

United States Department of the Interior
National Park Service

56 731

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: Little Makalapa Naval Housing Historic District

Other names/site number: Naval Housing Area No. 5, Makalapa Naval Housing

Name of related multiple property listing:

N/A

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

2. Location

Street & number: Palmyra Street and Tarawa Drive

City or town: Honolulu State: Hawaii County: Honolulu

Not For Publication: Vicinity: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 X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national X statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

<u>Karmig Phuanuican / FPO</u>	<u>1-24-2017</u>
Signature of certifying official/Title:	Date
<u>Dept. of the Navy</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u>X</u> meets ___ does not meet the National Register criteria.	
<u>Alu [Signature]</u>	<u>12.7.16</u>
Signature of commenting official:	Date
<u>Deputy State Historic Preservation Officer</u>	
Title :	State or Federal agency/bureau or Tribal Government

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>15</u>	<u>N/A</u>	buildings
<u>N/A</u>	<u>N/A</u>	sites
<u>N/A</u>	<u>N/A</u>	structures
<u>N/A</u>	<u>N/A</u>	objects
<u>15</u>	<u>N/A</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/Institutional housing

Current Functions

(Enter categories from instructions.)

VACANT/Not in use

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7. Description

Architectural Classification

(Enter categories from instructions.)

Modern Movement

Ranch Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete and Wood

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

Little Makalapa Navy Housing Historic District (Little Makalapa Historic District) is a residential neighborhood located on the island of Oahu in the Hawaiian island chain. Little Makalapa Historic District is situated on the western exterior slope of the extinct Makalapa Crater, overlooking the waters and shore-based facilities of the Pearl Harbor naval installation, now known as Joint Base Pearl Harbor-Hickam (JBPHH). Little Makalapa Historic District is loosely bounded by Center Drive to the east, Kamehameha Highway to the south and west, and a naturally formed escarpment to the north. (Refer to maps in the Additional Documentation section.) The 5.8-acre development consists of 15 wood framed, duplex buildings with attached carports, divided into 30 housing units. The homes were designed in the offices of locally renowned architect Charles William (C. W.) Dickey and constructed by Contractors Pacific Naval Air Bases (CPNAB) from 1941–42. The buildings combined architectural influences of the Modern movement and the Ranch Style. They are two-stories in height, feature double hipped and side-gabled roofs, covered lanais that extend the length of their front façades, and asymmetrical fenestration patterns. The buildings are sited along two internal roads, Palmyra Street and Tarawa Drive, which form a reverse D-shaped circulation network that loops through the property (fig. 7-1). The neighborhood's perimeter is fenced and heavily vegetated. The vegetation has created a natural buffer from the busy thoroughfares and commercial districts nearby. Relatively minor architectural changes have been made to the duplexes since their construction, and few non-historic intrusions have been constructed within the boundaries of the district. The overall condition of the buildings is fair, although they have been vacant and under closure since 2006. The district maintains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

Narrative Description

(See Section 7 Continuation Sheets)

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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.)

Community Planning and Development

Architecture

Military

Period of Significance

1940 - 1945

Significant Dates

December 7, 1941

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Dickey, Charles William (Architect)

Contractors, Pacific Naval Air Bases (Contractors)

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.)

The Little Makalapa Naval Housing Historic District is a small grouping of 15 nearly identical duplexes at Joint Base Pearl Harbor-Hickam, planned as early as 1940 and completed in 1941, during the military build-up before World War II. The district is tucked into a small pocket of land, isolated from its surroundings by both steep topography and busy transportation corridors. The Navy's maximized use of this small parcel of land is representative of the mobilization era before World War II, when new military facilities were constructed on all available land, as quickly and as economically as possible. The Little Makalapa Naval Housing Historic District remains as a tangible link to the Navy's large-scale program to construct modest, standardized, economical multi-family housing at Pearl Harbor during this era – historically known as Housing Area Nos.1 through 5. Within this scheme, the Little Makalapa Naval Housing Historic District formed part of Housing Area No. 5 along with the Makalapa Naval Housing Historic District located beyond the gully to the north. While the Makalapa Naval Housing Historic District focused on single-family housing, incorporating a variety of plans and a higher level of design detail from the outset, Little Makalapa stands as a document of the more modest multi-family housing that was much more prevalent at

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Pearl Harbor during World War II. In fact, Housing Area Nos.1 through 4 historically contained 65 additional duplexes that closely resembled the units in Little Makalapa—alongside over 200 other units of various multi-family housing designed with a similar architectural vocabulary. Since the other, similar World War II-era multi-family housing areas (Housing Area Nos.1 through 4) are no longer extant, the 15 units that comprise Little Makalapa are the only World War II-era duplexes that remain at Pearl Harbor today.¹ The district qualifies for inclusion in the National Register of Historic Places under Criteria A and C in the areas of Military, Community Planning and Development, and Architecture, at the state level of significance. The Little Makalapa Naval Housing Historic District meets Criterion A (area of significance: Military) because it was part of the build-up of US military preparedness in response to Japanese aggression in Asia and the Pacific and the related need for additional military housing in the early 1940s. Under Criterion C (areas of significance: Architecture and Community and Development), the district is significant as an example of the standardization and mass production used to meet the intense demand for housing in preparation for World War II. To accomplish this effort, noted local architect Charles William (C. W.) Dickey designed all of the housing in Little Makalapa, as well as throughout Housing Area Nos. 1, 2 and 5, with standardized plans and employed innovative assembly-line techniques that reduced construction time. Within this large-scale, standardized housing development program, aspects of Community Planning and Development such as varied streetscape patterns and angled orientations of buildings helped to reduce visual monotony and, at the same time, squeeze in as many housing units as possible to maximize use of available land even further. The district's period of significance starts with its construction in 1940 and ends in 1945, when World War II drew to a close. The neighborhood retains a high degree of integrity to this period of significance.

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

(See Section 8 Continuation Sheets)

¹ P-164 Records, 1943, from the archives of NAVFAC Hawai'i, JBPHH, Honolulu County, Hawai'i. Also, other World War II-era quarters in the nearby Makalapa Naval Housing Historic District have been converted from duplexes into single-family quarters.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

(See Section 9 Continuation Sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Library of Congress

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 5.88 Acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- 1. Latitude: 21.351752 Longitude: -157.934478
- 2. Latitude: N/A Longitude: N/A
- 3. Latitude: N/A Longitude: N/A
- 4. Latitude: N/A Longitude: N/A

Or

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UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|--------------|-----------------|-------------------|
| 1. Zone: 4Q | Easting: 610491 | Northing: 2361441 |
| 2. Zone: N/A | Easting: N/A | Northing: N/A |
| 3. Zone: N/A | Easting: N/A | Northing: N/A |
| 4. Zone: N/A | Easting: N/A | Northing: N/A |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary for the Little Makalapa Navy Naval Historic District is illustrated by the accompanying maps in the Additional Documentation section. The boundary includes a roughly triangle-shaped area that is set within a fenced and secured residential compound generally bounded on the west by Kamehameha Highway, on the north by a natural escarpment, and on the east by Center Drive. Beginning at the south end of a lava stone retaining wall where it intersects with a chain-link fence behind Facility 1, the boundary extends in a northwesterly direction along the lava stone retaining wall that parallels Kamehameha Highway until it reaches the northwest corner of the rear yard of Facility 15. The boundary continues in a northeasterly direction along the chain-link fence and continues along the top of an escarpment until Tarawa Drive intersects with Palmyra Drive. The boundary continues to the southeast at an almost 90-degree angle, following the chain-link fence that crosses Tarawa Drive until it reaches a chain-link fence that defines the southeast limits of the rear yard of Facility 7. The boundary continues in a southwesterly direction along the chain link fence until it reaches the lava stone retaining wall at Kamehameha Highway, the point of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries encompass a small yet intact neighborhood that includes mostly officers' duplexes that date to 1941. Topographic features, roadways, fence lines, and integrity of the district are used to guide boundaries. The district is distinguished from its surroundings by both topographical features and historic and non-historic transportation corridors that set the neighborhood apart from adjoining areas. Kamehameha Highway defines the western/southwestern boundary. The highway served as the west boundary of the neighborhood since its establishment, and functioned as a physical barrier that separated the neighborhood from the main Navy base. To the east/southeast, the district boundary is defined by the fence line that historically separated Little Makalapa from the civilian dormitory area that formerly abutted the district. During the period of significance, a railroad corridor ran along the fence line, functioning as a physical barrier that separated the two areas. None of the resources associated with the civilian dormitory area or railroad corridor survive today. To the north/northwest, an escarpment (fig. 7-2) physically separates the neighborhood from adjacent areas. The triangular parcel of land below the escarpment to the northwest of the residential area has been excluded from the district's boundaries because it has undergone significant changes after the period of significance and lacks integrity (see Section 7 and Section 8).

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As discussed in Section 7, this triangle of land functioned as a dirt-surfaced material storage area throughout the district's period of significance (figs. 7-7 and 7-14.) Starting in 1942, an unpaved extension of Palmyra Drive also passed through the storage area, creating an informal connection between the neighborhood and Kamehameha Highway (figs. 7-3 and 7-8). In 1946, after the period of significance, the Palmyra Drive extension was paved and a formal intersection was constructed to bridge an existing drainage gully and improve connectivity between Little Makalapa, the adjacent Makalapa neighborhood, and the Pearl Harbor Naval Station (fig. 7-9). During this period, the storage yard was removed and the area was landscaped. The current triangular parcel was created in 1976 when Radford Road was constructed north of the district. In response to new circulation patterns, the Palmyra extension was removed and the parcel was retained as open greenspace.

11. Form Prepared By

Name/Title: Stanley Solamillo/Architectural Historian

Organization: Honolulu Authority for Rapid Transportation

Street & Number: 1099 Alakea Street, 23rd Floor

City or Town: Honolulu State: HI Zip Code: 96813

E-mail: ssolamillo@honolulu.gov

Telephone: (808) 768-6187

Date: September 16, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

(See Additional Documentation Continuation Sheets)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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(See Additional Documentation Continuation Sheets)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Narrative Description

SETTING

Geography and Topography

Little Makalapa Naval Housing Historic District is located in the middle of a highly developed commercial, residential, and military area. (Refer to maps in the Additional Documentation section.) To the north and northwest, an escarpment creates a natural topographical boundary with a gully, depressed approximately 30 feet lower than the district (figs. 7-2 and 7-3, photo 3). A rock retaining wall negotiates the drop at the west, descending to meet Kamehameha Highway (photo 5). Radford Drive, a primary east-west access route, bisects the gully from Kamehameha Highway, across the H-1 freeway, to Bouganville Drive. The larger Makalapa Naval Housing Historic District and CinCPac Headquarters are located further to the north. The eastern/southeastern landscape is relatively flat and was once used for sugar planting, prior to acquisition by the Navy (fig. 7-4). The Honolulu Sugar Plantation railway once crossed Kamehameha Highway and led northeast to cane fields in Hālawā Valley. By 1942, naval construction was underway on this adjacent site, including civilian dormitories, an amphitheater, and a pool. Today, the parcel to the east is vacant with all previous development removed (photo 7). The H-1 freeway is located just beyond this vacant lot further to the east. The Federal Fire Department complex is located to the south, with the H-1-Kamehameha Highway intersection shortly beyond. To the west, across Kamehameha Highway, Joint Base Pearl Harbor-Hickam spreads to the north and south along Southeast Loch, as shown by the maps in the Additional Documentation section.

The layout of Little Makalapa Naval Housing Historic District was determined by topography and transportation. The district is roughly a triangle in shape, pointing south, and part of a rise created by Makalapa Crater (figs. 7-2, 7-3, and 7-4). This crater is one of Oahu's late-stage volcanic eruptions, termed tuff cones, which result from the cementing of volcanic ash. (Geographical Maps, Section 10 Continuation Sheets, Page 1 & 2.) Over eons, erosion from the Makalapa Crater bowl created a drainage gully and escarpment on the north side of Little Makalapa Naval Housing Historic District, which physically separates the district from other adjacent Navy properties. While the natural access to the property was from the east, the existence of the plantation railroad discouraged pedestrian and even vehicular movement in that direction. Instead, access was initially restricted to the west off Kamehameha Highway. An aerial photo shows the relationship between the neighborhood and Kamehameha Highway before the Radford Drive extension was completed ca. 1976 (fig. 7-5).

Circulation Patterns: External

Kamehameha Highway, a major traffic arterial, separates the Little Makalapa Naval Housing Historic District from the rest of JBPHH. The location of the neighborhood along the highway was consistent with the growing trend of highway-dependent suburban planning during the era, but it also featured an inward-oriented layout that limited vehicular access through the housing area. During the 1940s, the topography created a natural barrier between the residential area and the adjacent highway (fig. 7-6, photo 5). However, aerial photos show that little landscaping existed to buffer the neighborhood from the highway during the 1940s (fig. 7-7). As discussed in the Geography and Topography section, the

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layout of the neighborhood incorporated natural features to create barriers between the houses and the highway.

The small size of Little Makalapa Naval Housing Historic District helped limit traffic, as did the design of the neighborhood's streets. Because there were only 15 duplexes (30 housing units), the neighborhood was initially designed to have a single entrance.² The original 1940s entrance was located off of Kamehameha Highway on the southwest side of Palmyra Drive (fig. 7-1). By 1943, aerial photos show that an unpaved extension was made available from the northeast side of Palmyra Drive, looping down-slope and connecting with material storage yards, as well as with Kamehameha Highway (fig. 7-7). By 1944, the Navy constructed the present Makalapa Gate intersection at Kamehameha Highway.³ However, the interchange did not directly connect to the neighborhood's entrance, and the 1944 General Development Map continues to depict the northern extension of Palmyra Drive, with its hairpin turn, as unpaved at that time. The only improved (paved) and dedicated access point into/out of the neighborhood was at the now-closed intersection of Palmyra Drive and Kamehameha Highway at the housing area's southwest corner (fig 7-8). In 1946—after the conclusion of the district's period of significance—the Navy paved the northern segment of Palmyra Drive, constructed a new interchange that directly connected the northern segment of Palmyra Drive to Midway Drive and the Makalapa Gate, and closed the original southwest Kamehameha Highway access (fig. 7-9).⁴ In the early 1950s, the surrounding area east of the Moanalua Bachelor Officers Quarters (BOQ) expanded to include the Moanalua Terrace Naval Housing Area and the Moanalua Shopping Center – which would have been desirable for the residents of Little Makalapa to reach.⁵ Aerial photos show that, at some point between 1948 and 1976, an unpaved road was added to connect Little Makalapa to the adjacent Moanalua developments to the south without exiting onto Kamehameha Highway (fig. 7-5). Soon thereafter, ca. 1976, a new interstate highway, H-1, was completed immediately east/southeast of Little Makalapa, cutting through the Moanalua BOQ area and separating Little Makalapa from Moanalua Terrace (figs. 7-11 and 7-12). The completion of the new interstate led to the construction of a new bridge over the highway to link Navy-owned land to the east. The new overpass triggered the extension of Radford Drive from Makalapa Gate to the overpass, which further cut-off Little Makalapa from other parts of the base and fostered a still-greater sense that the district is a distinct residential enclave at the base.⁶ At that time, the northeast Palmyra loop extension (below the outcropping) was removed, and access to the neighborhood was shifted toward the northwest onto Center Drive, which linked with Radford Drive (fig. 7-13 depicts how the Radford Drive extension altered this original intersection.)

Beyond the boundaries of the neighborhood, connections to the surrounding housing areas were permeable. Aerial photographs show that entrances to the housing areas were not gated through 1945

² Mason Architects and Belt Collins Hawaii, *Historic Context Study of Historic Military Family Housing in Hawaii* (Washington, D.C.: Department of Defense Legacy Resources Management Program, 2003): 5-120. This study sets forth the organization of types that is adopted herein.

³ Photograph. "Makalapa Gate Intersection ca 1944" Provided by NAVFAC.

⁴ U.S. Navy, *Pearl Harbor, O'ahu, T.H., Makalapa Housing Area, Palmyra Drive, Access Road to Kam Highway, Plan & Profile* [Architectural Drawing No. OA-N2-386]; from the archives of NAVFAC Pacific, Honolulu County, Hawai'i.

⁵ The Louis Berger Group, *Historic Context Report: Pearl Harbor National Historic Landmark* (Honolulu, Hawai'i: Prepared for Naval Facilities Engineering Command Hawai'i, 2014): 10-46 – 10-47, from the Naval Facilities Command Hawai'i, Honolulu, Hawai'i.

⁶ Mason Architects, *Historic Context Study of Historic Military Family Housing in Hawaii*, 5-120.

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at least (fig. 7-14). During World War II, the main access point from the neighborhood onto Kamehameha Highway offered close connection to adjacent Housing Area No. 1—which included amenities such as a bank, an arena with bowling alleys, and a commissary⁷—the Moanalua BOQ area immediately to the south—which included a mess hall, an outdoor theater, and a pool (fig 7-8)—and the Makalapa Naval Housing Historic District to the north—which also offered an outdoor theater and a pool.⁸ (Refer to Section 8 for additional discussion of the Navy’s overall World War II housing development program, as well as maps illustrating all Naval Housing Areas.)

Circulation Patterns: Internal

Within Little Makalapa Historic District, the streets do not form a grid or geometrical pattern. Instead, the road patterns reflect the site’s topography (fig. 7-8; photos 42 through 46). Beyond the boundaries of the neighborhood, residents would have easily been able to drive, walk, or ride a bike to other portions of the base and surrounding businesses along the busy Kamehameha Highway. However, Tarawa and Palmyra Drives are tucked away from the main thoroughfare, and form a reversed D-shaped loop from which only one entrance/exit is available. The complex has an inward focus, away from the perimeter. This design was intended to create a safe, scenic, insulated environment within the neighborhood and a buffer from the busy military and commercial services surrounding it. Its location was chosen for mobility, accessibility, convenience, and privacy.

Landscape Patterns

Landscaping incorporated into the early development of the Little Makalapa Naval Housing Historic District is one of the key elements that create a unique sense of place within the neighborhood. Although research did not reveal an original landscape plan, aerial photos show that, by 1943, trees and shrubs were planted around the houses, as well as along the site’s border with roadways to the west, south, and east (figs. 7-7, 7-14, and 7-15). Later, after the conclusion of the period of significance but before 1975, trees also were planted along the site’s western boundary with Kamehameha Highway to create a natural barrier between the roadway and the neighborhood.⁹ Today, the trees planted along the site’s western boundary, along Kamehameha Highway, create a natural barrier between the busy roadway and the neighborhood and enhance the buffers inherently established by the topography of the landscape. As shown by aerial photos (figs 7-4, 7-7, 7-14), the early plantings were not fully grown, therefore landscaping seemed sparse throughout the period of significance, but today these buffers have grown and contribute to the feeling of separation, seclusion, and privacy first developed by the neighborhood’s circulation patterns and roadways. Major trees and palms planted include monkeypod, banyan, kiawe, and coconut; other foliage includes plumeria, brassia, kalaona, shower trees, royal poinciana and Areca and Manila palms many of which were planted after the period of significance (fig. 7-15). In 1946, bollards were installed along the eastern edge of Tarawa Drive (fig. 7-5), and they

⁷ U.S. Navy, *Pearl Harbor, O’ahu, T.H., Naval Housing Area 1, Showing Conditions on June 30, 1943* [Map No. OA-NI-707], from the archives of NAVFAC Hawai’i, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai’i.

⁸ It is possible that use of some amenities was limited according to rank, but research to date has not revealed specific ranks associated with specific pools, etc.

⁹ These trees are not yet visible in historic aerial photos from 1948, but they are mature in historic aerial photos from 1946.

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remain intact today (photos 10 through 13) — although the bollards that also lined the northern extension of Palmyra Drive were removed when the street was torn up in 1976.¹⁰

Relationship of Buildings to One Another

Little Makalapa Naval Housing Historic District occupies a plateau adjacent to Makalapa Crater. Unlike other Navy residential neighborhoods constructed at the time, Little Makalapa Historic District has no planned public amenities inside the community for the benefit of occupants. The long-established foliage, internal road pattern, and the residential housing units provide the historic character of the neighborhood (refer to Table 1 for a full list of contributing buildings).

The Little Makalapa Historic District consists of 15 duplexes that contain 30 individual housing units. Ten of the duplexes are located along the perimeter of the neighborhood while five duplexes occupy the center of the neighborhood on an island created by the looping roads of Palmyra and Tarawa Drives. The duplexes are evenly spaced, with small front and rear yards. There are no public open green spaces or other recreational spaces within the neighborhood (photos 57 through 61). Wood slat and chain-link fences, in various conditions, demarcate many of the yards (photos 54 and 63). There are seven units along Palmyra Street. They are lined in a row with the buildings' lengths facing the street. The five units within the Tarawa Drive ring are placed irregularly. Three units located on Tarawa Drive, along the edge of Kamehameha Highway, are also irregularly arranged to follow the street's curve.

Each duplex unit has two floors, with an attached carport along the exterior sidewall. Architect C. W. Dickey used hipped roofs on the main part of each building. The attached one-story carports and covered lanais across the front façades feature flat roofs and are elements normally associated with single-family dwellings, not institutional housing. These architectural elements are one of the only decorative features incorporated within the residences' designs. They do much to soften the impact of the dense development and buildings' proximity to other dwellings throughout the district.

Little Makalapa Historic District originally contained two splinter-proof bomb shelters. One shelter was located near Facility 12, on the east side of Tarawa Drive. The other shelter was located near Facility 15, on the west side of Tarawa Drive. After the war, both were used for storage purposes before being demolished in 1972 and 1966, respectively. The sites where these structures once stood are now open.

The only planned recreational open space in the vicinity of Little Makalapa Historic District is a recent addition located outside of the neighborhood. A "Tot Lot," complete with playground equipment, was installed by the Navy on a portion of the old Honolulu Plantation Company railroad right-of-way, adjacent to Center Drive and to the southwest of the Palmyra Drive entrance. Access to and from the lot and the neighborhood was created behind Facility 6. Neither the "Tot Lot" nor the access route are contributing features to the district.

¹⁰ U.S. Navy, *Pearl Harbor, O'ahu, T.H., Makalapa Housing Area, Palmyra Drive, Access Road to Kam Highway, Plan & Profile* [Architectural Drawing No. OA-N2-386].

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ARCHITECTURAL DESCRIPTIONS

The 15 duplexes in Little Makalapa Historic District display a consistency of materials and design details. They were all designed by architect C. W. Dickey in a style influenced by the Modern movement that also exhibits some Ranch style features (photos 1 through 35). The simple, unadorned wall surfaces, corner windows on the upper stories, hipped roofs, and flat-roofed carports and porches are characteristic of these stylistic influences. In addition, the housing units were constructed under the same contract from 1941–42. Other housing constructed from 1941-44 in nearby Housing Area Nos. 1, 2, and the rest of 5 also was designed by C. W. Dickey using a similar architectural vocabulary. In particular, the duplexes in adjacent Housing Area No. 1 (fig. 7-16) closely resemble the duplexes in Little Makalapa, sharing the same scale, rectangular massing, unadorned wall surfaces, corner windows, and hipped roofs. Within Little Makalapa, there are two building types—a two-bedroom and three-bedroom unit—originally designated “Type 2C” and “Type 3C” on Dickey’s plans in 1941. They were re-assigned as “Type H” and “Type E,” and recorded on a Navy map in 1948.¹¹ Their monikers were later changed at an indeterminate date by the Navy to “Type 6” and “Type 7,” respectively.¹²

Contractors, Pacific Naval Air Bases (CPNAB), the firm tasked to build the houses, reported in 1941 that the duplexes in Little Makalapa were originally intended to function as “Civilian quarters;”¹³ however, upon completion, they were used instead to house naval officers of varying ranks. (Refer to Section 8 for additional detail regarding Little Makalapa’s occupants during the period of significance.)

In addition to the consistent use of standardized designs, the duplexes utilize a uniformity of building materials and color that enhances a sense of cohesiveness and visually ties the neighborhood together. The dominant building materials are horizontal wood siding and concrete brick. Historic photographs indicated that the exterior wall colors in 1945 were very dark with white or light-toned trim at the second stories and a white or light-toned base color with a dark trim on the first-stories. It is not known when the present color scheme—which has the duplexes painted either beige or pale blue with contrasting white trim—was introduced in the neighborhood.

The duplex units in the district are two stories in height with designs that have a horizontal emphasis and proportions that are roughly four times as wide as they are tall, typical of Dickey’s work. The incorporation of hipped roof designs with wide eaves and exposed rafters further contributes to the horizontality of the buildings. Pent roofs also cast shade over first-floor windows, creating a line of shadow that adds to the horizontal emphasis. Most porches have flat or low-sloped shed roofs, supported by square posts. Other similar characteristics shared amongst most residences include wood-sash, one-over-one, double-hung windows, many of which are original. Since the houses are vacant and currently unoccupied, many windows are currently boarded with plywood. Many duplexes feature a fenestration pattern with corner windows on the upper floor, a hallmark of design influenced by the Modern movement. Original wood-sash sliding windows and hopper windows also are common throughout the district, and all of the duplexes consistently have single door entrances. All of the

¹¹ U.S. Navy, *CinCPac Administration Area, Makalapa Naval Housing Area, Halawa Civilian Dormitories, Naval Radio Station & District Public Works Maintenance Area, Halawa, Oahu, T.H., Showing Conditions on June 30, 1948* [map, # OA-NI-1672], from the Naval Facilities Engineering Command Archives, Port Hueneme, California, Fourteenth Naval District.

¹² Mason Architects, *Historic Context Study of Historic Military Family Housing in Hawaii*, 5-125.

¹³ *Ibid.*, 5-119; U.S. Navy, “CPNAB Makalapa Housing Contract Technical Report,” A-897.

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duplexes have attached carports. Little Makalapa Historic District housing units are the only World War II-era quarters at Pearl Harbor designed in that manner. The incorporation of the carports as part of the duplex designs suggests the anticipated reliance on automobiles as a means of transportation for the occupants.

Facility Nos. 1, 3, 5, 7-8, 11-15 (Type 6)

Ten of the 15 Officers' Quarters in Little Makalapa Historic District are Type 6 units. Five of them are located along Palmyra Drive while the remaining five flank Tarawa Drive. These dwellings are two-bedroom units and contain 1,480 square feet of useable space. The units have concrete slab foundations that extend slightly beyond the plane of the exterior walls. The first story and duplex party walls are of double-wall construction, clad in horizontal wood drop siding, while the second story walls are of single-wall construction and clad in vertical tongue-and-groove wood siding. All of the units are fenestrated with one-over-one, double-hung, wood-sash windows. Most of these windows are paired. There are continuous flat pent roofs that extend across the building fronts and over the carports on the sides that are supported by wood posts and beams. The buildings' main roofs are hipped and covered in asphalt shingles, with gables that are fenestrated with wood louvered vents. The eaves are wide, with exposed rafters trimmed at their ends with narrow fascia boards. There are screened vent holes in the eave blocking for attic ventilation.

