

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Honoka'a Garage

Other names/site number: Honoka'a Garage property; Kuramitsu Garage; Paiva Garage; Honoka'a Marketplace

Name of related multiple property listing: Historical and Architectural Resources of Honoka'a Town, Haina Ahupua'a, Hāmākua District, Hawai'i Island, Hawai'i

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 45-3586 Māmane Street

City or town: Honoka'a State: Hawai'i County: Hawai'i

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

x A ___ B ___ x C ___ D

<p>_____ Signature of certifying official/Title:</p> <p>_____ State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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In my opinion, the property <u> x </u> meets ___ does not meet the National Register criteria.	
<hr/> Signature of commenting official:	Date
<hr/> Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions

(Enter categories from instructions.)

OTHER/automobile repair garage and gas and oil station

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/department store/marketplace

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER/plantation

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: poured-in-place concrete (*mauka*) and posts and piers (*makai*); Walls: wood; Roof: (*totan*) corrugated iron.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Honoka‘a Directional Terms:

makai (downside, toward the ocean, roughly to the north)

mauka (uphill, toward the mountains, roughly to the south)

Waipi‘o/Waipi‘o side (roughly to Waipi‘o Valley on the west)

Hilo/Hilo side (roughly to Hilo on the east)

The Honoka‘a Garage is a single story commercial building which sits on a *makai* (seaward) sloping, 3,998 square foot lot on the *makai* side of Māmane Street in Honoka‘a. The building is located on a street lined with commercial buildings and contributes to the commercial character of the town’s downtown core. The 35 feet x 95 feet building follows a rectangular plan and is a former service station that has been converted into a store. It is characterized by a demi-

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hexagonal canopy which extends out from the façade. The canopy has a *totan* (corrugated metal) hipped roof and is supported on its street front by a pair of centered, paneled, square columns. A false front, with an elevated center, rises up from the rear of the canopy. The false front terminates in a stepped parapet. Behind the false front is a corrugated metal hipped roof with overhanging eaves with exposed rafter tails. The building has shiplap walls and sits on a concrete (*mauka*) and post and pier (*makai*) foundation. The building remains in good condition and retains its integrity of location, design, materials, setting, craftsmanship, feeling and association.

Narrative Description

The Honoka‘a Garage is three-bays wide with a centered entry flanked on either side by a single pane display window. The entry has a double doorway, with each door having ten panes. The façade runs parallel to Māmane Street and has a street level, concrete paved floor under the canopy. The canopy’s two columns sit on 12’ x 12’ concrete blocks and support a beam which extends beyond the columns and terminates with carved ends. The beam supports tie beams which extend from the building. The tie beams also have decoratively carved ends, giving the otherwise classical column ensemble an Asian feeling.

The left (Waipi‘o) side of the building is clad in shiplap siding and has four modern pairs of sliding windows in it. The shiplap siding also wraps around the right (Hilo) side of the building, but stops approximately 7’ back, giving way to vertical, corrugated metal siding. This side also has four new pairs of sliding windows, as well as a screened opening at its rear end. The rear of the building is clad in vertical corrugated metal. As the building follows the contour of the terrain, there is an additional understory below the building at the rear. A hinged door in the Hilo end of the rear elevation provides access to the lower floor, as does a pair of large sliding doors at the Waipi‘o end of the elevation. The sliding doors are made of vertical planks. The upper story of the rear elevation features two pairs of modern sliding windows.

The interior of the Honoka‘a Garage has been remodeled for use as a retail space. It still retains its open ceiling with its simple truss system.

The Honoka‘a Garage retains its massing, scale, materials and such character defining elements as its false front and service canopy. Although it has been rehabilitated on the interior, it is still recognizable as a former service station thanks to its service canopy with its rather ornate columns. As such it continues to contribute to the historic character of Honoka‘a, maintaining Māmane Street’s historic street frontage.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

COMMERCE

ARCHITECTURE

Period of Significance

1912 (first notification of M.S. Botelho Garage in business directories) and 1914 (Sanborn Fire Insurance Map) to 1968 (end of the historical period)

Significant Dates

1912 to 1927—M.S. Botelho's Garage leased the property. (Unable to find documentation for overlapping of leased property occupancy between 1917 and 1927)

1914 Ca.—Approximate date that the two buildings on this property were joined.

1917 Ca.—U. Kuramitsu leased the property for his Honoka'a Garage and automobile livery service.

1927 Ca.—Approximate date that the front extension was added. (see p. 19)

1934 to 1958—U. Kuramitsu owned the Honoka'a Garage property.

1958—Property transfer from U. Kuramitsu to Alfred Paiva.

