoehoe School (1952), and Moanalua Shopping Center (1954). Fisk left the consortium in 1952. In addition to his work with Associated Architects, he designed numerous residences throughout his career in Hawaii. He died in September 1958 and the following year received a posthumous honor award from the AIA for his last building, Ciro's Merry Monarch Restaurant in Waikiki.

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RESEARCH INFORM	ATION						
Title Records		Census Records	~	Property Tax Records	~	Local Histories	
 Sanborn Maps 		Biographical Sources		SHPO Files		Interviews	
 Obituaries 	~	Newspapers	~	State Archives	~	Historic Photographs	
City Directories	~	Building Permits	~	State Library			
Local Library: Hawaii S	.ocal Library: Hawaii State Library, Main Branch University Library: UH Manoa, Hamilton Library						
Historical Society:				Other Repository: Hawaii S	State Archiv	es	

Bibliography:

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Aerial Photos from collection of Hawaii State Archives.

1955. Photo 96-67 in folder PPA-62-3.

January 12, 1963. Photo 2CC 207 in folder PPA-48-3.

February 6, 1958. Photo 3-6 in folder PPA-49-4.

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ddress: 830 Ala Moana Boulevard			1	historic name:	Office F	Office Bldg. for James W.Y. Wong		
	Honolulu, Honolulu County (96813)			current/other names:		Cutter Dodge Chrysler Jeep		
assoc addresses:				block/lot/tax lot:)2-1-056:007		
location descr:				twnshp/rng/sect/qtr sect:)_ : ::::::::::::::::::::::::::::::::::		
			_		_			
PROPERTY CHARAC	_			· · · ·				
resource type:	Building	height (stories):		total elig resources:	0 total in	nelig resources:		
elig evaluation:	Not eligible			NR Status:				
prim constr date:	1961	second date:		date indiv listed:				
primary orig use:	Off	ice bldg		orig use comments:				
second orig use:								
primary style:	Mic	I Century Modern		prim style comments:				
secondary style:	Cor	nmercial		sec style comments:				
primary siding:	Cor	ncrete stucco		siding comments:				
secondary siding:								
plan type:				architect:		Roger Benezet		
				builder:				
comments/notes:								
GROUPINGS / ASSO		-						
Survey/Grouping Inclue	ded In:	-	Type of G	rouping Da	ate Listed	Date Compiled		
SHPO INFORMATION	N FOR THIS PR	OPERTY						
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NR date listed: N/A				106 Project(s):	None			
NR date listed: N/A ILS survey date:	ι.			106 Project(s): Special Assess Project(s)				
ILS survey date:	20/2014							
ILS survey date: RLS survey date: 08/2	20/2014	SCRIPTION		Special Assess Project(s)	: None			
ILS survey date: RLS survey date: 08/2 ARCHITECTURAL / P	20/2014 PROPERTY DE		nt landscap	Special Assess Project(s)	: None None			
ILS survey date: RLS survey date: 08/2 ARCHITECTURAL / P (Includes expanded descrip Setting The buildings are s a busy, six lane roadwar ise commercial buildings and light industrial building	20/2014 PROPERTY DE bition of the building set on Ala Moana ay that provides a and high rise buil gs. A four story of	/property, setting, significat a Boulevard (Hawaii Rout primary route from down ldings of offices and resic office building is located d	e 92) abou town Hono lences. Th irectly acro	Special Assess Project(s) Federal Tax Project(s): refeatures, outbuildings and altera ut 0.8 miles southeast of downtor oblulu to Waikiki. Ala Moana Boul ne parcels containing the three s poss Ala Moana from the parcels.	: None None tions) wn Honolulu i levard betwee subject buildin The three su	en downtown and Waikiki is lined gs are surrounded by low rise c ubject buildings are part of a fou	d with low ommercia r-building	
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ILS survey date: RLS survey date: 08/2 ARCHITECTURAL / P (Includes expanded descrip Setting The buildings are is a busy, six lane roadwar rise commercial building complex that houses sale The fourth building in this are low rise commercial a Exterior The buildings at it Chrysler, Jeep, and Fiat of placed at opposite ends of deep) is a paved parking	20/2014 PROPERTY DE ption of the building set on Ala Moana ay that provides a and high rise building igs. A four story of the sand service dep complex is also s and light industrial 830 & 914 Ala Mo on the first floor and on the first floor and of the TMK parcel lot for automobile	(property, setting, significant a Boulevard (Hawaii Rout primary route from down ldings of offices and resic office building is located d partments for Cutter Auto slated for demolition, but i buildings of the Kakaako pana Boulevard TMK (1)2 nd offices for those busine, each with its narrow endomers.	e 92) about town Honc lences. Th irectly acro Group. Th s not part area. -1-056:007 ess on the l oriented a the second	Special Assess Project(s) Federal Tax Project(s): The features, outbuildings and alterative of downtoo bulu to Waikiki. Ala Moana Boul he parcels containing the three sizes Ala Moana from the parcels. This complex is on the block bour of this report because of its conserved floor. The buildings eac along Ala Moana Boulevard. The d floor offices are accessed via a	: None None tions) wn Honolulu i levard betwee subject buildin The three su aded by Ala M struction date gs that house th have a rect e space betw	en downtown and Waikiki is liner gs are surrounded by low rise c ubject buildings are part of a fou loana Boulevard, Koula and Au of 1985. To the rear of this con the sales showrooms of Cutter tangular footprint about 36' x 13 een the buildings (about 150' wi	d with low ommercia r-building ahi Streets nplex (noi Dodge, B'. They a de and 13	