Figure 7-17 shows floor plans for the Type 6 duplexes. The first floor includes living room, dining room, kitchen, coat/broom closet, and stair to the second floor, as well as an exterior utility room and attached carport. The second floor contains two bedrooms, bathroom, and linen and trunk-storage closets. The units are arranged symmetrically with floor plans mirrored about a common party wall.

Facility Nos. 2, 4, 6, 9-10 (Type 7)

Five of the 15 Officers' Quarters in Little Makalapa are Type 7 units. All five buildings are located along Palmyra Drive. These dwellings are three-bedroom units and contain 1,832 square feet of livable space. Like the Type 6 units, these dwellings have concrete slab foundations that extend slightly beyond the plane of the exterior walls. The first story and duplex party walls are of double-wall construction, clad in horizontal wood drop siding while the second story walls are of single-wall construction and clad in vertical tongue-and-groove wood siding. All of the units are fenestrated with one-over-one light, double-hung wood sashes. Most of these windows are paired, but they have been tripled on the front façades. Flat roofs extend across the first floor of the front façade of each home and continue over the carports, located at the side of each home, which are supported by wood posts and beams. The buildings feature hipped roofs covered in asphalt shingles, with gables fenestrated with wood louvered vents. The eaves are wide, with exposed rafters, and have been trimmed at their ends with narrow fascia boards. There are screened vent holes in the eave blocking for attic ventilation.

Figure 7-18 shows floor plans for the Type 7 duplexes. Although similar in configuration to the Type 6 units, the Type 7 floor plans are substantially larger. The first floor includes a living/dining room, family room, kitchen, coat/broom closet, and stair to the second floor, as well as an enclosed utility room with half-bath, and attached carport. The second floor contains three bedrooms, a bathroom, and large linen and trunk-storage closets. The units are arranged symmetrically with floor plans mirrored about a common party wall.

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INTEGRITY

Integrity of Setting and Feeling

The setting surrounding (outside) the district has changed significantly since the period of significance. To the north/northwest, the open space that functioned as a material storage area during the period of significance (figs. 7-7 and 7-14) was converted to open space and landscaped at some time after the conclusion of the period of significance, and then was interrupted by the extension of Radford Drive in the 1970s (fig. 7-14). In addition, the visual setting and feeling was changed by the removal of the radio station towers in the early 1970s.¹⁴ To the east, aerial photographs show that by 1965, the adjacent development of civilian dormitories largely had been demolished and railroad line had been removed.¹⁵ By about 1976, the new alignment of Center Drive cut through the former civilian dormitory area east of the Little Makalapa neighborhood (figs. 7-12 and 7-13).

These changes to the adjacent land since the period of significance impact the integrity of setting of the Little Makalapa Naval Housing Historic District to a minimal degree, largely because the mature landscaping almost completely shields these changes from view from within the district, so that the district itself maintains its overall integrity of setting, feeling, and association. Moreover, land within the confines of the district retains these same aspects of integrity to high levels and strongly reinforces a sense of the past that dates to the period of significance. The lack of new (post-1945) construction and limited amount of change to the street layout and development patterns further enhance the historic character of the neighborhood.

Integrity of Association and Location

All of the original duplex buildings within Little Makalapa Historic District are still extant and retain their integrity of association and location. The buildings remain sited in their original locations and are still owned by the United States Navy. No new development or infill has occurred within or adjacent to the historic district. Though vacant, the homes retain their association with Joint Base Pearl Harbor-Hickam, the military activities associated there, and the history of the base.

Integrity of Design, Materials, and Workmanship

The Little Makalapa Historic District retains its integrity of design, materials, and workmanship to a noteworthy degree. The design of the street pattern remains intact within the district boundaries. Alterations to the design, materials, and workmanship of the buildings vary, as discussed under each building type and further detailed in Table 1. However, the most visible exterior changes are primarily limited to the application of protective plywood panels covering first-floor windows (Facilities 1–15), replacement of the original wood shingles with asphalt shingles (Facilities 1–15), interior additions of

¹⁴ U.S. Navy, *General Development Map: Master Plan for Pearl Harbor Complex, Makalapa*, 1967 (with updates through 1970 and through 1972) [map, # 1160143], from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

¹⁵ *Junior BOQ Area, Halawa*, November 26, 1965, Photo No. VC-1-32145-11-65, [aerial photograph], from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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half-baths, and replacement of sliding wood sash windows with jalousie windows on two duplexes (Facilities 12–13). Other alterations have been confined to the buildings' interiors.

Type 6 units generally retain their historic plans and unique features. They typically retain exterior finishes that date to the period of significance. Common changes that have occurred have been primarily limited to the interior of each residence and include: replacement of canec ceilings with plywood or gypsum board; and, new bathroom and kitchen surfaces, fixtures, and hardware. Facilities 3 and 5 have new interior doors to connect the duplex units at the top and bottom of the interior staircases. Similarly, Type 7 units retain much of their historic plans and unique features. They largely retain exterior finishes dating to the period of significance. Most changes have been completed in the interior. Common alterations include replacement of canec ceilings with plywood or gypsum board; and, new bathroom and kitchen surfaces, fixtures, and hardware.

TABLE 1. LIST OF BUILDINGS AND STRUCTURES

Facility No.	Address or Location	Construction Date ¹⁶	Category	Plan Type	Additions/Alteration	Recent Renovations
1A	1 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-2
1B	3 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-2
2A	5 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
2B	7 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
3A	9 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-3
3B	11 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-3
4A	13 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
4B	15 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
5A	17 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-3
5B	19 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-3
6A	21 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
6B	23 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
7A	25 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-2
7B	27 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-2
8A	10 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-2
8B	12 Palmyra Drive	1941	Contributing	Type 6	Covered lanai	Notes 1-2
9A	14 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
9B	16 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
10A	18 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
10B	20 Palmyra Drive	1941	Contributing	Type 7	Covered lanai	Notes 1-2
11A	9 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
11B	11 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2

¹⁶ Based on P-164 records and aerial photos, from the archives of NAVFAC Hawai'i and NAVFAC Pacific.

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Facility No.	Address or Location	Construction Date ¹⁶	Category	Plan Type	Additions/Alteration	Recent Renovations
12A	13 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
12B	15 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
13A	2 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
13B	4 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
14A	6 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
14B	8 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
15A	10 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2
15B	12 Tarawa Place	1941	Contributing	Type 6	Covered lanai	Notes 1-2

Notes for Recent Renovations Column

- Note 1: Roof replacement (n.d.)
- Note 2: Interior finish (canec to gyp. board), bathroom and kitchen finish and fixture modification, minor repairs and painting (n.d.)
- Note 3: Interior doors added to connect duplex units at top and bottom of stairs (n.d.)
- Note 4: Sliding wood sash replaced with jalousie windows (n.d.)

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Figure 7-1. Detail of map of Little Makalapa from 1941, with historic district boundaries in red, showing a single entrance connecting Little Makalapa to Kamehameha Highway at the south, circled in yellow. Source: U.S. Navy, *Makalapa Area – O’ahu, T.H., Recreation Area and Officers’ Quarters, Showing Conditions on June 30, 1941* [Map No. OA-N1-330], from the archives of NAVFAC Hawai’i, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai’i.

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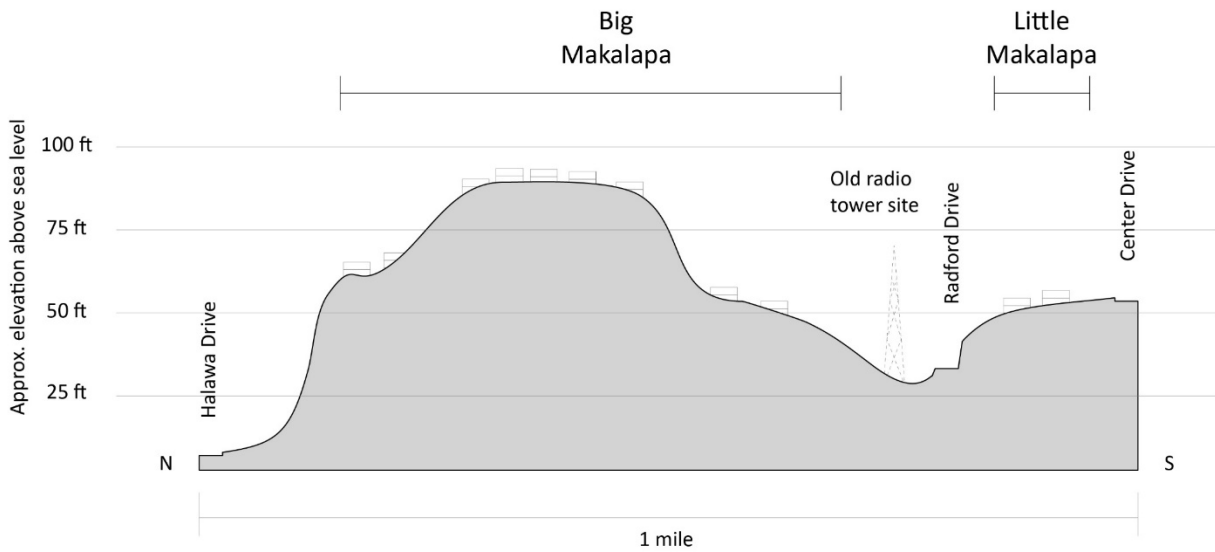


Figure 7-2. Diagram showing the topographic difference between Little Makalapa and the adjacent terrain. Source: image by HHM, based on Google Earth elevation data.

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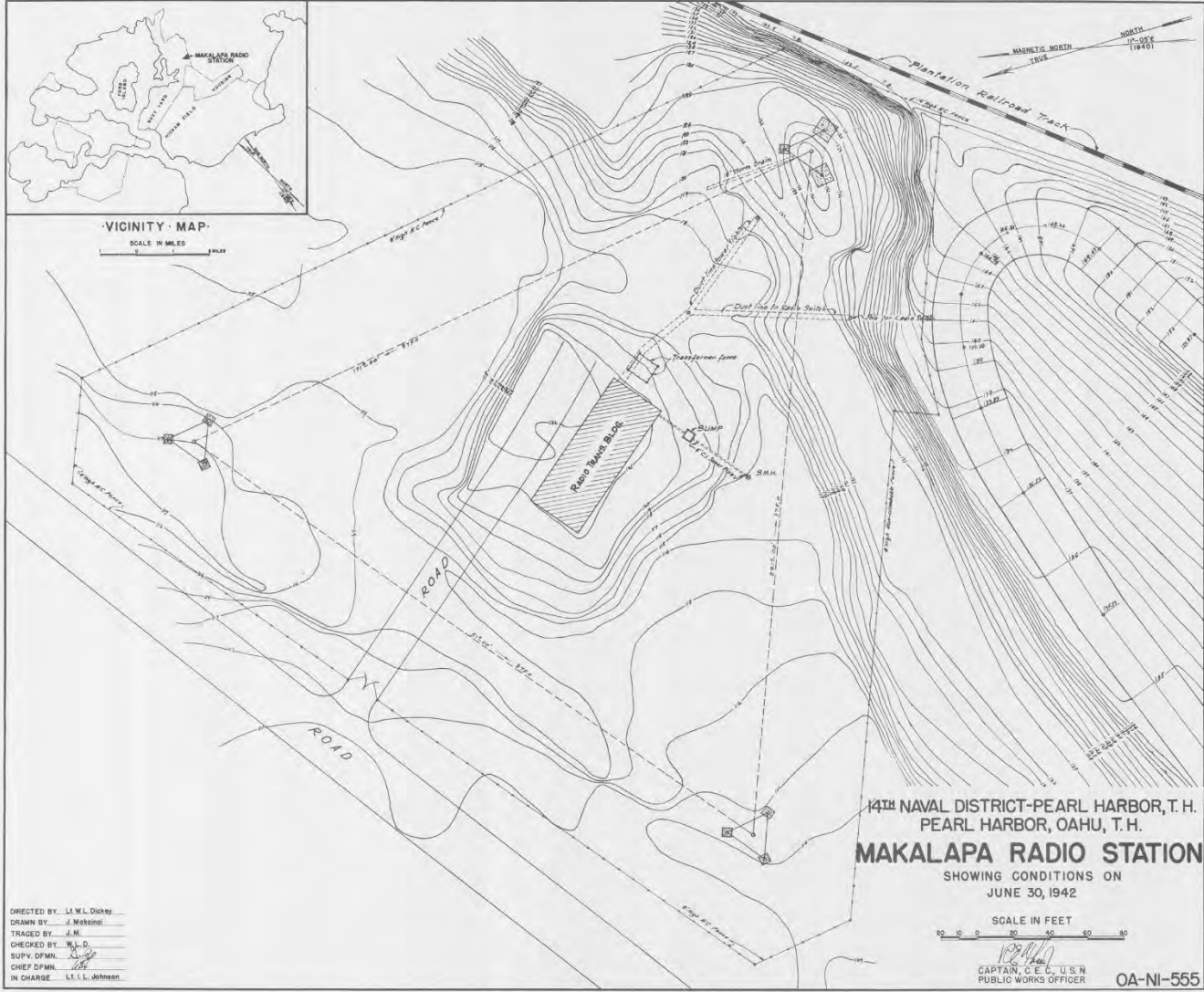


Figure 7-3. Map showing the area north (outside) of the Little Makalapa Naval Housing Historic District, including the hairpin curve of Palmyra drive required to navigate the steep slope. Map entitled *Makalapa Radio Station, 14th Naval District-Pearl Harbor, T.H., Showing Conditions on June 30, 1942.* Source: Archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i, Map. No. OA-NA-555.

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Figure 7-4. Detail of aerial photograph from ca. 1940, facing south/southwest, showing the Naval Housing Area No. 5 (Makalapa) under construction, and the land beyond to the east undeveloped. The Little Makalapa Naval Housing Historic District is shown in red. The adjacent Makalapa Naval Housing Historic District is shown closer to the foreground, across the gully that separates Little Makalapa. The land to the east (left) of Little Makalapa continues to be used for sugar planting. Source: Archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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Figure 7-5. Undated aerial photo looking south/southeast showing the relationship of the Little Makalapa Naval Housing Historic District to the Radio Station, Kamehameha Highway, and adjacent housing area prior to the construction of the Radford Drive extension ca. 1976. Note the unpaved road linking Little Makalapa with the adjacent Moanalua areas to the south. Source: Archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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Figure 7-6. Photo of Facility 1 in 1945, located near the Kamehameha Highway entrance. Source: Mason Architects, *Historic Context Study of Military Housing in Hawai'i* (Washington, D.C.: Department of Defense Legacy Resource Management Program, 2003); crediting the Seabee Museum, Port Hueneme, Kidder-Smith Collection, Photo No. N 193-10.

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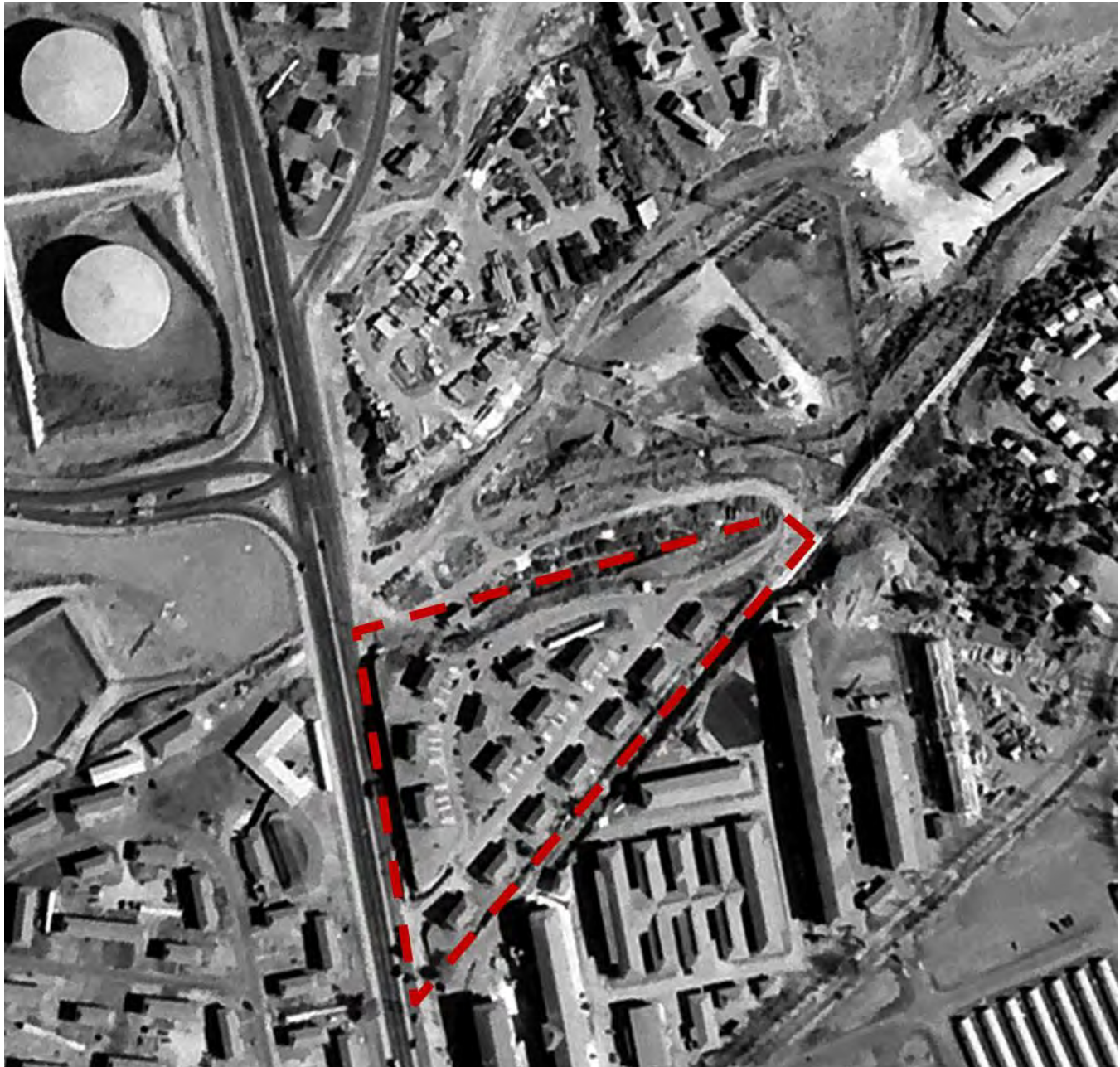


Figure 7-7. Detail of aerial photo from 1943 showing the Little Makalapa Historic District outlined in red. Note the sparse landscaping. Also note the unpaved northern extension of Palmyra Drive and material storage yards that fill the open space north of Little Makalapa. Source: National Archives, College Park, Maryland, Cartographic Collection, RG 373.

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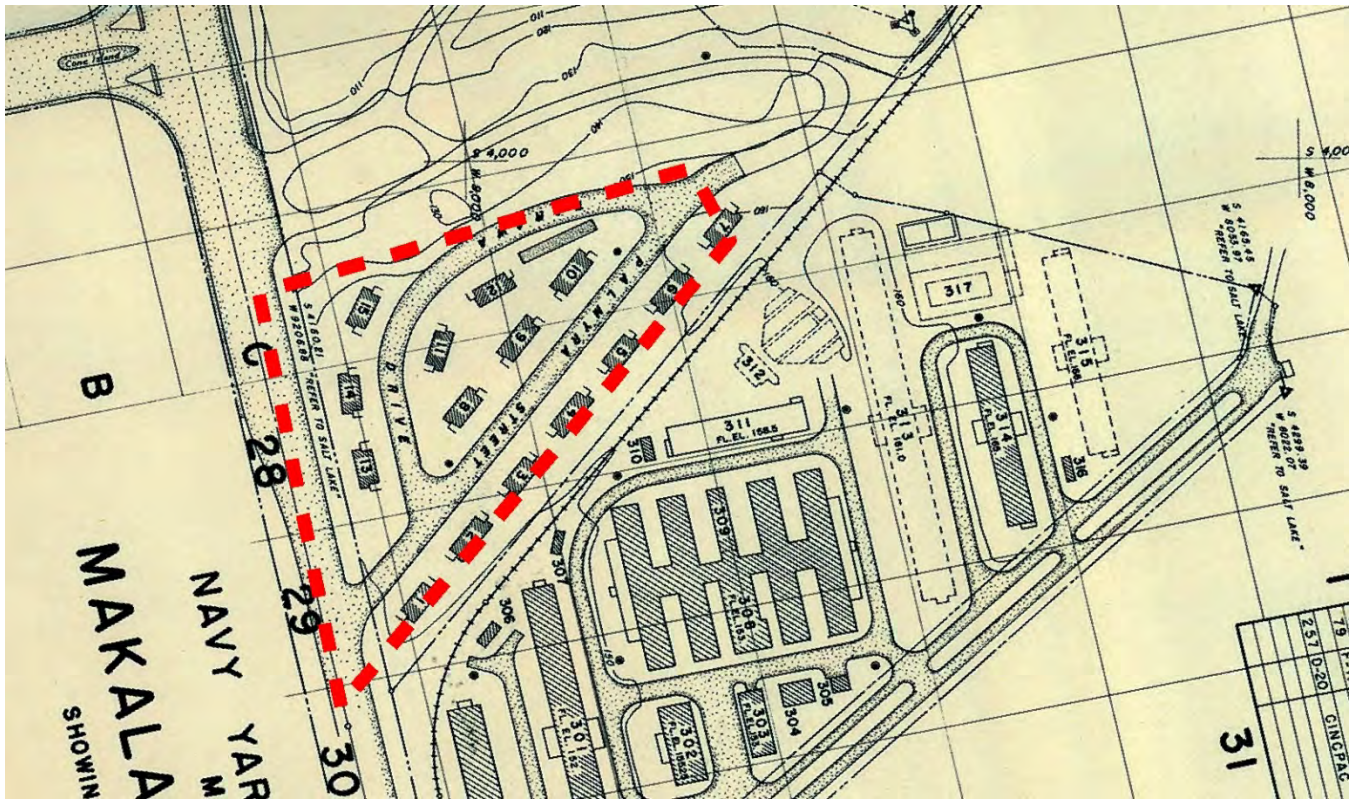


Figure 7-8. Detail of map of Little Makalapa from 1944, showing that the main entrance into the neighborhood continues to be from Kamehameha Highway at the south, and that the curving northern extension of Palmyra Drive remained unpaved. The area shown to the southeast is the Moanalua BOQ area (Facilities 300-317). Source: U.S. Navy, *Makalapa, O'ahu, T.H., Makalapa Crater Area, Showing Conditions as of June 30, 1944* [Map No. OA-NI-1013], from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai'i

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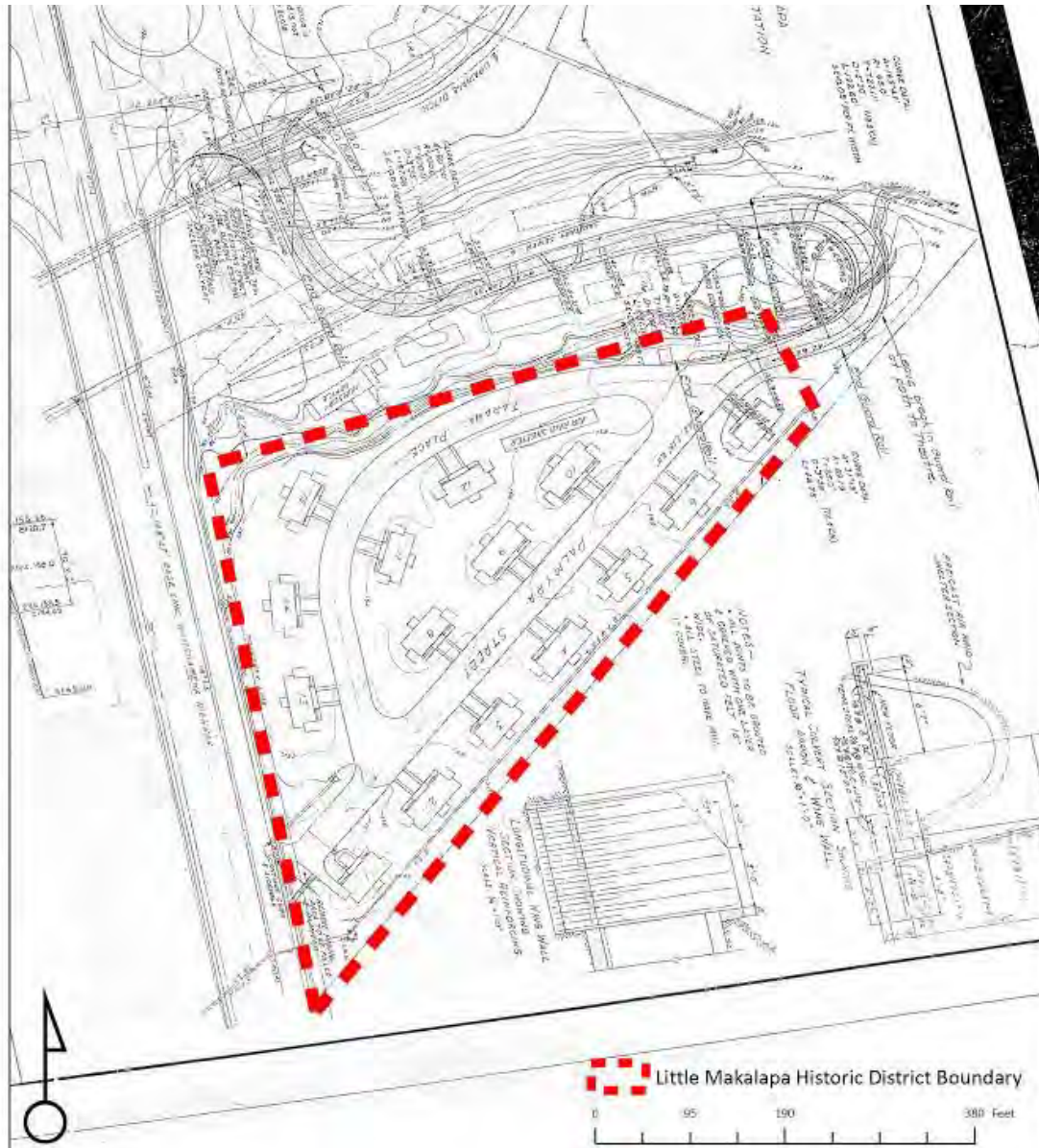


Figure 7-9. Detail of map of Little Makalapa from April 1946, showing the planned improvement of Palmyra Drive to function as an access road to Kamehameha Highway. The plan shows how the road was proposed to be upgraded and paved as it extended through an area that had been used as a material storage yard throughout World War II. In addition, the schematic shows how the former entrance into the neighborhood (by way of Kamehameha Highway at the southwest end of Palmyra Drive) was to be closed and traffic redirected to the new extension on the north end. The entrance was changed with the removal of paving and the introduction of fill and plantings. New curbing and sidewalk along the highway fulfilled intentions to completely reconfigure the intersection. Source: U.S. Navy, *Makalapa Housing Area, Palmyra Drive Access Road to Kam Highway Plan & Profile* [Map No. OA-N2-386], from the archives of NAVFAC Pacific, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai'i.