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Significance Summary

The Honoka‘a Garage is eligible for the National Register of Historic Places on the local level under Criteria A (Events/History) and C (Architecture). The Honoka‘a Garage is associated with events that have made a significant contribution to the broad development patterns of Honoka‘a and Hawaiian history in the area of commerce, as an important later nineteenth/early twentieth-century automotive servicing center for the local (sugar) plantation workers, ranchers, and independent farmers. The building’s simple yet commanding presence on Honoka‘a’s main street and has long been established as an important focal point for town activities and events. This narrative emerges from the Multiple Property Submission in which the development of the town and the Honoka‘a Garage is directly related to the acquisition of the property and the building/reconfiguring of this structure in this location. The Honoka‘a Garage is significant at the local level under Criterion C as a good example of vernacular commercial “plantation” style architecture—a wood commercial building constructed in Hawai‘i during the later nineteenth and early twentieth centuries which adapted well to a wide variety of commercial uses. It is typical of its period in its use of materials, method of construction, craftsmanship, and design.

Justification of the Period of Significance

The period of significance began with the earliest 1914 Sanborn Fire Insurance map showing two separate buildings on the property. The later 1914 Sanborn map shows that the two buildings on the property being reconfigured and merged into a one-building service station. From that time, up to 1968 (the end of the historical period), the building was a garage and service station: M.S. Botelho’s was its first proprietor; then its longest-serving proprietor was Ukichi Kuramitsu; and up into 1968 (the historical period) with Alfred Paiva and then his stepson Franklin Paiva serving as proprietors. Its plantation-style building adapted easily to successive owners, and today it retains all the major characteristics of the original building’s architecture.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historical Background

Transportation and Automobile History in Hāmākua and Honoka‘a

Criterion A—Area of Significance—Commerce: Automobile livery services provided chauffeured transportation in Hāmākua and Honoka‘a when few people had cars. With the coming of motor vehicles many Honoka‘a businesses and townspeople utilized the services of drivers (Kuramitsu,

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Kuwaye, Kitagawa, and Okubo), Andrade’s bus, and transit companies (Nagao, Kuwaye Brothers, and Coastline). These transportation providers needed gas, oil, and vehicular maintenance services to enable them to perform long hauls between Honoka‘a and the port towns of Hilo and Kawaihae. Over time, these transit providers developed personal relationships with service station proprietors and became their life-long clients.

In 1933 there were six service stations listed in a social survey and study of Honoka‘a Town by the students (edited Mary Han and Vivian Botelho) of John Reineke’s class at Honoka‘a Intermediate School. Three of the service stations had repair garages. The Honoka‘a Garage was one that offered both services.

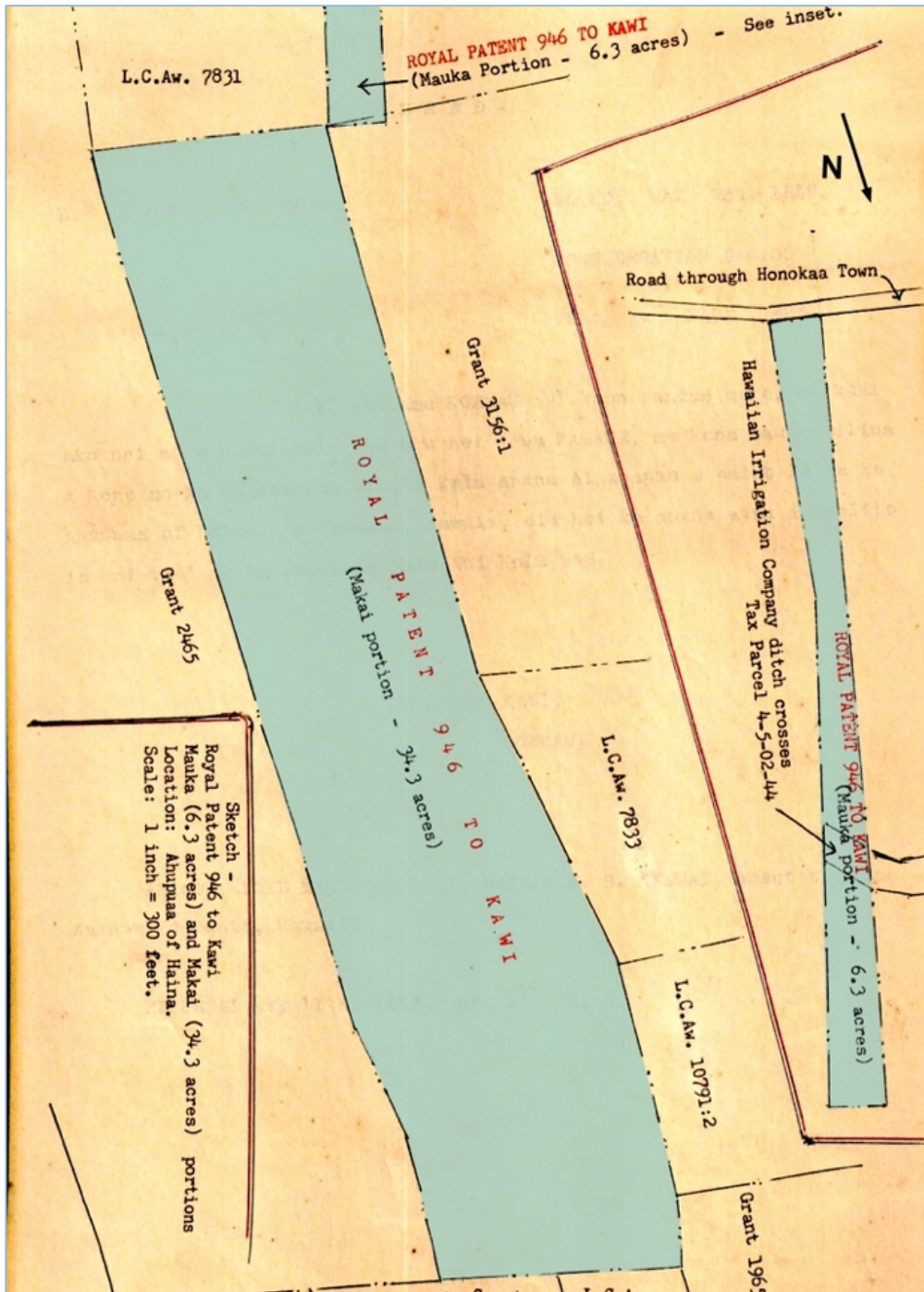
Criterion C Area of Significance–Architecture: Gasoline stations developed in the early twentieth century as the number of automobiles on the road rapidly increased. The first such stations were freestanding, curbside pump “add-ons” to existing retail businesses. Curbside pumps were potential collision fire hazards, however, and by 1914 local governments were instituting building code regulations requiring fuel dispensing on better-protected separate, raised “islands” within the property. The new gas station designs usually also included a small office and canopy over the pumps.