ILS survey date: RLS survey date: 08/2 ARCHITECTURAL / P (Includes expanded descrip Setting The buildings are is a busy, six lane roadwar rise commercial buildings and light industrial building complex that houses sale The fourth building in this are low rise commercial a Exterior The buildings at 4 Chrysler, Jeep, and Fiat of placed at opposite ends of deep) is a paved parking of each, facing the center Both buildings have conc parapet with a rounded to floor has metal frame pict	20/2014 PROPERTY DE ption of the building set on Ala Moana ay that provides a ay that provides a gs. A four story of es and service dep complex is also s and light industrial 830 & 914 Ala Mo on the first floor ar of the TMK parcel lot for automobile parking lot. Eacl rete slab floors, a ap edge and a me ture windows and	(property, setting, significant a Boulevard (Hawaii Rout primary route from down ldings of offices and resic office building is located do partments for Cutter Auto slated for demolition, but i buildings of the Kakaako pana Boulevard TMK (1)2 and offices for those busine , each with its narrow end sales. At each building, h walkway has stairs up find a flat roof with cantilev tal pipe railing. For both flush doors with fixed lighted and the stairs with fixed lighted and a flat roof with cantilevental pipe railing.	e 92) about town Honce lences. The irectly acro Group. The s not part of a rea. -1-056:007 ess on the loriented a the second rom ground rered overhe buildings the	Special Assess Project(s) Federal Tax Project(s): The features, outbuildings and alterative of downtoo bulu to Waikiki. Ala Moana Boul he parcels containing the three sizes Ala Moana from the parcels. This complex is on the block bour of this report because of its conserved floor. The buildings eac along Ala Moana Boulevard. The d floor offices are accessed via a	: None None None tions) wn Honolulu i levard betwee subject buildin The three su aded by Ala M struction date gs that house th have a rect e space betw a cantilevered walkway. The thoor are me Ala Moana Bo	en downtown and Waikiki is liner gs are surrounded by low rise of ubject buildings are part of a fou loana Boulevard, Koula and Au of 1985. To the rear of this con the sales showrooms of Cutter angular footprint about 36' x 13 een the buildings (about 150' wi I outside walkway that runs alon he walkway at both has a solid c etal frame storefront type, while fo bulevard side of the building, the	d with low ommercia r-building ahi Streets nplex (noi Dodge, 8'. They a de and 13 g the leng oncrete the secon	
ILS survey date: RLS survey date: 08/2 ARCHITECTURAL / P ARCHITECTURAL / P ARCHITECTURAL / P Setting The buildings are is a busy, six lane roadwar rise commercial buildings and light industrial building complex that houses sale The fourth building in this are low rise commercial a Exterior The buildings at 1 Chrysler, Jeep, and Fiat of bolaced at opposite ends of deep) is a paved parking of each, facing the center Both buildings have conce barapet with a rounded to floor has metal frame pict story has floor to ceiling fi Alterations 830 & 914 Ala As originally designed, eac was built by consolidating the same time that the first	20/2014 PROPERTY DE ption of the building set on Ala Moana ay that provides a ay that provides a gs. A four story of es and service dep complex is also s and light industrial 830 & 914 Ala Mo on the first floor ar of the TMK parcel lot for automobile parking lot. Eacl rete slab floors, a p edge and a me ture windows and ixed light windows a Moana Boulevar ach of these buildi g about five of the st floor was altere	Approperty, setting, significant a Boulevard (Hawaii Rout primary route from down ldings of offices and resic office building is located do partments for Cutter Auto slated for demolition, but i buildings of the Kakaako pana Boulevard TMK (1)2 and offices for those busine , each with its narrow end sales. At each building, h walkway has stairs up find a flat roof with cantilev tal pipe railing. For both flush doors with fixed light is that are set within a thin defines had seven office suit se original offices. This w d to house the auto show	e 92) about town Honce lences. The irectly acro Group. The s not part of a area. -1-056:007 ess on the l oriented a the second room ground vered overhe buildings the transoms , raised rinnel es on the five vas likely a room, the	Special Assess Project(s) Federal Tax Project(s): Refeatures, outbuildings and alterative at 0.8 miles southeast of downtor bolul to Waikiki. Ala Moana Boul he parcels containing the three s boss Ala Moana from the parcels. his complex is on the block bour of this report because of its cons 7, are two story concrete building second floor. The buildings ead along Ala Moana Boulevard. The d floor offices are accessed via a d level at either end. hang protecting the second floor he windows and doors at the firs s. Also at both buildings, at the	: None None None None None None None None	en downtown and Waikiki is liner gs are surrounded by low rise of ubject buildings are part of a fou loana Boulevard, Koula and Aua of 1985. To the rear of this con the sales showrooms of Cutter tangular footprint about 36' x 13 een the buildings (about 150' wi I outside walkway that runs alon the walkway at both has a solid of tal frame storefront type, while to bulevard side of the building, the ding has a large automobile sho ows on the first floor replaced of	d with low ommercia r-building ahi Streets mplex (no Dodge, 3'. They a de and 12 g the leng oncrete the second e second wwroom th uilding. A riginal	

