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STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

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LETTER NO. PM-1152.3

APR 29 1993

Mr. Brian J. J. Choy
Director
Office of Environmental
Quality Control
220 South King Street, 4th Floor
Honolulu, Hawaii 96813

Dear Mr. Choy:

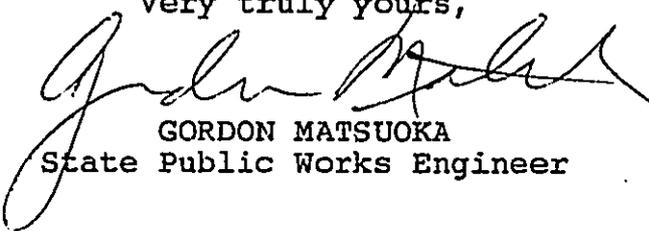
Subject: Negative Declaration for the
Oahu Community Correctional Center
TMK 1-2-13: 02 and 1-2-26: 32, 33, 34

The State Department of Accounting and General Services has reviewed the final environmental assessment for the subject project and has determined that the project will not have any significant impacts on the environment. Based on our determination, we are filing a negative declaration for this project.

Enclosed are four copies of the final environmental assessment.

Please contact Mr. Norman Sahara at 586-0465 if you have any questions.

Very truly yours,


GORDON MATSUOKA
State Public Works Engineer

NS/si
Encl.

cc: Dept. of Public Safety
Anbe, Aruga, Ishizu/Matsushita, Saito (JV)
R. M. Towill Corp.

69

1993-05-23-0A-~~FEA~~-Oahu ~~Correctional~~ Community Correctional Center
Master Plan

MAY 23 1993

FINAL
ENVIRONMENTAL ASSESSMENT
FOR THE
OAHU COMMUNITY
CORRECTIONAL CENTER

APRIL 30, 1993

Prepared for:

Department of Accounting and General Services
State of Hawaii

and

Department of Public Safety
State of Hawaii

RMTC

R.M. Towill Corporation
420 Waiakamilo Road, Suite 411
Honolulu, Hawaii 96817
Tel: (808) 842-1133

FINAL
ENVIRONMENTAL ASSESSMENT

OAHU COMMUNITY CORRECTIONAL CENTER

HONOLULU, HAWAII
TMK: OCCC - 1-2-13:02
TMK: LAUMAKA 1-2-26: 32,33,34

PREPARED FOR:

Department Public Safety
State of Hawaii

ACCEPTING AUTHORITY:

Dept. of Accounting General Services
State of Hawaii

PREPARED BY:

R. M. Towill Corporation
420 Waiakamilo Road, Suite 411
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APRIL 30, 1993

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SUMMARY INFORMATION

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Project Management Branch
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Honolulu, Hawaii 96813
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Honolulu, Hawaii 96817-4941
Telephone: 842-1133
Contact: Chester Koga

Location: 2199 Kamehameha Highway
Honolulu, Hawaii 96819

Tax Map Key: 1-2-13:2 (Kamehameha site)
1-2-26:32,33,34 (Laumaka site)

Land Area: OCCC Site: 16.40 acres
Laumaka Site: 0.45 acres

State Land Use: Urban

Development Plan Land Use: Public Facility

Development Plan
Public Facilities Map: Correctional Facility/Modification (CF/M)

Existing Zoning: OCCC = I-2 General Industrial; Laumaka = IMX-1,
Mixed Industrial-Commercial

Existing Land Use: Public Facility

Landowner: State of Hawaii

Accepting Authority: Department of Accounting and General Services

SECTION 1
STATEMENT OF PURPOSE

The Department of Public Safety (DPS), State of Hawaii, is proposing a number of improvements at the Oahu Community Correctional Center (OCCC) complex as part of their overall plan to mitigate *substandard and inefficient facilities*. Major components of the OCCC improvement program include the following:

- Keehi Annex I Pre-Release Program Replacement Facilities
- Laumaka Work Release Center (Constructed)
- Day Reporting Center
- Laundry Building (Constructed)
- Guard Towers and Security Fencing
- Cellblocks A and B Demolition (Completed)
- Parking Reconfiguration

The primary justification for this capital expenditure at the OCCC is the critical need to recapture bed spaces lost from the demolition of Cellblocks A and B in 1991 and the continued need for detention and pre-release bed spaces for the First Judicial Circuit. Key elements of the program are the direct result of the requirements found in Spear v. Waihee [Civil No. 84-1104].

