

MOANALUA SHOPPING CENTER
(Facilities Nos. 2605, 2606, 2608, 2609 & 2610)
(Pearl Harbor Navy Complex, Moanalua)
Stewart Avenue & Spence Street
Honolulu
Honolulu County
Hawaii

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
PACIFIC GREAT BASIN SUPPORT OFFICE
National Park Service
U.S. Department of the Interior
1111 Jackson Street
Oakland, CA 94607

HISTORIC AMERICAN BUILDINGS SURVEY

MOANALUA SHOPPING CENTER (Facility Nos. 2605, 2606, 2608, 2609, & 2610)

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- Location:** Stewart Avenue and Spence Street, located between the main thoroughfares of Valkenburgh Street, Warden Avenue, De Haven Street, and Bougainville Drive, Honolulu, Honolulu County, Hawai'i.
- The UTM coordinates for the shopping center are 04.610740.2361050.
- Present Owner:** The owner of the land, shopping center, and improvements is the United States of America (United States Navy). The lessee and owner of Moanalua Terrace Shopping, Inc. is Mr. Man Kwong Au.
- Present Occupants:** As of September 24, 2004, the majority of the stores in the shopping center were closed. The only stores remaining open are Aririang BBQ, Calvary Chapel, Cheerleaders Sportsbar, Family Law Center, Jesse's Bakery and Coffeeshop, Kanebo Cosmetics, and A & W/Long John Silver's.
- Present Use:** As of September 24, 2004, the use consists of various retail and food services and a school, offices, and place of worship for the Calvary Chapel.
- Significance:** The Moanalua Shopping Center was determined eligible for listing in the National Register of Historic Places in June 2003 under Criterion C, because the shopping center was designed by the prominent Hawai'i architect, Alfred Preis, and was the largest and most modern International style shopping complex with a pedestrian mall on the island of O'ahu after its completion in 1954. The design of the center also represents the 1950s regional suburban shopping mall design with a "dumbbell" plan, which is a plan that incorporated a multitude of retail stores and was anchored by a well-known super market, variety store, or department store chain. Unique to Hawai'i, lava rock was incorporated into the structures and landscaping.

PART I. HISTORICAL INFORMATION

A. Physical History:

- Date(s) of erection:** A *Honolulu Advertiser* article dated Saturday, October 24, 1953 stated the plans to construct the shopping center were announced on October 23, 1953 by George Freitas, president of Moanalua Manor, Ltd. and Moanalua Terrace, Ltd. A letter located in the NAVFAC PACIFIC Real Estate files from the Navy's acting District Public Works Officer (DPWO), W.J. Williams to the Federal Housing Administration (FHA), Honolulu, Hawai'i office dated January 25, 1954 state the plans and specifications submitted to the FHA on December 11, 1953 for the Moanalua Shopping Center met with the Navy's approval. According to an article in the *Honolulu Advertiser* dated February 10, 1954, Freitas announced construction would begin on the shopping center on that day and completion was expected in October.

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Several articles featured in the *Honolulu Advertiser* and *Honolulu Star-Bulletin* described the early grand opening of the shopping center that occurred on August 19, 1954.

2. Architect and Site Planners:

Architect: The principal architect for the Moanalua Shopping Center was Alfred Preis, American Institute of Architects (AIA), although the shopping center was done through a collaboration of the joint venture “Philip Fisk, Johnson & Perkins, Vladimir Ossipoff, Alfred Preis, Associated Architects, AIA.” Shortly after WWII, Preis, Fisk, Johnson, Perkins, and Ossipoff formed a silent joint venture in order to compete with larger firms to secure large-scale commissions. Each prominent local architect took a turn as the principal architect and relied upon the other architects’ expertise for consultation.

Alfred Preis was born in Vienna, Austria on February 2, 1911. Preis studied architecture at the Institute of Technology in Vienna and received his license in 1938. Preis designed mainly furniture and interiors and coached students for the Austrian architectural examinations in Vienna. In 1939 Preis arrived in Honolulu, Hawai‘i and worked for Dahl & Conrad Architects from 1939 through 1941, mainly designing residences and interior furnishings. Prior to opening his private practice in May, 1943, Preis designed houses for quarry workers at the Clark Halawa Concrete Co. and worked with the designer Hart Wood on the John Rodgers Airport project known today as Kalaeloa Airport (John Rodgers Field).

Alfred Preis, AIA, practiced privately from 1943 until 1963. During this time he designed several important public and commercial buildings in Honolulu and many private residences. Significant non-residential commissions included the First United Methodist Church in Honolulu, the Arizona Memorial at Pearl Harbor, the main entrance building at the Honolulu Zoo in Waikiki, and buildings for the International Longshore & Warehouse Union (ILWU) located on O‘ahu and neighboring islands. He earned the Honor Award from the Hawai‘i Chapter of the AIA for the First United Methodist Church in 1955, for the ILWU Convention Hall in 1958, and for the U.S.S. Arizona Memorial in 1961. In 1965 Preis was elected to Fellowship, the highest honor of the AIA, which formally recognizes to the profession and to the public the architect’s contributions to architecture and society as a whole.

Preis also made significant contributions to Hawai‘i state planning and the arts. He served as the Hawai‘i State Planning Coordinator from 1963 through 1966. In 1964 he drafted legislation to establish the State Foundation on Culture and Arts and he served as the director from its establishment in 1965 until his retirement in 1980. He also drafted the “one-percent program” law that devotes one percent of all construction costs from state building funds to the purchase of art works. Preis’ contribution to the arts was recognized by the University of Hawai‘i in 1991 when he received an honorary doctorate of humane letters. On March 29, 1994 Alfred Preis died ending a distinguished career in the arts and architecture that spanned over fifty years.

Site Planners: Harland Bartholomew and Associates (HBA) served as the site planners for the Moanalua Shopping Center and the Moanalua Manor and Terrace housing projects. Harland Bartholomew, who served as the chairman until his retirement in 1962, founded the company in 1919. Headquartered in St. Louis,

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Missouri, HBA was considered one of the leading firms in the design of comprehensive and general plans. HBA has designed plans for nearly five hundred cities and counties across the United States and completed 6,000 projects in the field of landscape architecture, urban design, and site design for residential, commercial, industrial, and institutional developments. Archival records for the company indicate that the firm completed sixty projects on the island of O'ahu and outer Hawaiian Islands from 1949 through 1964. Projects on O'ahu ranged from zoning, market analysis, and planning of transportation and housing in the City and County of Honolulu to feasibility studies for the U.S. Naval Station at Barber's Point, 1957 through 1959, and the development of the Bishop Estate Lands from 1950 through 1960. In 1984 the firm became a division of the Parsons Corporation and continues to be a leader in community planning and design.

3. Original and subsequent owners, occupants, uses:

Information pertaining to the owners, occupants, and uses was obtained from various sources, including the NAVFAC PACIFIC Real Estate files, the City and County of Honolulu Department of Housing and Community Development, Real Property Assessment Division, and two local newspapers: the *Honolulu Advertiser* and the *Honolulu Star-Bulletin*.

Original and subsequent owners: References to the Chain of Title to the land upon which the structure stands are in the City and County of Honolulu, Department of Housing and Community Development, Real Property Assessment Division, Walter M. Gibson Building, Honolulu, Hawai'i under Book No. 8, 1-1-09-1-1-10, "Residential Appraisal Card."

- 1952 Moanalua Shopping Center was constructed on parcels 22 and 23, lot numbers 43-B and 43-C, Tax Map Key (TMK) #1-001-010. The title history for TMK #1-001-010 states the owner of the land, the United States of America (United States Navy) leased the land to the following corporations: Moanalua Terrace, Ltd. on June 18, 1952 (Parcel 22, Lot 43-B) for 7.287 acres and to Moanalua Manor, Ltd. on April 14, 1952 (Parcel 23, Lot 43-C) for 7.953 acres. No rental fees or terms were listed.
- 1954 Foodland Super Market subleased Store No. 30 within parcel 22 beginning August 15, 1954 for a 30-year term and rent in the amount of \$28,800 annually (minimum rent) and equal monthly installments of \$2,400.
- 1958 Moanalua Terrace Shopping, Inc. subleased parcel 22 on July 30, 1958 for 7.287 acres, term from July 30, 1958 to June 17, 2027, and rent in the amount of \$1,948.88 per month. Moanalua Manor Shopping, Inc. subleased parcel 23 on July 30, 1958 for 7.953 acres, term from July 30, 1959 to April 13, 2027, and rent in the amount of \$1,914.33 per month.

The only tenant other than Foodland listed on the "Residential Appraisal Card" was the Hawaiian Telephone Company that occupied Store No. 7b for a term beginning on March 1, 1974 to February 28, 1979; rental fees were not listed.

According to NAVFAC PACIFIC Real Estate files the Moanalua Shopping Center was part of the Moanalua Manor and Terrace housing projects whose mortgages were financed through the Federal Housing Administration (FHA), National Housing Act, Title VIII, Wherry Housing. Two corporations, Moanalua Terrace, Ltd. and Moanalua Manor, Ltd., were formed because the costs for the housing subdivisions

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exceeded the statutory limit of ten million dollars per project. The original lease agreements from the United States of America (USA) were 75-year leases in the amount of \$1; Navy Lease NOy(R)-6040-4 and NOy(R)-6040-5 were signed in 1952 for the Moanalua Manor, Ltd. and Moanalua Terrace, Ltd. housing projects and modified for the shopping center on April 14, 1953 and June 18, 1953, respectively. The FHA approved the "inclusion of certain commercial facilities as a necessary part of Housing Project No. 140-80003, Moanalua Terrace, Ltd. and Housing Project No. 140-80002, Moanalua Manor, Ltd." (Navy Lease NOy(R)-6040-4 and NOy(R)-6040-5, 1953). The original and modified leases are located in the NAVFAC PACIFIC Real Estate files.

The Wherry Housing program authorized private construction of rental housing on Navy-owned land under long-term leases. In 1958 the Capehart Housing amendment was passed and required the USA to purchase the Wherry Housing equities and convert all of the private rental properties to public housing. The USA purchased the Moanalua Shopping Center leaseholds in 1958 and renegotiated with the Moanalua Shopping Center associates through a sublease for rental fees and terms stated above under the "Residential Appraisal Card." Under this arrangement the government took over the mortgage and owned the shopping center land and improvements, but could not use them until 2002 when the lease expired. Two new corporations were formed through the sublease: Moanalua Terrace Shopping, Inc. and Moanalua Manor Shopping, Inc. George Freitas was the lessee and president of the Moanalua corporations until 1973. Mr. Man Kwong Au purchased the Moanalua corporations in 1973 and is the current owner. In 2002, the Navy extended the lease to Mr. Au through January 31, 2004.

Occupants and uses: When the shopping center opened in August 1954 only eleven stores had their grand opening. From August 1954 through August 1955 several more stores were opened in the shopping center and twenty-two tenants were paying rent at the one-year anniversary on August 19, 1955. An article in the *Honolulu Star-Bulletin* dated August 15, 1955 listed the original twenty-two occupants of the shopping center during its one-year anniversary celebration: Foodland Super Market, Watumull's (department store), Sav-Mor Drugs, Ben Franklin Stores (variety store), Moanalua Cleaners, 49th State Shoe Repair Shop, Ka-Ma-Aina Shoe Stores, Bernan's Dress Shop, Momi's Flower Shop, Elizabeth's Pastry Shop, Virginia Houston Insurance, Dr. H. T. Wong, Dr. Bernard Fong, B & G Jewelers-Opticians, Kapiolani Furniture & Appliance Co., The Hukilau (restaurant & bar), Rainbow Gift Shop, Tony's Barber Shop, Kay's Beauty Salon, Russell's Men's Shop, Ed & Don's Candies, and the Pearl Harbor Driver's Association (PHDA) Taxis. The interior retail spaces within the center have been altered to currently accommodate up to thirty-four tenants.