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The building at the east end of the lot (914 Ala Moana) is constructed of concrete masonry units that have been painted. The concrete masonry units on the Ala Moana side and on the parking lot side are 6" square units set in a stack bond pattern, while the concrete masonry units used on the rear of the building are standard 8" x 16" blocks set in a running bond pattern. This building has half-turn concrete stairs at each end of the walkway.

HISTORY

(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)

From about 1911 to 1914, a large section of Kakaako, makai of Queen Street, was filled to bring its average grade up to several feet above sea level. This allowed the two main land owners in the area, Bishop Estate and Ward Estate, to begin leasing lots. By about 1920, a system of roads was in place. Also around this time, Bishop and Ward Estates began subdividing land there and leasing residential lots. Subdividing during the 1920s and 1930s was often an enterprise undertaken with "profits in mind generally design[ing] streets as narrow as the law would permit."¹ Small businesses such as restaurants, laundries, and garages started that could serve the residents of Kakaako. Light industry and warehousing encroached upon Kakaako in earnest beginning in the early 1930s, generally at the periphery of the area along the larger streets. This tended to displace some residents and contract and isolate the remaining residences to the center of the area.² Cooke Street became "like a little town within a city. Both sides of the street were lined with small stores"³ that served the remaining occupants. By the early 1950s the stores in this area were struggling to remain open in the face of declining business. Light industry had displaced residents, and the district virtually closed down after hours. In 1955 the area around the 888 Ala Moana site was primarily light industrial, with a portion of the Kakaako residential neighborhood reaching to the edge of the parcel. The large lumberyard of Theo Davies was sited east of the parcel, the W.P. Fuller complex was to the west (across Koula Street), and commercial and light industrial buildings filled that area across Ala Moana. The parcel itself contained a boat builder and a restaurant (along Ala Moana) with small warehouses and about three