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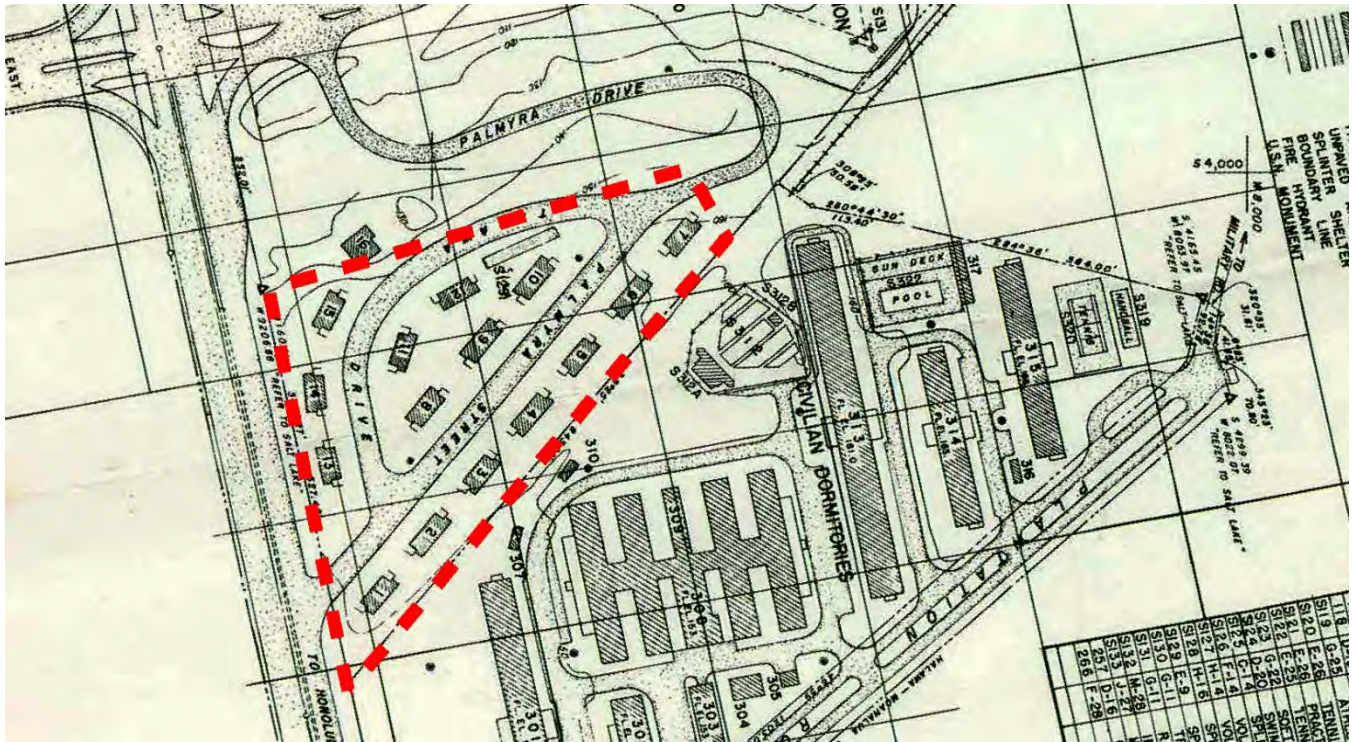


Figure 7-10. Enlargement of map showing Little Makalapa in 1948, including the curving connection of Palmyra Drive northward toward the Makalapa Gate intersection. This is the first depiction of the north extension of Palmyra Drive as paved. Although this map continues to show the connection between Palmyra Drive and Kamehameha Highway at the south, that connection was closed by 1946. Source: U.S. Navy, CINCPAC Administration Area, Makalapa Naval Housing Area, Hālawā Civilian Dormitories, Naval Radio Station & District Public Works Maintenance Area, Hālawā, Oahu, T.H. Fourteenth Naval District, Showing Conditions on June 30, 1948 [Map. No. OA-NA-1672], from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai'i.

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Figure 7-11. Map showing the proposed alignment of the H-1 highway, and other highways in the region, just east/southeast of Little Makalapa in 1957. Source: U.S. Navy, *Pearl Harbor Region Master Shore Station Development Plan, Highway Plan* [Map No. 794721] (Honolulu County, Hawai'i: District Public Works Office, 1957), from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai'i.

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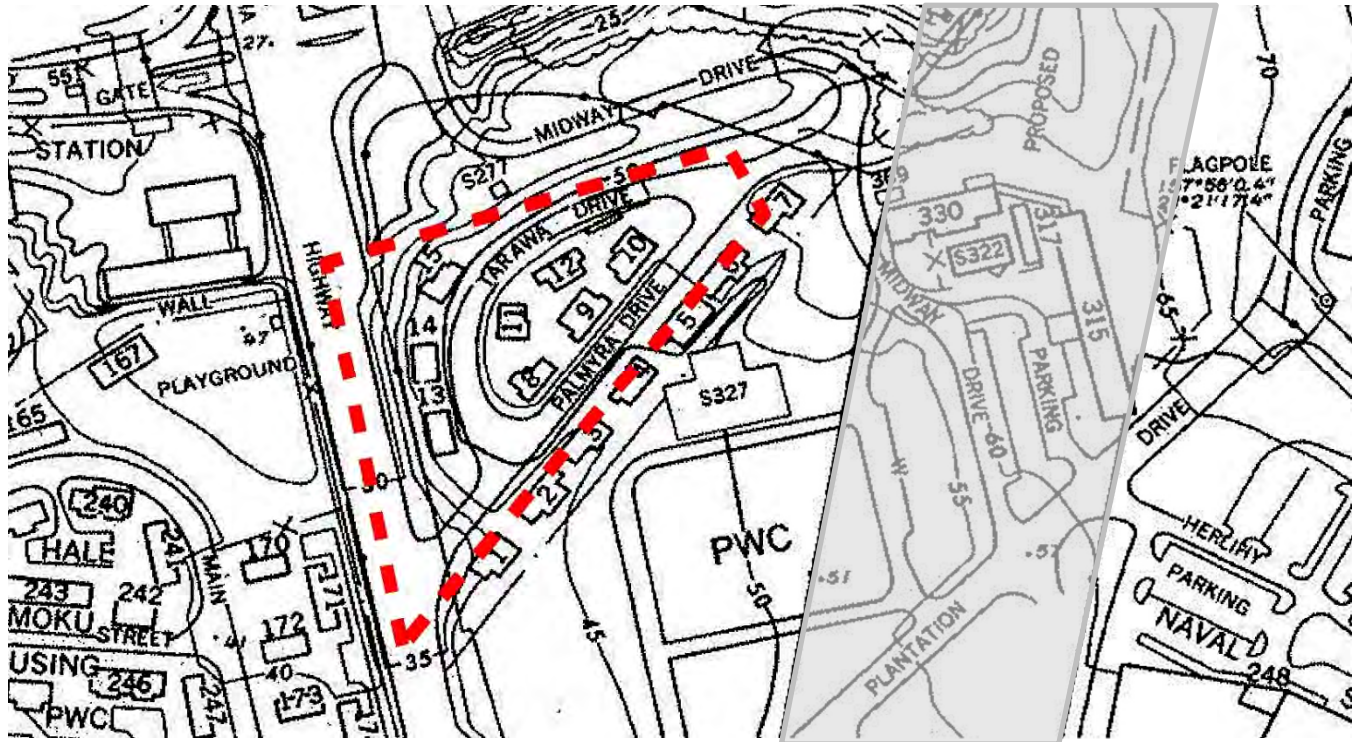


Figure 7-12. Map dated 1977, showing how the new H-1 highway (in gray) passed directly east/southeast of Little Makalapa and cut through the adjacent Moanalua BOQ area. Source: U.S. Navy, *U.S. Naval Facilities, Pearl Harbor, Hawai'i, Naval Base Complex, Special Purpose General Development Map* [Map Code ID No. 80091] (Honolulu County, Hawai'i: Defense Mapping Agency Hydrographic Center, July 1977), from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai'i.

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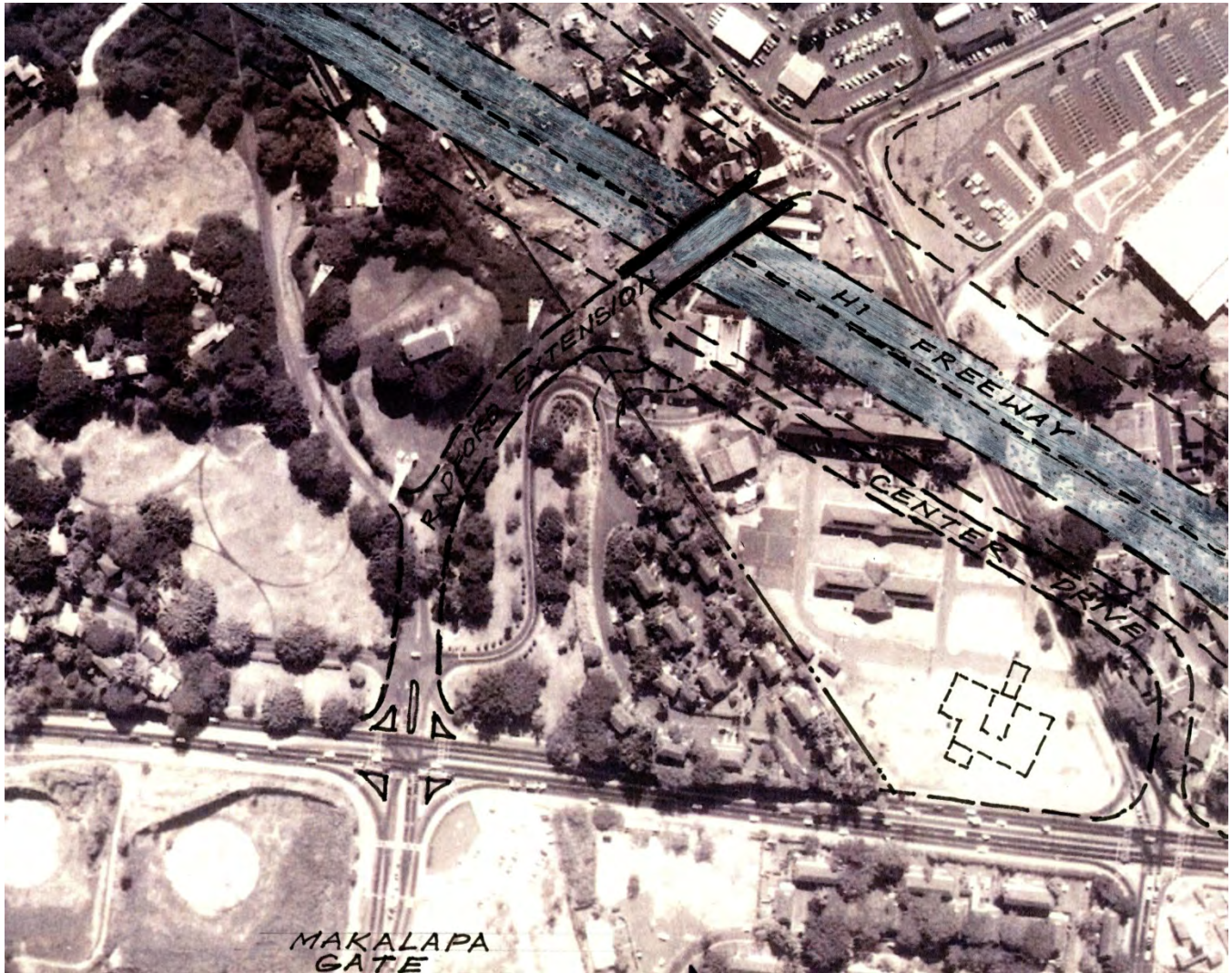


Figure 7-13. Photograph of the Makalapa Gate intersection, with hand-drawn overlay showing the future Radford Drive extension constructed in 1976. Source: Archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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Figure 7-14. Detail of aerial photograph from 1945. Landscaping remains sparse. Note the lack of gates and the freely moving traffic off Kamehameha Highway. Also note that the area north of the district continues to operate as a material storage area, and the northern extension of Palmyra Drive continues to be unpaved. Source: National Archives, College Park, Maryland, Still Pictures Collection, RG 80.

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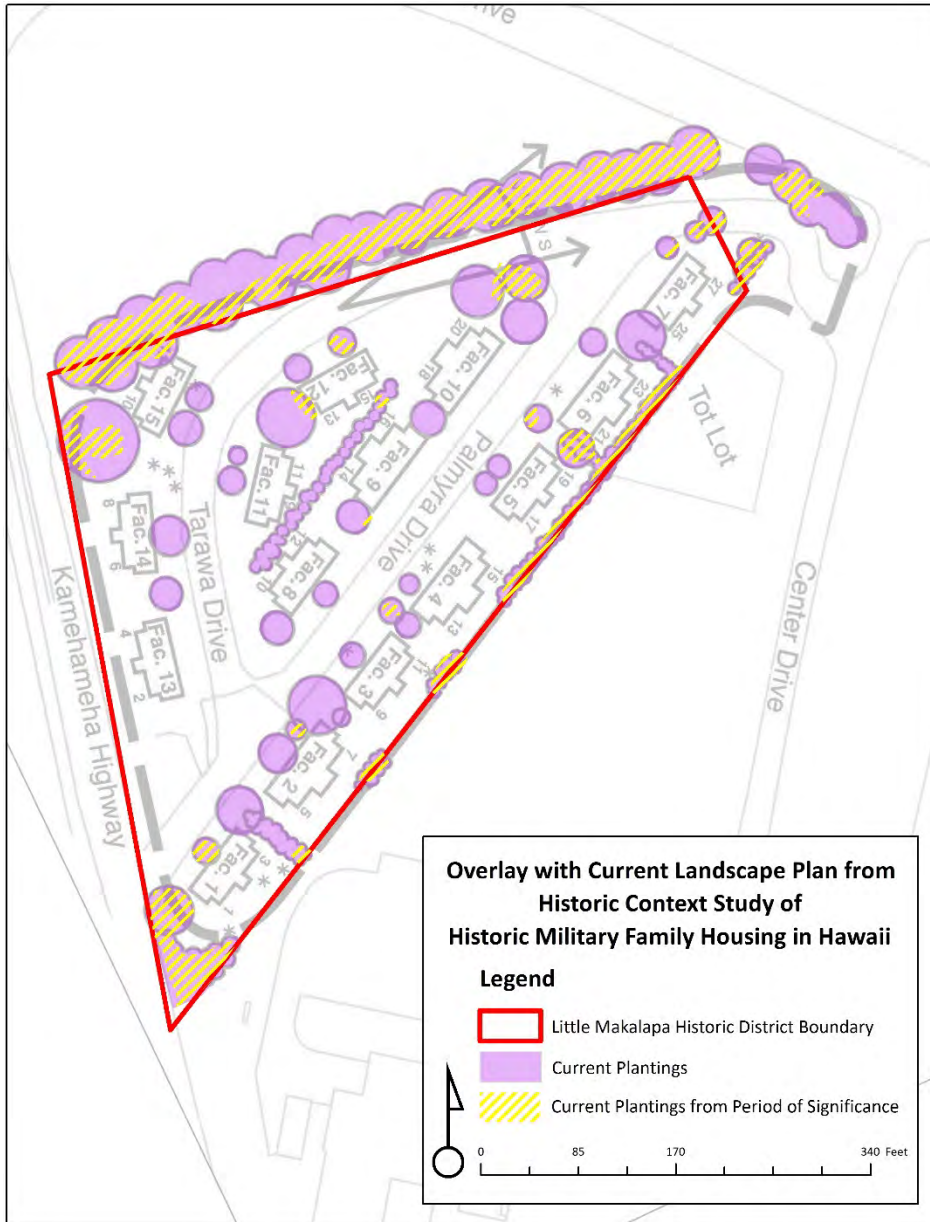


Figure 7-15. Planting map of the Little Makalapa Naval Housing Historic District, ca. 2003, compared with 1945 aerial photograph (fig. 7-13). Source: Mason Architects and Belt Collins Hawai'i, Historic Context Study of Historic Military Family Housing in Hawai'i (Washington, D.C.: Department of Defense Legacy Resources Management Program, 2003): 5-120. Overlay by HART.

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Figure 7-16. Photograph showing Facility 210—a duplex in adjacent Housing Area No. 1, no longer extant—in 1998. Note the similarities to the duplexes in Little Makalapa. Source: Mason Architects, *Historic American Buildings Survey: U.S. Naval Base Pearl Harbor, Housing Area 1, Two-Story Duplex Type* [HABS No. HI-347-A] (Washington, D.C.: National Park Service, ca. 1998).

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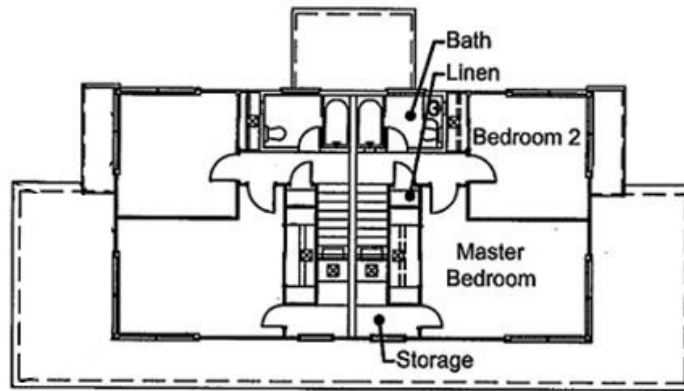
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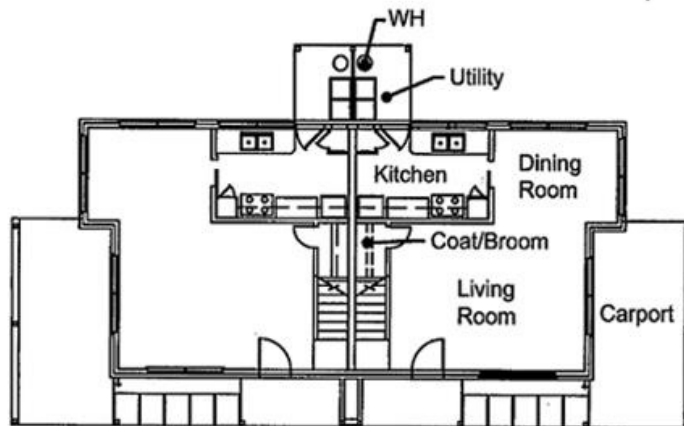
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Existing Second Floor Plan



Existing First Floor Plan

Little Makalapa - Unit Type 6



Figure 7-17. Floor plan for Type 6 duplexes in the Little Makalapa Naval Housing Historic District. Source: Mason Architects, ca. 2013.

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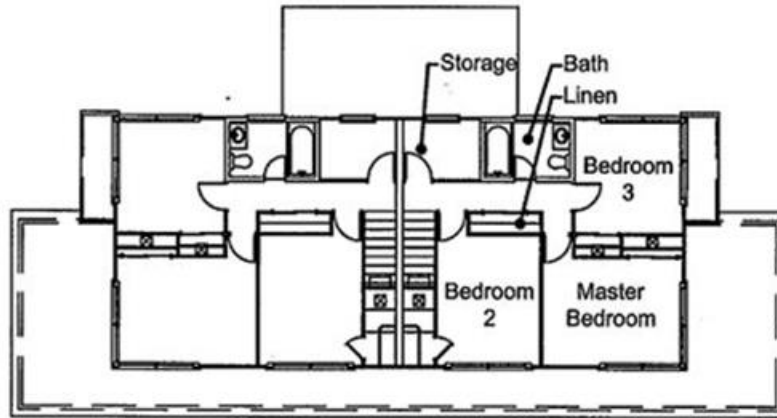
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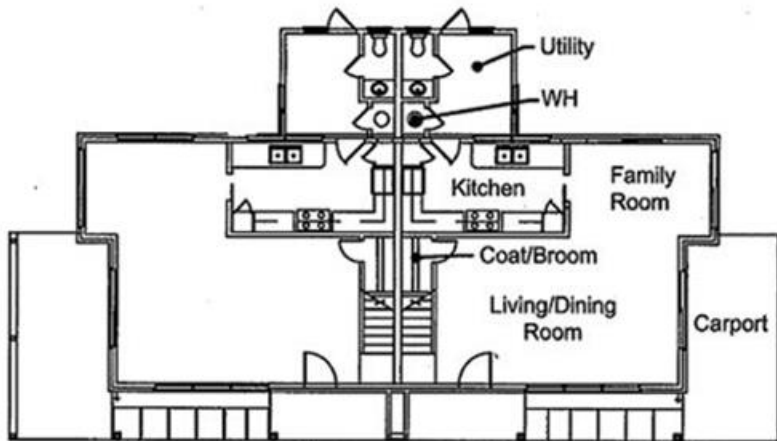
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Existing Second Floor Plan



Existing First Floor Plan

Little Makalapa - Unit Type 7



Figure 7-18. Floor plan for Type 7 duplexes in the Little Makalapa Naval Housing Historic District. Source: Mason Architects, ca. 2013.

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Narrative Statement of Significance

The following narrative provides additional detail on the National Register criteria and areas of significance associated with the Little Makalapa Naval Housing Historic District. The narrative is organized first by criterion, and then by the associated area of significance, as outlined below:

- Criterion A
 - Military
- Criterion C
 - Community Planning and Development
 - Architecture

Within each of these sections, the narratives are arranged chronologically. Section 8 concludes with a series of figures that supplement the text of the narrative.

CRITERION A: MILITARY

The Little Makalapa Naval Housing Historic District is significant under Criterion A for its association with military events connected with the U.S. Navy’s preparations for World War II and its subsequent response to the Japanese attack of December 7, 1941, on Oahu military installations. The district is within a larger residential development originally known as Naval Housing Area No. 5 (including both Little Makalapa and the larger Makalapa neighborhood to the north). This and other parts of the base were part of a massive and unprecedented construction program at Pearl Harbor. Planned and built in anticipation of the influx of military and civilian personnel during the late 1930s and early 1940s. This build up and expansion demonstrated Hawai’i’s and Pearl Harbor’s growing military and strategic significance, occurring at a time of great instability and upheaval in Asia and the Pacific region. The expanded mission of Pearl Harbor’s naval base, and the creation and relocation of other commands, created an acute housing shortage by the late 1930s and early 1940s. The Little Makalapa Naval Housing Historic District is a physical representation of the tremendous monies and energies focused upon construction projects at Pearl Harbor before official U.S. involvement in World War II that continued for the war’s duration. The district filled critical wartime housing needs in and around the naval base at Pearl Harbor, the Navy’s largest installation within the Pacific-wide Fourteenth Naval District, that contributed to the overall war effort.

U.S. military interest in the waters of Pearl Harbor and the surrounding lands began around 1840, when Commander Charles Wilkes of the U.S. Navy took soundings to measure the depth of the “Pearl River”. Wilkes reported that, “if the water upon the bar [entrance] should be deepened, which I doubt not can be effected, it would afford the best and most capacious harbor in the Pacific.” As international trade across the Pacific grew over the course of the nineteenth century, the strategic importance of Hawai’i and the potential naval importance of Pearl Harbor also grew.

The U.S. military began scouting locations for a potential naval installation in Hawai’i as early as 1873. The *USS California* landed an American military commission at Honolulu, led by two high ranking officers of the U.S. Army, General John M. Schofield and Brevet Brigadier General B. S. Alexander. They were given secret instructions by U.S. Secretary of War William Belknap to conduct a survey of the Hawaiian Islands for potential military and commercial facilities. That same year, Hawaiian

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agricultural investors proposed a reciprocity treaty that would make “Pearl Lagoon” available to the U.S. military in return for reduced tariffs on Hawaiian exports. Most of the Native Hawaiian population opposed the plan. King Lunalilo supported the agreement, but passed away in 1874 and negotiations were abandoned for the time. In 1875, a new proposal was passed by the Hawaiian Legislature and approved by Lunalilo’s successor, King Kalakaua. The U.S. Congress agreed to allow the Kingdom of Hawai’i’s sugar and rice to enter into the United States tax-free for seven years, without the controversial cessation of Ke-Awalau-o-Puuloa (Pearl Harbor) for the U.S. Navy. The 1875 Reciprocity Treaty proved highly profitable for the sugar plantations, and the sugar interests soon sought an extension. Opposition within the United States delayed any new agreement until January 20, 1887, when the U.S. Senate secretly agreed to a new treaty, with the proviso that granted the United States exclusive military access to Pearl Harbor¹¹.

The United States government did not actually begin any construction activities at Pearl Harbor until after the annexation of Hawai’i in 1898. In 1900, a decision-making board was convened to further examine the best location for the base within the Pearl Harbor estuary. The government of the United States of America ultimately decided to acquire 719 acres beside the Southeast Loch that included Kuahua Island and the south side of Mokuumeume (Ford) Island.¹² The initial acquisition was located adjacent to the Makalapa crater, which would later become the Little Makalapa Naval Housing Historic District. Based upon past opposition to land purchases by land owners, condemnation was undertaken in 1902. Once lands were acquired, the Navy denied Native Hawaiians access to resources including shoreline *loko ia* (fishponds) and the freshwater pond of Makalapa Crater.¹³ Refer to Appendix A for additional information regarding Native Hawaiian use of the area.

Development of the naval installation at Pearl Harbor occurred slowly during the early twentieth century. After World War I the balance of power in the Pacific shifted as postwar treaties led to the redistribution of European colonial possessions in the region. In this environment, Japan embarked on a program of colonial expansion in China and the Pacific islands to the south. The Japanese adopted such policies, in part, because of a worldwide economic depression after the war as well as the country’s need to gain access to additional natural resources. Sensing that Japan was a growing threat and that a war in the Pacific was becoming more probable¹⁴, the United States government improved and expanded the base at Pearl Harbor in the early to mid-1920s, despite the prevailing isolationist political sentiment after World War I. The facilities construction programs for the post World War I era

¹¹ U.S. Navy, Naval History and Heritage Command, “Pearl Harbor: Its Origin and Administrative History Through World War II,” <http://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/u/the-us-navy-and-hawaii-a-historical-summary/pearl-harbor-its-origin-and-administrative-history.html> (accessed June 22, 2015).