Accounting records from 1969 through 1997 located in the NAVFAC PACIFIC Real Estate files list approximately seventy-two different tenants that paid rent to the shopping center during that time period. Although the turnover for tenants was high, the records indicate historically the shopping center has been used consistently for various retail and food services and medical and dental offices. In 1996, the Christian religious group, Calvary Chapel, began to pay rent and use Store No. 1 (Facility 2610), a portion of 10 (Facility 2609), and 30 (Facility 2605) for religious services, educational facilities, and offices. As of September 2004, physical

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inspection of the shopping center indicated its continuing use by the Calvary Chapel and for retail and food services.

4. **Builder, contractor, suppliers:** The contractor was the Moanalua Contractors, Ltd., a corporation created for the construction of the Moanalua Terrace and Moanalua Manor housing projects by the president of Pacific Construction Co., George Freitas. Freitas served as president of Moanalua Manor, Ltd., Moanalua Terrace, Ltd., and Moanalua Contractors, Ltd. during the construction of both the housing and shopping center projects. Pacific Construction Co. and Nordic Construction Co., located in Honolulu, were the two general sub-contractors under Moanalua Contractors, Ltd. Articles featured in the *Honolulu Star-Bulletin* on Wednesday, August 18, 1954 and the *Honolulu Advertiser* on Thursday, August 19, 1954 listed the sub-contractors as Pacific Construction Co., Nordic Construction Co., American Electric Co., Pacific Concrete & Rock Co. (located in Honolulu), Honolulu Sash & Door Co., and O'ahu Plumbing & Sheet Metal Company. State Tile Co., located in Honolulu, was the manufacturer of the hollow concrete block building materials.
5. **Original plans and construction:** No original drawings for the Moanalua Shopping Center were found. Several plot plans showing the footprint of the shopping center were found and are located in the NAVFAC PACIFIC Plan files and the NAVFAC PACIFIC Real Estate files. A Final Plan dated August 10, 1954 showing the layout of the center and surrounding area is on page 33. A Key Map showing conditions as of March 10, 1960 is on page 34 and identifies each Navy-assigned Facility number. A 1970 store layout plan showing the individual stores, openings, and circulation patterns is on page 35.

The Moanalua Shopping Center, as originally constructed, consisted of an irregular plan with three large freestanding one-story buildings divided by a central pedestrian mall running east-west through the complex. Three smaller one-story buildings were located within the central pedestrian mall: one building at the east end of the mall and two at the west end of the mall. The complex was surrounded on the north, east, and west by parking lots and an undeveloped lot to the south. Each individual building was constructed of hollow concrete block with concrete foundations and reinforced multi-level concrete roofs with the exception of the three smaller structures. Two of the smaller buildings had wood plank deck roofs and one had a corrugated steel roof. Lava rock was used on the corners and sides of the east and west façades and for four walls at the west end of the complex supporting the roofs. Reinforced concrete canopy roofs project out from each storefront through the central corridor and along the east and west façades and are supported by steel posts and concrete block columns. Raised steel truss roofs spanned across the pedestrian mall providing covering in three locations.

All of the stores had plate-glass storefronts with aluminum thin-profile framing. The upper portion of the walls consisted of sliding obscure glass windows for ventilation. The large retail spaces which flanked the east and west ends of the shopping center had ribbed metal panels oriented vertically on the upper walls and along a portion of the south façade of Facility 2610. Other features of the shopping center included plate-glass wood display cases along the concrete block walls, eight large concrete block planter boxes situated throughout the mall, connected wood benches on the east and west ends of the pedestrian mall, and six skylights on the reinforced concrete

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canopy roof on the west end of the mall. George Freitas provided the following description of the layout and building materials in 1954:

The Center is constructed of Hollo-stone and Columbia stone made by State Tile Co. These materials provide great strength, yet are light, which aided the rapid construction of the center. These stones are made of local limestone. They have a “vapor center” which acts as a heat barrier and helps to keep the inside of the buildings cool. The corridors within the center are wide, with carefully spaced open-air ventilation. Sliding obscure glass windows at the top of most store walls provide excellent interior ventilation. These panels also provide backgrounds for illuminated signs. The coloring of the shops is neutral with infrequent dark shades to provide good display backgrounds for the merchant and yet retain a pleasant appearance (*Honolulu Advertiser*, August 19, 1954: C10).

Documentation for the exact cost of the shopping center varies. In a letter dated February 24, 1953 from the Assistant. Treasurer, F.M. Weggeland, Moanalua Manor, Ltd. to Captain E.J. Peltier, DPWO, the operating committee for the shopping center estimated the construction costs between \$620,000 and \$642,000. According to an article in the *Honolulu Advertiser* dated February 10, 1954, the FHA mortgage for the Moanalua housing projects was increased by \$772,300 to finance the shopping center. Newspaper articles from the *Honolulu Advertiser* and *Honolulu Star-Bulletin* from 1954 and 1955 state the shopping center cost between \$1,000,000 and \$1,500,000 to construct.

6. **Alterations and additions:** The Moanalua Shopping Center was constructed on property owned by the federal government so building permits were not required for alterations or additions. To be certain no permits existed, permit applications were reviewed at the Honolulu County Department of Planning and Permitting. Several permits were found to repair electrical service or upgrade sales areas on the interior of the retail spaces. All of these repairs were minimal and cost between \$100 and \$1,000.

Information on alterations and additions listed below was obtained from the NAVFAC PACIFIC Real Estate files. The majority of the alterations to the shopping center consisted of interior work, with the exception of the renovation of the exterior lighting throughout the complex, completed in 1968. The most costly repairs throughout the history of the shopping center consisted of roofing repairs that were done on a regular basis beginning as early as 1965. Major alterations to the interior and exterior are listed below in chronological order. A store layout map located on page 36 identifies the location of each space by Store Number and Navy-assigned Facility Number.

- 1961 The Foodland Super Market, Store No. 30 (Facility 2605), was remodeled on the interior to offer a self-service meat department in 1961. Alterations to the exterior were minimal; according to a letter dated September 1, 1961 from Moanalua Terrace Shopping, Inc., “the only changes to the main building are the doorway at the entrance near Watumull’s and the roll-up receiving window at the ewa entrance, which will be converted to an entrance doorway” (Over, 1961). The Store

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Equipment Company of Honolulu completed the work and the plans were dated August 26, 1961. No cost was listed for these renovations.

1967 A letter and floor plan dated February 20, 1967, from the Moanalua Terrace Shopping, Inc. to the Naval Facilities Engineering Command, describes alterations made to Store No. 27 (Facility 2606) completed by Lester and Phillips, Architects, Honolulu. The wooden beams and slats on the roof were replaced with steel framing and metal decking and an acoustical ceiling added. Lath walls on the east and south façades were removed and replaced with glass storefront windows. A wood door was added on the west façade. The remainder of the work shown on the floor plan consisted of interior remodeling and no costs were listed for the renovations.

1968 In 1968, the lighting in the complex was renovated to enhance business for the center. Douglas V. MacMahon, Electrical Engineers, produced the plans for the "Moanalua Shopping Center Exterior Relighting for Moanalua Manor and Moanalua Terrace," date stamped March 6, 1968. A letter dated March 27, 1968 to J.P. Samaritano, Director of the Navy Real Estate Division, from the Manager of the shopping center, Lorna W. Over, describes the work performed in three phases due to limited funds:

Phase I covers the relighting of the mall and covered walks. Phase II covers the additional lighting of the storefronts, which will also give more lighting to the mall and walks. Phase III covers the exterior and security lighting (Over, 1968).

The largest portion of the work was completed in Phase I and consisted of mounting 14' seamless aluminum poles with three 18" white, break-proof butyrate globes on the top of the existing concrete block planter boxes located at the rear and front entrances to the shopping center and through the central corridor. Sets of three white break-proof butyrate globes of three sizes (18", 21", and 24") were hung on steel conduit stems of three lengths (18", 26", and 48") and suspended from the steel roof structure in four central places through the main corridor of the shopping center. In addition, ¾" rigid steel conduits, with a central bulb, forming an open canopy and painted with aluminum paint, were positioned on the roof over the skylights in the west end of the complex. As of September 2004 all of the lighting fixtures added in Phase I are extant, but only half of the glass globes remain.

During Phase II, single lamp fluorescent strip fixtures measuring 48" long with aluminum housing and asymmetric reflectors were added along the fascia above the stores throughout the central mall corridor and in the existing receptacles over the doors; only a few of these are extant. Phase III included mounting outdoor fluorescent flood lights with aluminum housing, 8' in length (at the roof level) and 4' in length (under the concrete canopies) on the east and west façades of the shopping center. In addition, sets of three light fixtures with aluminum housing were mounted on the northern and southern corners of the west façade of the shopping center. As of September 2004, several of the 4' and 8'

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fluorescent strip fixtures are extant as well as the sets of three light fixtures. No costs were listed in the files for these renovations.

1969 A letter dated October 3, 1968, from Lorna W. Over, Manager of the center, to J.P. Samaritano, Director of the Navy Real Estate Division, requested the removal of Store No. 26 (Facility 2607), a small building which measured approximately 25' x 37' (925 sq. ft.), located at the west end of the central pedestrian mall. This structure is visible on the 1960 shopping center plot plan located on page 34. Over describes the reason for the removal of Store No. 26 in her 1968 letter:

We would appreciate your approval to remove store #26 which is located in the center of the mall blocking through vision thereby creating a very inactive situation at the Ewa end of the mall. Also the traffic generated at the Ewa end is unaware of the shops beyond store #26 looking toward the golf course end of the mall (Over, 1968).

The Navy authorized removal of the store in a letter dated August 25, 1969; no cost was listed for the removal of the store.

1974 In 1974 the Hawaiian Telephone Company leased Store No. 7b (Facility 2610) and altered the interior of the store to accommodate the Moanalua "Phone-Mart." The plans were produced by the Hawaiian Telephone Company and dated April 2, 1974. The interior had the following added: gypsum wall board (GWB) partitions, an air conditioning unit and duct work, one new door, cabinets, counters, and electrical and telephone conduits. According to the plans the only alteration on the exterior consisted of modifying the existing door to swing out by adding a doorstop. No costs were listed for these renovations.

1976 The U.S. Post Office Station, Store No. 20 (Facility 2605), was renovated on the interior and the space reduced to allow an adjacent tenant, Stretch & Sew Fabrics, to expand its store in 1976. D.S. Nakano, Inc. of Honolulu, Hawai'i was the contractor and the plans were dated February 5, 1976. According to a letter from the contractor, the cost to complete the job was \$16,318. Alterations to the interior included the removal of an existing masonry partition and the insertion of gypsum board partitions, a new acoustical ceiling and service counters in the service lobby, a masonite solid built-up sliding door installed in the service corridor, installation of air-conditioning ducts, recessed fluorescent lights, and upgrading of electrical wiring. Renovation to the exterior included the removal of the original storefront windows on the east and north façades that were replaced with lock box modules. One original storefront window was relocated adjacent to the entrance on the concrete block wall of the north façade.