Also during the 1920s, gasoline stations began to expand their function to offer automotive tires, batteries and other accessories, and also mechanical repair and lubrication services. As a result, display windows and service bays appeared. The service bays were at first detached structures, but increasingly they became incorporated into the main building, adjoining the office. In 1925 hydraulic lifts were introduced, which soon supplanted the below-grade grease pits. The Honoka‘a Garage also had a light testing area where a car was driven up a short ramp and the alignment of the headlights checked. In addition, rest rooms, which first appeared at a few gasoline stations during the teens, became a commonplace part of the stations during the 1920s, as the automobile became used more and more for pleasure trips. As a result of all these changes, by the 1930s the gasoline filling station had evolved into a service station.

Property History

In 1852, Hawaiian Kawi received both Land Commission Award 7851 and Royal Patent Award/Grant 946 abutting Māmane Street for \$30.50 (*Bureau of Conveyances*, Grant Book #5, p. 311). This land is located in Haina 1 Ahupua‘a, Heeka ‘Ili. A portion, or perhaps all of this 40.6-acre award, was “old land from Kawi’s parents.” Six and three-tenths acres comprised the *mauka* portion of Grant 946. The *Mahele* document indicates that the *mauka* property was adjacent to and bordered by the “*kapuai a hiki i ke alanui Aupuni alaila ma ia alanui*” (a road/path/trail, the Government Road/ Māmane Street).

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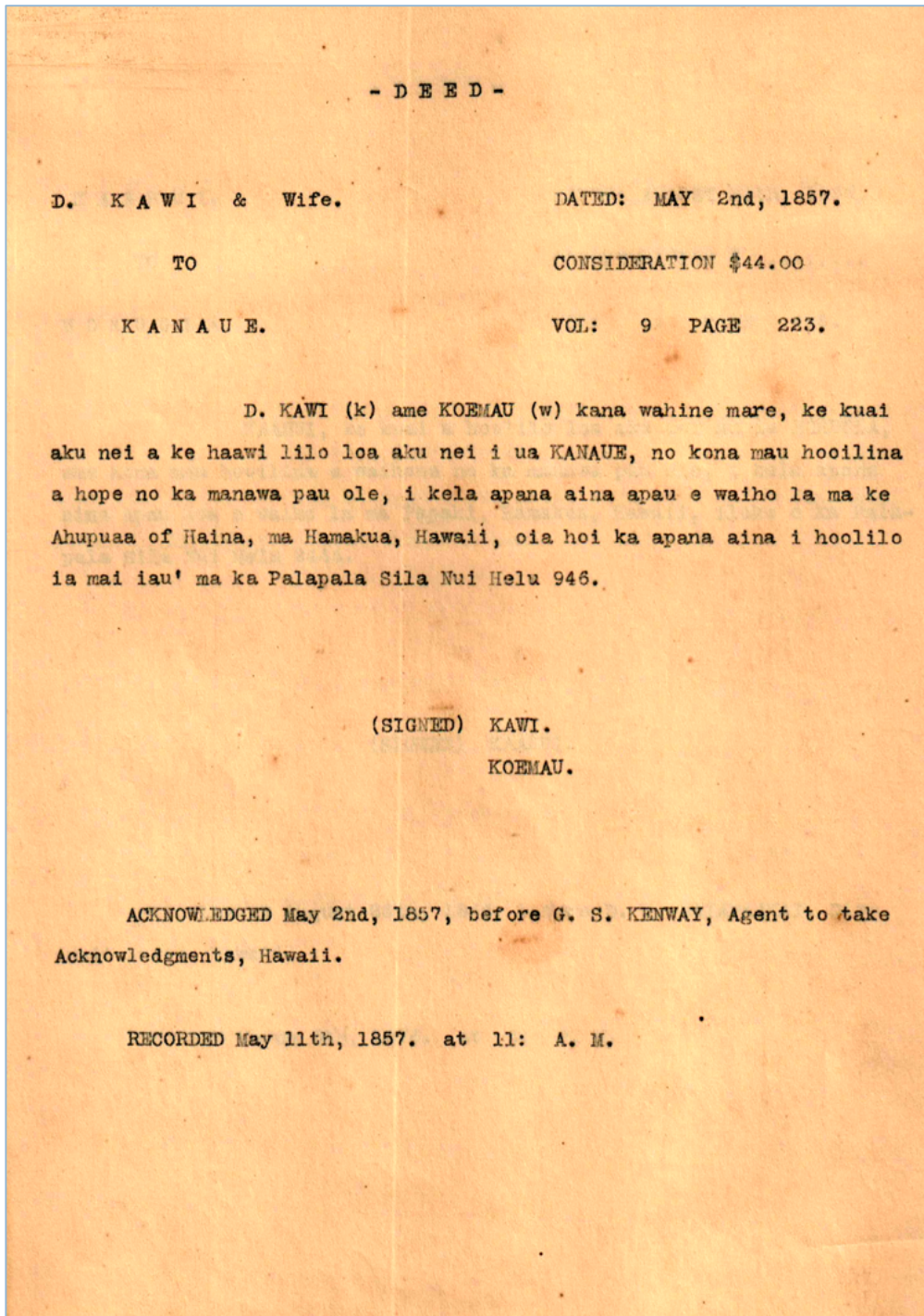
This map was probably created at the same time as the deed in 1857. Also, according to the 1912 map in the *Honoka'a Sugar Plantation* book of field maps, Grant 946 is situated in "Field 19," p. 98. (see p. 62)

