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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 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, 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 roofline 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. Integrity of feeling and association are partially retained. 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 hcentral.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

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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.

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.

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 PROPERTY NAME | | | |
|---|--|----------------------------|---------------------------|
| address: | 800 Ala Moana Boulevard Honolulu, Honolulu County (96813) | historic name: | Volkswagen Hawaii |
| assoc addresses: | | current/other names: | Cutter Mazda |
| location descr: | | block/lot/tax lot: | TMK (1)2-1-056:002 |
| | | twshp/rng/sect/qtr sect: | |
| PROPERTY CHARACTERISTICS | | | |
| resource type: | Building | height (stories): | 1.0 |
| elig evaluation: | Not eligible | total elig resources: | 0 |
| prim constr date: | 1958 | NR Status: | total inelig resources: 1 |
| | second date: | date indiv listed: | |
| primary orig use: | Auto salesl | orig use comments: | |
| second orig use: | | | |
| primary style: | Mid Century Modern | prim style comments: | |
| secondary style: | Commercial | sec style comments: | |
| primary siding: | cmu | siding comments: | |
| secondary siding: | | architect: | Philip Clark Fisk |
| plan type: | | builder: | |
| comments/notes: | | | |
| | | | |
| GROUPINGS / ASSOCIATIONS | | | |
| Survey/Grouping Included In: | Type of Grouping | Date Listed | Date Compiled |
| | | | |
| SHPO INFORMATION FOR THIS PROPERTY | | | |
| NR date listed: | N/A | 106 Project(s): | None |
| ILS survey date: | | Special Assess Project(s): | None |
| RLS survey date: | 08/20/2014 | Federal Tax Project(s): | None |
| ARCHITECTURAL / PROPERTY DESCRIPTION | | | |
| <i>(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)</i> | | | |
| <p>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.</p> <p><u>Exterior Description 800 Ala Moana Boulevard</u> 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. 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 CMU walls and 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 roofline 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 CMU on the front façade is 6" square units set in a stack bond pattern. The CMU used on the sides and rear of the building is 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.</p> <p><u>Alterations 800 Ala Moana Boulevard</u> 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.</p> | | | |
| HISTORY | | | |
| <i>(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)</i> | | | |
| <p>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</p> | | | |

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 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 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 with small warehouses in the parcel, and about three dwellings located at the northwest portion.

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

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RESEARCH INFORMATION

| | | | |
|--|----------------------|--|------------------------|
| ✓ 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 State Library, Main Branch | | University Library: UH Manoa, Hamilton Library | |
| Historical Society: | | Other Repository: Hawaii State Archives | |
| 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.

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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.

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|--|--|----------------------------|----------------------------------|
| address: | 830 Ala Moana Boulevard Honolulu, Honolulu County (96813) | historic name: | Office Bldg. for James W.Y. Wong |
| assoc addresses: | | current/other names: | Cutter Dodge Chrysler Jeep |
| location descr: | | block/lot/tax lot: | TMK (1)2-1-056:007 |
| | | twshp/rng/sect/qtr sect: | |
| PROPERTY CHARACTERISTICS | | | |
| resource type: | Building | height (stories): | 2.0 |
| elig evaluation: | Not eligible | total elig resources: | 0 |
| prim constr date: | 1961 | NR Status: | |
| | | total inelig resources: | 1 |
| | | date indiv listed: | |
| primary orig use: | Office bldg.. | orig use comments: | |
| second orig use: | | | |
| primary style: | Mid Century Modern | prim style comments: | |
| secondary style: | Commercial | sec style comments: | |
| primary siding: | Concrete stucco | siding comments: | |
| secondary siding: | | | |
| plan type: | | architect: | Roger Benezet |
| | | builder: | |
| comments/notes: | | | |
| | | | |
| GROUPINGS / ASSOCIATIONS | | | |
| Survey/Grouping Included In: | Type of Grouping | Date Listed | Date Compiled |
| | | | |
| SHPO INFORMATION FOR THIS PROPERTY | | | |
| NR date listed: | N/A | 106 Project(s): | None |
| ILS survey date: | | Special Assess Project(s): | None |
| RLS survey date: | 08/20/2014 | Federal Tax Project(s): | None |
| ARCHITECTURAL / PROPERTY DESCRIPTION | | | |
| <i>(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)</i> | | | |
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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 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.

RESEARCH INFORMATION

| | | | |
|--|----------------------|--|------------------------|
| ✓ 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 State Library, Main Branch | | University Library: UH Manoa, Hamilton Library | |
| Historical Society: | | Other Repository: Hawaii State Archives | |
| 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.

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

Books, Reports and other Sources

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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 Moana Boulevard Honolulu, Honolulu County (96813) | historic name: | Office Bldg. for James W.Y. Wong |
| assoc addresses: | | current/other names: | Cutter Fiat |
| location descr: | | block/lot/tax lot: | TMK (1)2-1-056:007 |
| | | twshp/rng/sect/qtr sect: | |
| PROPERTY CHARACTERISTICS | | | |
| resource type: | Building | height (stories): | 2.0 |
| elig evaluation: | Not eligible | total elig resources: | 0 |
| prim constr date: | 1961 | NR Status: | |
| | | total inelig resources: | 1 |
| | | date indiv listed: | |
| primary orig use: | Office bldg.. | orig use comments: | |
| second orig use: | | | |
| primary style: | Mid Century Modern | prim style comments: | |
| secondary style: | Commercial | sec style comments: | |
| primary siding: | Concrete stucco | siding comments: | |
| secondary siding: | | | |
| plan type: | | architect: | Roger Benezet |
| | | builder: | |
| comments/notes: | | | |
| | | | |
| GROUPINGS / ASSOCIATIONS | | | |
| Survey/Grouping Included In: | Type of Grouping | Date Listed | Date Compiled |
| | | | |
| SHPO INFORMATION FOR THIS PROPERTY | | | |
| NR date listed: | N/A | 106 Project(s): | None |
| ILS survey date: | | Special Assess Project(s): | None |
| RLS survey date: | 08/20/2014 | Federal Tax Project(s): | None |
| ARCHITECTURAL / PROPERTY DESCRIPTION | | | |
| <i>(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)</i> | | | |
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