Letters indicate once the work was completed on the post office, Stretch & Sew Fabrics altered Store No. 21 (Facility 2605) to accommodate its needs. The majority of the work consisted of interior alterations; no contractor is listed on the plans that were dated February 23, 1976. A separate electrical plan produced by Bennett & Drane, Electrical Engineers, Ltd., was dated March 15, 1976. Alterations included the

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installation of gypsum board partitions, acoustical drop ceilings, replacement of the exterior post office sign, and new fluorescent lighting. No costs were listed for the renovations to Stretch & Sew Fabrics.

1980 Jesse's Moanalua Bakery, Store No. 6 (Facility 2610), was expanded approximately 1,100 square feet in 1980 by removing an interior wall of the adjacent retail space (Store No. 7b). The proposed expansion plan has no date or contractor listed on it and no costs were listed for the renovations. According to a sketch the interior bathrooms were relocated and a new concrete roof was added.

1993 A letter dated July 9, 1992 from Millie DeMello, Manager of the Moanalua Terrace Shopping, Inc., to Mr. J. M. Killian, Director of the Navy Real Estate Division, states the shopping center was updated to meet compliance with the Americans with Disabilities Act of 1990. Renovations included adding handicap parking and updating all of the restrooms for handicap access. The total cost of the renovations was \$42,487.

1996 Calvary Chapel altered the exterior of Store Nos. 1, 10, and 30 (Facilities 2610, 2609, and 2605), but the exact date when these alterations occurred is not known. Financial records indicate that the chapel began to pay rent in 1996, so alterations most likely occurred after this date. Alterations include a columned portico entrance, modern steel and glass double doors, and a single-bay tinted steel frame window added to the east façade of Store No. 10. Original doors on the north façade of Store No. 30 were replaced with modern steel and glass double doors. All of the storefront windows and obscure sliding glass windows on Store Nos. 1 and 30 were removed and the openings covered with plywood. Historic images indicate that two display cases on the west façade of Store No. 30 were replaced with two small tinted windows.

Date Unknown

Several small alterations to the exterior were not documented in the NAVFAC PACIFIC Real Estate files but were found during a physical inspection of the shopping center. The A & W food service restaurant located in Store No. 10 (Facility 2609) removed one storefront window from the east façade and added a concrete wall with a small aluminum framed pick-up window in its place. In addition, the obscure sliding glass windows on the east façade were removed and the area was filled in with concrete; and the sliding windows on the north façade were painted. The storefront window and obscure glass windows on Store No. 2 (Facility 2610), currently occupied by the Pearl City Elks Lodge, were removed and replaced with plywood exactly like the plywood used on the adjacent Calvary Chapel. Storefront windows on the east, south, and west façades of Store No. 27 (Facility 2606) were removed and replaced with wood siding. At the western end of the mall, translucent panels of fiberglass were installed in the steel truss roof, but there were no records to indicate when or why these alterations occurred. It may have been to block rain from the pedestrian mall below.

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B. Historical Context:

Evolution of the Suburban Shopping Mall

Prior to outlining the history of the Moanalua Shopping Center, it is important to understand the evolution of the twentieth-century suburban shopping mall and how Moanalua fits into this context. Before 1950, the majority of America's shopping malls consisted of simple strip centers located along highways with limited pedestrian accessibility. The strip centers catered to shoppers arriving in automobiles, which greatly increased with the boom in the usage of the automobile beginning in the 1920s, but a full-range of stores could not be offered in the strip format. Scholars indicate different reasons for the decline in the strip center and the emergence of the regional suburban shopping mall; most specifically the key factors were post-WWII "population movement, increased mobility, greater disposable income, more free time, and an ever-expanding middle class" (Longstreth, 1997: 351). Simultaneously, in the 1950s, residential construction boomed in the suburbs and the need arose for suburban shopping malls that were centrally located within the residential suburbs, had a pedestrian friendly environment, and were anchored by large retail chain super markets, drug stores, or department stores. The shopping complexes needed to be surrounded by ample parking for the automobile that had become "virtually an anatomical appendage of the American species...suburbia could not have developed without the automobile, nor could the shopping center" (*Architectural Record*, March 1956: 205).

The regional suburban shopping mall in 1953 was called "a new concept and a new building type non-existent only a few years ago which is now abuilding at crossroads all over the land" (*Architectural Record*, October 1953: 178). The first regional shopping center of this type was designed in the United States in 1947, and the earliest constructed was the Northgate Mall in Seattle that was started in 1948 and opened in 1950. No single area is credited with the 1950s trend, but most of the major cities across the United States, including Boston, New York City, Detroit, Chicago, Minneapolis, Seattle, and San Francisco, were proposing design schemes. The most significant contributor was California, proposing six schemes in the Los Angeles area from 1948-1950.

A shift in practices of department store companies also encouraged the trend to anchor the malls with large-scale chain super markets and department stores. Downtown department stores desired more square footage to increase their investments, but expansion in these areas was not possible due to lack of acreage to increase square footage and parking facilities. The undeveloped suburbs offered space to enlarge stores and provide adequate parking facilities. Large department stores also attracted specialty-store competition, and the chain conglomerates wanted to be able to control their competitors, which was not possible in a strip format. A cohesive unit of stores required a single management company and merchant's association, instead of the fragmented ownership of individual stores on a retail street or strip center. The chain store provided the largest amount of income to the complex, allowing it to have a say in what types of stores entered the complex. The anchoring of the shopping mall plan with a major chain store at or near each end was known as the "dumbbell" plan and soon became the "favored layout in southern California and many other parts of the country" (Longstreth, 1997: 245). The first type of mall with a "dumbbell" plan was Stonestown, located in San Francisco, California and constructed in July 1952.

Economic analysis success of such factors as local "purchasing power to be tapped, stability of income in the trade area, location and size of competition, future growth, and accessibility" was key to the success of the 1950s shopping center (*Architectural Record*, October 1953: 182). No in-depth planning or economic studies of this kind had been done prior to the haphazard infill of downtown stores and strip malls. According to a 1953 *Architectural Record* study of the modern

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shopping mall, the following design characteristics were taken into account: separation of automobile and foot traffic with minimum walking distances to parking within the group of stores; stores must complement each other and be organized in a unified architectural building group; and the shopping center must be located near a well-populated residential area.

The purpose for the stores' orientation toward each other was to display a "contained, inward-looking landscape, the placement of each unit to the others so as to encourage perambulation" and the "layout also reinforced customer perceptions of the center as a single entity" (Longstreth, 1997: XI). The design disconnected the center from major thoroughfares and set the buildings back to create a separate environment, projecting a feeling of neatness and order almost park-like. The idea of creating a park-like environment also encouraged purchasing:

Once divorced from their cars and walking amid what seemed like an entirely different world, customers tended to spend greater blocks of time meandering, meeting friends, and buying goods" (Longstreth, 1997: 310).

The pedestrian mall, providing access to retail stores, should produce "a sense of a grand promenade on one hand and a crowded bazaar on the other" (*ibid*, 1997: 320). Location of the center was also of primary importance and the ability to see the center from major highways provided a "great benefit for its advertising value" (*Architectural Record*, October 1953: 182). One design concept of Victor Gruen of Los Angeles, whom scholars label as the founder of the modern shopping mall, was that the complex should have a focal point to "serve as a beacon, identifying the complex from some distance afield even though it was removed from the street" (Longstreth, 1997: 324). Finally, the choice of tenants was a factor of success; merchandisers needed to work together and multiple owners were not possible or practical in the form of a cohesive mall unit.

Planning of the Moanalua Shopping Center

The Moanalua Shopping Center was planned in conjunction with the Navy housing developments; the Moanalua Terrace and Moanalua Manor that were constructed in 1952. The original housing developments, located just northeast of the shopping center, were recently replaced with new housing. The Federal Housing Administration (FHA) sponsored the housing developments, and in 1953, modified the leases for the Moanalua Manor and Terrace housing projects to include a shopping center. The local FHA Director, J. Stowell Wright, stated the reasoning for the FHA's inclusion of the shopping center stemmed from the need for commercial facilities to enhance the housing areas.

The FHA has agreed to the addition for these commercial facilities because we believe they will provide necessary services for the occupants for two housing projects. They will also provide modern shopping facilities for the occupants of the other housing projects in the area, particularly the 763 units of defense housing adjoining the two Moanalua projects (Wright, *Honolulu Advertiser*, February 10, 1954: A8).

A large amount of planning and economic research was conducted prior to developing the plans for the shopping center in order to choose the appropriate location, tenants, and meet the needs of the consumers. The John Child Company was hired to conduct an economic analysis and recommend tenants that would make the shopping center a success. According to a letter dated February 24, 1953 from the Assistant. Treasurer, F.M. Weggeland, Moanalua Manor, Ltd., to Captain E.J. Peltier, DPWO, 14th Naval District, the shopping center was born as the result of Child's survey.

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The conclusion reached by Mr. Childs indicates that the present shopping facilities are very inadequate to serve the growing population in this area, and that the proposed shopping center was feasible and would contribute much to the shopping needs of more than 50,000 residents in the Pearl Harbor area (F.M. Weggeland, 1953).

George Freitas, president of Moanalua Manor, Ltd. and Moanalua Terrace, Ltd., announced the plans to develop Moanalua Shopping Center on October 23, 1953. Prior to beginning construction, fourteen leases had already been signed and several applications were on file. Freitas stated the "sponsor's concern...is to choose those that will contribute most to the center's complete service" (*Honolulu Advertiser*, Oct. 24, 1953: P1). Child's survey made tenant recommendations for the shopping center that would suit the needs of the local residents and be compatible with city and military comprehensive planning. As recognized in the development of suburban shopping malls, it was essential for the shopping center to be anchored by a large grocery store chain. A favorable recommendation was given for the Foodland Super Market, Ltd. chain based on Child's studies that people living in the Moanalua area were shopping at Foodland Super Markets in other areas of Honolulu and Foodland's prices would be competitive with discounted Navy shopping facilities.

We recommended a large dependable super market, in view of the general trends throughout the nation and in Hawai'i towards larger food markets handling greater depth and greater varieties of merchandise and having the buying power to allow most advantageous quality-purchasing rates, as well as the more specific factor that the Moanalua Trade Area includes many families with commissary privileges; so that any competing merchandiser to serve this area must be complementary and competitive in prices and services to be successful (Child, 1954).

The proposed shopping center would cater to close to 1,000 Moanalua Manor and Terrace housing units and between 8,500 and 10,000 families living in the area, including the nearby Pearl Harbor Naval Base and Hickam Air Force Base. In a *Honolulu Advertiser* article dated October 24, 1953 announcing the construction, George Freitas praised the center; he stated the "new "Big M" center will cover more ground, serve more people and consolidate more services than any similar center here." The same article boasted that "every type of service will be housed in the center," and it was believed to be the "largest such center in Hawaii." The silent joint venture "Philip Fisk, Johnson & Perkins, Vladimir Ossipoff, Alfred Preis, Associated Architects, AIA" and the site planners Harland Bartholomew and Associates who designed the Moanalua Manor and Terrace housing projects were retained to construct the Moanalua Shopping Center. Alfred Preis served as the principal architect of the Moanalua Shopping Center project. The landscape architect was Mansfield Claflin, A.S.L.A., formerly located in Kailua, O'ahu.

Design of the Moanalua Shopping Center

Preis, a prominent architect in Hawai'i, chose to embrace the modern International style for the shopping center and to use native Hawaiian materials, such as lava rock in the design. The trend toward the International style was being expressed in Mainland architecture since the 1920s. The trend to use lava rock, cited as the marker of "Hawaiian" building in the 1950s, has its influences through the promotion of tourism. During the post-WWII period tourism in the islands grew due to military servicemen returning to the mainland and telling stories about the exotic nature of Hawai'i. In order to promote the exotic, architects used Pacific imagery, such as local stones.

