

**KAKA'AKO MAKAI COMMUNITY PLANNING ADVISORY COUNCIL**  
**MEETING #25 SUMMARY**  
**Tuesday, April 14, 2009**  
**HCDA Conference Room**

Meeting Materials:

- March 10, 2009 CPAC Meeting Summary and Attachments
- 2009 Legislation Relating to Kaka'ako Makai  
Senate Bill 1069, SD1, HD1 and CPAC Testimony

**I. Preliminary Business**

A. Welcome and Introductions

CPAC Chair Wong welcomed CPAC participants.

B. Adoption of the January 13, 2009 CPAC Meeting Summary.

*The March 10, 2009 Meeting Summary was adopted by consensus.*

**II. Presentation – Kewalo Basin Harbor, Past and Present**

CPAC member Captain Reg White provided a presentation on Kewalo Basin Harbor as a working harbor vital to both the local community as well as the visitor industry. He explained that to be able to carry forward the planning of Kaka'ako Makai, there should be an understanding of the character, history and evolution of Kewalo Basin, and highlighted the history of harbor as the center of the island's fishing industry and excursion boating business over the past 50 years. In addition, he summarized the present conditions and needs of the harbor, and questions and answers followed. (See Attachment A.)

**III. HCDA Request for Nomination CPAC Representative for the Kewalo Basin Stakeholders Advisory Group**

Chair Wong reported the HCDA had requested that the CPAC designate a representative to participate on the Kewalo Basin Stakeholders Advisory Group, and the Steering Committee had discussed this and determined this should be someone who is very familiar with Kewalo Basin and has a comprehensive understanding of the harbor, such as Captain Reg White and Captain Scott Furushima. Comments were invited:

- HCDA Executive Director Tony Ching explained that the HCDA had recently established the Kewalo Basin Stakeholders Advisory Group to advise the HCDA on the efficient operation and management of the harbor, including the scope of capital improvement projects, repairs, operations of the harbor, rules and permits.
- Captain White suggested that the CPAC consider nominating both a representative and an alternate so when business precludes one from attending a Kewalo Basin Stakeholders Advisory Group meeting the other could fill in, and otherwise both could attend to keep informed.
- In response to a question from a new participant, Secretary Matson explained that the CPAC's planning advisory jurisdiction extends from the east boundary of Kewalo Basin Harbor at Ala Moana Park to Forrest Avenue near Piers 1 and 2, and from Ala Moana Boulevard to the shoreline, in accordance with the Makai Area Map. (See attachment B.)

- Executive Director Ching added the following in response to questions:
  - The HCDA would honor whatever selection is made by the CPAC and there would be no foreseen problem with the CPAC having both a representative and an alternate representative.
  - When the HCDA has the plans the meetings will be on call as needed and as often as the harbor stakeholders would tolerate them.
  - Once the harbor stakeholders begin to review the improvement projects it would be expected that the CPAC would weigh in with advice in terms of the phasing of the work, project configuration, etc.
- It was noted that the representative(s) would act as liaison between the CPAC and harbor stakeholders group by attending the harbor stakeholder meetings, contributing professional expertise, and reporting back to the CPAC with whatever is deemed to be significant at these meetings. In addition, the CPAC representative(s) would obtain any consultation, information, advice or support from the CPAC that they might need to represent the CPAC's best interests at the harbor stakeholder meetings.
- It was pointed out that the representatives should represent the CPAC by relying on the CPAC's Vision and Guiding Principles for Kaka'ako Makai, and this would assist the CPAC in keeping current with the needs and proposals for Kewalo Basin Harbor that would tie in with the surrounding area and become part of the larger master plan for Kaka'ako Makai.
- It was suggested and agreed that the CPAC would have a standing agenda item on the monthly CPAC and Steering Committee meeting agendas for the representative(s) to make reports on the Kewalo Basin Stakeholder Advisory Group meetings, or to report that there was no meeting.

***Captain Reg White was nominated as the CPAC representative, and Captain Scott Furushima was nominated as the alternate representative. There were no further nominations and both were unanimously elected to represent the CPAC at the Kewalo Basin Stakeholders Advisory Group meetings.***

It was concluded that the representatives would have the CPAC's full faith as CPAC representatives with values that align with the Vision and Guiding Principles for Kaka'ako Makai, and that they would contribute their professional experience and knowledge to this effort.

