



## Public Informational Meeting

Date: March 9, 2017

Time: 5:30 PM

Location: ILWU Hall, Lānaʻi

### **BACKGROUND**

Kaunalapau Harbor is Lānaʻi's only commercial harbor. Construction of the Harbor was initiated in the early 1920s by the Hawaiian Pineapple Company. It began operating in 1926 exporting pineapple, and importing goods and equipment to Lānaʻi to support the community and the pineapple industry. In the late 1980s, the pineapple industry declined, leading to Lanai's transformation to a tourism-resort (hospitality) based economy.

Recognizing its role in maintaining the economic sustainability of Lānaʻi, Kaunalapau Harbor was transferred from the Lānaʻi Company to the State of Hawaiʻi in July 2000. In a joint effort by the State Department of Transportation, Harbors Division (DOT-H) and the U.S. Army Corps of Engineers, the breakwater was repaired in July 2007, at a cost of \$28.2 million, to increase harbor safety and usability. The Harbor has turning basin depth of 27 feet, and a land area of 2.3 acres, with a berth length of 400 feet.

Kaunalapau Harbor has seen an increase in demand from recent and planned development activities on the island. Coupled with its aging facilities, the Harbor is operating under inefficient conditions. In 2016, the DOT-H initiated a planning effort to produce a long-range vision for the Harbor. The Plan will serve as a guide for the short- and long-term development of the Harbor with the goal of optimizing operational efficiencies.

### **DEVELOPMENT PLAN**

As its initial planning effort, the project team studied past cargo demand, and met with Pūlama Lānaʻi and Young Brothers to determine potential future cargo demand. Based on these meetings and analysis, it was forecasted that the current one barge-per-week would be able to meet most of the foreseeable cargo demands for Lānaʻi. The analysis also determined that additional barge loads during the week will be needed during certain periods or for special projects. In addition to the Young Brothers barge service, the aggregate barge will maintain its typical service to Lānaʻi, with special trips as necessary. Therefore, the Harbor will be planned to accommodate only one barge call per day, which will be sufficient for Lānaʻi's projected cargo demand.

Since the Harbor was designed primarily for pineapple cargo and operations of the early 1900s, aging facilities need upgrading. Potential improvements may include:

- increasing the cargo work area
- strengthening the pier
- constructing additional support facilities
- repaving deteriorated pavement
- improving lighting and other utilities infrastructure

Preliminary alternatives have been developed to address the issues, concerns and limitations at Kaunalapau Harbor (see reverse side of Fact Sheet). Note that Alternative C represents the maximum level of development, which would accommodate two barge calls per day, if/when such a need arises. Upon review and comments on the alternatives by the stakeholders and public, DOT-H will select a preferred alternative. This preferred alternative will guide development of Kaunalapau Harbor for the next 20 or 30 years.

### **PROJECT SCHEDULE (tentative)**

Draft Development Plan - July 2017

Final Development Plan - October 2017

Tonight's presentation materials can be downloaded from the DOT-H's website (<http://hidot.hawaii.gov/presentations>). Future project information will also be posted as it becomes available.

# Existing Conditions and Proposed Alternatives