¹² U.S. Navy, Archives of the Real Estate Office, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai’i, Cadastral Files Collection, File No. 9-9-006.

¹³ Louis Berger Group, *Draft Final Historic Context Report: Pearl Harbor National Historic Landmark* (Honolulu, Hawai’i: Submitted to NAVFAC Hawai’i, 2014), 4-18. Note that this history is somewhat controversial and contested by different sources.

¹⁴ Frederick D. Parker, *United States Cryptologic History: Pearl Harbor Revisited, United States Navy Communications Intelligence, 1924-1941* (Washington, D.C.: Center for Cryptologic History, National Security Agency, 1994), 25-29. From *iBiblio: The Public’s Library and Digital Archive*, <http://ibiblio.org/hyperwar/PTO/Magic/ComInt-1924-41/index.html>. This resource also details how U.S. naval strategic planning responded to the Japanese threat. From 1905 through 1938, the U.S. began developing “Orange” war plans, with orange representing Japan. In 1939, the U.S. began to develop “Rainbow” war plans, merging their war plans for both the Atlantic and Pacific, preparing for the possibility of war on both fronts. Japan remained “Orange” within these “Rainbow” plans.

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focused almost exclusively on land that the U.S. government initially had acquired in 1902. All of these developments aimed to provide the facilities that the U.S. Pacific fleet would need if berthed at Pearl Harbor during a war.¹⁵ This work necessitated an increase in the labor force, and an accompanying increase in labor housing. As early as 1926, a study published by a naval board known as the McKay Board estimated that the workforce in the Navy Yard could reach over 12,000 mechanics and helpers, most of whom would be transplanted from the mainland and would require new housing.¹⁶

The impact of the Great Depression became apparent in 1930, and the federal government adopted conservative fiscal policies and cut federal spending in response to dwindling revenues. This affected all departments and agencies, including the Department of War and the U.S. Navy. For example, President Herbert Hoover implemented a cost-savings program by rotating the naval fleet into reserve status on a three-year cycle. These and other cuts that directly affected the Navy were related to a series of disarmament treaties signed after World War I. These agreements effectively limited militarization among the world's developed countries. However, Pearl Harbor actually benefitted from those treaties. Since these agreements stated that no new military bases could be established in the Pacific, the Navy focused most of what few resources it could devote to the region on improving and developing Pearl Harbor to maintain and consolidate a U.S. presence in the Pacific.¹⁷

In 1938, Pearl Harbor's strategic significance was further enhanced following the designation of Hawai'i as the westernmost point on a strategic defensive line stretching from the Panama Canal westward to American Samoa, then northward to Hawai'i and Alaska beyond (fig. 8-1). Pearl Harbor managed to thrive and expand because of its key role in this defensive scheme, in an era when both economics and political sentiment limited expansion elsewhere.

The Main Base was pressed for space due to the increased demand for facilities to service the fleet. It became clear that the Navy needed additional lands at Pearl Harbor to meet these needs and to accommodate further expansion and development. Most of the area surrounding Pearl Harbor in the late 1930s was rural, with large tracts devoted to sugarcane cultivation. The land's prevailing agricultural character and the relative lack of nearby private sector rental housing could not accommodate the projected influx of military and civilian personnel. Even in the urban areas of Honolulu, the amount and quality of housing choices were limited. A newspaper article reported that a Congressional subcommittee had recommended Navy housing construction, at least in part, because "a number of enlisted men with their families are now required to live in Honolulu in unsanitary, dilapidated and unhealthy surroundings."¹⁸ To address this need, the military began planning for expanded housing facilities adjacent to both Army and Navy installations in the Honolulu area as early as 1938. Construction would begin in 1940. As the Bureau of Yards and Docks described:

"The tremendous expansion of facilities in the Pearl Harbor area gave rise to a concomitant program of housing construction, which began during the fall of 1940 and continued throughout the war period. This

¹⁵ Berger, *Draft Final Historic Context Report: Pearl Harbor National Historic Landmark*, Chapters 6 and 7. This document contains extensive detail about specific appropriations and construction projects during the 1920s and 1930s.

¹⁶ *Ibid.*, 6-28 through 6-30.

¹⁷ Paolo Coletta, ed., *United States Navy and Marine Corps Bases, Domestic* (Westport, Connecticut: Greenwood Press, 1985), 445; cited in *O'ahu Integrated Cultural Resources Management Plan*, Prepared for the Commander, Navy Region Hawai'i (October 2008), 5-105.

¹⁸ "Navy Seeks Land for \$4,214,000 Housing Project" *Honolulu Star Bulletin*, October 31, 1939, 1.

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*housing was built to accommodate civilian employees of the yard, contractors' employees, and naval personnel on duty in the area or in a transient status.*¹⁹

Like many contemporaneous residential suburbs developed on the United States mainland, these new neighborhoods centered on access to transportation arterials. At the time, the Kamehameha Highway was under construction, using relief funding from the Works Progress Administration (WPA) (fig. 8-2).²⁰ ²¹ One of the first priorities for this highway construction project was the segment running from Aiea to Pearl Harbor's main gate. The Navy targeted lands alongside this new highway segment when scoping locations for potential new housing developments so that residents could use the new highway. Among the parcels acquired for development was the future site of Little Makalapa Naval Housing Historic District as well as other housing areas. These developments encompassed land within the Hālawā Ahupuaa, owned by the Bishop and Queen Emma Estates, and within the Moanalua Ahupuaa, under the ownership of the Damon Estate (fig. 8-3). Prior to its development for housing, the Makalapa Crater was used for sugar planting. The Honolulu Plantation Company made significant investments to the land to make it usable for agricultural purposes.²² Together, these parcels totaled 672 acres. The location of this proposed land acquisition relative to the Pearl Harbor military installation as a whole is depicted in Figures 8-4 and 8-5.

The U.S. Navy began condemnation proceedings for the acquisition of this land by October 31, 1939, as the *Honolulu Star-Bulletin* reported.²³ The planning process divided the land into five separate housing areas south of Hālawā Stream. Each planned as an independent entity (figs. 8-6 and 8-7). As described by the Bureau of Yards and Docks' publication, *Building the Navy's Bases in World War II*, "Altogether, five separate housing areas were built, each planned as an independent community, with schools, fire protection, and recreational facilities."²⁴ The ahupuaa boundaries, past ownership, topography, existing road/railway patterns and projected use determined the physical shapes of these housing developments. Each of the five housing areas' physical character and function, depicted in Figures 8-6 and 8-7, were designed as follows:

¹⁹ U.S. Department of the Navy Bureau of Yards and Docks, *Building the Navy's Bases in World War II* (Washington, D.C.: U.S. Government Printing Office, 1947), 136. Available at iBiblio, http://www.ibiblio.org/hyperwar/USN/Building_Bases/.

²⁰ Berger, *Draft Final Historic Context Report: Pearl Harbor National Historic Landmark*, 7-30, 7-90.

²¹ Frank J. Rader, "The Works Progress Administration and Hawaiian Preparedness, 1935-1940," *Military Affairs* 43, no. 1 (Feb. 1979), 12-17. Available from JSTOR, <http://www.jstor.org/stable/1987382>. This resource details the close relationship between military development and the WPA investment in the highway system in Hawai'i, stating: "The WPA's extensive highway improvement program in conjunction with the Public Roads Administration offered further proof of the strengthening of ties between work relief and national defense in Hawai'i. The Army, Navy and National Guard sponsored several highway projects, for as one military spokesman said, 'Good roads are important in the movement of modern mechanized troops.'"

²² The U.S. government's taking of these lands proved to be a significant financial hardship for the company, and it would go out of business by 1946. In the 1930s, the company had drilled several wells, developed Makalapa as one of its major reservoirs, planted cane up to the shoreline and reconfigured the shape of the land in both the crater and the natural drainage channel makai toward Pearl Harbor. The Navy created a well-engineered intake and overflow system, parts of which are still visible below the Navy's Hale Keiki complex on Bougainville Drive, outside of the boundaries of the Little Makalapa Naval Housing Historic District. (The drainage system still enters the Southeast Loch.)

²³ Helber, Hastert & Fee, Planners, with the Office of Cheryl Barton, *Makalapa Neighborhood Cultural Landscape Assessment*. Prepared for the Commander, Navy Region Hawai'i and Pacific Division, Naval Facilities Engineering Command (undated, 2002), 6.

²⁴ U.S. Department of the Navy Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 136.

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- Naval Housing Area No. 1 occupied a rectangular parcel consisting of 90 acres of flat land. Located between Kamehameha Highway and Dillingham Boulevard. The development contained 500 housing units in 155 buildings, including some four-plex and six-plex units. C. W. Dickey designed the housing units in this area.²⁵
- Naval Housing Area No. 2 occupied a triangular parcel of 61 acres on flat land. It was also located between Kamehameha Highway and Dillingham Boulevard. Support facilities included a fire station, laundry, mess halls, school, and four recreational structures. Housing units in this area were designed by C. W. Dickey as well.²⁶
- Naval Housing Area No. 3 was planned in the late 1930s, at the same time as the other five housing areas. It was not constructed until after the beginning of World War II, from 1942 to 1946. This was the most heavily populated of all of the housing areas. It accommodated a population of 10,000 to 12,000 for most of the war. Single-family units, apartments, and bunk houses were provided. The housing area functioned as a small and mostly self-sustaining community that included service buildings such as a laundry, mess hall, meeting hall, recreational facilities, a post office, and a fire station.²⁷ The area housed workers in the Shipyard—both civilians and enlisted personnel—who were transported between the Shipyard and the housing area by train or bus.²⁸
- Naval Housing Area No. 4 was rectangular in shape and located makai (seaward) of Kamehameha Highway and Dillingham Boulevard, was located the farthest east. It was constructed as a 2,000-man cantonment for bachelor employees of the contractors. Unlike the other housing areas, the Navy did not manage this complex.²⁹
- Naval Housing Area No.5 (Makalapa) consisted of uneven property east of Kamehameha Highway stretching from Hālawā Stream to the Hālawā/Moanalua Ahupuaa boundary³⁰. Unlike the other areas, which were located on the coastal plain, Area No. 5 occupied the rise and crater of Makalapa. The uneven topography favored more pocket development than the other sites. C. W. Dickey also designed the housing units here.

During the initial planning phase, the housing developments were located and designed according to the different military functions that they were intended to support. For instance, the Little Makalapa Historic District was initially intended to house civilians, with 30 civilian quarters housed in 15 duplex units.³¹ By late 1940, the *Honolulu Star-Bulletin* began reporting on the progress of the Navy's housing development plans. A newspaper article published on November 2, 1940, noted that the land, which had been under lease to the Honolulu Plantation Company and contained sugarcane fields, would be cleared to allow for the construction new residential units (fig. 8-8). The article also noted that a total of \$3,675,000 would be spent to house 500 married enlisted men, 43 officers, and 30 key civilian employees. These numbers would increase after the war began. The new housing areas would be located adjacent to the fleet's largest and most complete recreation complex—the Richardson

²⁵ Mason Architects, *Historic Context Study of Historic Military Family Housing in Hawaii*, 2-11.

²⁶ Ibid.

²⁷ Berger, *Historic Context Report*, 9-107.

²⁸ Ibid, 9-110.

²⁹ U.S. Navy, Fourteenth Naval District, Naval Facilities Engineering Command, Honolulu High-Capacity Transit Corridor Project Navy Review of Draft NR Nominations, Spreadsheet. 24 June 2014.

³⁰ U.S. Department of the Navy Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 136.

³¹ CPNAB, *Technical Report*, A-897.

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Recreation Center near Aiea—which would contain three full baseball diamonds, eight softball diamonds, 12 tennis courts, a 50-by-100-foot swimming pool, a football field with bleachers, a canteen and a clubhouse. An arena to seat 5,000 spectators would cost \$175,000. The projected completion date was July 1, 1941.^{32, 33}

Construction work in the Makalapa area began in July 1940 under the supervision of the private contracting firm known as Contractors, Pacific Naval Air Bases (CPNAB). CPNAB was a consortium of local and mainland construction firms tasked with building Navy facilities during mobilization in the years before direct United States participation in World War II, continuing through the duration of the conflict. The prolific work of the firm stretched across all of Oahu and other Pacific Islands (fig 8-9). At Pearl Harbor alone, the CPNAB contract of July 1940 included naval housing (Naval Housing Areas 1, 2, 3, and 5) and the new Naval Receiving Barracks at Aiea. Overall, the housing that CPNAB built under this contract allowed for a capacity of over 20,000 residents.³⁴

For the expansion of military housing and recreational facilities east of Pearl Harbor, CPNAB-affiliated companies included Hawaiian Dredging Company, Raymond Concrete Pile Company, Turner Construction and Morrison Knudsen (civil engineers). CPNAB's staff also featured prominent local architect C. W. Dickey (additional detail on Dickey is provided below under the Criterion C heading).

CPNAB's initial construction priorities were limited to radio transmission facilities in the outlying areas of Oahu. The impetus to provide housing in 1940 came from an order by President Roosevelt to move the full Pacific fleet from San Diego to Pearl Harbor. The movement of the fleet to Hawai'i was presaged on September 8, 1939, when—in response to the war in Europe—President Roosevelt declared a limited National Emergency, and enormous construction projects started at Pearl Harbor to support the fleet.³⁵ Despite the construction efforts of the 1920s and 1930s, Pearl Harbor remained a relatively small Navy installation (compared to today) and was not yet fully able to accommodate the Navy's fleet of ships, much less all of the supporting repair, supply, medical, and housing functions. Pearl Harbor's capacity needed to double or perhaps even triple to meet the base's expanded mission.³⁶ Nonetheless, the fleet began moving to Pearl Harbor soon after the President's orders, with the full move completed by April 1940.

Originally intended to be temporary, the fleet's relocation to Hawai'i was planned to serve as a deterrent to further Japanese aggressions in the Dutch East Indies. Most of the fleet's officers and crew maintained quarters afloat due to the lack of available on-shore housing. However, in the summer of 1940, the Chief of Naval Operations announced that the fleet would remain in Hawai'i indefinitely. This decision accelerated construction efforts at the Makalapa housing area to provide quarters for the officers assigned to Pearl Harbor in support of Pacific Fleet operations,³⁷ as well as the additional

³² "Navy Starts its Big Oahu Housing Project," *Honolulu Star-Bulletin*, November 2, 1940, 1. From the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

³³ Research did not indicate whether or not civilians would have access to these recreational amenities.

³⁴ Mason Architects, *Historic Context Study of Historic Military Family Housing in Hawai'i*, 5-97.

³⁵ U.S. Navy, Fourteenth Naval District, Naval Facilities Engineering Command [NAVFAC], *U.S. Naval Base, Pearl Harbor, National Historic Landmark: Historic Preservation Plan* (Honolulu, Hawai'i: Prepared for NAVFAC Pacific, February 1978), II-4.

³⁶ Berger, *Historic Context Report*, 6-3.

³⁷ LDCR F. Verhofstadt, *History of 37 Makalapa* (undated). Typescript in binder located in Quarters at 37 Makalapa Drive, from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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support services that would be required for the fleet. It also changed plans for the proposed occupants of Little Makalapa Historic District. With such a high demand for naval housing, it was decided that the duplexes in Little Makalapa Historic District would no longer serve as civilian quarters.

A June 1941 plan documents the progress of construction in Little Makalapa Naval Housing Historic District. The plan depicts all 15 duplex units present, but the state of construction is unclear (fig. 7-1). An aerial photograph from November 1941 confirms that all housing units were erected and roofed (fig. 8-10). In addition, a roster of officers dated November 1, 1941 lists 10 officers known to live in the Little Makalapa Historic District,³⁸ documenting that the units were occupied at the time of the Japanese attack on December 7, 1941.³⁹ (Refer to fig. 8-11 depicting known occupants in Little Makalapa ca. 1941.) The known occupants held a variety of naval job functions, with no clear connection to any particular function within the Pearl Harbor installation. As such, the 1944 General Development Map lists the duplexes as simply "Quarters," rather than "Officers' Quarters."⁴⁰ One known occupant of Little Makalapa worked in radio—likely in the adjacent Makalapa Radio Station—but there is no clear documentation of a more substantial connection to work occurring nearby. A photo from 1942 shows the Little Makalapa Historic District housing completed, but construction ongoing all around it (fig. 8-12). The CPNAB contracts terminated in 1943.

Amenities that enhanced Little Makalapa Naval Housing Historic District's livability were constructed south of the district's boundaries between June 1943 and June 1944. These included a pool and outdoor theater (fig 8-13). When these amenities were first constructed, a rail line separated them from the Little Makalapa Historic District. In 1951, that rail line was removed, making the amenities more accessible to the neighborhood's residents. At the same time, a new intermediate school was created near the theater by adaptively reusing former civilian dormitories (later junior bachelor officers' quarters), providing additional amenities close to Little Makalapa Historic District. However, those amenities are no longer extant today. The land that they once occupied lies outside of the Little Makalapa Naval Housing Historic District's boundaries.

CRITERION C

The Little Makalapa Naval Housing Historic District is significant under Criterion C for its environmentally sensitive and organically planned neighborhood design (area of Community Planning and Development), its association with noted Hawai'i architect C. W. Dickey, and its use of innovative and time-saving construction techniques that reflected the emergency conditions under which it was developed (area of Architecture).

Community Planning and Development

Garden City

³⁸ U.S. Navy, *Roster of Officers on Duty in the Fourteenth Naval District, 1 November, 1941* (Honolulu, Hawai'i: U.S. Navy, 1941), from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu County, Hawai'i. Note that the *Roster* lists additional officers in unspecified locations in "Makalapa," but they cannot be pinpointed as living in Little Makalapa rather than Big Makalapa.

³⁹ U.S. Navy, *Roster of Officers on Duty in the Fourteenth Naval District, 1 November, 1941* (Honolulu, Hawai'i: U.S. Navy, 1941), from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

⁴⁰ U.S. Navy, *Makalapa Crater Area, Showing Conditions as of June 30, 1944* [map, # OA-NI-1013], from archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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Much of the thinking behind contemporary neighborhood and community planning traces its origins to Sir Ebenezer Howard in Great Britain in the late nineteenth and early twentieth centuries. Howard observed the growth of greater London, which consumed rural landscapes and housed the population in a morass of inhumane tenements. In response, Howard developed the "Garden City" approach to community planning, in which he sought to reduce dwellers' sense of alienation from nature by creating "satellite" settlements buffered from the urban core by large areas of open space. Each new satellite city would have its own core and access to the main core by rail. Howard promoted these ideas in his 1898 book *Tomorrow: A Peaceful Path to Social Reform* (the 1902 edition was retitled *Garden Cities of Tomorrow*).⁴¹ In the late 1920s and 1930s, several American towns and suburbs were developed following these principles, including Frederick Law Olmstead, Jr.'s Forrest Hills Gardens, designed in 1909. Within Pearl Harbor itself, such suburbs inspired the use of curvilinear street patterns and integration with the natural topography throughout housing developments in the 1920s and 1930s at Hale Ali'i and on Ford Island.⁴² With the arrival of automobiles, New York City-based planner Clarence Perry refined Howard's approach by designing peripheral roadways that would prevent through-traffic in the center of communities and focused on providing schools, playgrounds and amenities. This effort, as well as the "City Beautiful" movement influenced military planning projects by the mid-1930s.

City Beautiful

The City Beautiful movement was derived from classical city plans of Rome and Paris. It focused on creating social order through beauty by stepping away from the rigid grid plans of modern American cities like New York and Detroit in favor of a return to grandly designed boulevards and streetscapes⁴³. Daniel Burnham's plans for the World's Columbian Exposition of 1893, the White City, is perhaps the most iconic example of early City Beautiful designs. The movement was translated into suburban areas at a smaller scale through beautifully landscaped neighborhoods, drives naturally canopied by trees, and walkable streetscapes.

Both the City Beautiful movement and Garden City planning sought to combine the best of urban and rural living by providing housing that was near work yet sited among spacious, beautiful, and healthful surroundings. Early examples of both the Garden City and City Beautiful movements in Hawai'i can be seen in Lanai City (Lanai, begun in 1922) and Wheeler Air Field (near Wahiawa, Oahu, also 1922). Adjacent to Pearl Harbor, Hickam Field was developed according to these concepts in 1935.

For the naval housing developments at Pearl Harbor the topography and geography of the surrounding land, as well as the urgency to address housing shortages and needs, complicated such grand and comprehensive neighborhood designs. Much of the area near the base is highly irregular, with dramatic shifts in elevation and interruptions by waterways. Existing transportation routes cut off the land's continuity further. The Navy's 1939 acquisition of 672 acres for naval housing had to be developed as five separate housing areas rather than one cohesive area because of topography, waterways, and transportation routes (figs. 8-6 and 8-7). Considered comprehensively, the grouping of housing areas

⁴¹ David L. Ames and Linda Flint McClelland, *National Register Bulletin: Historic Residential Suburbs* (Washington, D.C.: National Park Service, 2002). Available online from the National Park Service. Accessed June 22, 2015. <http://www.nps.gov/nr/publications/bulletins/suburbs/INDEX.htm>.

⁴² Mason Architects, *Historic Context Study of Historic Military Family Housing in Hawai'i*, 2-10.

⁴³ William J.R. Curtis, *Modern Architecture since 1900*, 3rd Edition. London: Phaidon, 1996. 218.

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included many of the neighborhood planning features popular at the time: an axial street grid for Naval Housing Area No. 2, cul-de-sacs in Naval Housing Area No. 3, curving streets in Naval Housing Area No. 5 (Makalapa), and recreational amenities provided nearby at the Richardson Recreation Center. However, because the areas were cut off from one another, it was not possible for a single comprehensive scheme to unite the disparate housing areas. As such, the design of the Little Makalapa Historic District employs popular design features compatible with the site's limitations—such as curvilinear placement of roads according to the topography—while disregarding features not feasible for the site such as axial roadways and grand public spaces.

Documents from CPNAB credit Samuel R. Damon (later Lieutenant Commander) with designing the neighborhood layouts. Damon was a representative of the Damon Estate, the former owner of much of the property acquired by the Navy for housing in the late 1930s, as well as former owner of land acquired by the Army for its new airfield nearby (Hickam Field) in the mid-1930s. Damon was therefore aware of trends in community planning design, and they likely influenced his designs for naval housing. He worked, "... (without compensation), with the Public Works Design Division of the Fourteenth Naval District" to establish the layout design for the naval housing areas.⁴⁴ Damon's most significant contribution lay in how he adapted the design of roadways to provide traffic safety features. As CPNAB reports noted, the government had invested in a series of high-volume and high-speed highways in the housing areas; these threatened pedestrian safety and neighborhood cohesion. Damon advocated the construction of peripheral roads around each of the housing areas. He noted that:

Paralleling the major traffic arteries with tract roads, although costly, was a requirement essential to the safety of residents of the various housing areas, and one that appears (in view of the abnormal accident records of traffic on Oahu's public highways) to have fully justified the expenditure involved.⁴⁵

To further control traffic within each housing area, Damon recommended limiting points of access into the site. The result was an inward-focused neighborhood with houses facing away from the perimeter and towards each other.

(See fig. 7-1 and refer to Section 7 for additional detail regarding the circulation networks around and within Little Makalapa.)

As demand for wartime housing increased, the Navy briefly considered altering the original site plan for Little Makalapa to include 10 additional duplex housing units, as documented by a 1942 map (fig. 8-14). Based on analysis of aerial photos from the period, the Navy undertook some site preparation work for the construction of these duplexes. Despite such efforts, the additional housing units were never built and the cleared land was used for storage through 1945. The Navy also constructed an unpaved road following the proposed alignment of Palmyra Drive shown in the 1942 map, curving down to the northwest to connect with Kamehameha Highway. The design of the site plan for the proposed expansion reflected the same curvilinear street pattern that Damon selected for Little Makalapa, but it is unclear whether or not Damon was involved in developing the design. Aerial photos show that the land to the northwest was used as a material storage area (fig. 7-7).

⁴⁴ CPNAB, *Technical Report*, A-917.

⁴⁵ *Ibid.*, A-935.

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ARCHITECTURE

Prior to the 1940s, the majority of naval housing constructed at Pearl Harbor consisted of one-story bungalows from the Arts and Crafts movement.⁴⁶ By the beginning of World War II the utilitarian influences of the Modern movement took root throughout the base's residential housing neighborhoods. Little Makalapa Naval Housing Historic District was composed of residential duplexes designed in the Modern style with Ranch Style influences (fig. 8-15).

Charles William (C. W.) Dickey, Architect

Charles William (C. W.) Dickey was the grandson of William Patterson Alexander, an early missionary to Hawai'i. Dickey was born in Alameda, California, but raised on Maui from the age of two until he attended high school in Oakland, California. He obtained an architecture degree at the Massachusetts Institute of Technology in 1894.⁴⁷ He practiced in Honolulu with Clinton Briggs Ripley from 1896 to 1900, and then with Edgar Allen Poe Newcomb from 1901 to 1905.⁴⁸ Dickey moved to Oakland in 1905 and practiced mainly there for the next 20 years, although he occasionally traveled to Hawai'i for commissions for his Maui relatives.⁴⁹ Dickey established a Honolulu office with Hart Wood in 1919, while also maintaining his Oakland office before relocating permanently to Honolulu in late 1924.⁵⁰

Dickey was well known for his Hawaiian Style concrete structures; such as the Alexander and Baldwin Building and the Mabel Smyth Memorial Auditorium in downtown Honolulu, as well as his private residential work.⁵¹ Dickey worked in a wide variety of different styles, both historicist and Modern-influenced. Yet, his work in any style took on a signature "Dickey Style" through consistent use of pleasing building proportions, Dutch-gabled roofs, wide porches, large windows that provided cross-ventilation and were shaded by wide eaves or awnings, and features that were adapted to the tropical climate of Hawai'i. His philosophy was:

"To be in harmony with the spirit of our people, our architecture should be simple, unpretentious and free from all effort or straining for effect. Any historic style may be modified or used, but after changed to fit our conditions it loses its historic characteristics to such an extent that it might be better called Hawaiian."⁵²

His most notable designs date from the late 1920s and early 1930s, and include the Alexander and Baldwin Building (fig. 8-16), the Halekulani Hotel main building and several cottages, several buildings at Kamehameha Schools hillside campus, the Immigration Station administration building, Central Fire Station, Kodak Hawai'i Building, Varsity Theater, and numerous residences. In the late 1930s, Dickey became involved in planning several low-cost urban housing projects, including the 1939 construction

⁴⁶ Ibid., 2-10.

⁴⁷ Robert Jay, *The Architecture of Charles W. Dickey: Hawai'i and California* (Honolulu: University of Hawai'i Press, 1992): 32.

⁴⁸ Ibid., 33-72.

⁴⁹ Ibid., 102-103.

⁵⁰ Ibid., 108-111.

⁵¹ Neil, J. Meredith, "The Architecture of C. W. Dickey in Hawai'i," *The Hawaiian Journal of History* 9 (1975), 112.