In order to maximize use of existing and proposed housing, the Department of Public Safety has designed the new housing to meet or exceed current ACA and health standards. In addition to the cells provided for the general inmate population, a new housing arrangement in the form of living modules has been designed as a prototype for expansion at the OCCC as well as the Community Correction Centers on the neighbor islands. This new housing design will house low security inmates.

To provide the housing units and support services in a timely manner, the Department of Public Safety has organized the construction of the proposed facilities in phases. The initial work phase included the construction of a new laundry building, demolition of Cellblocks A and B, redevelopment of the Laumaka facility, and the erection of new guard towers and security fencing. Once these improvements have been completed or are being built, the next phase of work will be the construction of the Day Reporting Center which will be utilized temporarily for minimum security housing while the Keehi Annex is being redeveloped. The final phase will be the completion of the interior of the Day Reporting Center to accommodate it's intended permanent use.

SECTION 2
PROPOSED ACTION

2.1 LOCATION

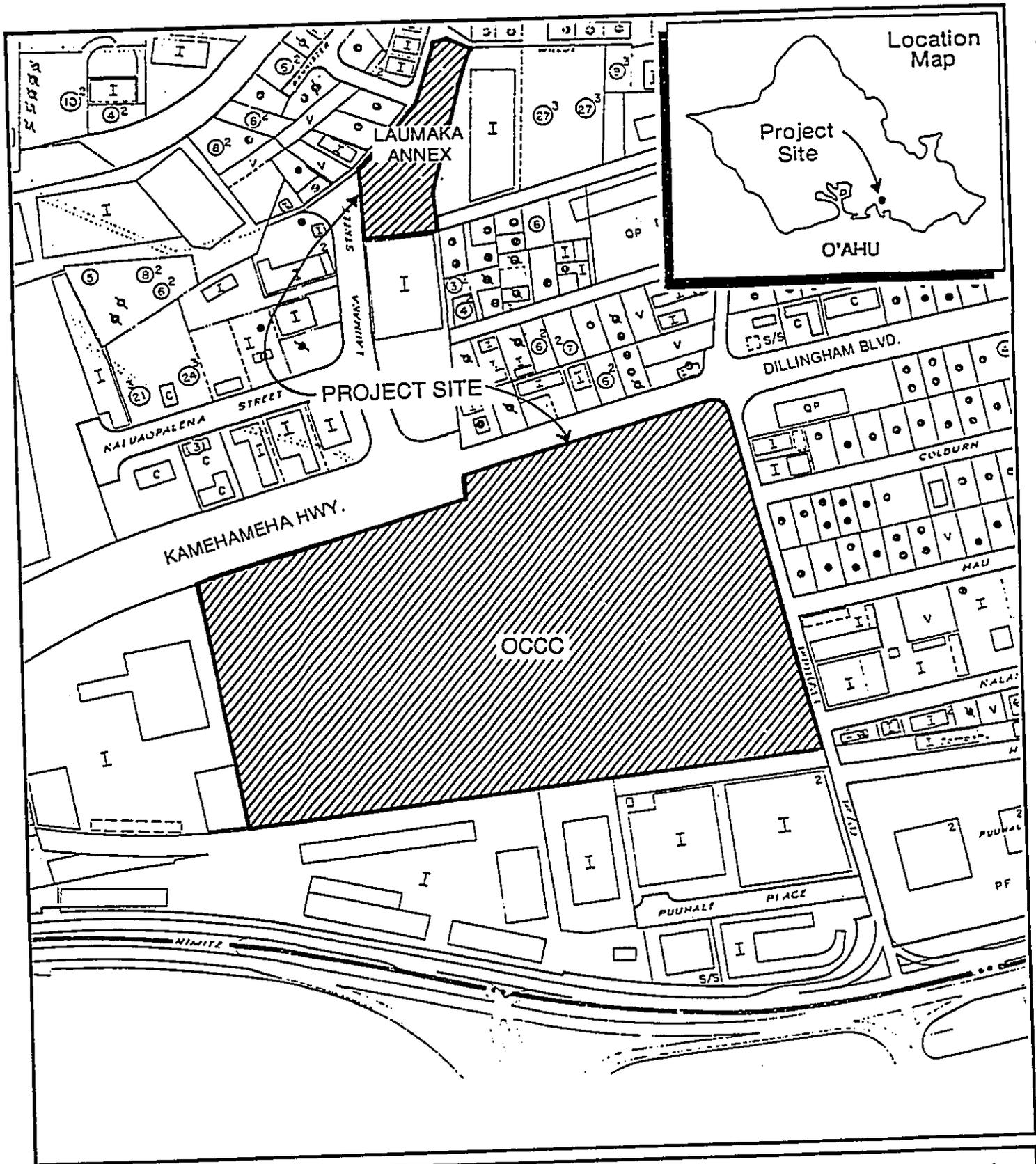
The OCCC site, which covers 16.40 acres, is located at the intersection of Dillingham Boulevard and Puuhale Road. The OCCC is bounded to the east (Diamond Head) by Puuhale Road, to the west (Ewa) by *Foremost Dairies*, to the north (mauka) by Kamehameha Highway and Dillingham Boulevard, and to the south (makai) by several storage facilities (see Figure 1).