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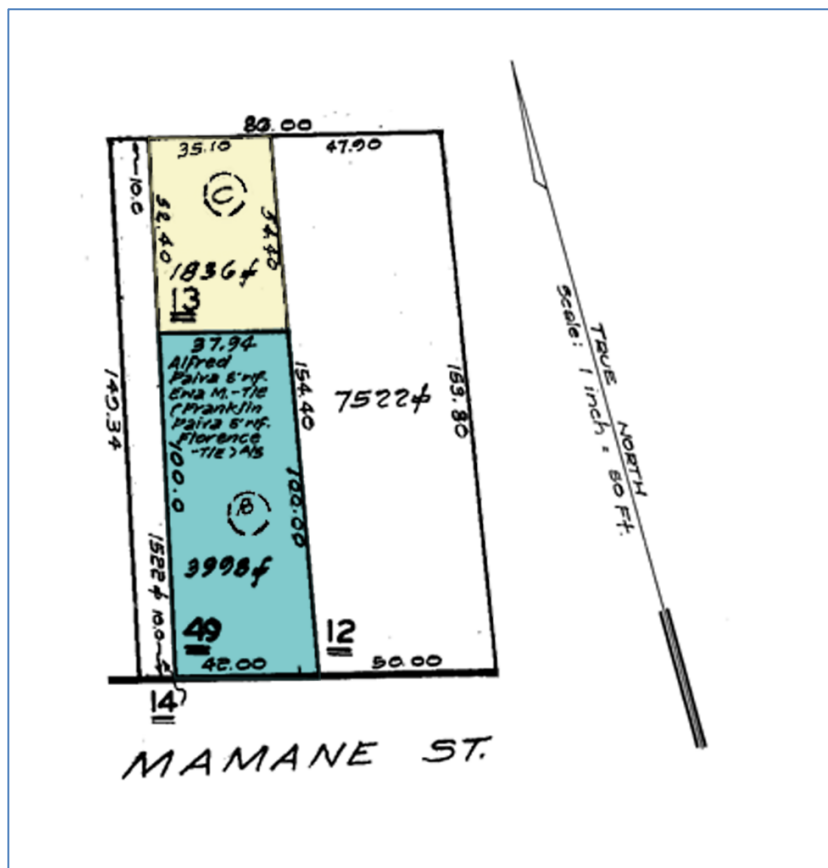
In 1857, this "Palapala Sila Nui Helu 946" (sealed document enumerated=deed) was transferred for \$44.00.

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In 1877, Kanaue and Kamamao sold the property in Grant 946 to William Rickard (*Bureau of Conveyances*, Liber 9, p. 223). After Williams's death, wife Nora placed all her property holdings with the First Trust Company of Hilo (*Bureau of Conveyances*, Liber 50, p. 132).

In 1931, the Charles Merriam Trust foreclosed on all Nora Rickard's lands on Hawai'i Island as well as on O'ahu for \$24,700. The foreclosure deed noted a 12-year 8-month lease (ca. 1917-1918) of ■ Lot B (the parcel located in the *mauka* portion of Grant 946, and adjacent to the Government Road) to Ukichi Kuramitsu and that it was to be continued despite the foreclosure (*Bureau of Conveyances*, Liber 1138, p. 170).