⁵² Ronald Lee Melichar, "C. W. Dickey's Immigration Station: A History of its Site, A Proposal for its Future" (M.A. Thesis, Columbia University, 1978): 37.

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of the Kamehameha Homes project on King Street, which was the “first low-cost, federally assisted housing project in Hawai'i.”⁵³

Dickey’s firm was contracted in 1939 by CPNAB to design housing for the rapidly growing Navy population around Pearl Harbor; including Naval Housing Areas 1, 2, and 5. He “saw architectural opportunities here that were far more sophisticated than those offered by the low-cost housing projects.”⁵⁴ Dickey’s experience at Pearl Harbor predated the war and extended back to the 1920s with his designs for the housing on Ford Island.

For his naval housing work in 1939, Dickey was constrained by standards developed in the prewar era by the Navy’s Bureau of Yards and Docks and the requirements of the CPNAB contract. However, these constraints did not preclude his designs from including his own stylistic signatures as well as his insights and understanding of the Hawaiian climate. Of all the housing designed by Dickey under the 1939 CPNAB contract, Little Makalapa Historic District best exemplified the climactic adaptations and signature stylistic elements for which Dickey became known. Among these features include large windows that provide cross-ventilation, wide eaves, shading elements over first-floor windows, and lanais.

Dickey remained highly involved in the design and construction of his projects despite the heavy workload before and during World War II, and was in frequent communication with the design staff of the Department of Public Works, 14th Naval Division at Pearl Harbor. A colleague remembers Dickey “going from table to table [at the Department of Public Works], treating them as participating architects.”⁵⁵ Dickey’s personal skill was supported by a team of fellow architects with a broad range of experiences. His staff also included a group of Japanese architects: Makoto (“Marco”) Sunada, Terue Fujita, and Kenji (“Kenneth”) Onodera (fig. 8-17).⁵⁶

Construction Method

The architecture of the housing units in the Little Makalapa Naval Housing Historic District is further significant because of the assembly-line techniques used in their construction. This method enabled rapid construction of housing despite material shortages, and also provided cost savings that allowed for a higher level of architectural detailing within the available construction budget. The use of partially standardized components in this project illustrates the trend towards the use of manufactured buildings, perhaps best illustrated by the Navy’s use of thousands of Quonset huts during World War II.

As described by CPNAB reporting documents, the contractors developed an assembly-line process to handle the highly accelerated construction schedule for the Navy’s housing in the early 1940s. The process began by clearing the land (often by burning cane fields), and then grading the future sites of roads and buildings. At least two power shovels were used in the Little Makalapa Historic District development, as well as 50 bulldozers, scrapers, and graders. Underground utilities were installed next.

⁵³ Ibid., 178.

⁵⁴ Ibid.

⁵⁵ William Dickey Merrill, “Charles William Dickey, Architect,” *Hawai'i Architect* (January 1997): 22, from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

⁵⁶ Ibid.

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A major expense was rerouting civilian roads, railway spurs, power lines, and water systems to conform to new property configurations and Navy restrictions on public utility operations on military reservations.

Construction of individual buildings followed. As CPNAB described, "Concrete foundations for the reduplicative residence and barracks were installed by three crews, one doing the hand excavation, one placing the prefabricated forms, the other pouring the concrete from mixer trucks."⁵⁷ The system used for wall framing was the most innovative and time-saving part of the process. Each wall unit, floor unit, and roof unit was assembled off the construction site.⁵⁸ CPNAB explained that, "[t]he prefabricated units were typically one wall of a room, except in cases, such as the long wall of a living room, where a complete wall would be too hard to handle."⁵⁹ Off-site assembly occurred in an open-air shed "equipped with full-size assembly tables on which necessary horizontal and vertical modules of measurement were indicated, four-way locking devices installed, and saws of various types mounted."⁶⁰ This building was accessible via railroad, so that lumber and detail materials could be delivered by rail. The lumber used included a large quantity of plywood, which at that time was unusual for residential construction. Experimentation with plywood had begun only recently, in the late 1930s, for construction of depression-era affordable housing projects such as a 1939 Federal Housing Administration project in Fort Wayne, Indiana.⁶¹

Once the assembled wall, floor, and roof assemblies were transported to the construction site, "these assemblies were joined by driving spikes; that material choice was due to the shortage of bolts, considered a critical material."⁶² Painting was kept to a minimum to save labor and materials. Within the houses themselves, standardized components included fitted electric panels, pipe assemblies, cabinets, window and door frames, and stairs.

The bolted assemblies used during the war continued to be used post-war as "prefabricated" bolts and later as patented bolt designs. Similar methods of assembly-line housing construction would be widely adopted after World War II for construction of residential suburbs like Levittown in Pennsylvania, and continue to be widely used today. In fact, one of the early companies that fabricated the bolts for assembly of the Little Makalapa Historic District houses, Simpson Connectors, continues to be a large manufacturer of connector assemblies, demonstrating the long-lasting influence of wartime innovations like those used to construct the Little Makalapa Naval Housing Historic District.

⁵⁷ CPNAB, *Technical Report*, A-919.

⁵⁸ Research efforts did not locate architectural drawings or construction documents for Little Makalapa. However, architectural drawings depicting Dickey's use of similar techniques for construction of naval housing at Wahiawa are available from the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

⁵⁹ CPNAB, *Technical Report*, A-923.

⁶⁰ *Ibid.*, A-935.

⁶¹ Jeff Dodge, AIA (Historical Architect, NAVFAC Hawai'i), interview by Lorraine Minatoishi, May 23, 2014.

⁶² CPNAB, *Technical Report*, A-923.

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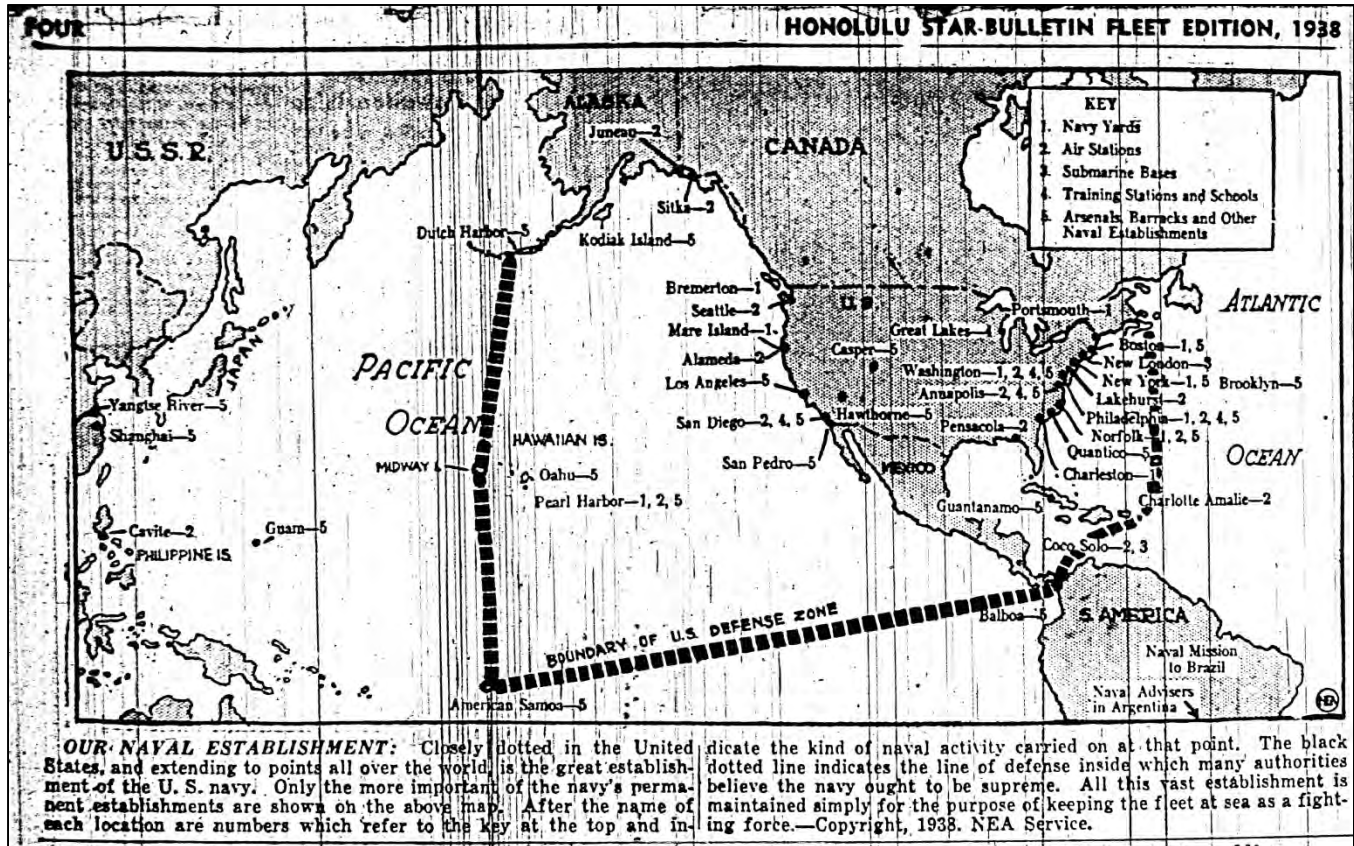


Figure 8-1. Map depicting the line of defense of the U.S. Navy, published in the *Honolulu Star Bulletin* Fleet Edition, 1938. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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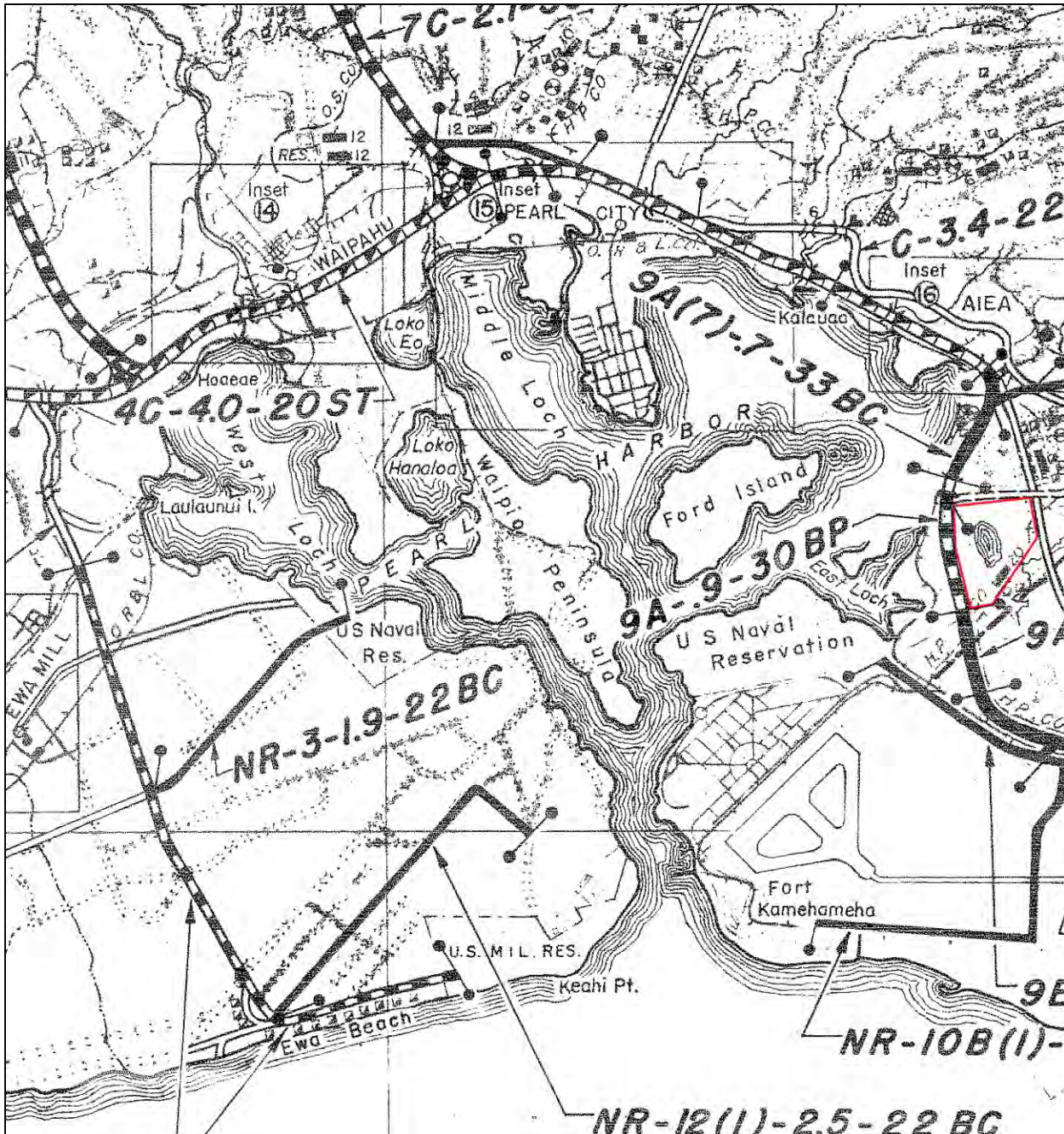


Figure 8-2. Detail of map of the O'ahu Territorial Highway System, showing the general area of the Makalapa Crater outlined in red, prepared by the Territorial Highway Department in cooperation with the Federal Works Agency, Public Roads Administration, 1944. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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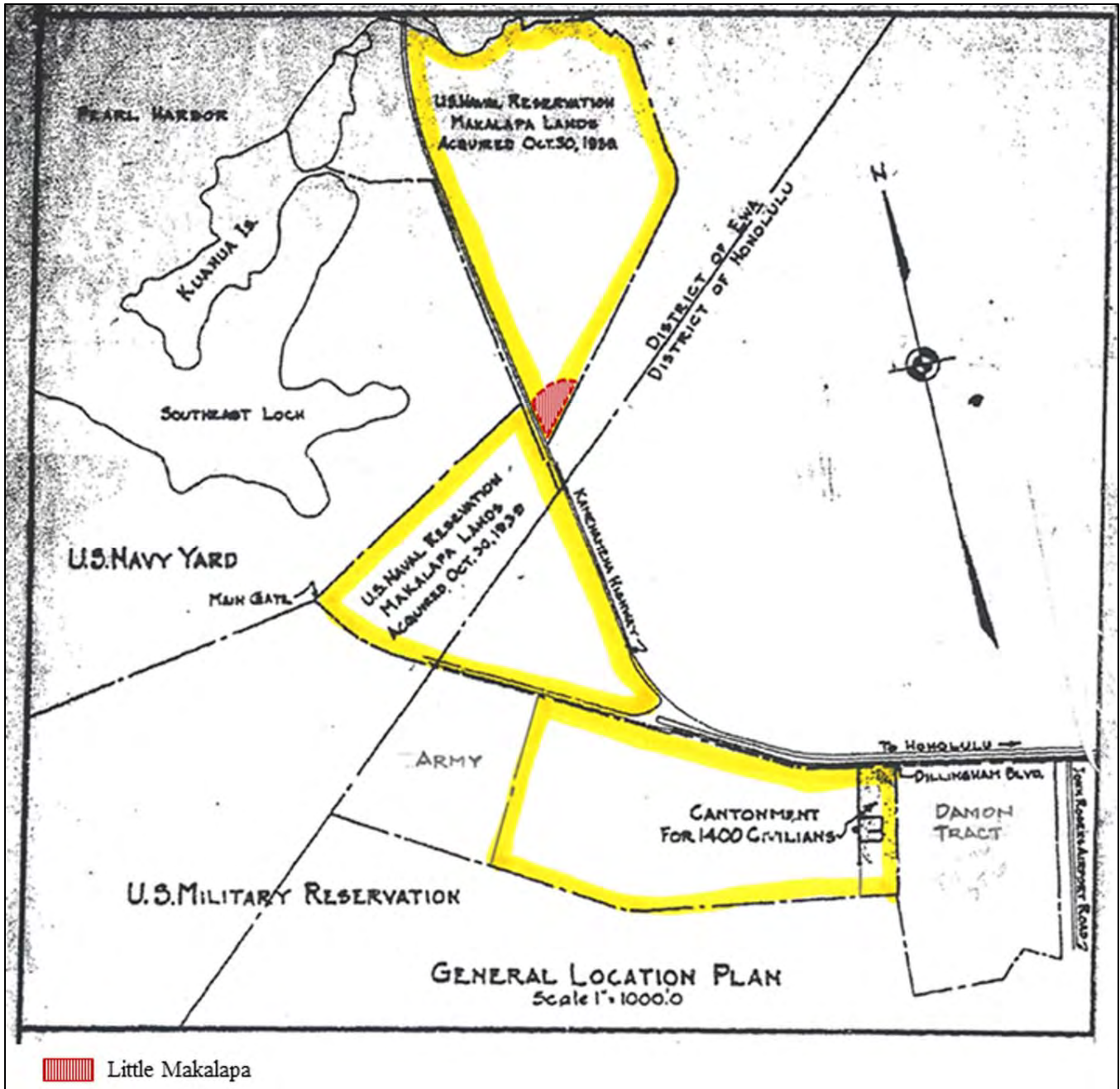


Figure 8-3. 1939 map showing land acquisition by the U.S. Navy, with the Little Makalapa housing area in red. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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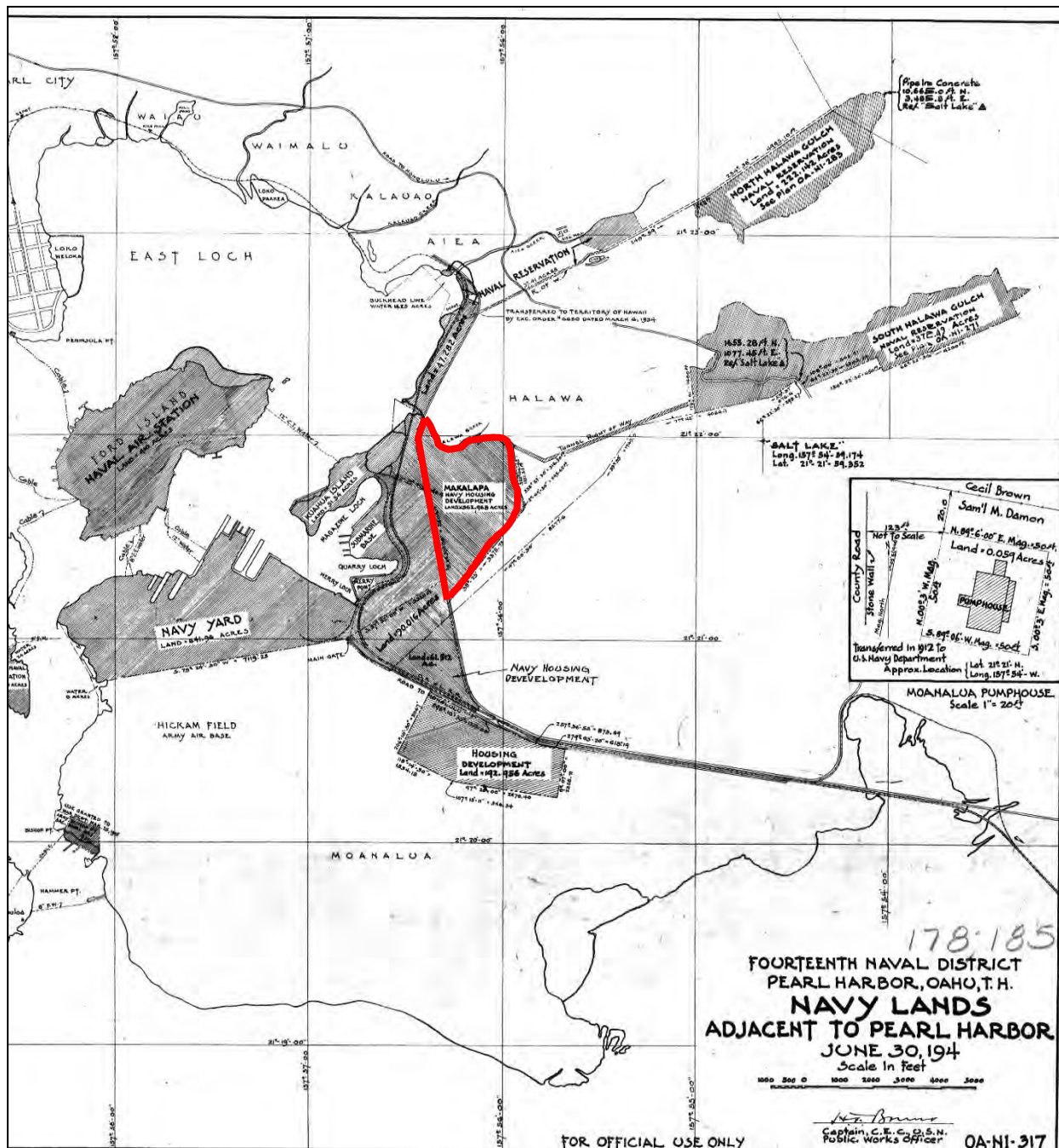


Figure 8-5. Detail of the western section of a map depicting the Navy's land ownership in the Pearl Harbor area in 1940. The general Makalapa area is shown in red. Source: National Archives, College Park, Maryland, Cartographic Collection, Record Group 70.

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Figure 8-6. Detail of northern half of map showing how the Navy's 1939 land acquisition (depicted in fig. 8-3) would be platted for housing development by 1942. The general Little Makalapa area is circled in red. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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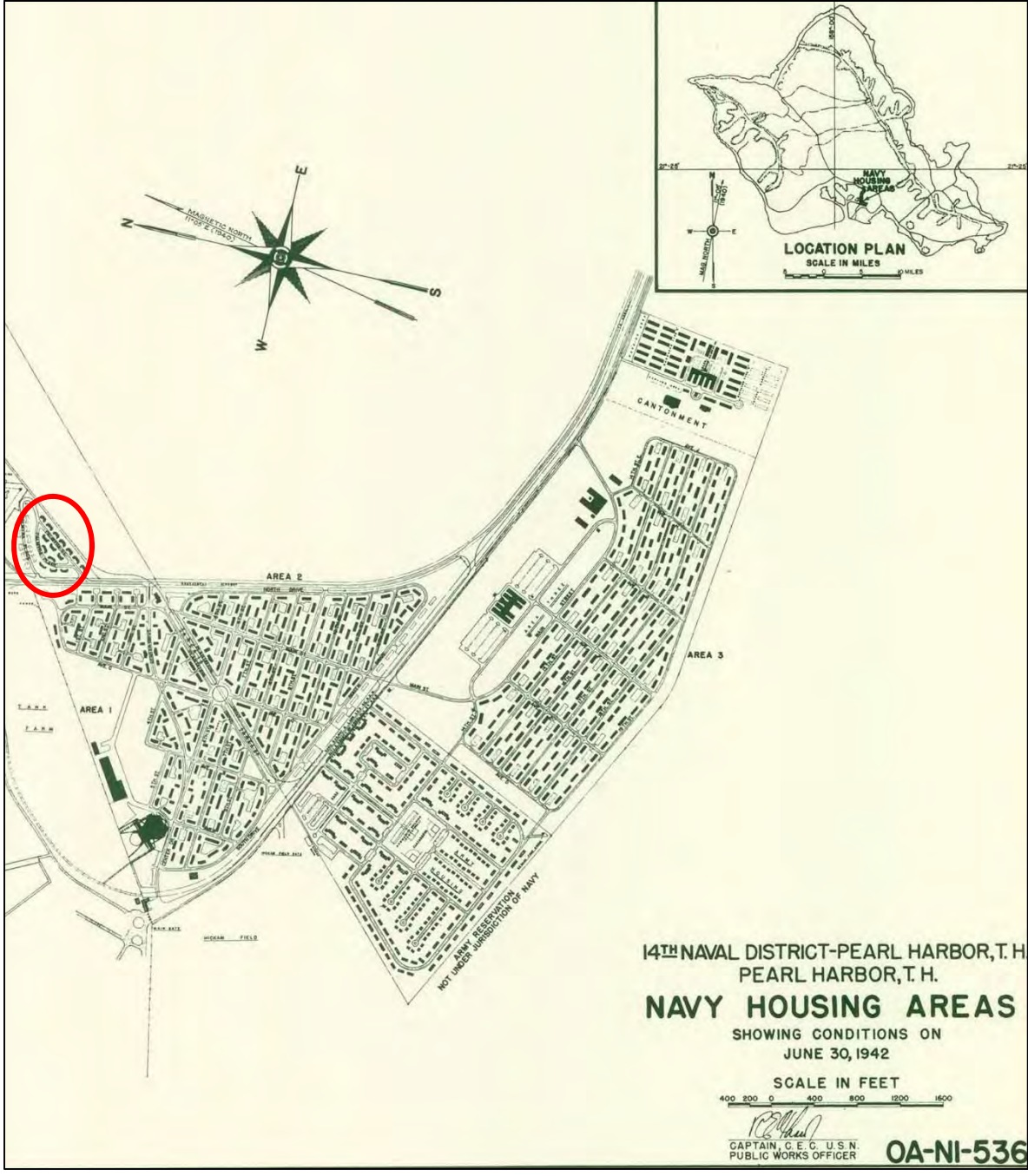


Figure 8-7. Detail of southern half of map showing how the Navy's 1939 land acquisition (depicted in fig. 8-3) would be platted for housing development by 1942. The general Little Makalapa area is circled in red. Note the proximity of Housing Area No. 1 to the entrance into Little Makalapa from Kamehameha Highway at the southern end of Palmyra Drive. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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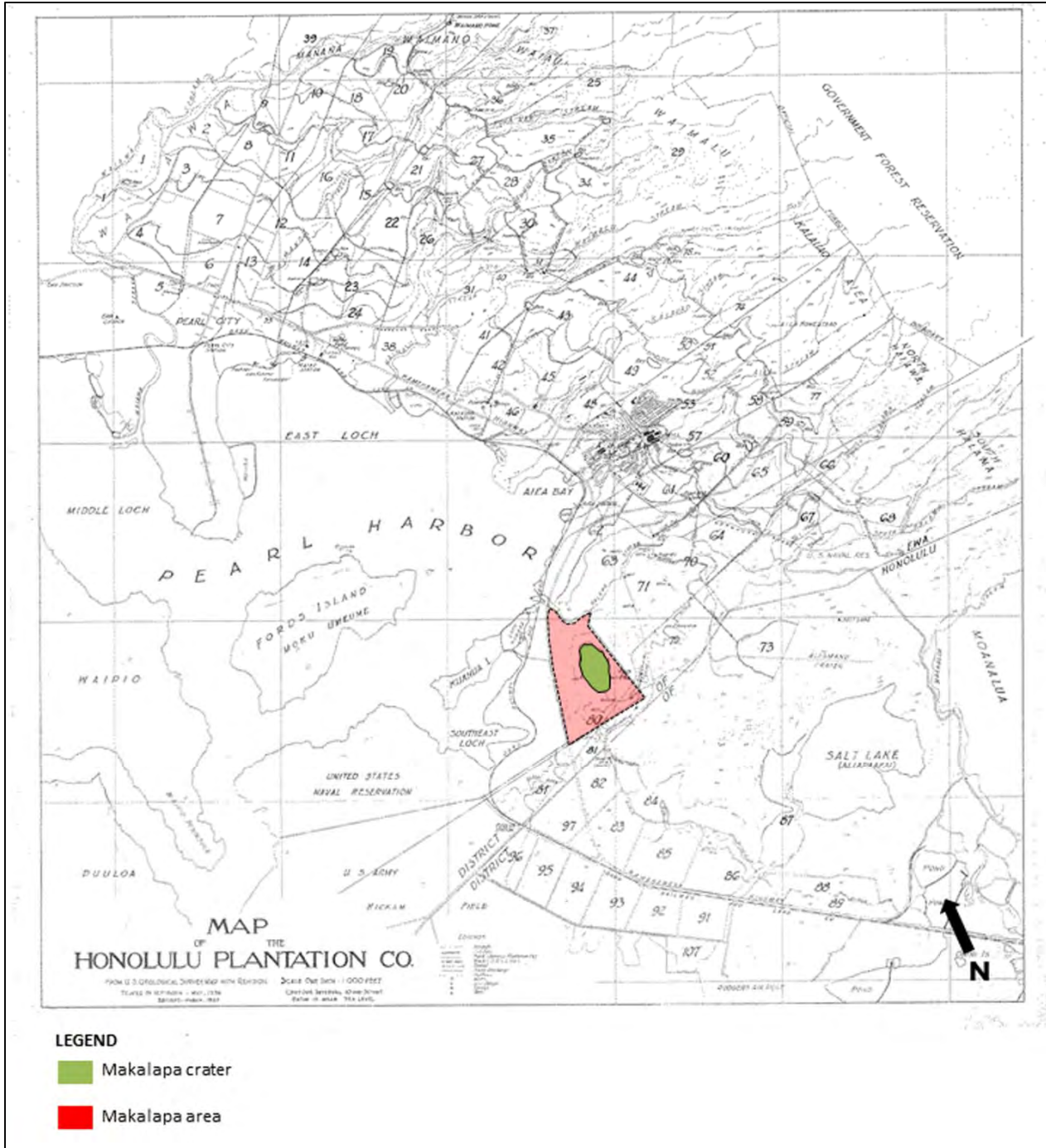


Figure 8-8. Map of Hālawā ahupua'a and the lands of Honolulu Plantation Company. Source: NAVFAC Hawaii Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawaii.