The Laumaka Work Release Center site, which covers 0.45 acres, is located a few blocks to the north (mauka) of Dillingham Boulevard. The site is bounded by Laumaka Street, Wilcox Lane and Bannister Street.

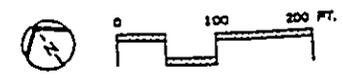
2.2 HISTORIC PERSPECTIVE

The Oahu Community Correctional Center (OCCC) occupies the site of the old Oahu State Prison built between 1917 and 1918. Between the late 1970's and early 1980's, a new construction program was undertaken consisting of a building designated as "Keehi Annex 2" and 17 modular structures. There are no remaining structures of the original State Prison except for the building which houses the holding cells.

Although designed originally for single occupancy, most of the cells in the modular structures were occupied by two or three inmates, even five at one time to accommodate the growing detention and prison populations during the 1980's. Some of the inmates were reduced to sleeping on mattresses kept in the hallways. In the former Cellblocks A and B small cells accommodated two or more inmates. Dormitory areas had double bunks as well as mattresses on the floor. During the summer of 1984 OCCC housed up to 1,451 inmates although the actual rated operating capacity was 982.



OCCC
VICINITY MAP
 Oahu, Hawaii

Figure 1

 R. M. Towill Corporation

Overcrowding and substandard facilities in Cellblocks A and B resulted in unsanitary and unhealthy conditions for the detained population. In addition, many inmate programs could not be adequately provided due to the shortage of space and staff.

On September 14, 1984, a class action suit (Spear v. Ariyoshi, Civil 84-1104) was brought against the State of Hawaii on behalf of all inmates -- present and future -- at the Oahu Community Correctional Center (OCCC) and the Hawaii Women's Correctional Facility (HWCF). The lawsuit challenged various conditions of confinement at these two facilities -- overcrowding and outdated, decaying facilities being the major complaints.

On June 12, 1985, a consent decree was reached between the involved parties and the related plans which followed filed with the U.S. District Court of Hawaii on October 4, 1985. Provisions of the Consent Decree for OCCC included, among others, a reduction of the inmate population to a maximum of 1,018 by December 15, 1987 (assuming the holding unit bed spaces counted as general population bed spaces). The abandonment of Cellblock A (a loss of 226 bed spaces) and Cell Block B (a loss of 73 bed spaces) as a housing unit after August 1, 1988 unless renovated and brought into compliance with the American Correctional Association (ACA) and the American Public Health Association (APHA) standards. A supplemental agreement dated January 14, 1987 later called for the demolition of both Cellblocks A and B with the voluntary abandonment of the two Cell Blocks by the Corrections Division. In June 1991, Cellblocks A and B was demolished.

During the fiscal year 1992-1993, the total average inmate population per day was 860. To date, OCCC has a total of 461 authorized positions. There are 100 authorized non-uniformed positions and 361 authorized uniformed positions.

A Master Plan for OCCC was prepared for the State to recapture the lost bed spaces, add new bed spaces, and make enhancements to related support spaces. The Master Plan was published in June 1988. Its objectives were:

- "1. Determine the deficiencies between existing programs and facilities and requirements set forth in the Consent Decree.
2. Determine the program requirements and facilities necessary to accommodate the Department of Corrections projected inmate population.
3. Develop an Ultimate Plan which provides appropriate new programs and facilities meeting the needs of present and future inmate populations at OCCC per standards; is economical; and satisfies all judicial and administrative mandates."