Preis' shopping center design was modeled after "famous centers in Detroit, Chicago, and many other large cities" that incorporated the modern International style with a "dumbbell" type plan (*Honolulu Star-Bulletin*, August 18, 1954: 18). The International style combined different

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building materials and emphasized strong horizontal and vertical planar surfaces. The buildings were constructed of hollow concrete blocks with multi-level concrete roofs; and the storefronts had concrete canopies supported by steel posts, lava rock walls, and hollow concrete block walls. Steel roof trusses spanned across the central pedestrian mall and seemed to float in the air. From any perspective on the ground, the multi-level roofs of the structure, served as powerful horizontal elements; and the lava rock walls and hollow concrete block walls piercing the canopy roofs reinforced the vertical planes.

A partially-covered 300' lanai or pedestrian mall ran through the complex. A *Honolulu Star-Bulletin* article dated August 15, 1955, celebrating the shopping center's one-year anniversary, highlighted its unique pedestrian mall feature: "it is all under one roof with cool, clean, wide concrete promenades connecting the modern stores and business services." Signage was also a significant characteristic of the center to identify it from afar and serve as a focal point, as Victor Gruen had recommended. The Moanalua Shopping Center was "identified by a huge illuminated letter "M," which is expected to be a landmark visible from all directions" (*Honolulu Advertiser*, October 24, 1953: P2). The large illuminated "M" sign projecting into the sky also emphasized the verticality of the complex. Landscaping was simple, consisting of square and rectangular hollow concrete block planter boxes that harmonized with the surrounding buildings. All of the storefronts had modern aluminum-thin profile framing.

Construction of the center was completed earlier than originally anticipated, taking approximately seven months instead of nine months. The majority of the contractors used to build the center were located on the island of O'ahu; and one local newspaper stated, "In other words, the entire Moanalua Shopping Center was done locally. Every participating firm was locally operated and locally owned" (*Honolulu Star-Bulletin*, August 18, 1954: 18). Once construction was complete, the shopping center was "termed by many who have seen it as also Hawaii's largest and most modernistic" (*Honolulu Star-Bulletin*, August 18, 1954: 18) and the "realization of the new Moanalua Shopping Center brings to O'ahu the largest, most complete one-stop shopping center to date" (*Honolulu Advertiser*, August 19, 1954: C10). Preis utilized all of the characteristics of the 1950s regional suburban shopping mall in his design scheme of the Moanalua Shopping Center, including a "dumbbell" plan anchored by chain stores, visibility of the center from far away, a central pedestrian mall, and ample parking surrounding the complex on three sides.

Grand Opening of the Moanalua Shopping Center

The Moanalua Shopping Center opened on August 19, 1954, during an elaborate grand opening ceremony beginning at 9 AM and lasting until 10 PM. Local newspapers including the *Honolulu Advertiser* and the *Honolulu Star-Bulletin* extensively published articles and advertisements prior to and after the grand opening, signifying the importance of the event. Eleven stores, including Foodland Super Market, Watumull's department store, Sav-Mor Drugs, Elizabeth's Pastry Shop, Ka-Ma-Aina Shoe Stores, Momi's Flower Shops, Kay's Beauty Salon, Pearl Harbor Drivers Association (PHDA) Taxis, Tony's Barber Shop, Johnny's Service-Chevron, and La Madrid Shoe Repair participated in the grand opening. Reverend David Bray opened the program by offering a Hawaiian blessing that was followed by short congratulatory speeches from the Secretary of Hawai'i, Farrant L. Turner (representing Governor King) and Rear Admiral C.E. Olsen, Commandant of the Fourteenth Naval District. George Freitas, president of the shopping center corporations, delivered a short speech and cut the ribbon to begin the daylong festivities. Approximately 20,000 people from the area took part in the events. Festivities for the children included Walt Disney cartoons, a puppet show, and carousel rides. The adults enjoyed Hawaiian music by Ken Alford's musicians and square dancing performed by clubs from Honolulu, Hickam AFB, and Kailua. The nightly events included a prize-winning hog-calling contest

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sponsored by Island Pork Producers, Limited. An article published in the *Honolulu Advertiser* the day after the grand opening highlighted the festivities and importance of the center:

...free orchids, free balloons, free samples of pastries and a lot of other favors to remind folks that a community shopping center to top all of the islands' shopping centers was open for business (*Honolulu Advertiser*, August 20, 1954: B7).

The Foodland store alone covered approximately 15,000 square feet and was determined to be "the largest food market not only in the Foodland chain, but in the territory" of Hawai'i (*Honolulu Star Bulletin*, 6-19-54: 9). Foodland featured a "brand new type of checking out service that should excel them all" and consisted of leaving one's goods at the checkout point (*Honolulu Advertiser*, August 19, 1955: C9). As the customer shopped around at the other stores in the center, the goods were checked out and could be picked up later. This feature not only saved the customer time, but also allowed for shopping and purchases at other stores within the complex. On October 1, 1954, the first self-service Ben Franklin variety store in the islands of Hawai'i celebrated its grand opening in the Moanalua Shopping Center. The self-service feature offered, "super market style self-service with baskets for carrying purchases and five check-out stands where purchases are checked and payment collected all in one operation" (*Honolulu Star Bulletin*, September 30, 1954: P15). This self-service feature was brand new to Hawai'i, but common in suburban shopping stores on the mainland. The store was also the largest Ben Franklin in the islands because of the self-service feature.

By August 15, 1955, when the shopping center celebrated its one-year anniversary, twenty-two retail stores were open including the original eleven. The new additions were: Moanalua Cleaners, Bernan's Dress Shop, Virginia Houston Insurance, Dr. H. T. Wong, Dr. Bernard Fong, B & G Jewelers-Opticians, Kapiolani Furniture & Appliance Co., The Hukilau (restaurant and bar), Rainbow Gift Shop, Russell's Men's Shop, and Ed & Don's Candies. Virginia Houston Insurance provided insurance policies to the Navy housing residents for life, fire, theft, automobile, and liability. The Hukilau offered an air-conditioned restaurant and cocktail lounge by day and a nightclub with dancing after 8:30 PM. Another grand celebration occurred for the one-year anniversary; Davy Crockett greeted the kids, Buckskin Bob Smith and his Western Jamboree provided entertainment, and over nineteen prizes worth \$500 were raffled off. Simultaneously, Honolulu Rapid Transit Co. began a 90-day trial period running buses from downtown Honolulu and the Pearl Harbor main gate directly to the Moanalua Shopping Center.

Upon completion, the shopping center was worth between \$1 and 1.5 million dollars and expected to generate an estimated annual sales volume of \$3.6 million based on the John Child Company survey. The shopping center covered 68,000 square feet of rental space and could accommodate at least 700 and potentially up to 900 automobiles. The center served the needs of approximately 27,000 people in the rapidly expanding Moanalua area and 50,000 in the greater Honolulu area. The shopping center became a huge success. George Freitas, president of Moanalua corporations, stated that the "owners are well pleased with the acceptance of the Moanalua Shopping Center by the public, and are desirous of seeing that the shopper's every need is served" (*Honolulu Star Bulletin*, August 15, 1955: 12).

Moanalua Shopping Center, 1958 Through Present Day

A full-scale program to re-develop the shopping center was undertaken in the late 1950s and 1960s, including marketing strategies and exploring community relations in the area to determine how the shopping center could better suit the needs of the military families. A United States postal facility was added in 1955. Several plans were approved, but never carried out, to enhance the facility for children and young adults such as a 1957 plan to add a roller skating rink to the

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shopping center and a 1960 plan of the tenant “Kiddieland” to install 12 trampolines on the premises. A fenced-in playground was added on the southeast corner of the shopping center property in 1960 and is extant today. Additionally, work that occurred in 1960 included a complete overhaul of the landscaping and grounds maintenance, mounting signs on the highway and “on maximum vision corners of the major buildings,” and installation of a sound system throughout the mall and at the entrances (Berry, 1960).

A Moanalua Merchants’ Association was organized and bulletins were printed and distributed in the area to highlight the events held at the shopping center. Sidewalk bazaars were held and the shopping center was lit up at night to enhance business. One Moanalua Merchants’ Association bulletin, circa 1960, encouraged the tenants to tap into the exterior sound system to provide music in their stores, to light up their display windows for shoppers strolling through the center at night, and to purchase plastic illuminated signs to mount under the store canopies. Promotional ads were placed in the *Pennysaver* newspaper twice monthly to promote night shopping at the center on Friday nights. The trend toward evening and weekend shopping was started in the 1950s in suburban shopping centers because the location adjacent to residences encouraged long operating hours. One study of the suburban shopping mall indicates that because shopping centers were located in residential areas; “as a result, evenings and weekends became important trading periods in a way they have never previously been” (Longstreth, 1997: 311). Landscaping was important to provide a pleasant shopping experience; as one bulletin stated automatic sprinkler systems were in the works because the association aimed “to have the most beautiful jungle in paradise” (M Bulletin, ca. 1960).

Historically, the Navy discouraged the owners of the Moanalua Shopping Center from developing community activities within the center because such types of activities were already available on the Naval Reservation or in the process of being organized at another Navy-owned facility. A letter written on October 18, 1960, to the Promotion Director of the center from the Navy DPWO stated that recreation and community facility was being developed in the Camp Catlin and Salt Lake Storage areas. The DPWO suggested instead making space available for “professional people, such as doctors and dentists, who could provide a definite service to the surrounding community” (N.M. Martinsen, 1960). The owners of the shopping center continued to try to generate business by sprucing up the center in 1961 with thirty-eight hapu and wire-hung flower baskets and promotional events for the shopping center, including a visit from Jimmy Dodd of the Mickey Mouse Club in 1962. Yearly anniversary and Christmas promotional events were also held through the Moanalua Merchant’s Association.

During the 1960s, the Moanalua Shopping Center was the only large shopping center in Hawai‘i managed by a woman, Lorna W. Over. Mrs. Over served as the manager of the center from 1961 through 1975. She was responsible for “leasing space to tenants, directing operations and promotion, and overseeing maintenance” as well as “working on plans for development and alterations” (*Star Bulletin & Advertiser*, May 7, 1967). By 1967 there were thirty-four shops and businesses operating in the Moanalua Shopping Center, but the center experienced problems generating business. Over wrote a letter to the Navy Real Estate Division stating location was the biggest problem:

One of the most serious problems of doing business here at the Moanalua Shopping Center is our location. People cannot find us. There is no street sign at Kam Highway and Hennley Street, and the intricate highway pattern to arrive at the Center when driving in the Waikiki direction on Nimitz and Kam is most difficult to explain and advertise (Over, 1967).

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In the letter Over proposed installing a street sign at Kamehameha Highway and Hennley Street and a directional sign on Nimitz Highway. There was no response to Over's letter in the Navy Real Estate files, but street signs were erected at the locations suggested by Mrs. Over. Over also thought an adjacent office building might boost business in the center. Her reasoning was as follows:

An office building is considered by the International Council of Shopping Centers as an integral part of a shopping center complex thereby offering complete services to the residents in the area and creating additional traffic for merchants (Over, 1969).

Originally the proposal included attaching a two-story office building to the west façade of the shopping center. The architect retained to design the center thought it would be better suited adjacent to the complex so it would not disturb the design scheme. The Navy authorized construction of the office complex on August 25, 1969 in the parking lot west of the center, but it was not constructed due to issues of financing. The Moanalua Shopping Center continued to face difficult times and it was necessary to "create a viable development to continue in business, otherwise the Shopping Center will fold" (Over, 1972).