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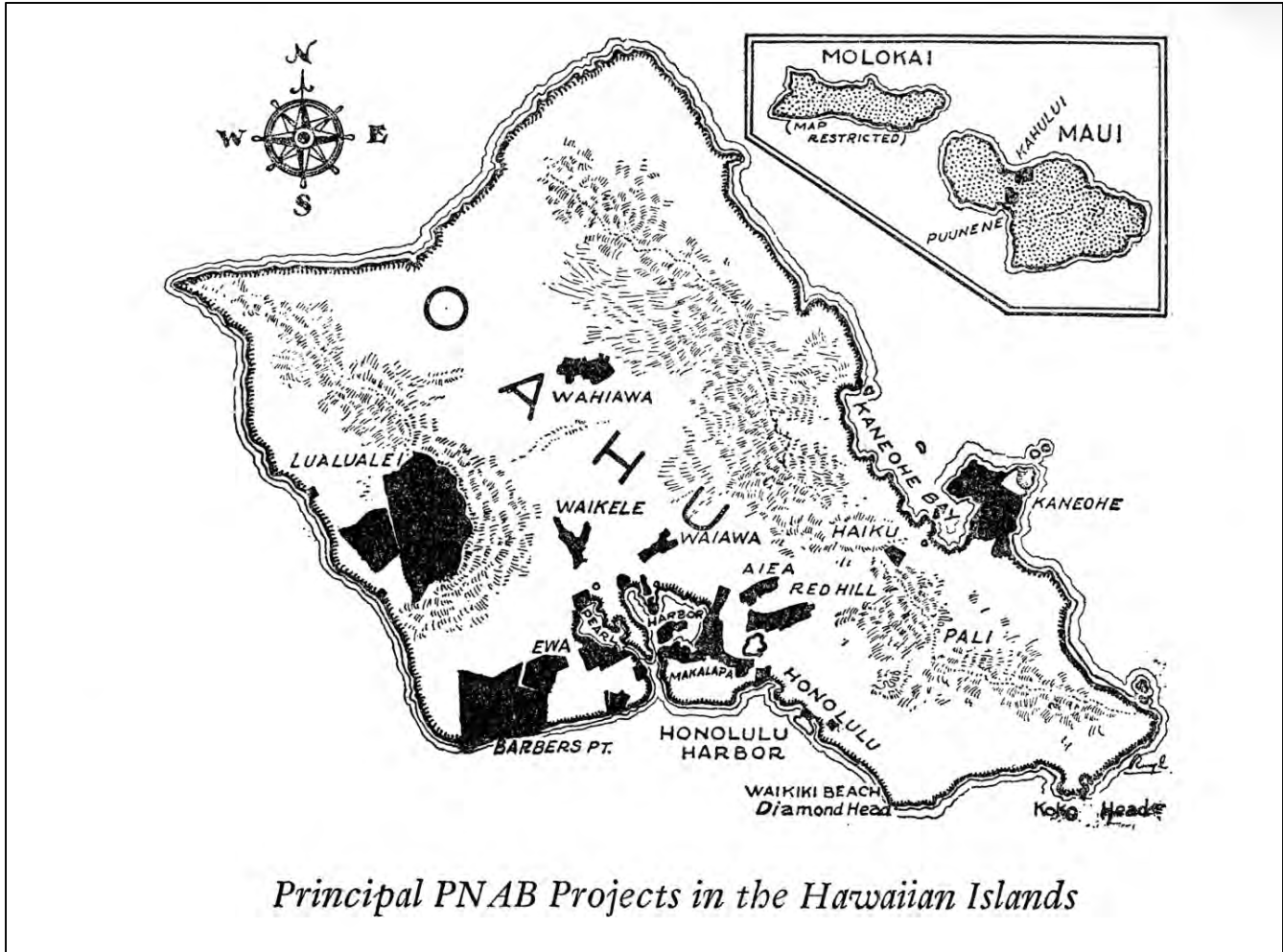


Figure 8-9. Map showing the geographic distribution of CPNAB projects in the Hawaiian Islands. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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Figure 8-10. Aerial photograph dated November 1941, showing the Little Makalapa Naval Housing Historic District under construction, circled in red. All 15 duplex units are visible. Source: National Archives, College Park, Maryland, Still Pictures Collection, Record Group 30, Photo No. 80-G-182874.

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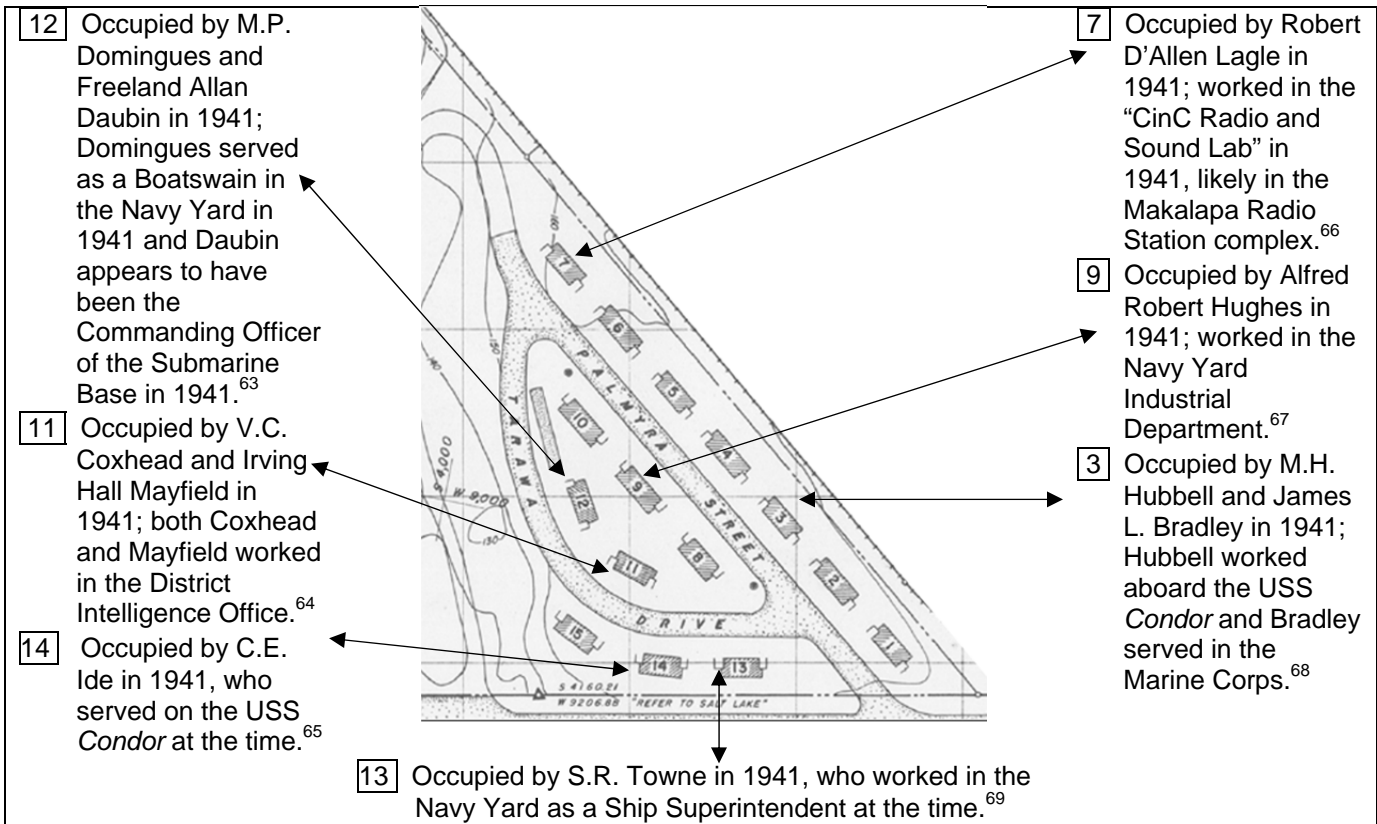


Figure 8-11. Documentation of known occupants in Little Makalapa, ca. 1941.

⁶³ *Roster of Officers*; NARA Personnel Records Center, St. Louis, Missouri, RG 024; U.S. Department of the Navy, *Register of commissioned and warrant officers of the United States Navy and Marine Corps*, July 1, 1944 [Serial Set Vol. No. 10900, Session Vol. No. 36, H.Doc. 664] (Washington, D.C.: U.S. Congress, House, 78th Congress, 2nd Session, 1944), from NewsBank, Inc., www.newsbank.com; U.S. War Department, Office of the Adjutant General, *Official Army Register, 1 July 1941* [Serial Set Vol. No. 10614, Session Vol. No. 37, H.Doc. 31] (Washington, D.C.: U.S. Congress, House, 77th Congress, 1st Session, 1941), from NewsBank, Inc.; Michael Sturma, *The USS Flier* (Lexington, Kentucky: University Press of Kentucky, 2009). Although the 1941 *Roster* lists Daubin as "CO. Sub. Base," NARA and the 1941 *Army Register* document Army service. By 1944, however, the *Navy Register* and secondary sources document Navy service.

⁶⁴ *Ibid.* Coxhead's rank is unknown, but he does not appear to have been an officer. Mayfield ranked as Captain in both 1941 and 1944. Note that, in 1941, intelligence facilities were not yet constructed in the Makalapa Administrative Area.

⁶⁵ *Ibid.* Ide ranked as a Lieutenant in the US Navy Reserve in 1941.

⁶⁶ *Ibid.* Lagle also is known to have worked as a radio electrician and in various other radio-related roles from at least 1933 through World War II. Note that, in 1941, the Fleet Radio Unit Pacific (FRUPAC) was not yet located in the CinCPac Administrative Area north of Big Makalapa, so an association with the Makalapa Radio Station near Little Makalapa is more likely. In 1941 Lagle ranked as a Lieutenant, and he maintained that rank through at least 1944.

⁶⁷ *Ibid.* By 1944, Hughes ranked as a Lieutenant.

⁶⁸ *Ibid.* Hubbell ranked as an Ensign in the US Navy Reserve in 1941, and research revealed no later rank; Bradley ranked as a Lieutenant Commander in the Marine Corps by 1944.

⁶⁹ *Roster of Officers*. Towne ranked as an Ensign in the US Navy Reserve in 1941.

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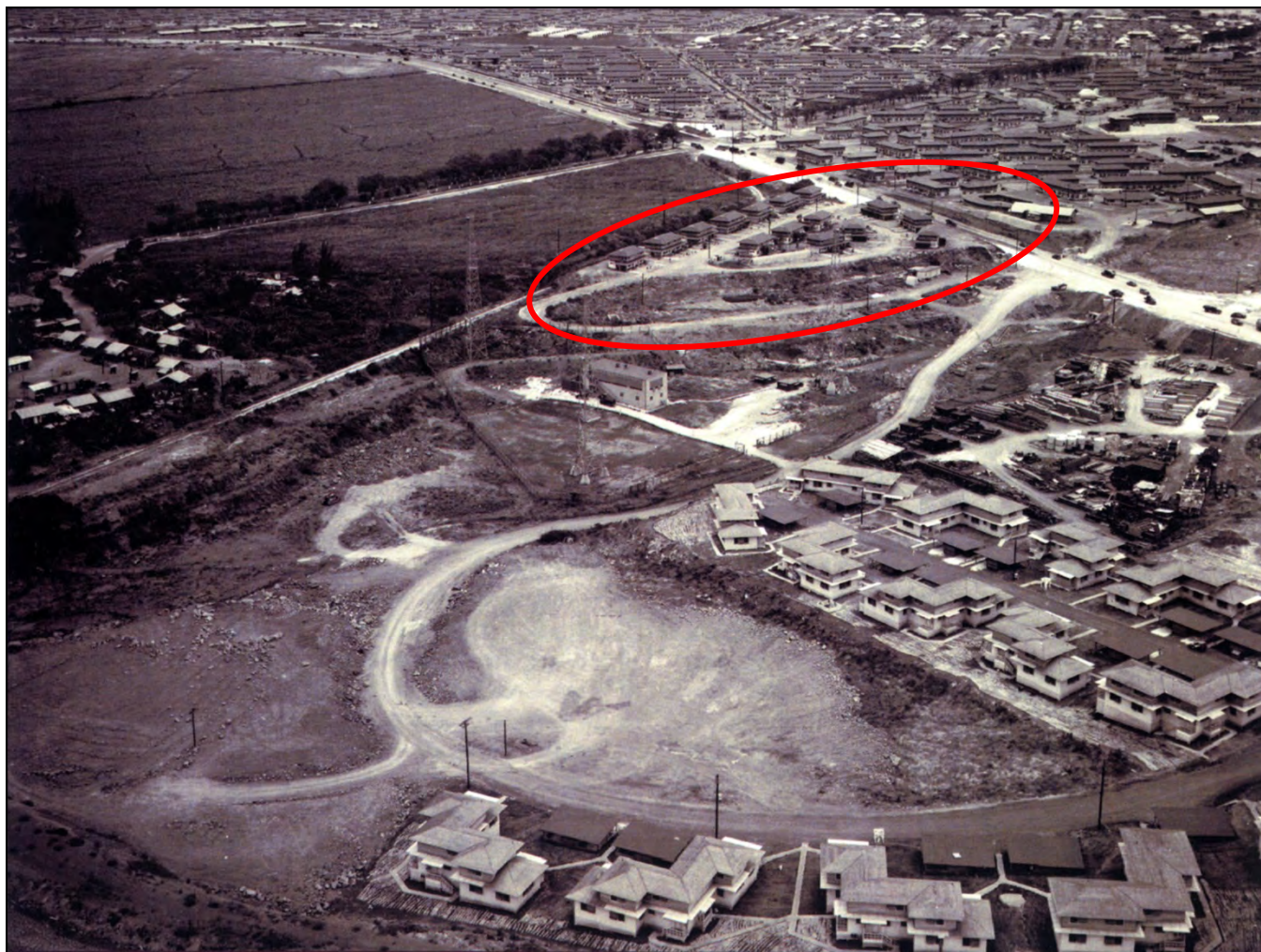


Figure 8-12. Aerial photograph showing the Little Makalapa Naval Housing Historic District completed, circled in red, while construction is still ongoing in the Makalapa Naval Housing Historic District, shown in the foreground. Source: National Archives, College Park, Maryland, Still Pictures Collection, Record Group 30.

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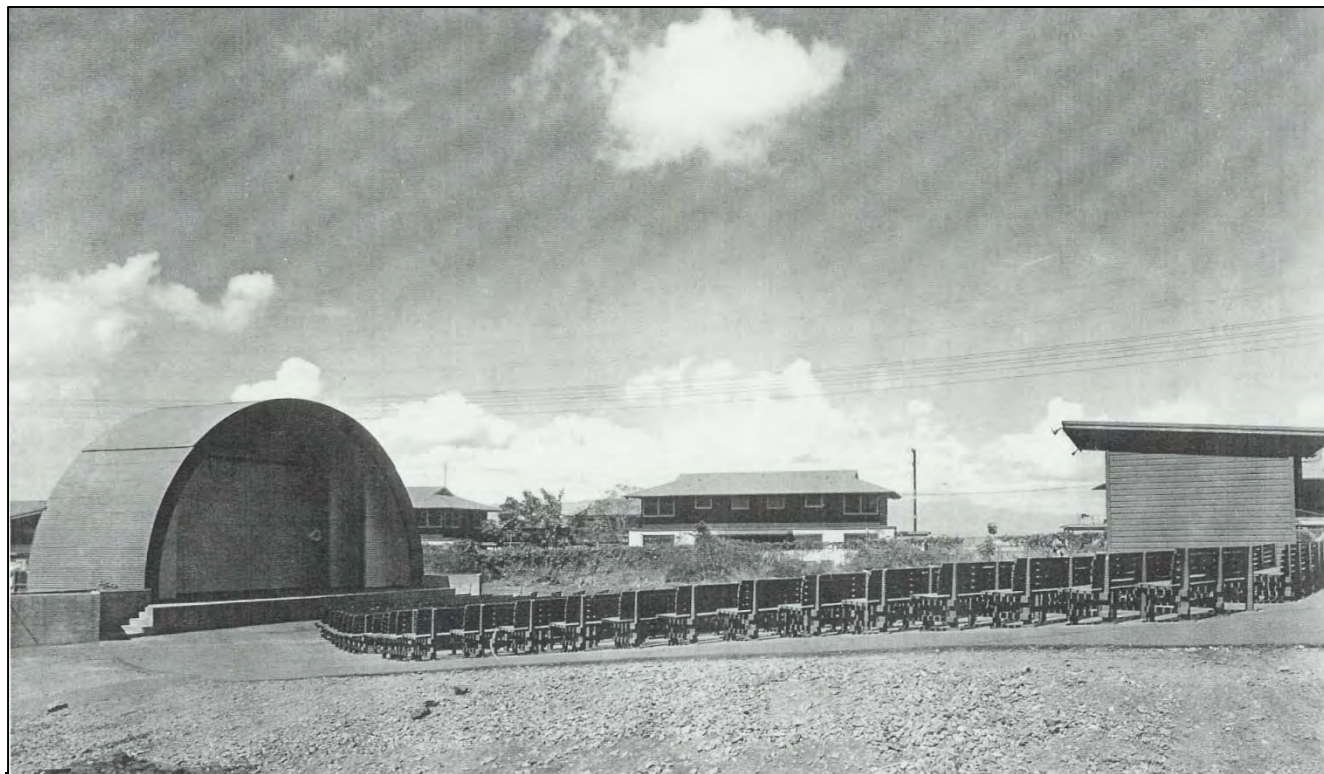


Figure 8-13. Photograph taken during World War II showing the theater located south of the Little Makalapa Naval Housing Historic District, view facing west. The theater is no longer extant. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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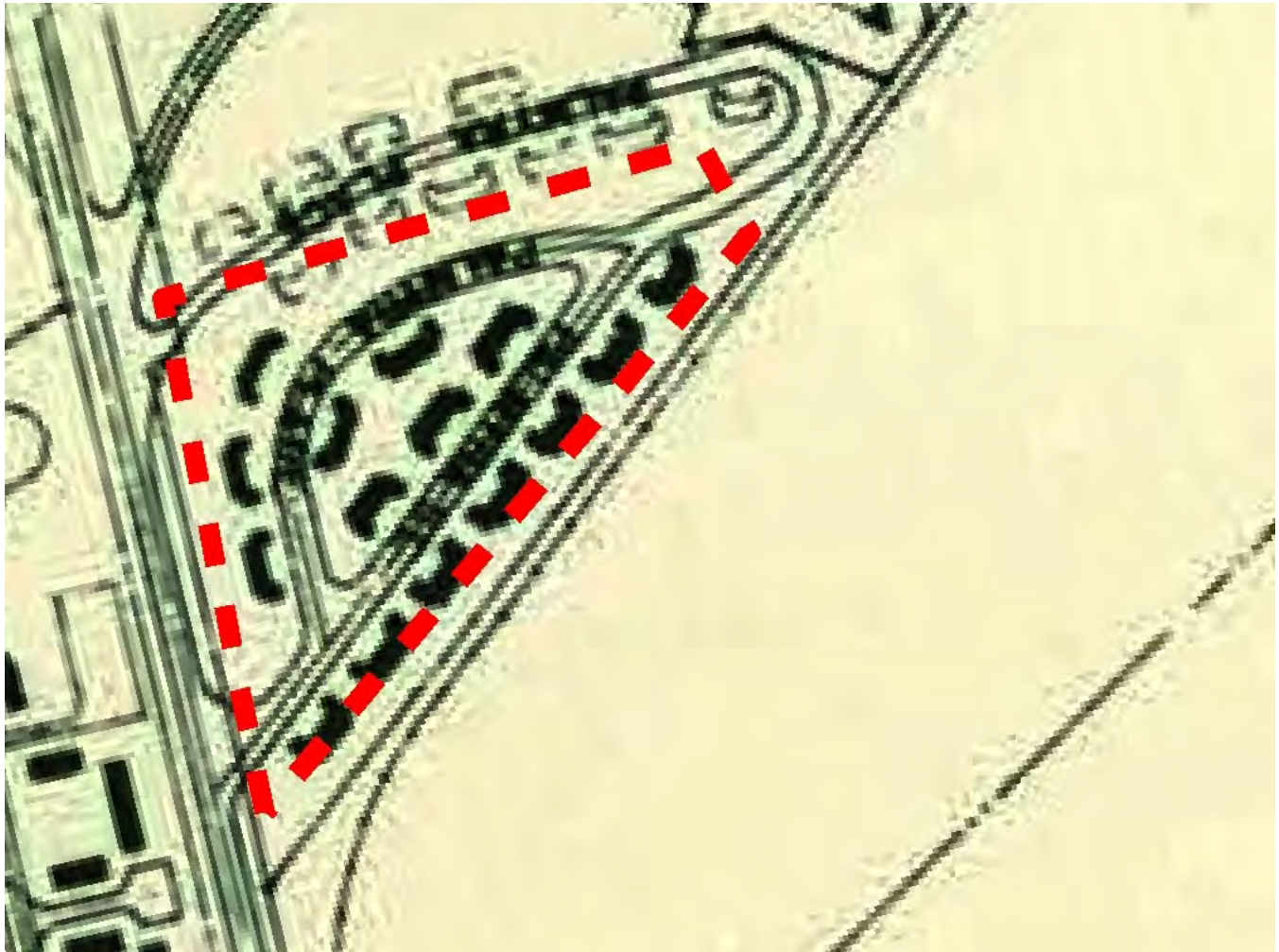


Figure 8-14. Detail of 1942 map showing the proposal to expand Little Makalapa by extending Palmyra Drive to the northwest and adding 10 duplex units. The duplexes with footprints drawn filled with solid black were extant by 1942, while those shown as outlined only were proposed by never constructed. Palmyra Drive was extended to the northwest as shown here by 1943 (see fig. 7-7), although it was not paved until 1946. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickham, Honolulu, Hawai'i.

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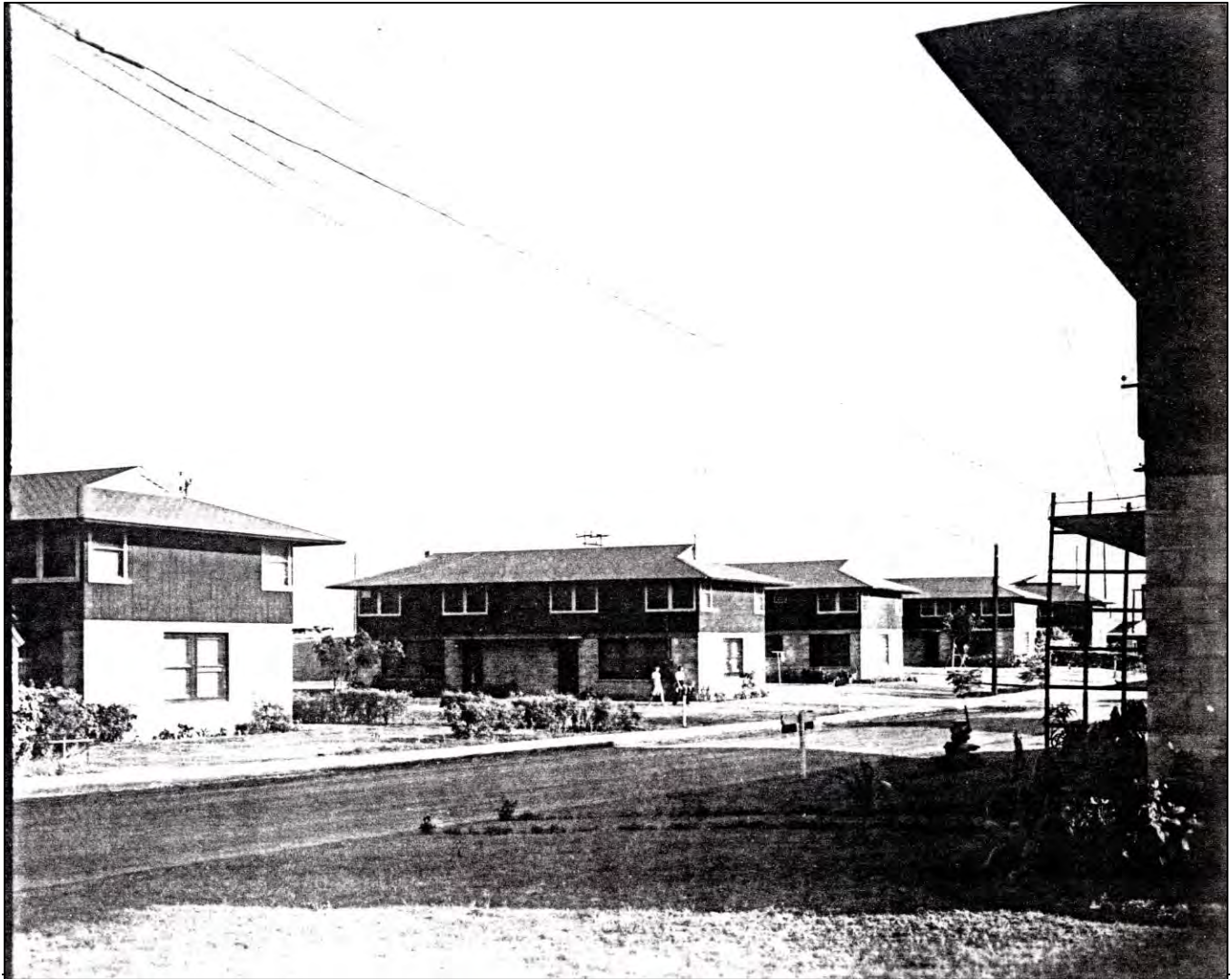


Figure 8-15. Historic photograph showing the utilitarian architecture in Naval Housing Area No. 1, ca. 1942, while the area was still under construction. The simplicity of these houses contrasts to the attention to detail in the Little Makalapa housing. While design features on these houses are minimal, the use of corner windows and the flat and unornamented wall surfaces nod to the influence of Modern architecture. The double-sloped hipped roofs are closely associated with Dickey's signature style. Source: NAVFAC Hawai'i Archives, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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Figure 8-16. Photograph of the Alexander and Baldwin Building in downtown Honolulu, designed by C. W. Dickey in 1929. Source: Historic Hawai'i Foundation.