#### **IV. 2009 Legislation Relating to Kaka'ako Makai**

Secretary Matson reported that two bills which had crossed over to the House, Senate Bill 1069 and Senate Bill 995, had been passed with amendments and sent back to the Senate, and if the Senate disagrees with the amendments the bills will be referred to conference committee between the two chambers. She noted that the House Committee on Water, Land and Ocean Resources had accepted the amendment recommended by the CPAC, that the CPAC advisory capacity on the plan for Kaka'ako Makai would carry with any transfer of State public land in Kaka'ako Makai to any state or city agency, and this was now included in Senate Bill 1069.

OHA Land Hale Director Jonathan Scheuer explained OHA's perspective on Senate Bill 995 and the various changes to during the Senate and House committee hearings. He added that OHA has no plans to develop housing in Kaka'ako Makai and would be open to an amendment that would clarify that housing would continue to be prohibited in Kaka'ako Makai.

Secretary Matson reported that a third bill discussed by the Steering Committee, Senate Bill 1334, which proposed establishing a Museum for Hawaiian Music and Dance in Kaka'ako Makai, had

not received its final hearing by the House Committee on Finance. She noted that the measure blended well with the CPAC's Vision and Guiding Principles established by consensus for Kaka'ako Makai, but that any such facility would need to be part of the comprehensive planning process. She added that bills not scheduled for hearing by a committee referred to would remain in that committee until next year's Legislative session, and they could be reactivated if the committee is motivated to do so.

Chair Wong commented that the CPAC would not support an arbitrary decision on the placement of a facility without a master plan for the area, and pointed out that the CPAC feels that the area will not be successful if it is developed piecemeal.

During questions and answers Secretary Matson explained that Senate Bill 1069 would provide the statutory recognition of the CPAC's purpose and the continuity and stability needed for the Kaka'ako Makai planning process to go forward with the HCDA, and any agency that controls lands in Kaka'ako Makai under any administration. She suggested that the CPAC consider reaffirming support of the first House draft of the measure, which contains the language recommended by the CPAC and the effective date upon approval.

*It was moved and seconded that the CPAC reaffirm and endorse the language in Senate Bill 1069, HD1. The motion carried with all voting in favor except the Kamehameha Schools representative, voting nay, and the OHA representative and a CPAC participant abstaining.*

## **V. HCDA Staff Reports**

HCDA staff was not present to provide reports on the planning consultant status or pending projects updates. It was noted that clarification was needed for the date by which CPAC comments should be submitted to the HCDA on the scope of work for the planning process.

## **VI. CPAC Planning Process and Consultant Scope of Work**

Chair Wong prefaced CPAC discussion with comments on the Steering Committee's review of the HCDA's proposed planning process for the Kaka'ako Makai master plan:

- The scope of work for the planning consultant drafted by HCDA staff and provided to the CPAC for comment was somewhat generic and absent any particular weight on the CPAC's participation in the planning process.
- There was some concern that the HCDA's proposed planning process may rely too heavily on information gathering from past plans that did not reflect today's planning interests and needs, such as sustainability and environmental planning, which were not addressed ten or twenty years ago.

Comments followed:

- Several Steering Committee members had volunteered to provide planning scope of work examples for consultant services that might more accurately reflect today's issues, and key issues from the information received, such as sustainability, will be identified and compiled at the more focused Steering Committee meeting, which anyone can attend.
- The Steering Committee believes that it is possible to take a more updated and current planning process approach than the state's status quo direction that could again result in little or no progress.
- This progressive type of planning works best at the larger overall scale rather than by block or specific parcel of property, especially for future energy, water, and sewage

needs. Strategies can be identified for Kaka'ako Mauka together with Kaka'ako Makai as a larger scope, which will take more coordination and shared efforts, along with expertise from the outside to identify the issues, strategies to deal with them, and methods of quantifying them, as well as economic strategies.