Additional attempts to generate business for the center included the introduction of several fast food restaurant chains in the original parking areas surrounding the shopping center from 1976 through 1983. According to a 1993 article in *Pacific Business News*, the Moanalua Shopping Center was 100% leased in 1993 and listed as the seventh largest shopping center on the island of O'ahu out of a total of fourteen. Since its inception, the mix of tenants in the Moanalua Shopping Center remained relatively consistent until 1996, when the Christian religious organization, Calvary Chapel, began to rent space. Foodland Super Market terminated its lease in 1996 and the lack of a large commercial anchor limited business in the shopping center, although the retail spaces continued to be completely rented out. In 1998, the Navy constructed a two-story office complex called the Aloha Center adjacent to the shopping center in the space Over had identified as an appropriate site for such a building. In 2000, the shopping center continued to be 100% leased, but continued to face financial difficulties.

Significance of the Moanalua Shopping Center

In 1954, the Moanalua Shopping Center was the largest and most expensive shopping center built with an outdoor central pedestrian mall on the island of O'ahu. Only three other large shopping centers existed on the island prior to the construction of the Moanalua center: the Aina Haina Shopping Center, the Waiialae Shopping Center, and the Kailua Shopping Center. The Aina Haina Shopping Center was constructed in phases, the original portion, including fourteen retail spaces was built in 1951 at a cost of \$359,000 including fourteen retail spaces. After its completion, the center was estimated to be worth \$1,000,000, but the design differed from the Moanalua Shopping Center and was more a strip-type complex, oriented toward the parking lot on one side. This shopping center was enlarged to over the next several years and did not have a central pedestrian mall. The Kailua Shopping Center, a strip-type center costing \$400,000, opened three months before the Moanalua Shopping Center and was much smaller in scale, accommodating only twelve stores, 30,000 sq. ft. of retail space, and parking for only 150 cars.

The Waiialae Shopping Center, featured in the 1953 *Architectural Record* study of shopping malls, was listed as an example that encouraged pedestrian movement with ample and convenient parking. The lead architect, Victor Gruen, considered the founder of the modern shopping mall, utilized a structural system, which featured buildings of concrete hollow tile and "open-web steel joists on a light weight post and lintel system arranged on a modular pattern" (*Architectural Record*, October 1953: 192). The open three-part plan had connected covered courts between

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buildings and covered walks to the three paved parking areas; in design it was very similar to the Moanalua Shopping Center. Although the design for the Waialae Shopping Center was conceived around the same time as the Moanalua Shopping Center, the Waialae was constructed in phases. The first phase was not completed until September 1954. After all phases were complete, the complex cost \$2,000,000 and consisted of three main buildings with thirty retail stores and could accommodate parking for 400 cars. Although the center was similar in design and had more retail spaces; it was not completed before Moanalua and offered far less parking. In 1969, the Waialae Shopping Center was completely altered; the majority of the buildings were torn down and replaced with a more modern complex renamed the Kahala Mall. The demolition of almost the entire Waialae Shopping Center made the Moanalua Shopping Center the only extant International style complex with a “dumbbell” plan constructed in the 1950s.

The Moanalua Shopping Center is associated with the change in American shopping patterns in the 1950s and the emergence of the design of the modern suburban shopping mall in the twentieth century. It reflects changing patterns in merchandising, retail management, and physical design that were occurring in the United States in the mid 1950s. The design of the regional suburban complex needed to be anchored by a well-known department store, super market, or drug store chain and include a full range of merchandise to meet all of the shopper’s needs, providing a one-stop shopping complex. Moanalua Shopping Center accomplished this design with a “dumbbell” plan and a cluster of stores surrounded by ample parking. It also offered something many Mainland centers could not, a partially canopied 300' pedestrian mall possible in Hawaii’s moderate tropical climate. The modern design, ample parking, and multitude of retail shops made shopping popular for the military and civilian families in the area.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

- 1. Architectural character:** The Moanalua Shopping Center represents the modern International style with distinctive Hawaiian characteristics including the use of native lava rock, the open-air design, and landscaping. Modern features include the use of hollow concrete blocks as the main building material, reinforced concrete flat roofs and storefront canopies, and raised flat ribbed steel truss roofs with thin web members spaced through the pedestrian mall. Subtle decorative features on the walls of the complex include the slight projection of alternating concrete blocks, vertical ribbed metal panels, and the use of lava rock. The central pedestrian mall also has unglazed skylight openings in the lower roof of the west end and concrete block planters with lava rock stones among the plantings. All of the connected retail spaces have large plate-glass storefronts with aluminum thin-profile framing facing the pedestrian mall to allow the shopper to remain outdoors in the tropical climate while window-shopping in the stores. Architectural significance of the center stems from the combination of the International style and Hawaiian features, large size, and interconnectedness of the exterior and interior spaces of the center by the partially open central pedestrian mall.
- 2. Condition of fabric:** The overall condition of the shopping center is fair. Several areas of the shopping center have deteriorated and are noted below under the appropriate heading.

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B. Description of Exterior:

1. **Overall dimensions:** The shopping center complex has an irregular plan and is comprised of three large freestanding one-story buildings (Facility Nos. 2605, 2609, and 2610) and two smaller freestanding one-story buildings (Facility Nos. 2606 and 2608). Original drawings were not found for the shopping center, but a "Description of Improvements" listed on the 1960 "Commercial & Industrial Appraisal Card" located at the Department of Housing and Community Development, Real Property Assessment, lists the square footage for each building. The revised store layout plan (Current Plot Plan) on page 36 shows the current footprints and individual retail spaces in each facility including alterations and additions. Articles in the *Honolulu Advertiser* and *Honolulu Star-Bulletin* dated August 19, 1954, from the grand opening of the shopping center; state that the total floor area was 68,000 square feet. This figure included Store No. 26 (Facility 2607), a small freestanding one-story building located on the west end of the pedestrian mall that was removed in 1969.

Approximate measurements from the "Description of Improvements" card for each building are as follows: Facility 2605 has an irregular footprint and contains one large space and twelve smaller individual stores. The large space, Store No. 30, measures approximately 98' x 163' (15,974 sq. ft.) and the twelve smaller retail spaces each range from 1,000 to 2,000 square feet; the total square footage for Facility 2605 is 32,880 square feet. There is a small L-shaped addition on the south façade of Store No. 30 (Facility 2605) that does not appear on the "Description of Improvements" card; the measurements of this structure are 8' x 8' and 14' x 35'-9" (565 sq. ft.). Facility 2606, which contains one retail space, has an L-shaped plan and measures approximately 19' x 24' and 24' x 27' (1,104 sq. ft.). Facility 2608 has a rectangle-shaped footprint containing one retail space and measures approximately 24' x 25' (600 sq. ft.). Facility 2609 has an L-shaped plan and contains one large space measuring approximately 62' x 193' (11,966 sq. ft.), one smaller retail space measuring approximately 12' x 72' (864 sq. ft.), and a small storage addition on the west façade measuring 17' x 75' (1,275 sq. ft.); with a total floor area of 14,105 square feet. Facility 2610 has an irregular footprint with two large spaces flanking the ends measuring approximately 3,000 sq. ft. each and ten smaller retail spaces each measuring between 500 and 2,000 square feet. There is a small rectangle-shaped addition behind Store Nos. 2 and 3 that abuts the concrete block wall and measures approximately 16' x 18'-8" (299 sq. ft.). Facility 2610 measures approximately 18,646 square feet in total. The total square footage of the entire shopping complex is approximately 67,899 square feet including additions.

1. **Foundations:** The entire shopping center complex rests on a 4-½" thick concrete slab foundation. The large retail spaces that flank the ends of the center have independent concrete foundations below grade.
2. **Walls:** The walls of the shopping center were constructed of buff-painted hollow concrete blocks with a face dimension of 3-½" x 16" that is twice the length of a standard brick. Alternating blocks project out approximately ½" on the walls, producing a textured pattern. Vertical ribbed metal panels with ridges measuring 3-¾" and valleys measuring 2-¼" accent the upper portion of the walls on Store Nos. 10 (Facility 2609), 15 (Facility 2608), 30 (Facility 2605) and along a portion of the wall of Store No. 7 (Facility 2610). Lava rock was used as a wall material on the corners and sides of the east and west façades and for structural piers that support the

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concrete canopy at the front of the complex (east façade) and to support the steel roof trusses and concrete canopies on the rear of the complex (west façade). The only non-original material on the walls is plywood on Store Nos. 1 and 2 (Facility 2610), 10 (Facility 2609), 27 (Facility 2606), and 21 and 30 (Facility 2605) where the storefront windows and sliding glass windows were removed. Hollow concrete block walls are located on each side of the service entrances on the north and south façades of the complex.

3. **Structural system, framing:** The vertical structural system consists of reinforced concrete block (3-½" x 16") columns measuring 16" x 16" and steel pipe-style posts measuring 4" and 6" in diameter. The concrete block columns and posts are used to support the storefront walls on the interior and the reinforced concrete canopies on the exterior. The 6" size post is only used on the rear of the shopping center (west façade) to support the concrete canopy and steel roof truss that extends beyond the footprint of the building. According to local newspaper articles from the opening of the shopping center, the columns supporting the structure were supposed to be hollow concrete block identical to the hollow concrete blocks used for the walls. A letter dated July 2, 1954 from W.J. Williams, by direction of the DPWO, to Moanalua Manor, Ltd. notes that the columns were changed to reinforced concrete:

The proposed change in construction from Hollow Stone Columns to Reinforced Concrete Columns in the Moanalua Shopping Center as submitted in your letter of 2 July 1954 is approved (Williams, 1954).

There is no explanation in the letter or files as to why the columns were changed, but it was probably to provide additional support for the reinforced concrete roof canopies and storefront walls. The storefront walls are supported horizontally by a steel structural frame measuring approximately 2-½" wide that separates the top of the door and the storefront windows from the upper wall of sliding obscure glass windows.

4. **Openings:**
 - a. **Doorways and doors:** Approximately half of the retail spaces have original storefront doors that consist of simple single or double aluminum framed glass doors with a thin band of aluminum trim. Original doors have an oval-shaped stamp on the bottom with the name "The Kawneer Company, Reg. U.S. Pat Office, Berkeley, CA." Each door measures approximately 35-½" x 83-¼" and the aluminum trim is 1-¾" wide. Hardware on the original doors is a thin aluminum pull bar (1-¼" wide) situated horizontally across the middle of the door. Replacement storefront doors are similar, with an aluminum frame and trim and slightly different pull bar hardware. One replacement door has The Kawneer Company name. The east façade of Store No. 10 (Facility 2609) and the west façade of Store No. 30 (Facility 2605) have modern steel and glass replacement double doors on the Calvary Chapel entrances.

The west façade of Store No. 10 (Facility 2609) and the east façade of Store No. 30 (Facility 2605) have modern steel roll-up garage doors about 33" above grade for loading and single and double metal service entrance doors. The south façades of Store Nos. 19 through 25 have metal service entrance doors raised on a concrete loading dock about 33" above grade.

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The north façade of Store Nos. 9a and 9b (Facility 2610) have a wood door with louvered vents, and there are wood service entrance doors on the west façades of Store Nos. 10 (Facility 2609) and 27 (Facility 2606). A large metal gate is located in the alleyway between Facility 2609 and Facility 2605.