The Plan's major features included the demolition of the old cell blocks, renovation of the various support facilities and existing modules, and the construction of a new generation, direct supervision detention center. In the Fall of 1992, the Master Plan was revised in light of budgetary constraints and a change in program. The Department of Public Safety made a significant departure from the original plan.

This revised plan differs significantly from the 1988 Master Plan in several areas. These include:

1. There will be no increase in the existing inmate population.
2. Structures will be low-rise wooden structures.
3. Elimination of all "prison" population inmates from the facility.
4. Accelerating the replacement of pre-release program bed spaces at the Laumaka satellite into the project work scope and increasing the capacity from 15 beds to 96 beds.

5. Improve facility security by providing new guard towers and a perimeter fence.
6. Re-configure the parking area to provide for existing and projected needs, and to provide for a separate visitor parking area.
7. Provide for an "intermediate sanction" program through a "day reporting center."

2.3 MISSION STATEMENT

The mission of Oahu Community Correctional Center is to protect the public by operating a secure, safe, healthy and humane detention facility for pre-trial defendants, and a minimum security facility for sentenced inmates, where the well-being of the incarcerated and facility staff are sustained in a healthy environment. Resocialization and reintegration program opportunities are provided to detainees and sentenced inmates through available education programs, vocational training, specialized treatment, religious services, recreational opportunities, and community release programs.

2.4 INMATE POPULATION

OCCC has been programmed to accommodate the following male inmate population groups:

1. General Population
 - a. Sentenced inmates and mental health inmates.
 - b. Sentenced inmates, typically received from the First Judicial Circuit committed to a term of incarceration not exceeding one year.
2. Community Based Population
 - a. Minimum security classified sentenced misdemeanants.

- b. Sentenced felons with minimum or community custody classification.
- c. Sentenced felons with community custody classification awaiting furlough.

3 Non-Rated Support Beds

- a. These spaces support the aforementioned populations and are *not counted as additional rated capacity.*
- b. The following support bed spaces are for disciplinary segregation.

The number of beds provided at OCCC once this expansion is implemented will be 840 beds with 42 support beds. The following is a breakdown by bed space type:

TABLE 1 - Future Bed Space Distribution

<u>Category</u>	<u>Bed Type</u>	<u>Bed Spaces</u>
GENERAL POPULATION		632
A - General Population	608	
B - Mental Health	26	
COMMUNITY BASED		208
A - Annex I	80	
B - Panabode	32	
C - Laumaka	96	
SUPPORT BEDS		(42)
A - Disciplinary Segregation	(36)	
B - Suicide Watch	(6)	
TOTAL	<u>840</u>	<u>840</u>

Note: () indicate that beds not counted as authorized bed space.

2.5 PROJECT DESCRIPTION

Figures 2 and 3 reflect the Master Plan for the OCCC and Laumaka sites. The following subparagraphs describe the proposed OCCC Master Plan improvements. Table 2 below summarizes the areas of the various facilities being provided through the Master Plan. As reflected in the table, over 45,600 square feet of new or replacement space will be provided to enhance the OCCC complex.

TABLE 2 - General Space Recapitulation

<u>Description</u>	<u>Gross SF</u>	<u>Remarks</u>
Laundry	3,000	Completed
Laumaka Work Release Center	19,040	Completed
Day Reporting Center	11,400	New
Keehi Annex	12,240	New
TOTAL	45,680	Square Feet

The following sections describe the major program services and facilities to be accommodated at OCCC.

2.5.1 Laundry Building

A new 3,000 square foot, single-story laundry building was constructed in July 1990. The building is located adjacent to Modules 18 and 19 at the southeast corner of OCCC main site, facing Puuhale Road (see Figure 2). OCCC now has the capacity to launder in a manner consistent with current health regulations (for institutional laundries).