Detail of 1949 TMK (3) 4-5-16 map showing the separation of the two properties: ■ Lot B Parcel 049 and ■ Lot C Parcel 13.

In 1934, and prior to the end of the lease, Kuramitsu purchased ■ Lot B and ■ Lot C from the trust for \$4,670.4—the total footage for both lots was 13,344 sq. ft. (*Bureau of Conveyances*, Liber 1227, p. 434).

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In 1944, Kuramitsu subdivided and sold off the 7,510-sq. ft. ■ Lot C to Alfred Awong for \$3,755 (*Bureau of Conveyances*, Liber 1802, p.28) By 1949, a new TMK plat map was created: (from (3) 4-5-7 to) 4-5-16 and all the parcels are dropped into this plat map. (“The old lot” had been 4-5-7: 13.) The new numbering system and the subdivision of Kuramitsu’s ■ Lot B of are reflected on the new plat map. The 3,998 sq. ft *mauka* ■ Lot B became Parcel 49; and the 1,836-sq. ft. *makai* ■ Lot C became Parcel 13.

In 1958, Kuramitsu sold the *mauka* ■ Lot B, Parcel 49 property (where the garage is located) to Alfred Paiva for \$22,400 (*Bureau of Conveyances*, Liber 3546, p. 496).

In 1974, Alfred Paiva sold the Honokaa Garage to stepson Franklin Paiva, and in 1994, Franklin sold the Honokaa Garage property to Sheila and William Chambers.

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Events/History

Building History

Earliest known usage

According to unsubstantiated town lore as related by present property owner, Sheila Chambers, the *makai* building on Lot B was constructed in 1896 and housed a Japanese theater (interview, 2015). Prior to 1914 there were two buildings on original TMK: (3) 4-5-016 033 property. The earliest 1914 Sanborn Fire Insurance map (p.17) shows the *makai* building as a “Jap. Theater.” When preparing Lot B for her retail enterprise, Chambers found the housing in the understory where the long-gone automobile engine could have been mounted to generate electricity for the film projector. The theater presented silent Japanese films (likely with a *benshi* [a Japanese performer who spoke the actors’ lines and explained and elaborated the action to the audience) and also *shibai* (Japanese costume dramas usually put on by travelling troupes from Japan). (Today in Hawai‘i the term *shibai* has come to mean a falsehood or exaggeration.) Local tradition says that it was also where local Japanese marriages were arranged.



PHOTOGRAPHS: LAURA RUBY

Backdoor sliding assembly for the understory.

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Newer understory beams supporting the older commercial story flooring.



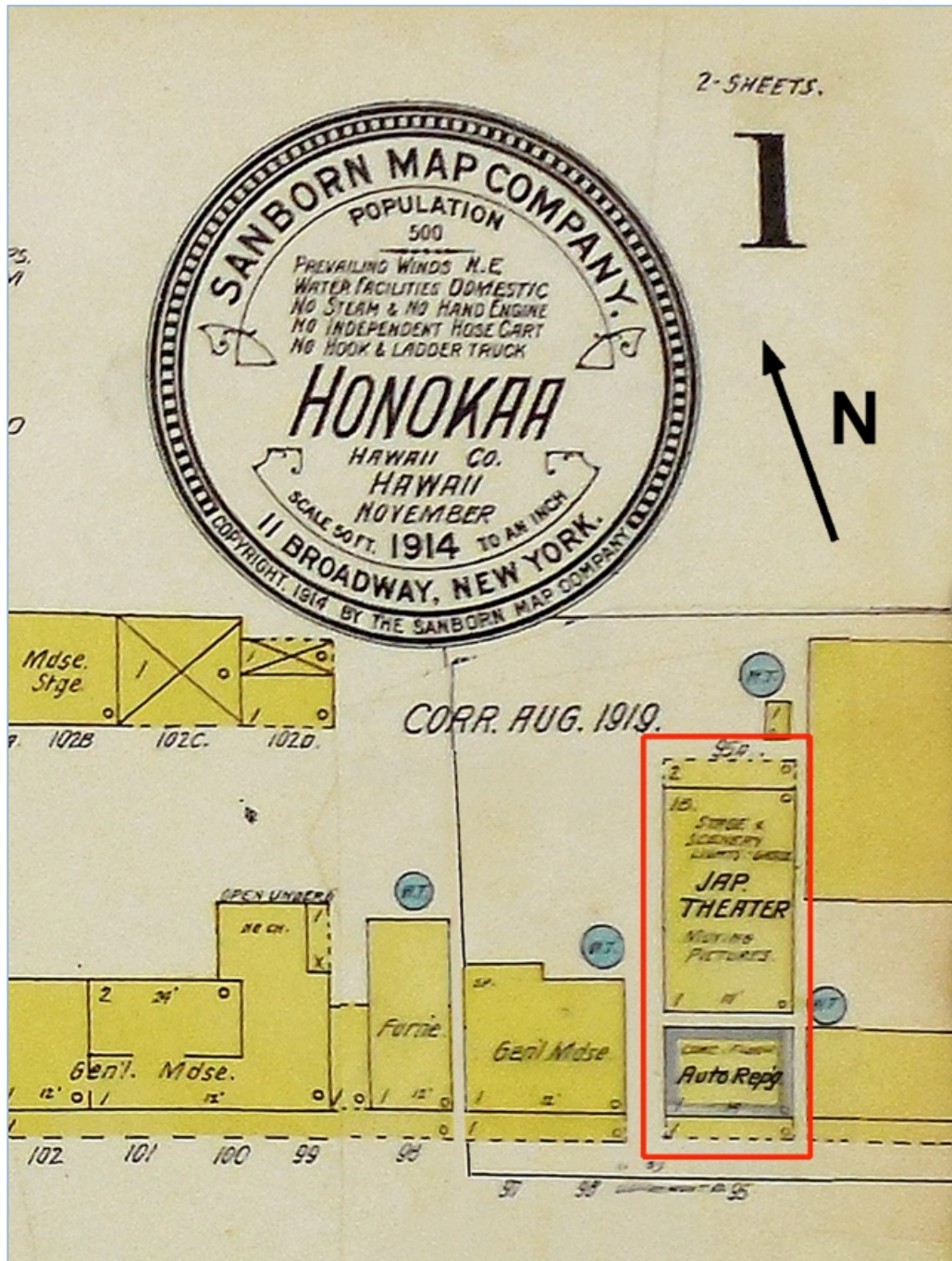
Left: Stone and concrete floor and wall probably used for the automobile engine mounted for the movie projector. Right: Wall and beams adjacent to the projector area. Note: the porcelain electrical knobs above.