- A counterbalancing opinion is that if there are too many constraints a project might not be viable.
- Many sustainable practices can be implemented to make property assets more valuable over time. But there has to be a balance, especially in Hawaii where costs are greater and there are more burdens to challenge developers, and economics have to factor into the sustainability issue.
- The process should be balanced from the center. Being caught in between one party trying to have the advantage over another party makes it difficult to proceed for the good of the whole, including the community, the businesses, and the landowners. It is not going to work if one wants only their idea to prevail. Whatever is planned, everyone should feel they are a winner.
- Use one or two things in common agreement as a starting point, or prove something economically and there can be agreement.
- It remains unclear how the CPAC will integrate their work into the HCDA's proposed planning process, and it is also ambiguous where the CPAC steps into the process.
- The CPAC is becoming educated on the planning process, and new ideas can be brought forth by seeing how other communities have succeeded in doing this.
- The CPAC needs to identify the issues and make sure they are being moved along in the process.
- The planning phase should take into consideration feasibility as well as sustainability.
- If sustainable improvements are to be undertaken, there should be an incentive program with incentives such as tax abatements.
- The HCDA has represented in testimony that while there is the HCDA and the CPAC, public input is also needed. This construed that the CPAC does not represent the public, which had to be corrected in subsequent testimony by describing that the CPAC's public meetings are open and transparent, and inclusively educate the public because some people come to meetings without being familiar with the history of Kaka'ako Makai or what has happened in this process.
- This discrepancy of separation from the public was also reflected by the HCDA's planning process diagram presented to the Legislature, and it had to be emphasized in responding testimony that the CPAC is comprised of the public that works for and with the public at regular meetings.
- The CPAC was established to include everybody and has evolved into the public memory.
- CPAC representatives can be commended for attending hearings to clarify any issues brought forth and cure any misinterpretations or mistakes, or misunderstandings on the part of the Legislature.

Chair Wong concluded that the HCDA could be reminded that the mission of the CPAC is to represent the public and the CPAC is not different from the public because the CPAC meetings are the public's forum with a broad range of interests, and involving the public is the CPAC's responsibility.

## **VI. CPAC Communications**

CPAC Communications Committee Chair Miasnik asked for evaluations of CPAC efforts to keep the public engaged. Comments followed:

- The CPAC has made a strong attempt to build consensus from diverse public and private interests, but more outreach is needed such as communicating with the news media, neighborhood boards and other groups. The Vision and Guiding Principles
- is a good reason to initiate this type of communication to demonstrate how the CPAC has progressed and what the objectives are.
- The Vision and Guiding Principles document is very important, and before it is provided to the planning consultant the larger community should have the opportunity to contribute valid comments and express support.
- The HCDA has expressed a desire to move forward jointly with interactive software to solicit public response.
- Collaboration is the optimum choice, and there are several methods of communication. It was decided that the Communications Committee could investigate the different ways of handling incoming and outgoing communications, as well as several alternatives in the absence of the awaited software.

**VII. Announcements**

Chair Wong announced the CPAC’s next meeting dates:

Steering Committee Meeting	Tuesday, April 21 changed to Thursday, April 23
CPAC Meeting	Tuesday, May 12, 2009

The meeting was adjourned at 7:45 p.m.

**April 14, 2009, CPAC Meeting Attendance**  
(and Meetings Attended)

Anderson, Amy	(21)	Matson, Michelle	(25)
Crone, Bob	(20)	Miasnik, Geoff	(16)
Joe Farrell	(2)	O’Connor, Christian	(2)
Feltz, Bill	(20)	Okada, Dexter	(20)
Furushima, Scott	(17)	Parkinson, John	(16)
Hagedom, Joe	(5)	Sakaguchi, Bill	(5)
Iwami, Ron	(20)	Scheuer, Jonathan	(17)
Killeen, Kevin	(15)	Takamine, Wayne	(22)
Lizama, David	(14)	Wellington, Fumiko	(9)
Loy, Bob	(14)	White, Reg	(9)
Martindale, Mark	(2)	Wong, Mark	(18)

HCDA Staff  
Ching, Anthony  
Takahashi, Teney

Draft CPAC Meeting Summary transmitted by the CPAC Secretary to Steering Committee Members for review on April 29, 2009. Draft CPAC Meeting Summary approved for posting by the CPAC Steering Committee on May 5, 2009.