2.5.2 Laumaka Work Release Center

The Laumaka Work Release Center provides facilities from which OCCC operates its Work Release (Furlough) Program. The Work Release Program allows inmates who

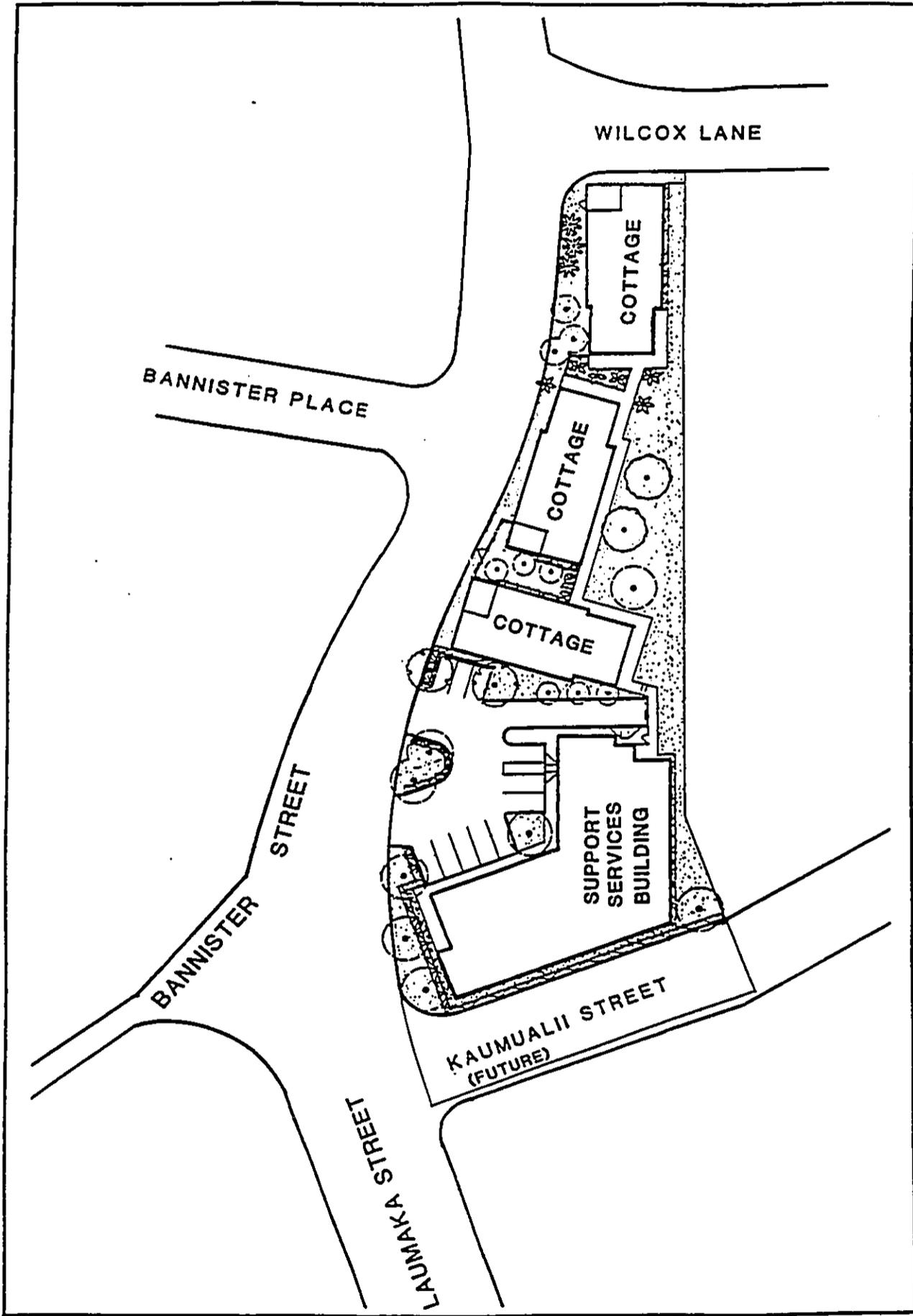


FIGURE 3



LAUMAKA WORK RELEASE CENTER

SITE PLAN

Oahu, Hawaii

have earned "community" custody status the privilege to participate in employment, education or vocational training programs within the community, without direct supervision. The Furlough Program is designed to assist inmates towards their successful re-integration into society as productive, law abiding citizens.

Three housing modules, with capacities of 32 beds each, were erected in June, 1991, replacing the existing old warden's residence and the two converted single-family homes which had provided only 15 low security bed spaces (see Figure 3).

Support services for the facility are housed in a separate single-story structure which was constructed at the property entrance on Laumaka Street. Total floor area provided at the Laumaka facility is 19,040 square feet. A total of 11 parking stalls were also provided at the site.