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This earliest version of the 1914 Honoka'a Sanborn Fire Insurance Map shows two buildings on the property. The *makai* building says "Jap. Theater" and Stage and Scenery . . . and "Moving Pictures," and the *mauka* Māmane Street building says "Auto Rep'g."

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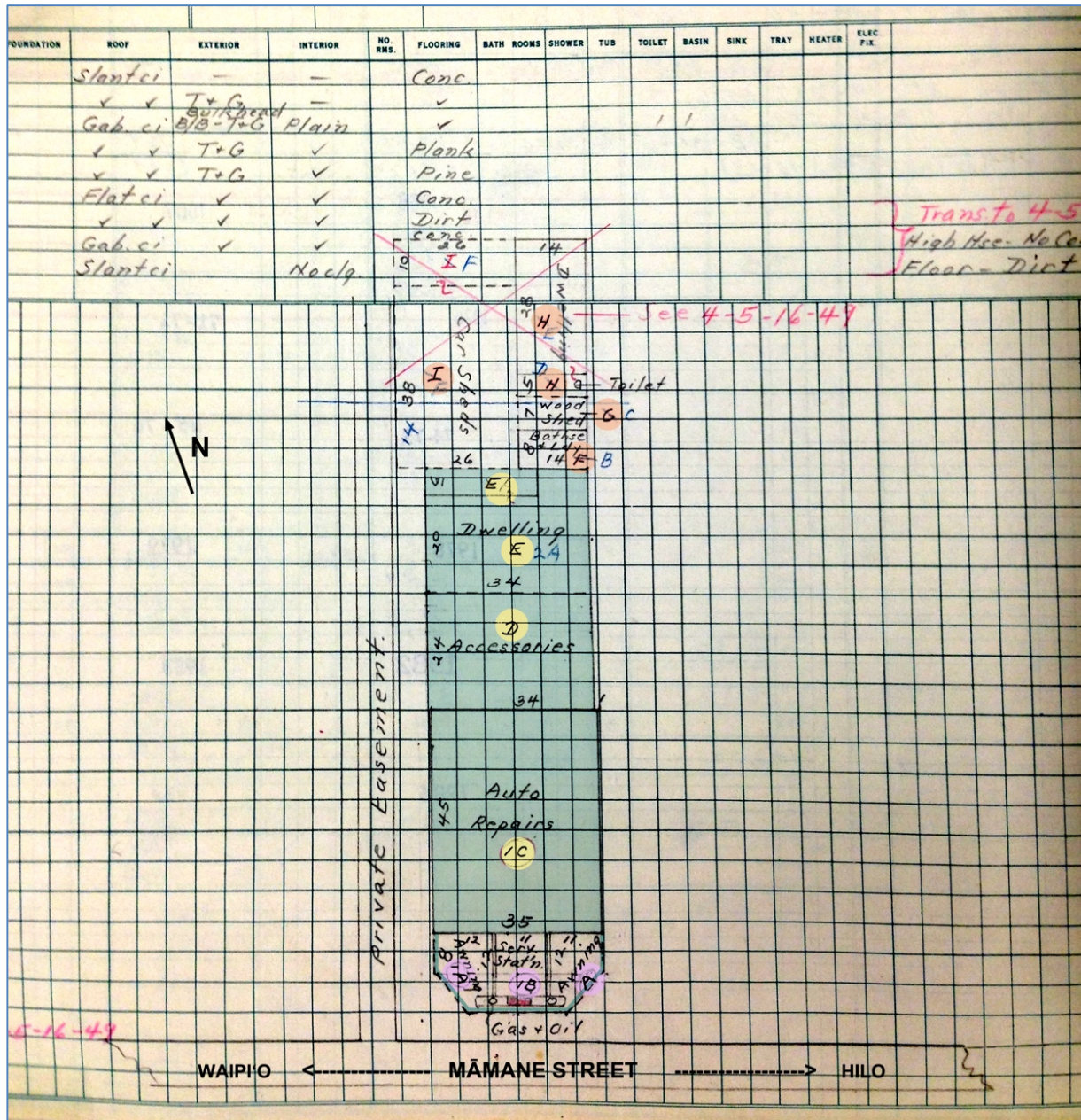
This later version of the 1914 Sanborn Fire Insurance map records the two buildings shown above joined after a fashion as M.S. Botelho's Garage. Botelho would have had his business there from about 1912 to 1927 (the construction date of his new M.S. Botelho Building and Garage). The most *makai* portion of the joined building says "wood floor, no power, no heat, no lights." The *mauka* portion of the joined building says that "Hardware and Auto Supplies" were sold there. Notice the signature demi-hexagonal lānai canopy has not been fabricated at this time.