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From left: Marco Sunada, Doug Freeth, Roger Benezet, Don Taylor, Kay Davenport, Jim Simms, Bill Merrill, Dickey, Tyler Harr, Ken Roehrig, Terue Fujita, and Kenji Onodera in the office c. 1940.

Figure 8-17. Portrait of Dickey's staff, including a number of Japanese architects. Source: William Dickey Merrill, "Charles William Dickey, Architect," *Hawai'i Architect* (January 1997), 15. From the archives of NAVFAC Hawai'i, Joint Base Pearl Harbor-Hickam, Honolulu, Hawai'i.

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GEOGRAPHICAL MAP



Map showing location of Little Makalapa Naval Housing Historic District, U.S. Naval Base Pearl Harbor. USGS, Pearl Harbor Quadrangle, 2013.

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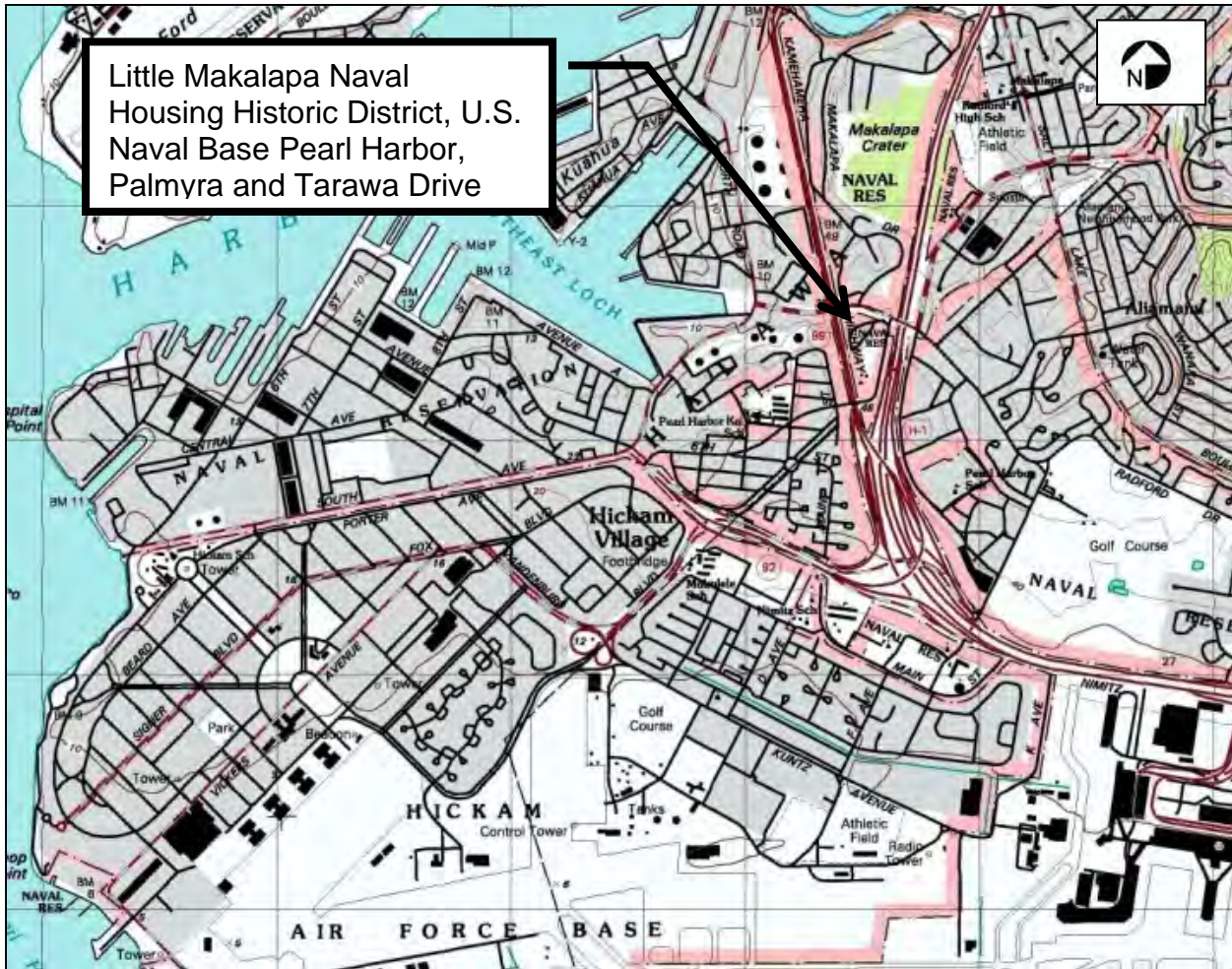
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Map showing location of Little Makalapa Naval Housing Historic District, U.S. Naval Base Pearl Harbor. USGS, 1999.

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UTM Coordinates
4N 610489E . 2361438N



Google earth



Map showing location of Little Makalapa Naval Housing Historic District, U.S. Naval Base Pearl Harbor. Google Earth, 2013.

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Photo Key Map/Sketch Map

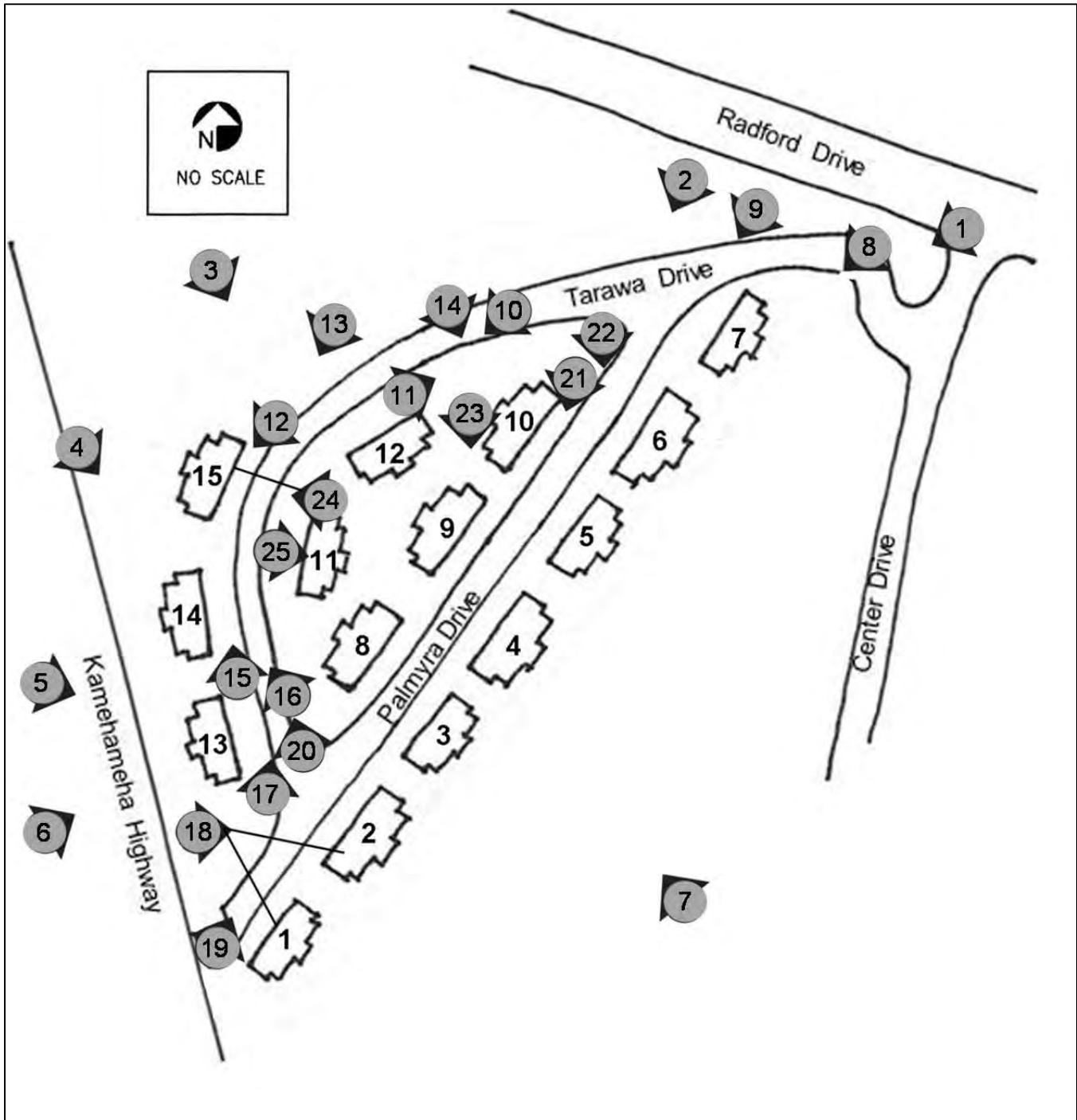


Photo Key Map/Sketch Map, 1 of 2. Photo numbers 1 to 25. Note that all numbered resources are contributing.

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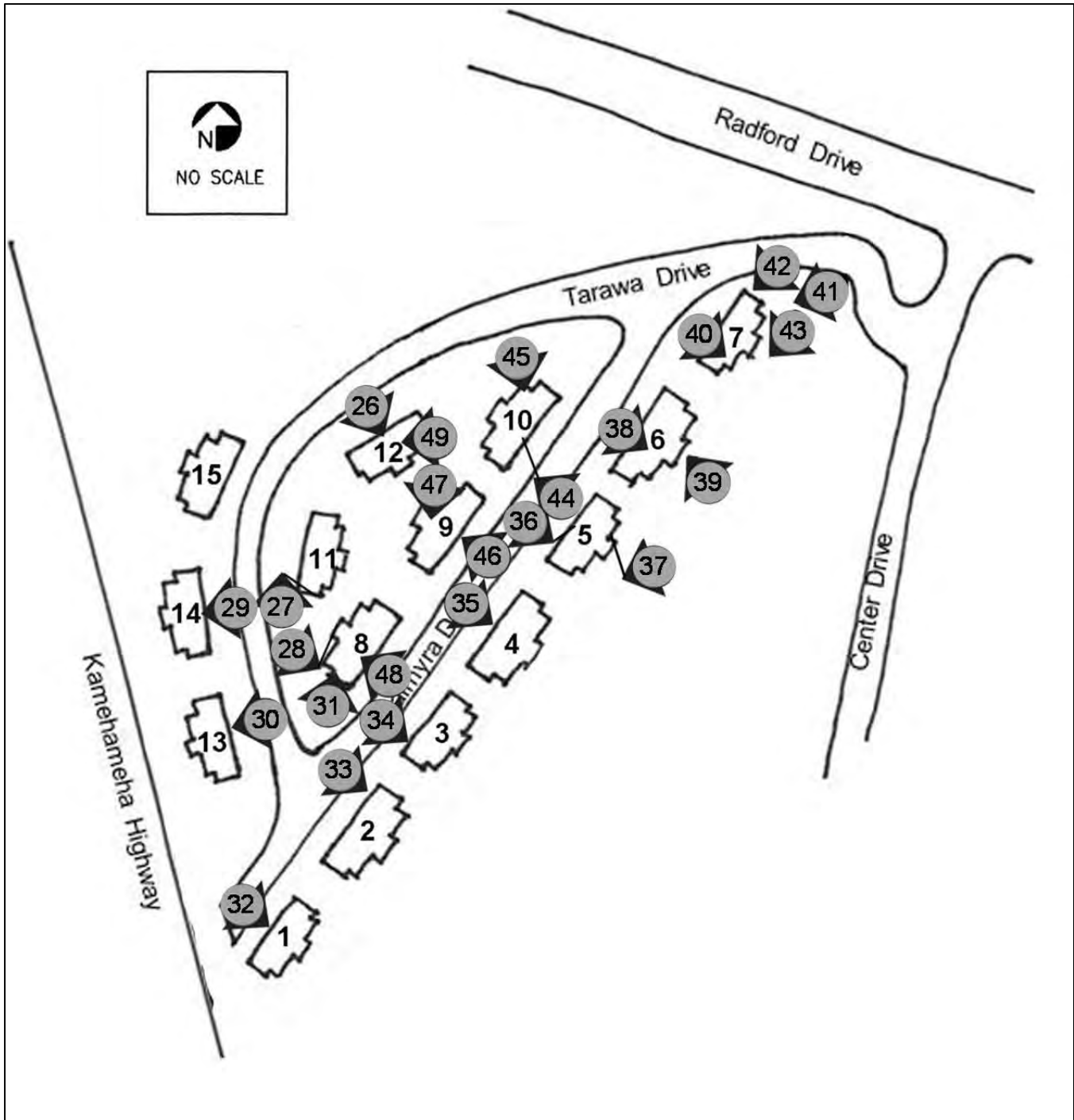


Photo Key Map/Sketch Map, 2 of 2. Photo numbers 26 to 49. Note that all numbered resources are contributing.

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Photographs

Name of Property:	Little Makalapa Naval Housing Historic District
City or Vicinity:	Pearl Harbor
County:	Honolulu County
State:	Hawaii
Name of Photographer:	Tony Martie
Date of Photographs:	March 27, 2015

Photo Log

- Photo 1 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0001.tif)
Facility 15 Tarawa Drive, front facade. View to west northwest.
- Photo 2 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0002.tif)
Facility 3 Palmyra Drive, front/side elevation. View to south.
- Photo 3 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0003.tif)
Facility 5 Palmyra Drive, rear elevation/backyard. View to southwest.
- Photo 4 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0004.tif)
Facility 1 Palmyra Drive, lanai roof detail. View to northeast.
- Photo 5 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0005.tif)
Facility 1 Palmyra Drive, front façade lanai. View to northeast.
- Photo 6 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0006.tif)
Facility 7 Palmyra Drive., entryway. View to southwest.
- Photo 7 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0007.tif)
Facility 7 Palmyra Drive, living room. View to southwest.
- Photo 8 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0008.tif)
Facility 7 Palmyra Drive, living room/sunroom. View to northeast.
- Photo 9 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0009.tif)
Facility 7 Palmyra Drive, kitchen. View to southeast.
- Photo 10 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0010.tif)
Facility 7 Palmyra Drive, staircase. View to southeast.
- Photo 11 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0011.tif)
Facility 7 Palmyra Drive, second floor bedroom. View to northwest.
- Photo 12 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0012.tif)
Facility 7 Palmyra Drive, second floor bedroom. View to southeast.
- Photo 13 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0013.tif)
Facility 7 Palmyra Drive, second floor bathroom. View to southeast.

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Photo 14 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0014.tif)
Facility 6 Palmyra Drive, front façade. View to southeast.

Photo 15 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0015.tif)
Facility 4 Palmyra Drive, rear/side elevation. View to north.

Photo 16 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0016.tif)
Facility 10 Palmyra Drive, rear elevation/backyard. View to southeast.

Photo 17 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0017.tif)
Facility 4 Palmyra Drive, rear elevation/backyard. View to west.

Photo 18 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0018.tif)
Facility 6 Palmyra Drive, front façade window detail. View to east.

Photo 19 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0019.tif)
Facility 6 Palmyra Drive front façade, carport. View to east.

Photo 20 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0020.tif)
Facility 9 Palmyra Drive, front façade lanai detail. View to southwest.

Photo 21 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0021.tif)
Facility 9 Palmyra Drive, entryway. View to northeast.

Photo 22 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0022.tif)
Facility 9 Palmyra Drive, living room. View to southeast.

Photo 23 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0023.tif)
Facility 9 Palmyra Drive, dining room sliding door. View to northwest.

Photo 24 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0024.tif)
Facility 9 Palmyra Drive, dining room/kitchen door. View to southwest.

Photo 25 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0025.tif)
Facility 9 Palmyra Drive, kitchen/dining room. View to northeast.

Photo 26 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0026.tif)
Facility 9 Palmyra Drive, kitchen. View to southwest.

Photo 27 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0027.tif)
Facility 9 Palmyra Drive, laundry room. View to northwest.

Photo 28 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0028.tif)
Facility 9 Palmyra Drive, laundry room powder room. View to west.

Photo 29 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0029.tif)
Facility 9 Palmyra Drive, staircase. View to northwest.

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Photo 30 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0030.tif)
Facility 9 Palmyra Drive, second floor hall. View to southeast.

Photo 31 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0031.tif)
Facility 9 Palmyra Drive, second floor bedroom/closet. View to southwest.

Photo 32 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0032.tif)
Facility 9 Palmyra Drive, second floor bedroom. View to northeast.

Photo 33 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0033.tif)
Facility 9 Palmyra Drive, second floor bedroom. View to northeast.

Photo 34 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0034.tif)
Tarawa Drive. View to west.

Photo 35 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0035.tif)
Palmyra Drive. View to southwest.

Photo 36 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0036.tif)
Palmyra Drive/Tarawa south intersection, greenspace/ stone wall. View to west.

Photo 37 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0037.tif)
Facility 1 Palmyra Drive, front façade. View to south.

Photo 38 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0038.tif)
Tarawa Drive. View to southwest.

Photo 39 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0039.tif)
Facility 15 Tarawa Drive, side elevation/topography. View to west.

Photo 40 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0040.tif)
Tarawa Drive. View to northeast.

Photo 41 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0041.tif)
Radford Drive/Center Drive intersection. View to southwest.

Photo 42 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0042.tif)
Escarpment adjacent to the Kamehameha Highway/Radford Drive intersection.. View to southwest.

Photo 43 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0043.tif)
Escarpment adjacent to the Kamehameha Highway/Radford Drive intersection. View to southeast.

Photo 44 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0044.tif)
Escarpment adjacent to the Kamehameha Highway/Radford Drive intersection. View to southeast.

Photo 45 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0045.tif)
Kamehameha Highway escarpment/stone wall. View to east.

Photo 46 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0046.tif)
Little Makalapa Historic District from location across the street/Kamehameha Highway. View to northeast.

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Continuation Sheet**

Little Makalapa Naval Housing Historic District
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Photo 47 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0047.tif)
Center Drive green space. View to northwest.

Photo 48 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0048.tif)
Facility 7 Tarawa Drive, side elevation/chain link fence. View to southwest.

Photo 49 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0049.tif)
Palmyra Drive. View to southwest.

Photo 50 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0050.tif)
Tarawa Drive. View to southwest.

Photo 51 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0051.tif)
Tarawa Drive. View to northeast.

Photo 52 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0052.tif)
Tarawa Drive. View to southwest.

Photo 53 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0053.tif)
Tarawa Drive. View to southwest.

Photo 54 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0054.tif)
Facility 10 Tarawa Drive rear/backyard. View to southeast.

Photo 55 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0055.tif)
Tarawa Drive. View to northwest.

Photo 56 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0056.tif)
Tarawa Drive. View to northwest.

Photo 57 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0057.tif)
Tarawa Drive/Palmyra Drive intersection. View to north.

Photo 58 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0058.tif)
Tarawa Drive. View to east.

Photo 59 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0059.tif)
Palmyra Drive. View to northeast.

Photo 60 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0060.tif)
Tarawa Drive. View to northwest.

Photo 61 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0061.tif)
Tarawa Drive. View to southwest.

Photo 62 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0062.tif)
Tarawa Drive/Palmyra Drive intersection. View to southeast.

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Photo 63 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0063.tif)
Facility 10 Palmyra Drive, rear elevation. View to south.

Photo 64 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0064.tif)
Facility 15 Tarawa Drive, front façade. View to west.

Photo 65 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0065.tif)
Facility 11 Tarawa Drive, front facade. View to east.

Photo 66 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0066.tif)
Facility 12 Tarawa Drive, front façade. View to southeast.

Photo 67 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0067.tif)
Facility 11 Tarawa Drive, side elevation/backyard. View to north.

Photo 68 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0068.tif)
Facility 8 Tarawa Drive, rear elevation/backyard. View to southeast.

Photo 69 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0069.tif)
Facility 14 Tarawa Drive, front façade. View to southwest.

Photo 70 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0070.tif)
Facility 13 Tarawa Drive, front façade. View to southwest.

Photo 71 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0071.tif)
Facility 8 Palmyra Drive, side elevation. View to north.

Photo 72 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0072.tif)
Facility 1 Palmyra Drive, front façade. View to southeast.

Photo 73 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0073.tif)
Facility 2 Palmyra Drive, front façade. View to southeast.

Photo 74 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0074.tif)
Facility 3 Palmyra Drive, front façade. View to southeast.

Photo 75 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0075.tif)
Facility 4 Palmyra Drive, front façade. View to southeast.

Photo 76 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0076.tif)
Facility 5 Palmyra Drive, front façade. View to southeast.

Photo 77 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0077.tif)
Facility 5 Palmyra Drive, rear elevation/backyard. View to southwest.

Photo 78 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0078.tif)
Facility 6 Palmyra Drive, front façade. View to southeast.

Photo 79 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0079.tif)
Facility 6 Palmyra Drive, rear elevation/backyard. View to northwest.

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Photo 80 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0080.tif)
Facility 7 Palmyra Drive, front façade. View to southeast.

Photo 81 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0081.tif)
Facility 7 Palmyra Drive, rear/side elevation. View to southwest.

Photo 82 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0082.tif)
Facility 7 Palmyra Drive, side elevation. View to southwest.

Photo 83 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0083.tif)
Facility 7 Palmyra Drive, side/rear elevation/backyard. View to southwest.

Photo 84 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0084.tif)
Facility 10 Palmyra Drive, front façade. View to northwest.

Photo 85 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0085.tif)
Facility 10 Palmyra Drive, rear elevation. View to southeast.

Photo 86 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0086.tif)
Facility 9 Palmyra Drive, front façade. View to northwest.

Photo 87 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0087.tif)
Facility 9 Palmyra Drive, side/rear elevation. View to southeast.

Photo 88 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0088.tif)
Facility 8 Palmyra Drive, front façade. View to northwest.

Photo 89 of 89 (HI_HonoluluCounty_LittleMakalapaHD_0089.tif)
Facility 12 Tarawa Drive, rear elevation. View to southwest.

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APPENDIX A

Narrative Overview of Native Hawaiians and the Pre-Navy Era

Hawaiian Terminology – nouns and place names

Mahele Land Commission Award – LCA 7712, Apana 4

Bureau of Conveyances Liber 83: 155-156 (2 of 2)

Genealogy of high chiefess Ruth Ke'elikōlani

Genealogy of Princess Victoria Kamāmalu Ka'ahumanu IV

Genealogy of Princess Bernice Pauahi Bishop

Narrative Overview of Native Hawaiians and the Pre-Navy Era

Prior to development by the Navy, Makalapa was a part of a larger integrated and self-sustaining system of land management within the ahupua'a of Hālawā. The traditional division of land has four hierarchical levels: *mokupuni* (island), *moku* (districts), *ahupua'a*, and *'ili* (parcel). Ahupua'a are traditional subdistricts of the moku, usually with natural boundaries from the summit of mountain ridges to the shorelines. Ahupua'a are not just defined by boundaries; they contain a variety of resources, practiced under laws of stewardship and rituals of harvest, organized to maintain the Native Hawaiian population. The ahupua'a of Hālawā is the most eastern of twelve ahupua'a sub-districts of the largest moku on O'ahu, known as 'Ewa.⁶³ Hālawā extends from the Maunakapu summit ridge of the Ko'olau mountain range, to the east shoreline of Ke-Awalau-o-Pu'uloa (the traditional name for Pearl Harbor), and towards the harbor mouth located southwest of the ahupua'a.⁶⁴

Makalapa is located in the 'ili of Kūnānā. Makalapa traditionally referred to the crater of an extinct volcano, which wind and water eroded over eons. The crater of Makalapa contained a *loko wai* (fresh water pond) in its center.⁶⁵ This loko wai provided sustenance to *'ōpae* (freshwater shrimp), which in turn supported the Native Hawaiian population. The loko wai of Makalapa was part of the system of coastal fisheries within the self-sustaining structure. Other fishery resources included the *Kūnānā loko i'a* (shoreline fishpond), harbor waters around Kūāhua island, Kailoa fishery, and the banks of Waineki and Muliwai streams⁶⁶ (see Figure A-1 for locations of fishponds in the Pearl Harbor area). The pond at Makalapa was filled in during the 1930s with spoil from Pearl Harbor.⁶⁷

In Hawaiian traditions, places are named according to specific topographic features, types of weather conditions, celestial connections, or associations with legendary persons. In this case, the name of the 'ili along with the *loko i'a kuapā* (walled fishpond) situated northwest to the significance area was named after the mother of the female shark deity of Pu'uloa, Kūnānā or Kū-a-Nānā. She was a chieftess that dwelt in the moku of 'Ewa.⁶⁸

In traditional Hawaiian thinking, land was not owned but rather stewarded. As foreigners introduced the idea of "ownership," however, the concept of land tenure changed. This change was called the Māhele, during which lands were divided and titles of "ownership" transferred, changing the traditional social,

⁶³ Office of Hawaiian Affairs, Kipuka Database, <http://kipukadatabase.com/>.