2.5.3 Day Reporting Center

A new 11,400 square foot, single-story wood frame building will be constructed to house a Day Reporting Center (DRC), see Figure 4. The DRC will serve as an "intermediate sanction" facility for individuals who have been sentenced and are under the custody of the Director of Public Safety. Those required to participate in the program will report to the DRC daily at scheduled times for individual and group counseling. The facility will also be a place where participating individuals can get additional referrals for redirected programming/activity. The facility will be organized functionally into a reception area, administration/office space, individual and group meeting/counseling rooms, and restrooms. The DRC will be staffed by one social worker supervisor, five social workers, five clerks and two adult corrections officers. The estimated population the facility will serve is approximately 375 people. In addition to the DRC function, the building will also provide space for other court referral programs and offender testing facilities.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

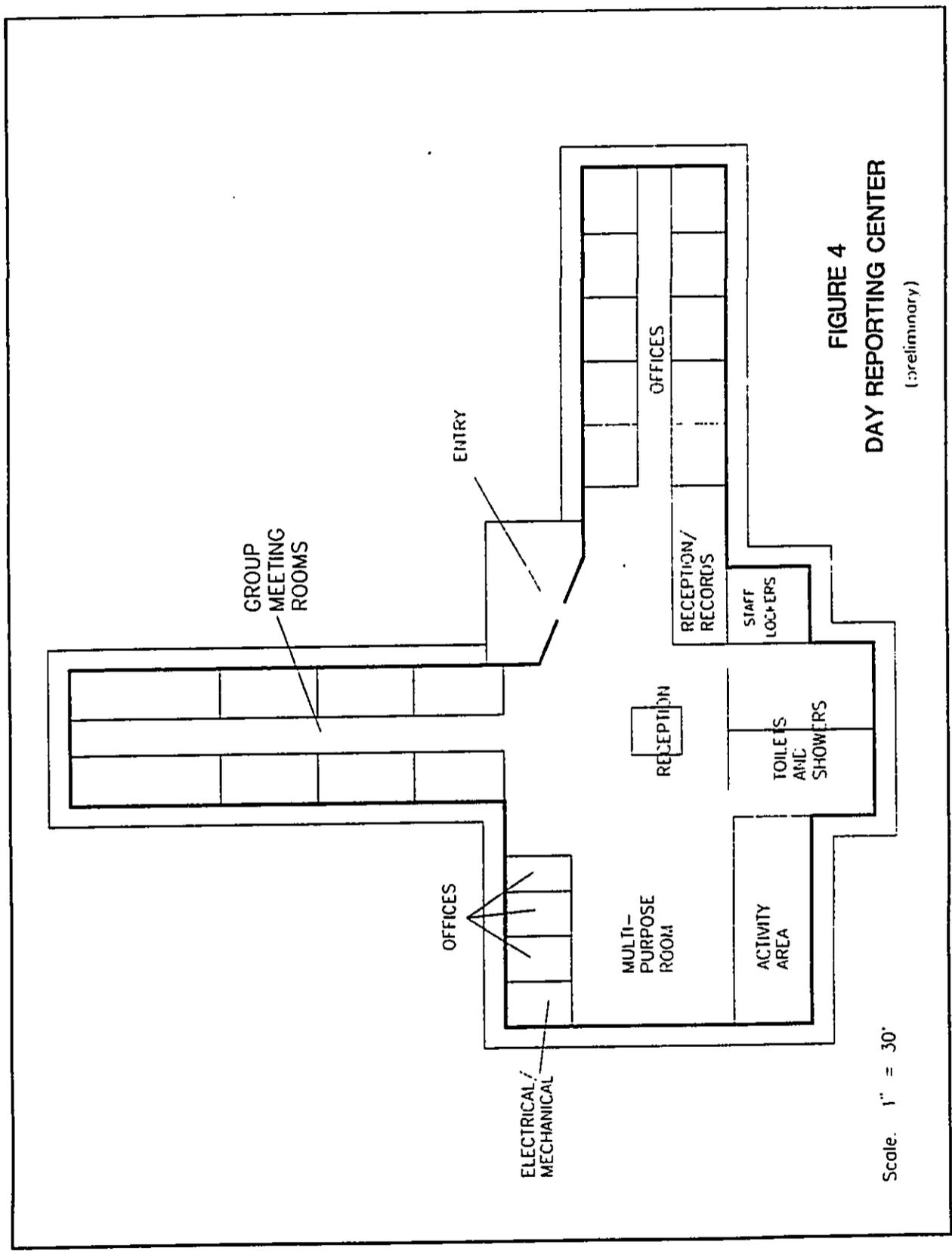


FIGURE 4
DAY REPORTING CENTER
(preliminary)

Scale. 1" = 30'

A parking lot will be constructed to support the users and staff members. It is estimated that approximately 30 stalls will be required.