## ATTACHMENT A

### **Kewalo Basin Harbor, Past and Present Presentation Summary**

Captain Reg White provided a presentation on Kewalo Basin Harbor as a working harbor vital to both the local community as well as the visitor industry. He explained that to be able to carry forward the planning of Kaka'ako Makai, there should be an understanding of the character, history and evolution of Kewalo Basin, and he presented the following information:

- Originally there was no harbor on the shoreline, which was where Ala Moana Boulevard is today.
- Before the harbor was dredged in the 1920's, a wharf was built for lumber schooners, which were the first ships to use the area to offload building materials to build the town and houses of Honolulu. This was an alternate wharf to the busy passenger and plantation cargo activity at Honolulu Harbor.
- The Kewalo shoreline was traditionally a bountiful fishing area with Hawaiian fishponds, and the community developed an active fishing industry by using sampans at Kewalo Basin. The original sampan came from Japan and was constructed from three boards, two sides and a flat bottom, which made for a very efficient fishing boat in Hawaiian waters.
- This led to a boat building industry at Kewalo Basin using the lumber delivered at the harbor, and this area became an industrial neighborhood.
- The fish auction facility was also developed here to better serve the fishing industry. This has since been relocated to Pier 35.
- In the 1950s the tourist industry created a demand for tour boats and in 1956 Maggie Joe Sport Fishing was established and Paradise Cruise Ltd. was founded in 1957 to run Pearl Harbor tours out of Kewalo Basin.
- Kewalo Basin started to build up in the 1950's with more businesses, the UH Look Laboratory was established here, and more wharves were eventually built.
- Captain White first arrived in 1958 crewing delivery to Kewalo Basin of a sight-seeing boat destined for Kona at Captain Cook. At the time the only pier at Kewalo Basin was a cement bulkhead along Ala Moana Boulevard.
- In the 1960's Kewalo Basin became a valued small commercial boating harbor.
- A successful fishing cannery was developed just mauka of the present ship yard, where the sampans were built and repaired by the same ownership. About every six weeks a 300-foot refrigerated freighter entered the harbor to unload frozen fish at the cannery and pick up canned fish.
- In the 1970's Kewalo Basin was a small bustling fishing village when the piers were constructed.
- Tourism grew and sport fishing was very popular. Sightseeing tours were also popular and the excursion boat business grew along the front pier with six Aikane Catamarans, four Windjammer Cruise boats, two Hawaiian Adventure Tours boats, one Leilani Sight Seeing Cruises boat, and a glass bottom boat running out of Kewalo Basin every hour during the day. Paradise Cruise Ltd. ran four tours each day from Kewalo Basin to Pearl Harbor and back on two 400-passenger boats, and ferry service from Iroquois Point to Aloha Tower each morning and evening during the weekdays. All these businesses were very active and hired many high school and college students to work as deck hands.

- Captain White rehabilitated director John Ford's yacht, the "ARANER" as the first Windjammer dinner cruise boat, and later rehabilitated the 1906 schooner "Invader," a steel-hulled boat formerly belonging to the Borden Milk owner's family and now restored as a museum piece in Spain. (See <http://www.classicyachtforsale.com/syInvader.html> )
- The Pearl Harbor cruise business tapered off approximately 10% each year following WWII, with the tourism industry also waning away from mai tai cruises with the demand was changing.
- People wanted something better with more quality to correspond with the tourism upgrades in Waikiki and elsewhere, and dinner cruises became popular toward the end of the 1980's.
- After 14 years of gradual losses, Paradise Cruise Ltd. had 28 employees remaining in 1982, and Captain White's boss, Ron Howard, took the helm to reorganize the company and break even in six months and turn a profit in nine, and subsequently bought the company. Paradise Cruise Ltd. built the Star of Honolulu and reversed the business by providing nice dinners at sea, and today the company has 463 employees and is doing very well.
- Maggie Joe Sport Fishing is also still in business after three generations, with CPAC participant Mike DeRego now running four boats from Kewalo Basin.
- The tuna cannery went out of business in the late 1980's and the cannery's boat yard was sold to management from Keehi Lagoon. Wood boats were no longer being built because the maintenance was too high and their life span was short. The successor Honolulu Marine ship yard has since built 12 tug boats for assistance towing, has a Navy contract for towing ships in and out of berths at Pearl Harbor, and has expanded to provide two tug boats presently on each island. In addition, the ship yard built and operates the water taxis serving the offshore tanker moorings at Barbers Point, and the boats that service the moorings themselves.
- McWayne Marine, the boat dealer and marine store that sold marine hardware to the Kewalo boat builders for new boats and repairs, had a large warehouse building with a small boat storage facility at the mauka-diamondhead corner of Kewalo Basin. This operation extended from Ala Moana Boulevard to the recently-demolished marine lab site, but curiously went out of business with an adjacent restaurant on the Ala Moana Park side of Kewalo Basin, and this length of the harbor fast lands remains vacant with some areas now dedicated to parking.
- In 1992 Kewalo Basin was transferred to the HCDA and began to take on a better appearance. After several consultation meetings with the harbor users in 1994 the HCDA rebuilt the harbor waterfront perimeter with the present promenade walkway. But the plans were altered 90 degrees, which was not what was agreed upon and does not work for the harbor, and no one knows what happened after the meetings to effect this tragic change. Presently tourists coming from Waikiki cannot legally enter the harbor without taking a circuitous route that is difficult for those not familiar with it, and this has also reduced passerby sales for the boat businesses along the front row of the harbor.
- Meanwhile, the City continued to store their garbage trucks on the ewa side of the harbor, which was disturbingly aromatic during Kona winds, and it took seven years for the agreement to be honored that they would vacate the area in the early 2000's.