- b. Windows:** Approximately half of the retail spaces have their original glass-plate storefront windows. Original aluminum framed storefront windows are recessed (1-½") on a concrete base measuring approximately 4-½" thick and 14" tall or 26" tall to the base of each storefront window. Each storefront window is level with the top of the storefront door. The windows on the 14" tall concrete base measure approximately 70-¾" tall and the windows on the 26" tall concrete base measure approximately 59-¾" tall. The majority of the windows are 70-¾" tall, except for Store Nos. 7 (Facility 2610) and 10, 13, and 14 (Facility 2609). The window frame consists of a thin strip of aluminum measuring 1" wide with a rounded wider band (1-½" wide) running vertically to frame the corners and a wider square band (1-½" wide) running vertically between each bay.

Store Nos. 7a, 7b, and 7e (Facility 2610) had their storefront windows replaced with a similar aluminum style window divided horizontally into two bays; the replacement windows on Store No. 7b are tinted. Aluminum framed windows, of the same style used on Facility 2610, were added on Store No. 27 (Facility 2606) above and adjacent to the original door.

Originally the upper wall of the storefronts had sliding obscure glass windows for ventilation measuring approximately 30-¾" tall with a 1-¼" wide aluminum frame around each wall span of windows. The sliding obscure glass windows were recessed approximately 16" on a steel structural frame. Thin steel dowels, ¾" thick and 40" on center, connected to the steel structural frame, separated each bay vertically. The steel frame and dowels are extant, but the majority of the sliding obscure glass windows and aluminum frames around the windows have been removed or covered with plywood. Several of the windows were painted or replaced with white glass and chicken wire-type screening. The sliding obscure glass windows on Store Nos. 7a, 7b, and 7e were replaced with aluminum framed fixed glass windows.

A small aluminum framed pick-up window was added to the east façade of the food service Store No. 10 (Facility 2609). Calvary Chapel added a modern single-bay, tinted, steel frame window to the east façade of Store No. 10 (Facility 2609) next to the entrance, and two display cases were replaced with tinted windows on the west façade of Store No. 30 (Facility 2605). A display case on the west façade of Store No. 27 (Facility 2606) was also replaced with a wood framed, fixed glass window. Jalousie windows were added to the display case areas on Store Nos. 16 (Facility 2605) and 29 (Facility 2605). Store No. 10 (Facility 2609) has a wood frame 4-bay window with jalousies on the south façade and a wood frame 3-bay window with fixed glass on the southeast corner of the south façade. A visual inspection indicated that these windows are not original because a

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metal track, which may have been for the sliding obscure glass windows, is extant above the wood frame.

5. Roof and canopies:

- a. Roof shape, covering:** All of the multi-level concrete roofs on Facilities 2605, 2609, and 2610 are flat with a low slope and have built-up tar roofing. The small utility building additions on Store Nos. 1 (Facility 2610), 10 (Facility 2609), and 30 (Facility 2605) have wood plank deck roofs and metal coping. There are three flat, ribbed steel truss roofs of different lengths with thin web members spaced through the pedestrian mall to provide shelter from rain and wind. All of the measurements for the steel truss roofs are based on a physical inspection of the structures. Each roof structure is approximately 50' wide spanning across the pedestrian mall and raised on thin web members approximately 3'-4' from the top of the concrete canopy roofs. The steel truss roofs are supported by girders approximately 25'-6" in length spaced about 15' on center. The roof truss on the east end spans the length of two girders (approximately 51'), the central one is only one girder in length (approximately 25'-6"), and the roof truss on the west end spans five girders long (approximately 127'-6") and extends to the rear of Store No. 27 (Facility 2606). The ribbed steel truss roof on the east end of the mall serves as the roof for Store No. 15 (Facility 2608).

Canopy shape, covering: Flat reinforced concrete canopies with a buff-colored concrete finish project out approximately 6' from the storefronts through the pedestrian mall and on the east and west façades of the complex. On the west end of the complex between Store No. 30 and Store No. 27 the reinforced concrete canopy spans the entire area, creating a continuous lower roof that has six skylights. Several areas on the reinforced concrete canopies show signs of deterioration, including spalling (large chunks of concrete missing) and exposed and corroded rebar (structural steel bars). The concrete finish on the underside of the canopy is also peeling in several areas.

- b. Eaves:** Metal gutters approximately 15' long are evenly spaced at the roofline of the storefronts throughout the pedestrian mall. The gutters have a connecting downspout extending to the bottom of the wall. Store No. 10 and 30 have metal coping. One example of copper flashing, a copper gutter and downspout that may be original, was found on the rear of Store No. 10 (Facility 2609).
- 6. Lighting:** The majority of the lighting fixtures added in 1968 and described under the alterations and additions section, including the 14' poles, hanging stems and canopies with sockets, strip fixtures along the fascia, and aluminum housing reflector lights are extant. Several of the white glass globes covering the bulbs on the 14' poles are extant, but none of the white globes on the hanging conduit stems remain. Modern paired spotlights have been added in several locations throughout the pedestrian mall. Store Nos. 13, 16, 18, and 19 have steel frame light wells with fiberglass inserts. The light wells on Store Nos. 13, 18, and 19 appear under the recessed doorways and on Store No. 16 over a planter box. There are no records to indicate when the fiberglass was added in the light wells. The fiberglass on Store No. 16 was painted white.

C. Description of Interior

1. Floor plans:

a. First floor: All of the retail stores are on one level with the exception of Store No. 15 (Facility 2808) that has a wood staircase leading to a storage attic. The store layout on page 36 shows the footprint of each building and the store layout of each individual retail space. All of the sizes of the individual retail spaces that front the pedestrian mall are rectangular in shape and measure between 500 and 3,000 square feet. About half of these spaces are simple open spaces and the other half have been modified with gypsum board wall partitions to accommodate doctors' or dentists' offices, a beauty parlor, a post office, and a restaurant. Store Nos. 1, 10, and 30, which originally had the largest open interior spaces, have been completely remodeled on the interior with offices and classrooms to accommodate the Calvary Chapel.

2. Flooring: All of the stores have different types, colors, and patterns of floor coverings. The types of floor coverings include carpet and various patterns of Vinyl Composition Tile (VCT), asbestos tile, linoleum tile, and ceramic tile. About half of the interior spaces have carpet and about one-third asbestos tile. It is not known what the original floor coverings looked like.

3. Wall and ceiling finish: Many of the interior spaces were altered and the walls are covered with gypsum board, faux wood paneling, or in two spaces, ceramic tile on the lower portion of the walls. The original wall finish was the hollow concrete block on the exterior walls. About one-third of the interior spaces have exposed concrete block walls with random projecting blocks identical to the exterior walls. The lava rock walls also extend through the interior on Store Nos. 10 (Facility 2609) and 27 (Facility 2606). All but two spaces have drop ceilings covered with acoustical tile. Store Nos. 6 and 7 (Facility 2609) have finished concrete ceilings, which appear to be original.

4. Openings:

a. Doorways and doors: Less than half of the spaces have modern flush wood interior doors where the spaces have been partitioned off with gypsum wall boards.

5. Mechanical equipment:

a. Air conditioning, ventilation: The original ventilation in the stores consisted of the sliding obscure glass windows located on the upper walls of the stores. The majority of the windows have been removed and air-conditioning units were mounted in the openings. Store Nos. 1 (Facility 2610), 7 (Facility 2610), 10 (Facility 2609), and 30 (Facility 2605) have central air conditioning with large units on the roof and ductwork along the rear and roof of the buildings. These systems do not appear to be original because several of these spaces had sliding obscure glass windows that have been covered with plywood. An article in the *Honolulu Star-Bulletin* dated August 15, 1955 stated that the Hukilau restaurant originally in Store No. 7 (Facility 2610) was air-conditioned. This is the only store that did not have the sliding obscure glass windows; the storefront windows span the entire wall to the roofline. Several of the interior spaces have ceiling fans.

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- b. **Lighting:** All of the interior spaces have fluorescent lighting, either recessed into the acoustical ceilings or mounted to the ceilings. None of the fluorescent lighting appears original.
- c. **Plumbing:** All of the small retail interior spaces have individual bathrooms in the rear of the buildings with original plumbing, but the sinks and toilets were recently replaced. Store Nos. 1, 10, and 30, which were completely remodeled on the interior by Calvary Chapel, have multiple bathroom facilities.

D. Site:

1. **General setting and orientation:** The Moanalua Shopping Center complex faces in an east-west direction and is surrounded directly to the north, south, and east by parking lots interspersed with fast-food chain restaurants. To the west of the shopping center is a two-story office complex, the Navy Aloha Center. The shopping center is approached from Spence Street and Stewart Avenue and located between the main thoroughfares of Valkenburgh Street, Warden Avenue, De Haven Street and Bougainville Drive. The topography of the land slopes down slightly on the south half of the complex. To the east of the complex is the Navy Marine Golf Course along H-1 freeway, to the northeast of the complex is the Moanalua Manor and Terrace Family Housing, to the northwest is the Pearl Harbor Elementary School, and to the south is the Moanalua Community Church.
2. **Historic landscape design, other features:** The overall character of the complex is defined by the historic landscaping and design features used to provide a pleasant shopping atmosphere and advertisement for the retail spaces. The entire complex is bisected by a partially covered pedestrian mall running east to west through the complex and measuring approximately 30' across and 300' in length. Originally there were eight large planter boxes situated throughout the pedestrian mall, four rectangular boxes located in the center and three square boxes and one rectangular box located on the front and rear of the complex. The large planter box on the east end of the facility was removed some time after 1970. Research did not indicate the exact date the planter was removed, but it was shown on a 1970 store layout plan of the complex. The store layout plan on page 36 depicts the current locations of the planter boxes. Each box is formed by a single row of vertically laid unpainted concrete blocks measuring approximately 3-½" x 16" x 1-½" and identical to the blocks used in the walls of the shopping center. Alternating blocks project out ½", producing a textured pattern identical to the walls of the complex. A ledge for sitting on the top of the wall of vertical blocks consists of unpainted concrete blocks slightly larger in size, measuring approximately 7-½" x 15-½" x 1-½". It is not known what the original plantings inside the boxes looked like, but currently there are moss-type grass and native trees and shrubs. Different sizes of lava rock are interspersed with the grass and plantings. Several of the flower boxes show major signs of deterioration, including cracks and crumbling and broken blocks.

Other features: Store No. 16 (Facility 30) has a recessed concrete flower box painted red with a light well above it, and Store No. 7 (Facility 2620) has a concrete flower box painted blue, level with the storefront windows along the south façade; both appear to be original and are consistent with the modern design of the complex. Connected wood benches painted brown are located on the east and west ends of the

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pedestrian mall. The benches consist of 2 x 4s of varying lengths and are supported by metal pipe-type posts 4" in diameter and 14-½" in height. Some of the benches are pierced by the 4"-diameter pipe posts supporting the canopies and roofs. Different sizes of lava rocks are interspersed with artificial grass in the area between the benches on the west end of the pedestrian mall.

Other features include square plate-glass wood display cases measuring approximately 64" x 48". The wood frame measures 6-½" wide and there is a thin band of aluminum trim (1" wide) around the glass. Nine original display cases are extant and four have been replaced with windows. On the west end of the mall, the concrete store canopies span between Store Nos. 24 through 29, creating a completely covered lower roof. Six unglazed skylights, each approximately 6' square, are positioned in the reinforced concrete roof. The square-shaped skylights are filled with a grid of 2 x 10s, creating thirty-six identical boxed openings. The skylights bring in natural light to the west end of the pedestrian mall and harmonize with the simple modern design scheme. On the east end of the pedestrian mall, two square openings were cut into the concrete canopies; one has fluorescent tube lighting around the perimeter. Fiberglass panels are positioned on the roof over these openings to block rain and it is not known exactly what the openings originally looked like. The intercom speakers used to play music throughout the complex are extant and mounted to the upper walls throughout the pedestrian mall.