dwellings located at the northwest portion of the lot.

The 1961 buildings at 830 and 914 Ala Moana, TMK (1)2-1-056:007, were designed by Honolulu architect Roger P. Benezet. Original drawings for these are titled "Office Building for Mr. James W. Y. Wong" and are dated December 29, 1959. This drawing is a plot plan that shows the two extant buildings on the lot. A later drawing, undated ca. February 1960, shows an additional building (now demolished) on this lot that was built along Ala Moana between the earlier two. In the early 1950s, Benezet did residential design as well as the waterfront transit shed complex of the Diamond Head Terminal at Pier 2 for the Territorial Board of Harbor Commissioners, which was completed in 1955.

The parcel at TMK (1)2-1-056:007 was leased by the owner, B.P. Bishop Estate, to James W. Y. Wong in October 1959 for a 50 year term. Architect Roger P. Benezet produced drawings in December 1959 for two office buildings (extant) at opposite ends of the parcel with a parking lot in between. By February 1960 this plan had changed to include a third building (now demolished) along Ala Moana between the two extant buildings. On February 2, 1960, Wong was granted building permit #164088, with a valuation of \$150,000 and on April 7, 1960 he was granted permit #166456 with a valuation of \$115,000 for the new buildings. These three, 2-story office buildings were completed in 1961. The third building (830 Ala Moana Boulevard). Original tenants in the building (914 Ala Moana Boulevard) included State Farm Insurance, Island Construction, Inc. and Hawaiian Pacific Industries, Inc. Through the 1970s tenants in these buildings have included Korean Village, Inc., Davies Art Gallery, Hale Interiors, Lum Leong Enterprises, and Bartender Training Institute. About 1985 the buildings were adapted for automobile sales, Pacific Oldsmobile was a tenant from at least October of that year. Currently the tenant for the two buildings is Cutter Auto Center.

RE	SEARCH INFORMAT	ΓΙΟΝ							
-	Title Records Sanborn Maps Obituaries City Directories	, ,	Census Records Biographical Sources Newspapers Building Permits	, , ,	Property Tax Records SHPO Files State Archives State Library	•	Local Histories Interviews Historic Photographs		
LO	cal Library: Hawaii Stat	e Libra	ary, Main Branch		University Library: UH Ma	anoa, Hamilte	on Library		
Historical Society: Other Repository: Hawaii State Archives									
Bibliography:									
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³ Otani, Curtis. "Lunch Room Owner Notes Passing of 'Old Kakaako.'" HonoluluAdvertiser. 17 August, 1952. P. 12.

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Sakamoto, Dean, with Carla Britton and Diana Murphy. Hawaiian Modern, The Architecture of Vladimir Ossipoff. New Haven: Yale University Press. 2007. U.S. Department of the Interior, National Park Service. National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation. Washington D.C.: U.S. Department of the Interior. 1997.