Captain White explained that all this background is important for the forthcoming redevelopment of the area, because the history, culture and complexion of the neighborhood can be misunderstood by those unfamiliar with it, and noted the following:

- While the harbor's functions have evolved over time, this area has always carried a certain quaintness and local charm that is very interesting and very different from the

shopping mall and Waikiki experience, and therefore very attractive to people who come to visit Hawaii.

- As a result, this harbor experience ties in very well with anything planned on the surrounding property because it does bring people in.
- When looking at the CPAC's Vision and Guiding Principles for Kaka'ako Makai, and when planning the cultural activities here and the things that bring people to see what Hawaii is all about, that's what Kewalo Basin is, a part of what Hawaii is all about.
- This is not a good place for today's mega-yachts because they do not fit in with the culture of the area.
- Preserving the fishing industry and preserving the tourist and sport fishing industry along the waterfront will ensure a very good neighbor for what is planned for the adjacent vacant properties, which should tie in well with Kewalo Basin. Think of Fisherman's Wharf in San Francisco and the crowds it draws.
- Presently there is a bill moving through the Legislature, Senate Bill 995, which proposes to transfer the land along the ewa length of Kewalo Basin, from Ala Moana Boulevard to and including John Dominis restaurant. OHA and the Legislature are willing to amend the bill to include an easement along this side of the harbor to correct the past HCDA planning error, and allow loading and servicing access along the bulkhead so the crews can work the wharf side of the boats safely and allow through traffic to pass along the pier face from Ahui Street and out to Ala Moana Boulevard. This easement should stay with whatever agency controls the harbor to keep shipping alive there.
- This will foster a symbiotic relationship between the working harbor and the cultural elements. For example, with a farmer's and fish market people would also see the working fishing boats that harvest the fish, with both working together as they always have in the local lifestyle to make this a fascinating place for residents and visitors alike.

Chair Wong noted that there have been conflicts over the management of the harbor and the maintenance of the docks and the slips, which the CPAC should know about.

Captain White responded with the following highlights:

- When Kewalo Basin was transferred to the HCDA from the State Department of Transportation in 1992, none of the busy harbor tenants were informed. They were busy running their boats, maybe with their kids as deckhands and a neighbor assisting. They don't have time to get involved in things that take time away from their small businesses, despite the fact that it may put them out of business.
- There appeared to be no change because DOT continued to manage and operate Kewalo Basin. It did not make sense that HCDA would have control of the harbor fast lands and DOT the water, but was the way it was and it was unknown at the time that DOT was managing the harbor to accommodate the HCDA because they did not know how to manage it themselves.
- About three years ago the harbor tenants became concerned that over the years the piers began to deteriorate badly, although according to the State Auditor the harbor was making an average of over \$340,000 annually above operating costs.
- DOT never provided an answer on this, and it remained a mystery until the harbor tenants discovered that the State Auditor had informed the DOT that they could not spend money to make repairs on a harbor they did not own.
- This is why the harbor deteriorated, and now about one-third of it is unserviceable and cannot generate revenue. No one knows where the \$340,000 went every year. This now adds up to around \$5 million, which is about what it will take to repair the piers.