Signage was an important feature to advertise the shopping center and draw consumers from afar. The east end of the shopping center has a large blue metal "M" that is held approximately 50' in the air by two thin metal channel supports. The two channel supports are attached at two points on the outer edges of the "M" and supported by a ribbed metal panel that pierces the concrete roof and is mounted on the ground adjacent to Store No. 7 (Facility 2610). A conduit hangs down from the center of the block letter "M" and newspaper articles indicate it was lit up at night to serve as a beacon for the shopping center that could be seen from the adjacent H-1 freeway. On the southwest corner of the complex large metal capital letters spell out "MOANALUA" and "Shopping Center" is executed in smaller script lettering below. The red "M" is slightly larger than the rest of the capital letters and set freestanding on the southwest corner of the concrete canopy to be visible from both sides of the shopping center. The remainder of the letters are red accented with white trim, and mounted on the canopy that extends along the south façade of Store No. 30 (Facility 2605), which originally housed the Foodland Super Market. The scripted "shopping mall" letters are also red.

Aerial signage was also a large part of the individual retail spaces to display the names of the stores and advertise specials. On the west end of the complex a frame to hang signage was created by inserting horizontal steel bars (1" thick) and vertical steel dowels (¾" thick) between the steel pipe posts that support the concrete canopies. The horizontal steel bars are located approximately 3' below the roofline and the vertical steel dowels are spaced approximately 4' apart. The frame is located below the canopy on the west facades of Store Nos. 30 (Facility 2605) and 10 (Facility 2610) and the south façade of Store No. 10. It served to advertise specials for the original tenants: the Foodland Super Market and the Sav-Mor drug store. Additional aerial signage included a simple steel dowel mounted in front of each retail space under the concrete canopy to identify the store. As of September 2004,

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several of these are still extant and in use. The sliding obscure glass window panels also served as backgrounds for illuminated signs.

3. **Outbuildings, related structures:** Facility 2600, formerly the Moanalua Shopping Center Taxi Stand, is located just southeast of the shopping center. Constructed in 1954, the one-story rectangular building has a concrete slab foundation, walls of buff painted concrete block identical to the shopping center, and a roof with wide overhanging eaves, metal framing members, and corrugated metal sheathing. When the building was originally constructed, it functioned as a six-car taxi stand maintained by the Pearl Harbor Drivers Association (PHDA) cab service. After the PHDA vacated the building, it was used as the management office for the Moanalua Shopping Center and as a take-out restaurant called The Crab Tank. The management office is still located within this building. Facility 2600 was determined not eligible for listing in the National Register of Historic Places in 2003.

PART III. SOURCES OF INFORMATION

A. Architectural drawings: No original architectural drawings for the Moanalua Shopping Center were found. Research to obtain the drawings included review of documents at the following locations: the NAVFAC PACIFIC Plan files and the NAVFAC PACIFIC Real Estate files; review of Alfred Preis' original plans for all of his architecture projects located at Jan-Peter Preis' (son of Alfred Preis) architecture studio; the Honolulu Department of Planning and Permitting; the Honolulu Department of Housing and Community Development, Real Property Assessment; and the Honolulu Division of the Department of Housing and Urban Development (former Federal Housing Administration office).

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W.J. Williams, CDR, CEC, USN, By direction of the District Public Works Officer to Moanalua Manor, Ltd., 2 July 1954.

D. Likely sources not yet investigated: The Washington University Libraries in St. Louis, Missouri have a collection of all of the documents completed by Harland Bartholomew and Associates. These records include two documents entitled "Development of a Shopping Center, November 1953" and "Moanalua (sic) Shopping Center." The State of Hawaii Business Registration Division's records indicate the Moanalua Manor Shopping, Inc. and Moanalua Terrace Shopping, Inc. were merged in the 1970s to become Moanalua Terrace Shopping, Inc., a public company with stockholder's records located in Nevada. A reference was made in the NAVFAC Pacific Real Estate Files to the Board of Director's Stockholder's Meetings.

E. Supplemental Material: An image dated circa 1960 of the "Moanalua Shopping Center's Sidewalk Bazaar" showing the pedestrian mall of the shopping center lit up for night shopping from the "M" Bulletin of the Moanalua Merchants Association is located in the NAVFAC Pacific Real Estate Files. A 1957 image of the east end of the shopping center showing the front approach, landscaping, and big "M" sign is located in *A Guide to Architecture in Honolulu 1957* located at the Hawai'i State Library.

PART IV. PROJECT INFORMATION

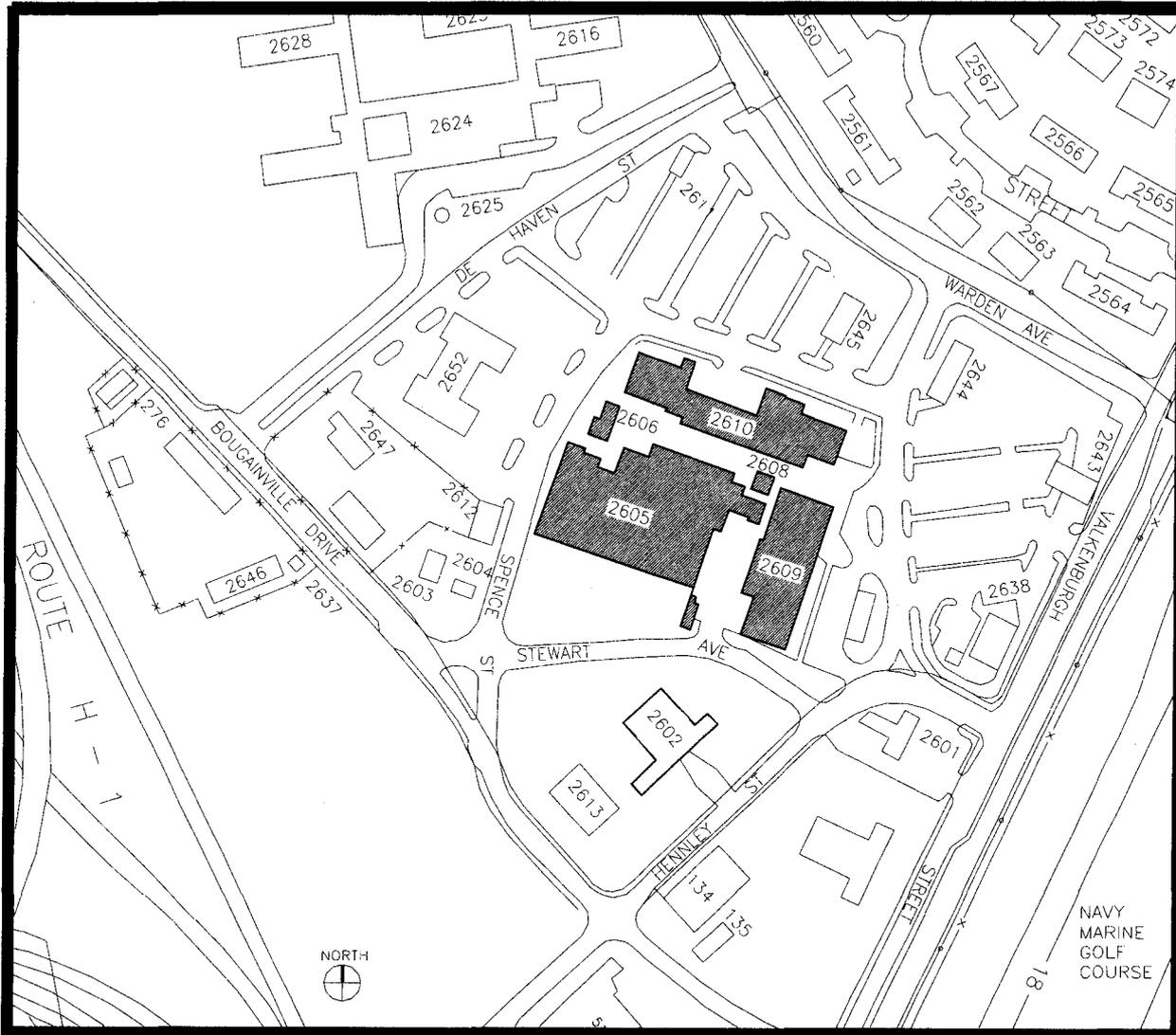
Commander Navy Region (COMNAVREG) Hawai'i proposes to demolish the Moanalua Shopping Center for the construction of a new Navy community support facility and a commercial facility for the private developer. In accordance with the Moanalua Shopping Center Memorandum of Agreement (MOA) among the COMNAVREG, the Advisory Council on Historic Preservation (ACHP), and the Hawai'i State Historic Preservation Officer (SHPO) dated 2/25/04 the development of the area by the Navy will have an adverse effect on the Moanalua Shopping Center complex and site and on the Moanalua Community Church. In accordance with 36 CFR, Part 800, implementing regulations of Section 106 of the National Historic Preservation Act COMNAVREG Hawai'i consulted with the ACHP, the Hawai'i SHPO, the Hawai'i Conference Foundation (HCF), the Historic Hawai'i Foundation (HHF), the National Trust for Historic Preservation (NTHP), the Office of Hawaiian Affairs (OHA), the O'ahu Council of the Hawaiian Civic Clubs, and the National Park Service (NPS). This photo documentation and recordation has been carried out by COMNAVREG Hawai'i as partial fulfillment of the mitigations stipulated in the Moanalua Shopping Center MOA between COMNAVREG, ACHP, and the Hawai'i SHPO. This project is being supervised by Jeffrey Dodge, Historic Preservation Specialist at NAVFAC Pacific. The photographic documentation was undertaken by David Franzen, a photographer in Hawai'i

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with twenty-five years of experience completing photography that meets HABS specifications. Erika L. Webb, Architectural Historian of Mason Architects, Inc. carried out the research and prepared the written documentation. Fieldwork and research was conducted during the months of August and September, 2004.