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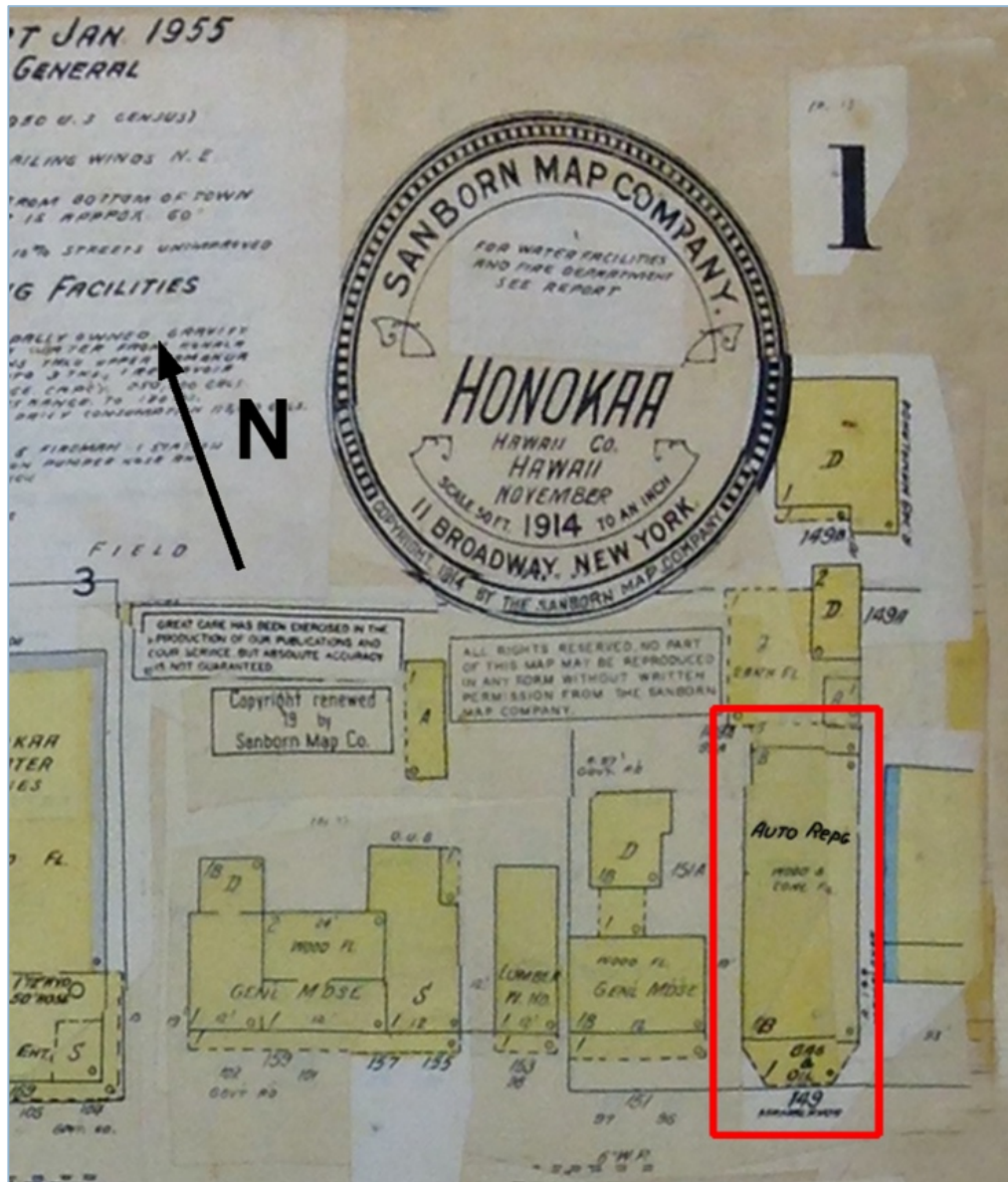


HAWAII COUNTY FIELD BOOK

This building plan was drawn soon after 1934 when the parcel numbers were reassigned. In 1951 roof repairs were made to three portions of the building [C, D, and E with yellow circles]. (The *makai* rear portion [F, G, H, and I with orange circles] may have been demolished between those dates, and it is no longer in the relevant TMK 4-5-16-049.) The present lot is 100 feet deep *mauka* to *makai*.