- This is also why the tenants are somewhat upset that the HCDA will be charging them the \$5 million again to repair the piers in a year, when the small boat businesses are having trouble making ends meet.
- Right now most are only running two trips per week because visitor arrivals have decreased 14%, and spending per visitor has decreased about 20% because those who do come are spending carefully. Together this is a big drop in the income to these small businesses, which survive in a good year on about 6% profit, and in a year like this one have their backs to the wall.
- The HCDA develops real estate, shopping centers and communities and do not have any experience managing harbors, so they tried to work out a set of rules and contracted with Almar Marina Management to manage Kewalo Basin.
- Almar took over as of March 1, but the harbormaster suddenly quit after three weeks and the paperwork is still backed up. A new harbormaster has been hired, but no records have been passed on to them and they have no idea of who has which berths nor who the small boat business owners are and they all must resubmit their identification and contact information. In addition, public restrooms have not been regularly cleaned since the transfer.
- There is also no Facility Security Plan required by the Department of Homeland Security to operate a harbor in the US. This means the Coast Guard could shut down operations for an indeterminate period of time until a plan can be generated and submitted to Coast Guard Headquarters for approval.
- No one knows what is going on or what will happen and it is very difficult for the harbor tenants this is a bad economic time for people to have their fees increased for harbor improvements they have already paid for.
- In addition, Honolulu Harbor is now totally out of space for additional cargo handling, and it is going to be necessary to make more space by moving small boat operations out of Honolulu Harbor.
- The fish auction, which was moved to Pier 35 in the 1980's, may or may not be able to stay, but because Honolulu Harbor is the only port that can handle containerized cargo, the fishing fleet will have to move elsewhere to make room for cargo handling space for the State of Hawaii.
- All containerized freighters must come into Honolulu Harbor for 98% of what is consumed in the State, a portion of which is then trans-shipped to the neighbor islands by barge.
- Therefore, because cargo space is the priority the shortage of space will bring the fishing boats back to Kewalo Basin and Kewalo Basin demands will increase because there is no other place for them to go at the present time.
- If Keehi Lagoon is ever developed, a portion of these boats could be accommodated there. But Kewalo Basin makes better sense because it's easier to handle them there, a long 600-foot wharf is already in front of Fisherman's Wharf restaurant to handle their cargo, and the ice house is there along with the piers that can handle the vessels and their cargo. In addition, the boat repair yard is there.
- This is also why the Kewalo Basin Stakeholders Advisory Group has been established, to fill in the gap and advise the HCDA on the harbor operations and management.

Comments, questions and answers:

Q. Out of the 463 employees at Paradise Cruises, are there bus drivers and vendors?

A. Bus drivers but no vendors.

Q. How many are full time and how many are part time?

- A. The vast majority are full time. There are a few voluntarily part-time because they are students.
- Q. How many tour boats does Paradise Cruises presently operate?
- A. Four. Three on Oahu and one on Maui. Star of Honolulu and Starlet out of Kewalo Basin, Hoku Naia out of Waianae Boat Harbor, and Spirit of Lahaina out of Lahaina, Maui.
- Q. What happened to the Almar's first Kewalo Basin harbormaster?
- A. He suddenly left and went back to Ko'olina. The DOT harbor master for the past twenty years, Dennis Okimoto, is now working for DOT at Pier 10. The new harbormaster is doing his best to help things along.
- Q. What is the contract term?
- A. Three years.
- Q. Can you help us understand the park on the peninsula and what the users think the future of that might be?
- A. In the 1970's this filled area was the tour boat bus yard. In 1994 when Kewalo Basin was redesigned, the HCDA removed the bus yard and developed the park. Right now the park's future has not been confirmed.
- HCDA Executive Director Ching commented that the HCDA is anxious to follow through on Kewalo Basin and is looking for input to do that.
  - Vice Chair Iwami commented that the Friends of Kewalo Basin Park are looking forward to park improvements in July that the HCDA has promised, including repairing and upgrading the walkways and picnic tables and adding a shower, which indicates that the HCDA is investing in the park to improve it, and that it will remain a park.

## ATTACHMENT B

### CPAC Kaka'ako Makai Planning Jurisdiction

The Kaka'ako Makai planning area includes the area between the diamond head boundary of Kewalo Basin at Ala Moana Park and the diamond head boundary of Piers 1 and 2 and the Foreign Trade Zone at Forrest Avenue, and between Ala Moana Boulevard and the shoreline.