LOCATION AND PROPERTY NAME									
address:	914 Ala Moan Honolulu, Hor	a Boulevard nolulu County (96813)	c	nistoric name: current/other names:	C	Cutter Fiat			
assoc addresses: location descr:				block/lot/tax lot: wnshp/rng/sect/qtr sect:		IVIK (1)2-	1-056:007		
PROPERTY CHARAC	TERISTICS								
resource type:	Building	height (stories):	2.0	total elig resources:	0 1	total ineli	ig resources: 1		
elig evaluation:	Not eligible			NR Status:					
prim constr date:	1961	second date:		date indiv listed:					
primary orig use:	Of	fice bldg		orig use comments:					
second orig use:									
primary style:	Mi	d Century Modern		prim style comments:					
secondary style:		ommercial		sec style comments:					
primary siding:	Co	oncrete stucco		siding comments:					
secondary siding:									
plan type:				architect:			Roger Benezet		
				builder:					
comments/notes:									
GROUPINGS / ASSOC	IATIONS								
Survey/Grouping Include	ed In:	Ту	pe of Gr	ouping Date	e Lis	ted	Date Compiled		
SHPO INFORMATION	FOR THIS P	ROPERTY							
NR date listed: N/A				106 Project(s):	None	;			
ILS survey date:				Special Assess Project(s):	None	e			
RLS survey date: 08/2	0/2014			Federal Tax Project(s):	None	;			
ARCHITECTURAL / PI		ESCRIPTION							
(Includes expanded descript	ion of the buildin	g/property, setting, significant l	andscap	e features, outbuildings and alteration	ons)				
(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations) Setting The buildings are set on Ala Moana Boulevard (Hawaii Route 92) about 0.8 miles southeast of downtown Honolulu in the Kakaako area. Ala Moana Boulevard is a busy, six lane roadway that provides a primary route from downtown Honolulu to Waikiki. Ala Moana Boulevard between downtown and Waikiki is lined with low rise commercial buildings and high rise buildings of offices and residences. The parcels containing the three subject buildings are surrounded by low rise commercial and light industrial buildings. A four story office building is located directly across Ala Moana from the parcels. The three subject buildings are part of a four-building complex that houses sales and service departments for Cutter Auto Group. This complex is on the block bounded by Ala Moana Boulevard, Koula and Auahi Streets. The fourth building in this complex is also slated for demolition, but is not part of this report because of its construction date of 1985. To the rear of this complex (north) are low rise commercial and light industrial buildings of the Kakaako area.									
Exterior The buildings at 830 & 914 Ala Moana Boulevard TMK (1)2-1-056:007, are two story concrete buildings that house the sales showrooms of Cutter Dodge, Chrysler, Jeep, and Fiat on the first floor and offices for those business on the second floor. The buildings each have a rectangular footprint about 36' x 138'. They are placed at opposite ends of the TMK parcel, each with its narrow end oriented along Ala Moana Boulevard. The space between the buildings (about 150' wide and 138' deep) is a paved parking lot for automobile sales. At each building, the second floor offices are accessed via a cantilevered outside walkway that runs along the length of each, facing the center parking lot. Each walkway has stairs up from ground level at either end.									
Both buildings have concrete slab floors, and a flat roof with cantilevered overhang protecting the second floor walkway. The walkway at both has a solid concrete parapet with a rounded top edge and a metal pipe railing. For both buildings the windows and doors at the first floor are metal frame storefront type, while the second floor has metal frame picture windows and flush doors with fixed light transoms. Also at both buildings, at the Ala Moana Boulevard side of the building, the second story has floor to ceiling fixed light windows that are set within a thin, raised rim that projects about 2' from the building wall.									
was built by consolidating the same time that the first	ch of these build about five of the t floor was alter	dings had seven office suites ese original offices. This was ed to house the auto showro	s likely a om, the o	irst floor. Currently, the first floor ccomplished ca. 1985 when the fi extant metal frame storefront door or are of the same type material a	rst au rs an	utomobile d window	dealership moved into the build s on the first floor replaced origin	ing. At nal	
concrete masonry units. T	he concrete stu	ucco finish on this building is	incongru	stucco finish on three sides. The lous with its partner at 914 Ala Mo y. The south stair has a rounded	oana	and appe	ears to be an alteration added at	an	

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Historical Society: Other Repository: Hawaii State Archives									
Bibliography:									
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