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This updated and revised 1955 Sanborn Fire Insurance map shows that the seamless conjoined elongated building was entirely devoted to “Auto Repairing.” The front façade extension and canopy were added about 1927. Note the drawing shows a seamless building outline, but the 2017 photos below show both the interior and exterior joints. The building’s longest use was as a service station.

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PHOTOGRAPHS: LAURA RUBY

The exterior and interior seamed joints for the former two buildings.

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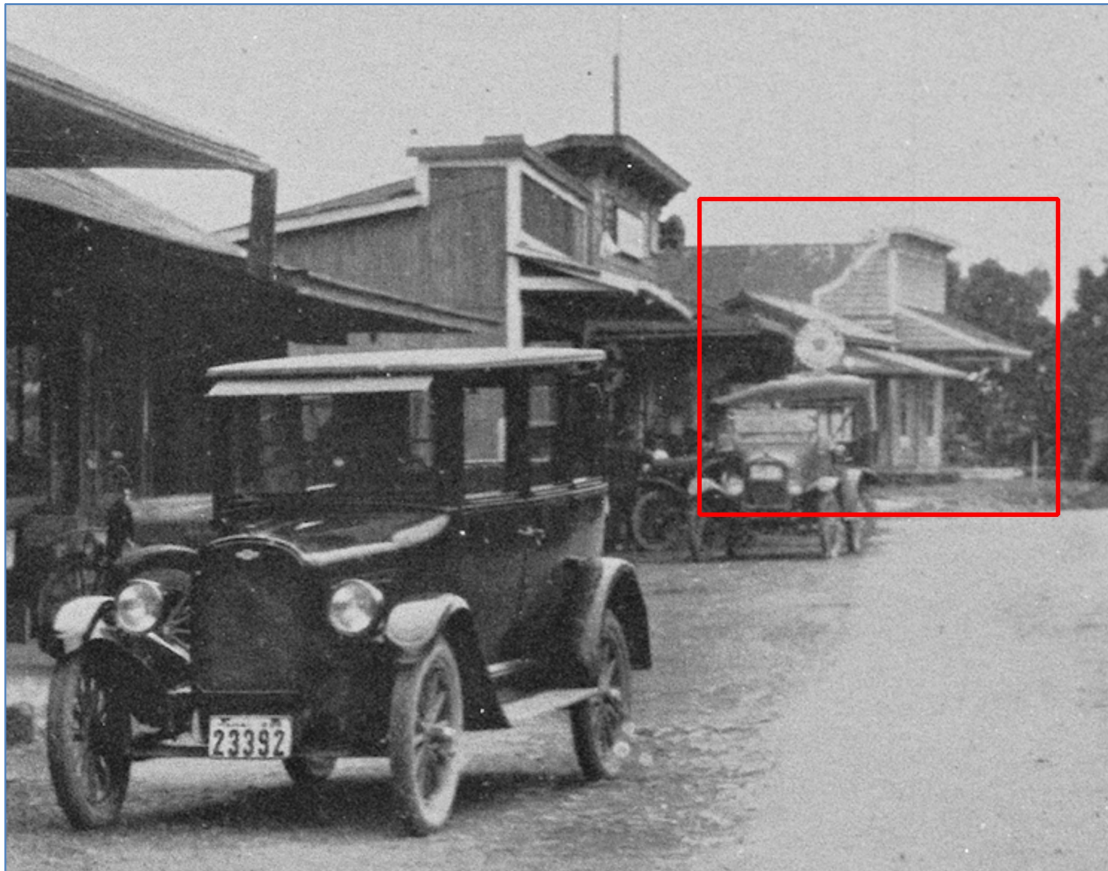


SAKATA ART STUDIO

Above: This photo was taken Ca. 1927. In the distance, the awning/porte-cochere of the service station welcomes business on Māmane Street; Below: Detail showing the Honoka'a Garage canopy awning and sign.

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PHOTOGRAPHS: LAURA RUBY

Two examples of adaptive reuse taking discarded pieces of metal and giving them new life. Left: The Honoka'a Garage shim made from a buggy/wagon or automobile spring; and right: a macadamia nut cracker made from unknown metal parts. Not only was the building repurposed, but also cast off objects were reused.

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NORTH HAWAI'I EDUCATION AND RESEARCH CENTER

1940s view of Māmane Street. The Honoka'a Garage 76 sign is prominent on the right of the photo. Note, the sign juts out beyond the property line, and is perpendicular to the road to attract through traffic.



BERNI RUIZ COLLECTION

The following three photos ca. 1970s show how little the Māmane Street façade changed over the years.

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PAIVA FAMILY COLLECTION



HONOKA'A LIBRARY COLLECTION