⁶⁴ Mary Kawena Pukui, "Ke Awaz Lau O Puuloa (The Many-Harborboed Sear of Puuloa)". Fifty-Second Annual Report of the Hawaiian Historical Society (Honolulu 1943), 52.

⁶⁵ Elizabeth P. Sterling and Catherine C. Summers, Sites of Oahu (Honolulu: Bishop Museum Press, 1978), 47.

⁶⁶ Hawai'i Department of Land and Natural Resources, Bureau of Conveyances, Liber 83 (no publisher, no date): 155-156.

⁶⁷ Discussed in Section 8.

⁶⁸ Sterling and Summers, 56.

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economic, and political structures. Land became a commodity, which had unfortunate consequences for the traditional way of life.⁶⁹ At the time of the Great Māhele in 1848, definition of land “ownership” in terms of “fee simple” rather than “rights of occupancy” was not well understood by most Native Hawaiians.

The occupational rights to Makalapa were passed through the kinship of Kamehameha I’s foreign advisors. Kamehameha’s British advisor, Isaac Davis, died suddenly in 1810, a victim of court intrigue surrounding negotiations to bring the island of Kauai into Kamehameha I’s kingdom. As Davis’ demise was unanticipated, he left no *kaouha* (spoken will) or documentation to who would inherit the rights of his lands at Hālawā. In 1812, Kamehameha I gave the rights to another trusted advisor, Oliver Holmes, then in command of foreign trade on O’ahu.⁷⁰ The *mō‘ī* or unified paramount chief, had the right to withdraw lands from occupants if no *kaouha* and/or documentation had been created by time of death of the occupant. Holmes died in 1825 and the rights were returned to the then *mō‘ī*: the son of Kamehameha I, Kauikeaouli Kamehameha (Kamehameha III).

By 1848, the Hawaiian traditions of royal land tenure were transformed to a codified western practice of private land ownership⁷¹ by way of the Organic Acts of 1845 and 1846, which initiated the process of the Great Māhele and Land Commission Awards (LCA). Westerners refer to it as a “division of communal rights into individual portions.” Mataio Kekūānāo’a, a *kaūkau ali‘i* or secondary chief, made claim to the lands of Isaac Davis in Hālawā.

On his passing on November 24, 1868, Kekūānāo’a bequeathed his rights to his daughter from his first marriage, Ruth Ke‘elikōlani. Upon Ruth Ke‘elikōlani’s death in 1883, she willed the vast lands of the Kamehameha family holdings to her closest living relative, Princess Bernice Pauahi Bishop, who was the last direct descendant of Kamehameha I.⁷²

From 1884 until the 1930s, agriculture dominated the landscape of Makalapa, first in ranching and then sugar. Lessees of the Bernice Pauahi Bishop Estate included the Honolulu Sugar Plantation Company and ‘Aiea Dairy.⁷³

As the last *haku‘āina* had passed, a prophecy began to be fulfilled that changed the Ke-Awalau-o-Pu‘uloa landscape (along with Makalapa) and access to resources. It was a revelation communicated by the *kahuna nui* (high priest), Ka‘ōpuluhulu, around 1783.

One of the great traditions of the Pu‘uloa area is tied to the period around 1782, when Kahekili (King of Maui) tricked his nephew, Kahahana (King of O’ahu), into killing his high priest Ka‘ōpuluhulu. Kahekili had raised Kahahana, and he desired to control O’ahu in addition to his own islands of the Maui group. It was the priest Ka‘ōpuluhulu who instructed Kahahana and warned him against certain actions proposed by Kahekili. The deceived Kahahana, called for Ka‘ōpuluhulu and his son, Kahulupu‘e to be brought before him at Wai‘anae. The call was made from Pu‘ukāhea (Hill of Calling). Upon the

⁶⁹ Lilikala Kameeleihiwa, *Native Land and Foreign desires, Ko Hawai‘i aina a me Na Koi Puumake a ka Poe Haole: A History of Land Tenure Change in Hawai‘i from Traditional Times until the 1848 Mahele, including an Analysis of Hawaiian Alii Nui and American Calvinists* (Honolulu: Bishop Museum Press, 1992), 8.

⁷⁰ Christian P. Kleiger, *Na Maka O Halawa: A History of Halawa Ahupuaa*, (Honolulu, Hawai‘i: Bishop Museum Press, 1995), 36.

⁷¹ Kameeleihiwa, 1992: 8.

⁷² Kleiger, 81.

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summons, Ka'ōpuluhulu prayed to his gods and discerned that he and his son would be killed once in the presence of the chief. Arriving at the place now called Nānākuli, Ka'ōpuluhulu called out to Kahahana who looked at him, but made as if he didn't hear the call (*nānā kulī*). Ka'ōpuluhulu then knew for certain that he and his son were to be killed, and he told Kahulupu'e: "*I nui ke aho a moe i ke kai! No ke kai ka hoi ua aina!*" Strive to lie down in the ocean! For our revenge will come from other lands across the sea. Kahulupu'e ran into the water near Pu'uohulu where he was killed. Ka'ōpuluhulu continued his flight across the Honouliuli plain to the shore of Pu'uloa, where he was then killed.

It has been understood by *kupuna* (elders) that Ke-Awalau-o-Pu'uloa, including the lands around the harbor such as Makalapa, would be in the hands of another; later understood to be the hands of the US Military.⁷⁴

⁷⁴ Kumu Pono Associates, He Moololo Aina-Traditions and Storied Places in the District of Ewa and Moanalua (In the District of Kona), Island of Oahu and Traditional Cultural Properties Study (Kaneohe, Hawai'i, April 21, 2012), 70.

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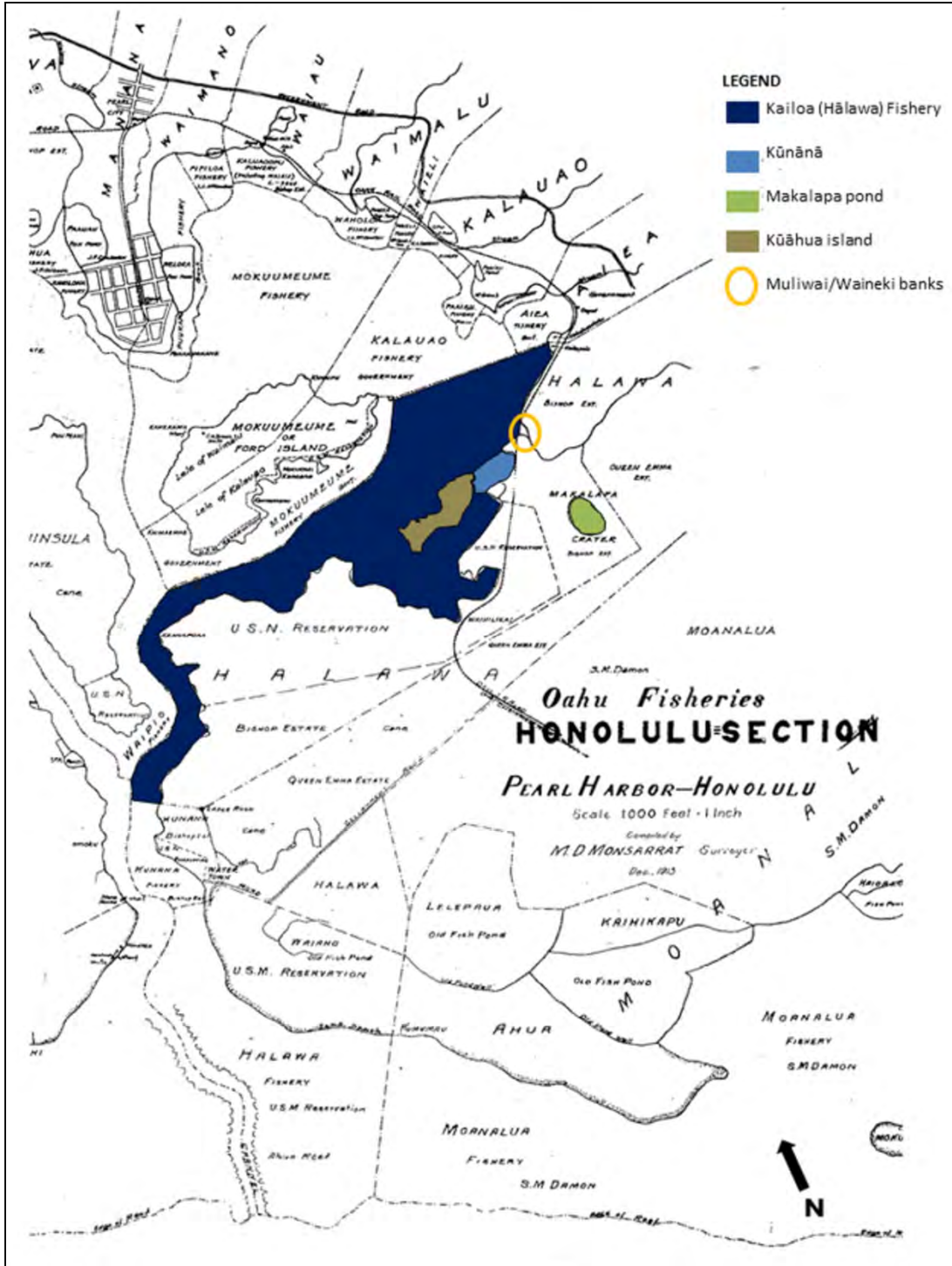


Figure A-1. Map of fisheries of the Hälawa ahupuaa. Source: Ava Konohik





























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EVENT























































Little Makalapa

Signpost with symbols for a bus, a person in a wheelchair, and a person with a cane.









Matson















































































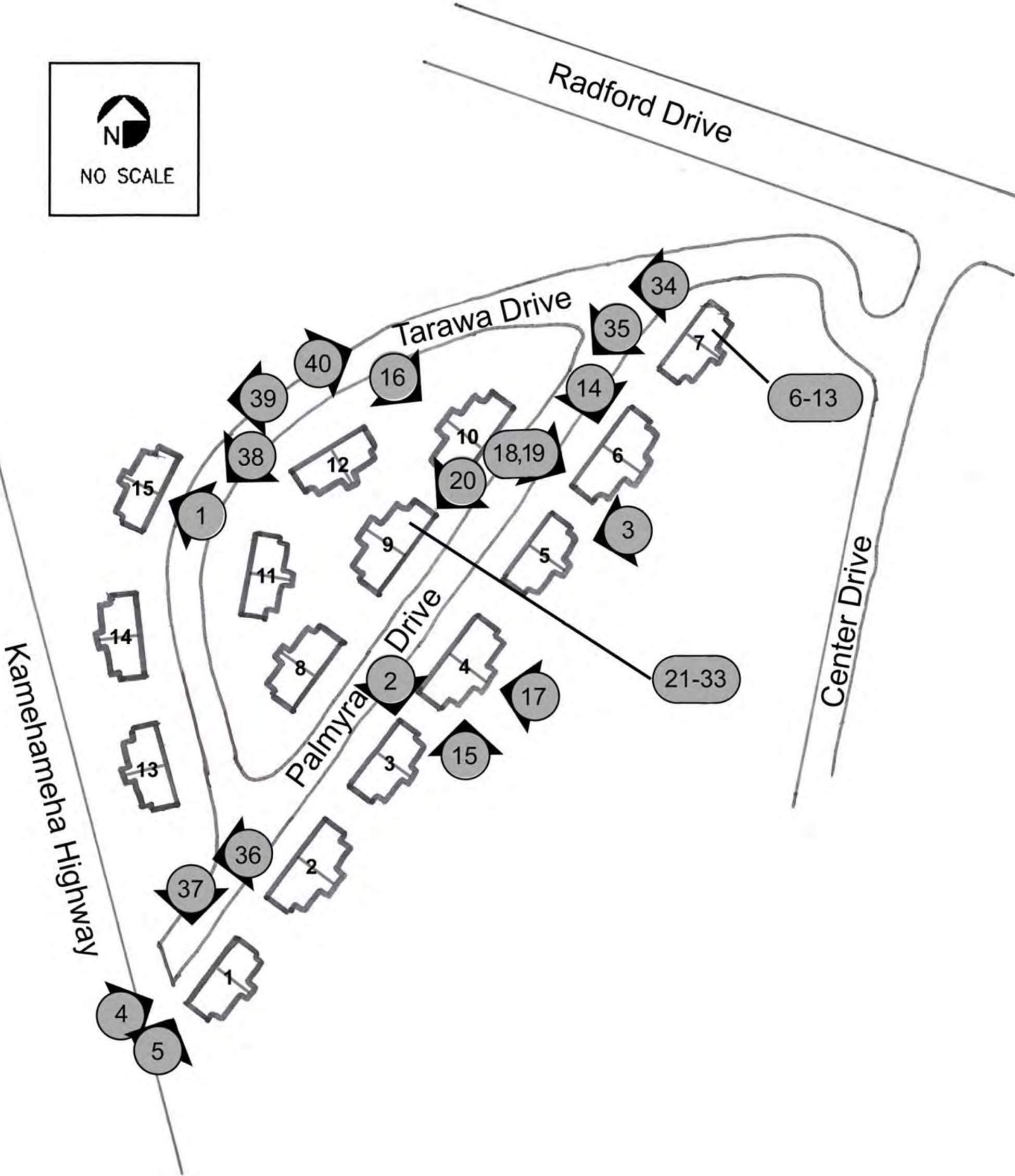


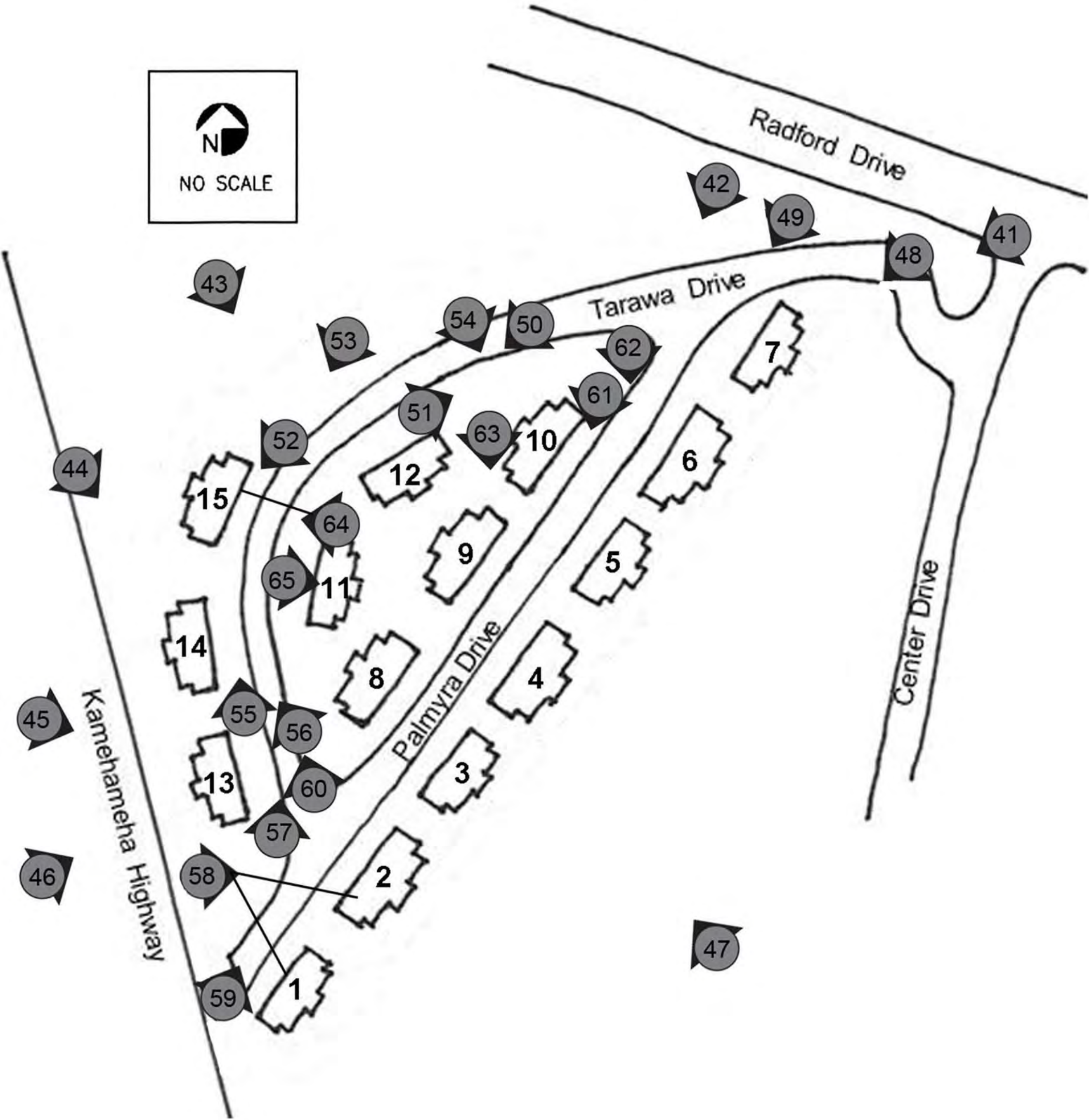


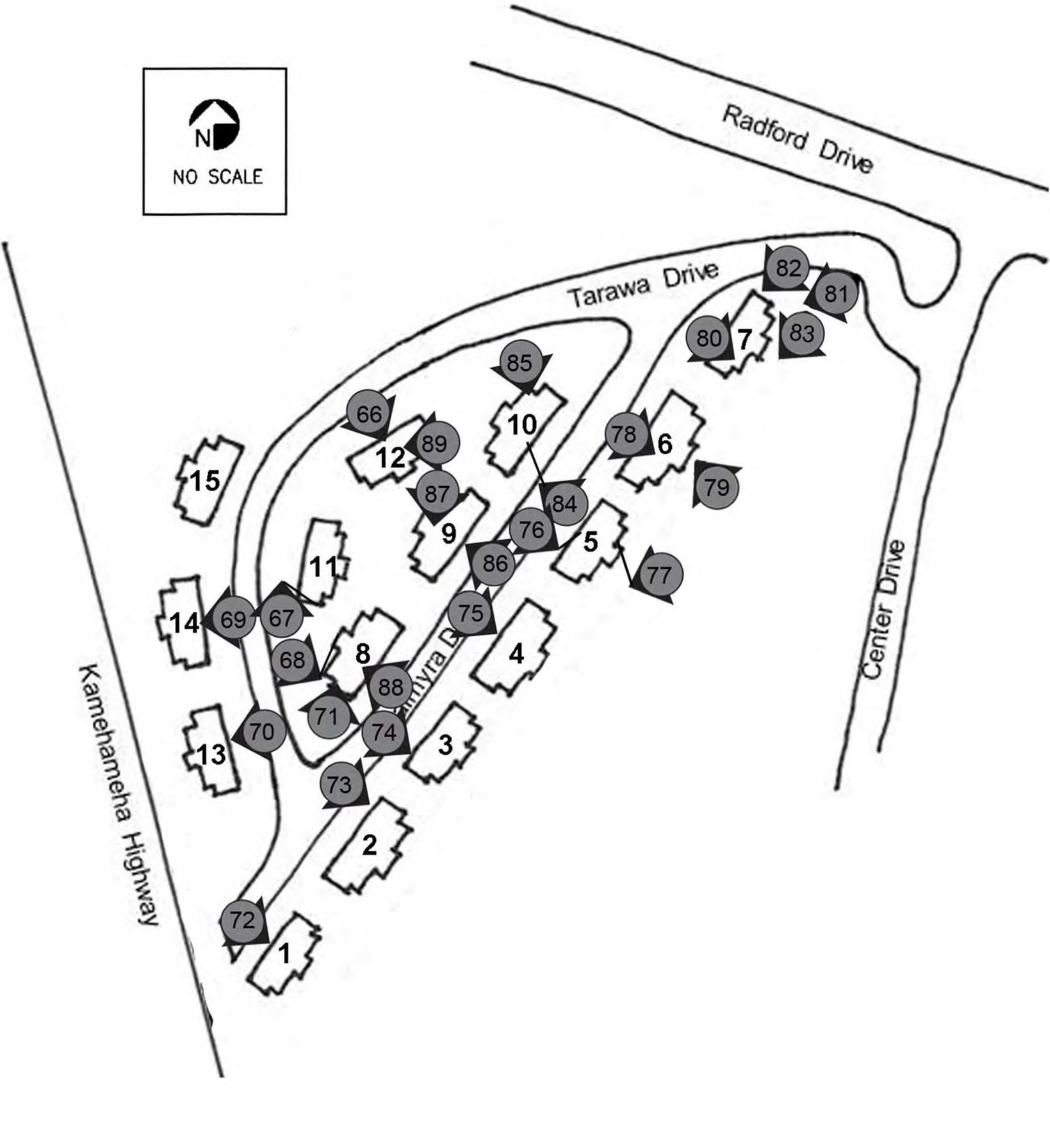












Kamehameha Highway

Radford Drive

Tarawa Drive

Center Drive

Myra Drive

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 3/23/2017 Date of Pending List: Date of 16th Day: Date of 45th Day: 5/8/2017 Date of Weekly List: 8/3/2017

Reference number:

Nominator:

Reason For Review:

- | | | |
|---------------------------------------|--|--|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input checked="" type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input checked="" type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 5/5/2017 Date

Abstract/Summary Comments: The Little Makalapa Naval Housing Historic District meets National Register Criteria A and C in the areas of Military History, Community Planning and Development, and Architecture. Construction within the Little Makalapa residential neighborhood district began in 1941 and continued through 1944 or 1945, as part of the massive infrastructure development program sponsored by the U.S. Navy at Pearl Harbor in anticipation of direct U.S. participation in the Second World War. Featuring standardized duplex housing units arranged along curvilinear streets amid open lawns, the district served as junior officers' quarters and now remains one of the few extant WWII-era residential neighborhoods reflective of the Navy's enormous wartime build-out. The house designs were the work of local master architect Charles William Dickey and combined Ranch House and Hawaiian modernist forms. The Little Makalapa neighborhood was built at approximately the same time as the Makalapa Naval Housing District to the north, but was envisioned as a separate, self-contained residential area with different building types, different intended residents, and separate access point to the base's military facilities. Until circa 1948, after the end of the WWII period of significance, the two areas shared no direct access between one another, with the intervening low-lying areas used for materials storage and work yard areas. Modern roadways and landscaping elements now infill that low-lying zone.

Recommendation/ Criteria:

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229

Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(ENERGY, INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON, DC 20305-1000



Stephanie Toothman
Keeper of the National Register of Historic Places
National Park Service
1201 Eye Street, NW (2280)
Washington, DC 20005

SUBJECT: NATIONAL REGISTER NOMINATION, LITTLE MAKALAPA NAVAL
HOUSING HISTORIC DISTRICT (Hawaii SHPO DOC # 1612JLP03)

Dear Ms. Toothman:

The enclosed disks contain the true and correct copy of the nomination for the Little Makalapa Naval Housing Historic District to the National Register of Historic Places.

I have determined that the nomination adequately documents that the property meets the National Register criteria for evaluation. As such, I request that the property be listed in the National Register of Historic Places.

Should you have any questions or require additional information, please contact Mr. William Manley, Acting Deputy Federal Preservation Officer, U.S. Navy, at (202) 685-9324 or william.manley@navy.mil.

Sincerely,

Karnig Ohannessian
Federal Preservation Officer

Enclosures: 1. Disc 1, Nomination and Correspondence
2. Disc 2, Digital Photographs
3. Signed State/Federal Agency Certification

Copies to (w/o enclosures): Captain Richard Hayes, Navy Region Hawaii

John Lohr, NAVFAC Hawaii

William Manley, NAVFAC Headquarters

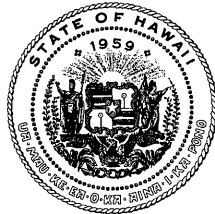
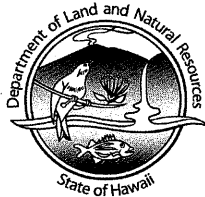
Dr. Alan Downer, Hawaii State Historic Preservation Division

Elizabeth Merritt, National Trust for Historic Preservation

Kiersten Faulkner, Historic Hawaii Foundation

Elaine Jackson-Retondo, National Park Service

DAVID Y. IGE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

KEKOA KALUHIWA
FIRST DEPUTY

JEFFREY T. PEARSON
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 7, 2016

IN REPLY REFER TO:
LOG: 2016.02794
DOC: 1612JLP03

Jim Rudroff
Acting Department of the Navy
Federal Preservation Officer
Department of the Navy
Office of the Assistant Secretary
1000 Navy Pentagon
Washington, D.C. 20305-1000

**RE: National Register of Historic Places Nomination
Little Makalapa Naval Housing Historic District
Joint Base Pearl Harbor-Hickam, Honolulu, Island of Oahu, Hawaii
TMK: (1) 9-9-002:004**

Dear Mr. Rudroff,

Thank you for the opportunity to review the Little Makalapa Naval Housing Historic District National Register Nomination, received by the Hawaii State Historic Preservation Division (SHPD) on December 7, 2016. The National Register Nomination was prepared by the Honolulu Authority for Rapid Transit pursuant to Stipulation VI(C)(2) *National Register of Historic Places/National Historic Landmark Nominations of the Programmatic Agreement Among the U.S. Department of Transportation Federal Transit Administration the Hawaii State Historic Preservation Officer the United States Navy and the Advisory Council on Historic Preservation Regarding the Honolulu High-Capacity Transit Corridor Project in the City and County of Honolulu, Hawaii* (PA). The State Historic Preservation Officer (SHPO) has reviewed the National Register Nomination and determined that it is consistent with requirements of the PA and previous consultation. The Little Makalapa Naval Housing Historic District is adequately documented and appears to meet the National Register criteria for evaluation in accordance with 36 CFR § 60.4; under criteria A and C at the statewide level of significance. All previous comments and corrections from the SHPO are adequately reflected in the current draft. The SHPO has no additional comments and requires no further work or corrections.

If you have any questions regarding this letter or the Little Makalapa Naval Housing Historic District National Register Nomination please contact Jessica Puff, Architectural Historian at (808) 692-8023 or by email at Jessica.L.Puff@hawaii.gov. **Please reference our DOC number in all communication with this office regarding this undertaking.**

Sincerely,

A handwritten signature in black ink, appearing to read "Alan D.", written over a white background.

Dr. Alan Downer
Deputy State Historic Preservation Officer

CC: Scott Keys, scott.keyes@navy.mil,
Kiersten Faulkner, kiersten@historichawaii.org
Betsy Merritt, emerritt@savingplaces.org
Elain Jackson-Retondo, Elaine_Jackson-Retondo@nps.gov
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