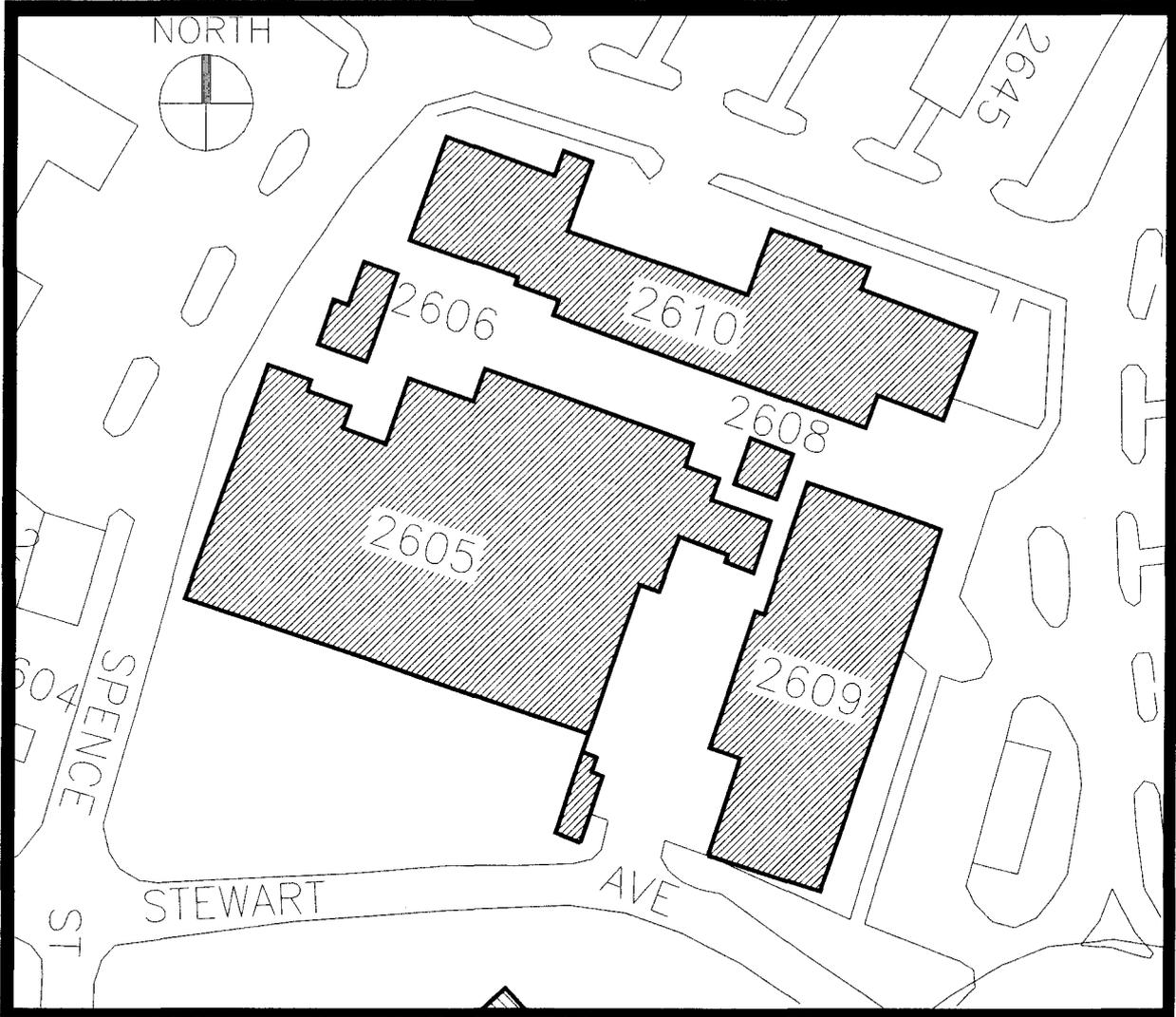
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Location Map of Moanalua Shopping Center with Navy Assigned Facility Numbers (reduced, not to scale)



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Site Map of Moanalua Shopping Center with Navy Assigned Facility Numbers (reduced, not to scale)



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Moanalua Shopping Center, Final Plan (Kiyoto Hanatani, Registered Land Surveyor, Honolulu, 8/10/54) (reduced, not to scale)



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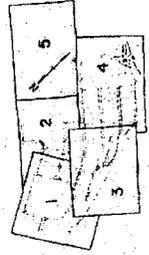
Moanalua Shopping Center, Key Map, Showing Conditions as of 10 March 1960, (Y & D Drawing No. 865647, 3/10/60) (reduced, not to scale)

LEGEND

EXISTING BUILDING	---
DESIGN WATER	---
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WATER B100	---



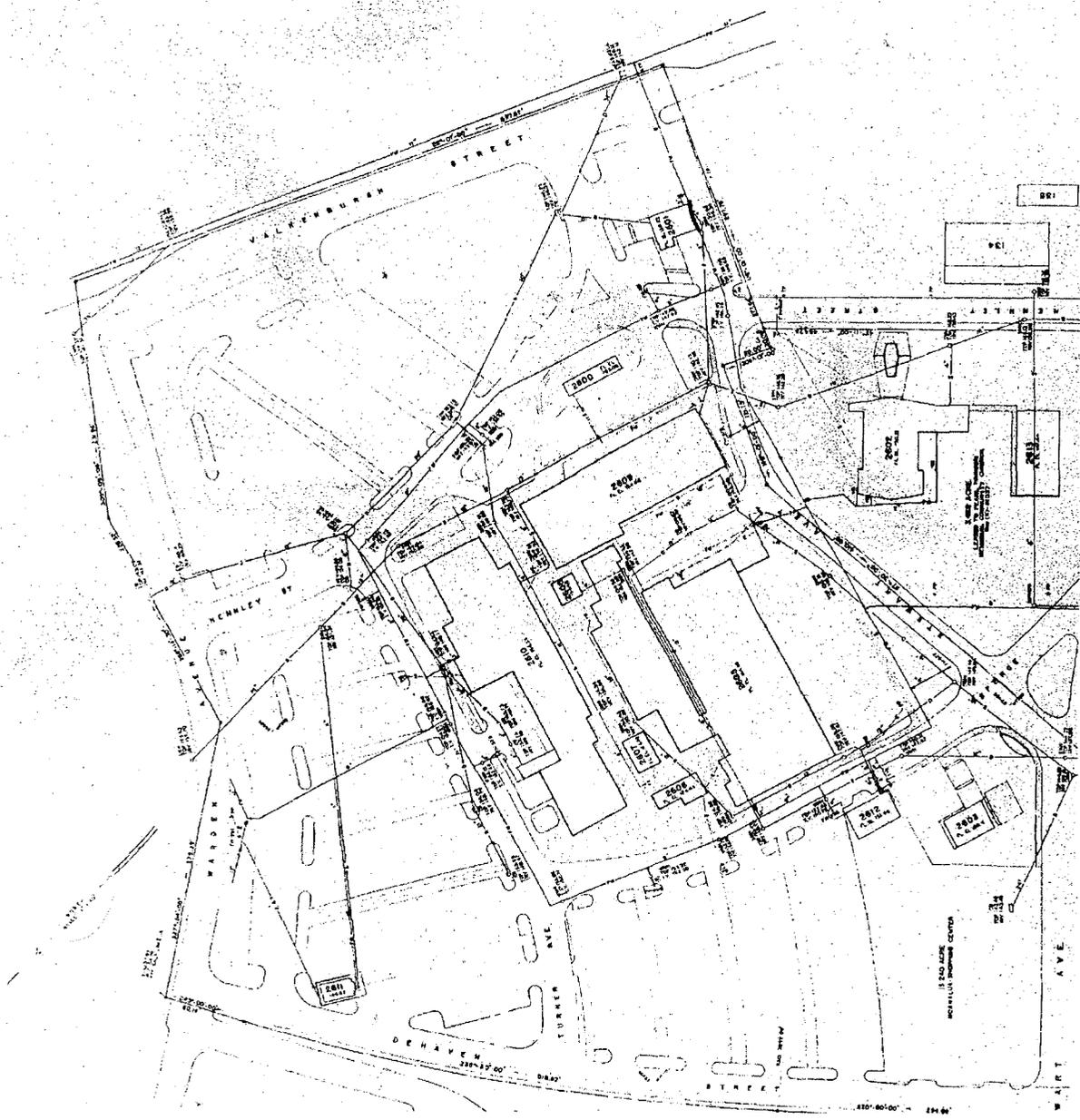
SEE LEGEND FOR EXPLANATION OF SYMBOLS AND LINE TYPES. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SPECIFIED.



KEY MAP

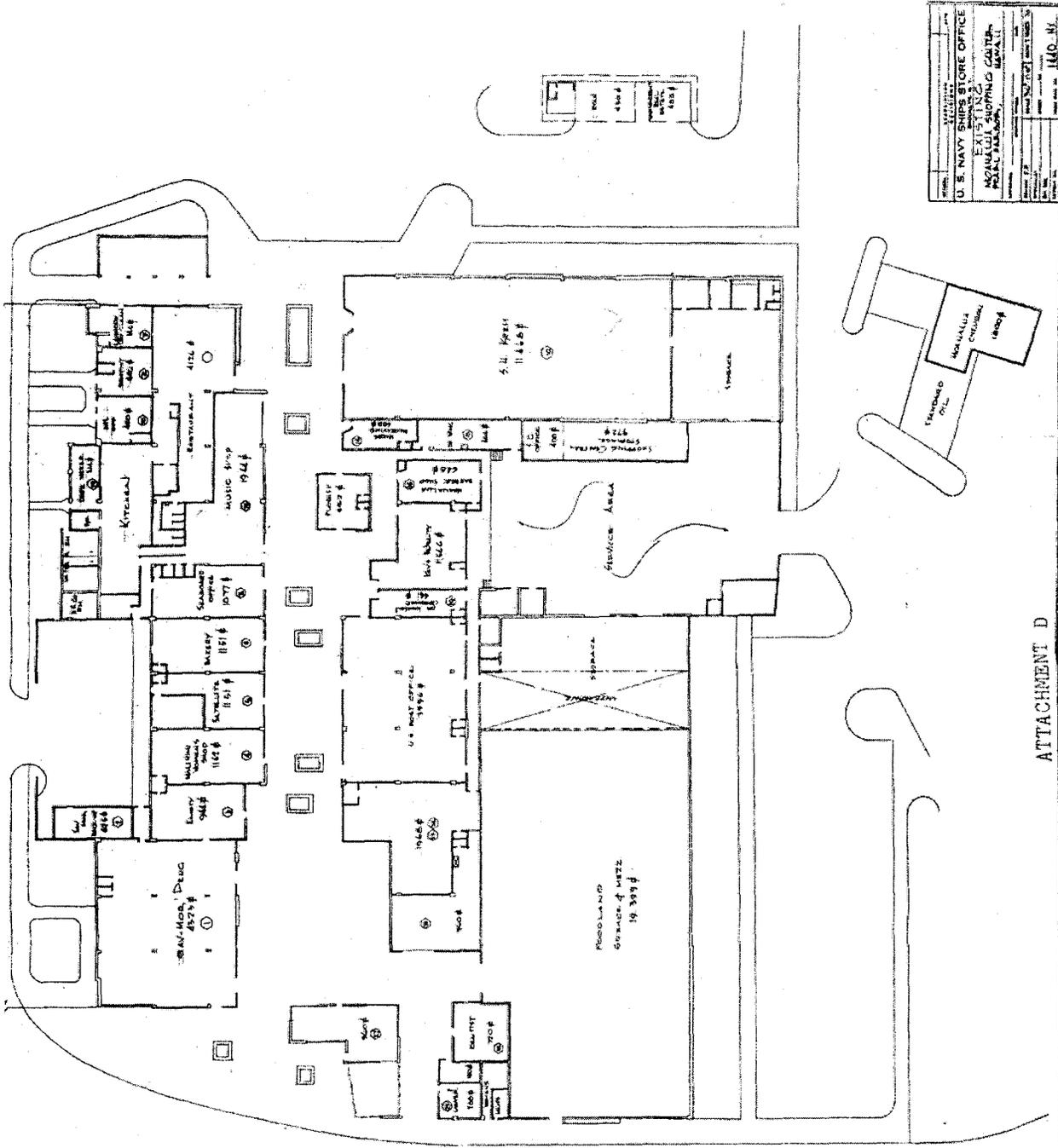
SHOWING CONDITIONS AS OF 10 MARCH 1960

Y & D DRAWING NO. 865647
SHEET 3 OF 5



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Moanalua Shopping Center, Store Layout (Drawing No. 1440-NX, 3/2/70) (reduced, not to scale)



ATTACHMENT D

MOANALUA SHOPPING CENTER
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Current Plot Plan, September 2004 (reduced, not to scale)