Prior to it's final intended use, the building will be used as a temporary minimum security housing facility while the Keehi Annex complex is being redeveloped.

2.5.4 Keehi Annex

The inmate population at Keehi Annex Complex includes pre-trial and sentenced felons in minimum custody. These individuals are phased through the pre-release program so that they can successfully re-integrate into society as productive, law-abiding citizens.

The various types of furloughs include resocialization, education, treatment, work, community services and special furloughs. Because of the variation in the Furlough Program, a high level of inmate movement on and off the site occurs at the Keehi Annex. Some furlough activities require continuous staff supervision and some require intermittent supervision while the inmates are in the community.

The principal service program is the community workline (work crew). Each workline is made up of 10 inmates and an Adult Corrections Officer (ACO). A total of seven (7) worklines are sent out each day. The goal of this program is eight (8) worklines. The worklines go out five days per week from 6:30 a.m. to 1:30 p.m. Each inmate gets paid for time on the workline. The worklines provide services to various State agencies, City and County of Honolulu agencies, and special community service projects. Based on figures compiled for calendar year 1992, the community work lines saved the City and County of Honolulu approximately \$432,000.

The proposed redevelopment of the Keehi Annex Complex will include the relocation of the Panabode and Program buildings, and the demolition of the four existing 30 feet by 40 feet wooden dormitory buildings to make room for the new Annex I

building. See Figure 5. The relocated Panabode will be converted from living quarters to a classroom facility. The four substandard wooden dormitories, which comprise the existing Annex I, will be replaced by a new 12,240 square foot, single-story wooden building. The new building will accommodate 80 inmates and will include a large dayroom, toilet and shower facilities, multi-purpose room, kitchen, staff offices, and storage and utility rooms. Although there is an increase in floor space, the total inmate capacity will be reduced from 84 to 80. The reason for reduction in capacity is the new facility will provide the inmates with living quarters which will meet or exceed ACA and health standards along with improved and expanded program and support service facilities.

While the new Keehi Annex facilities are being constructed, the inmates housed in the Annex facilities will be housed in the future Day Reporting Center Facility. In its temporary configuration, the building will include two 40-bed partitioned dormitory areas, a dayroom, toilet and shower facilities, a multi-purpose room, a kitchen, and office and storage space.

2.5.5 Site Improvements

A major component of the Plan is the site improvements necessary to support the other OCCC improvements. These include the erection of four new guard towers, a new entrance control guard house, added and upgraded security fencing, additional parking, and installation of sidewalks curbs and gutters. See Figure 6. Total parking spaces to be provide is 311 (20 visitor parking). In addition to on-site parking, 50 stall will be provided under the Nimitz Highway viaduct.

2.6 DEVELOPMENT SCHEDULE

Due to site limitations, ongoing operational requirements and the availability of capital improvements resources, the OCCC Improvement Program has been scheduled as follows:

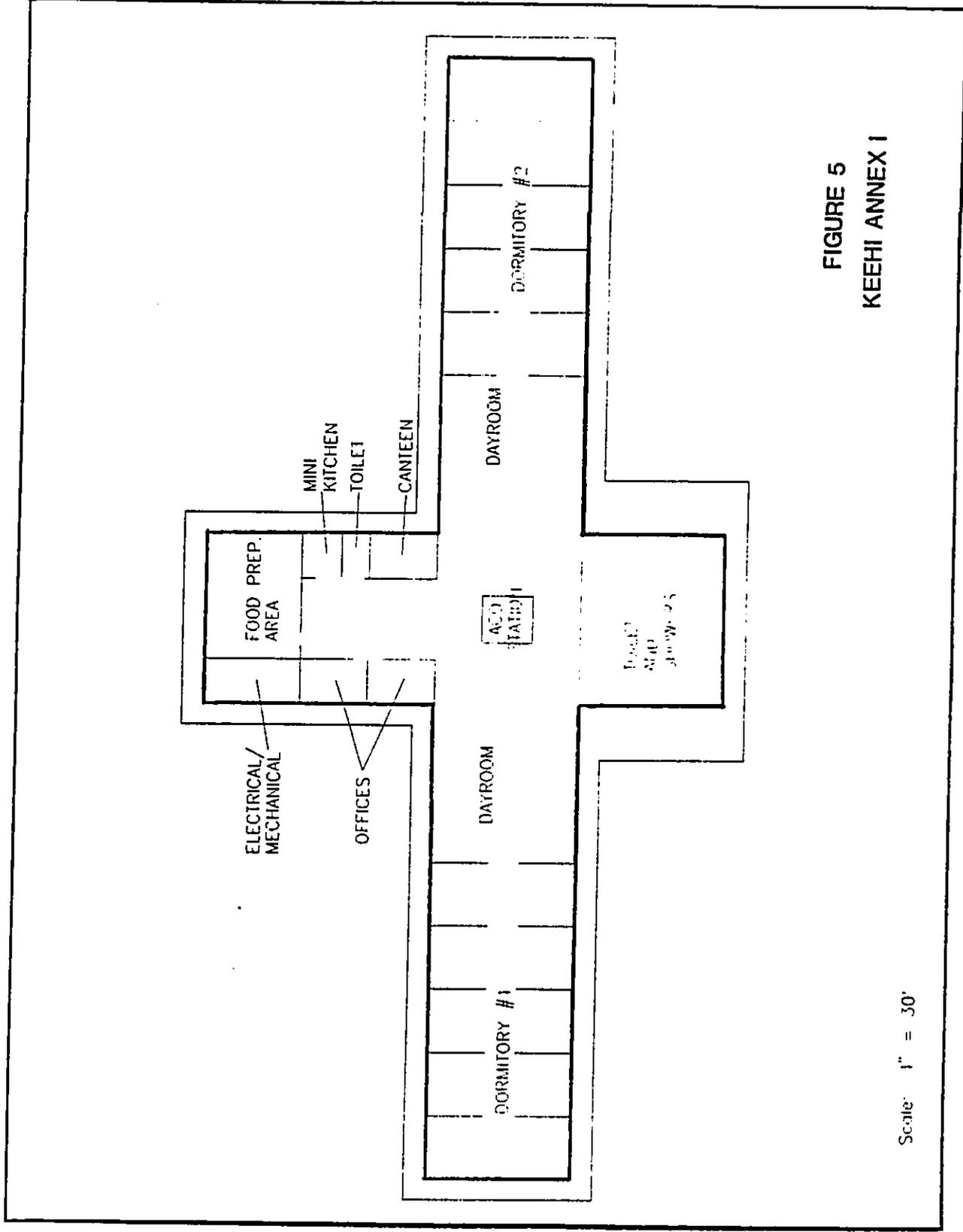


FIGURE 5
KEEHI ANNEX I

Scale: 1" = 30'

U.S. GOVERNMENT PRINTING OFFICE: 1964 O 348-251

TABLE 3 - DEVELOPMENT SCHEDULE

<u>Facility</u>	<u>Estimated Completion</u>
Laundry Building	July 1990
Laumaka Work Release Center	June 1991
Security Fencing/Guard Towers	JANUARY 1994
Day Reporting Center (Phase I)	AUGUST 1994
Annex I	JUNE 1995
Day Reporting Center (Phase 2)	OCTOBER 1995

2.7 DEVELOPMENT COSTS

Preliminary costs for the OCCC Improvement Program is estimated at \$56.1 million. The following is a cost itemization for the entire program.

TABLE 4 - DEVELOPMENT COSTS

Laundry	\$ 750,000
Laumaka Community Work Program (96 Beds)	3,030,000
Demolitions - Cellblocks A and B	905,000
Day Reporting Center	2,100,000
Site Improvements (Fencing/Towers)	1,863,000
Keehi Annex I	1,900,000
Puuhale Road Improvements	<u>700,000</u>
TOTAL *	\$11,248,000

* Total does not include hardware, fixtures, or equipment.

SECTION 3

EXISTING CONDITIONS AND PROJECT IMPACTS

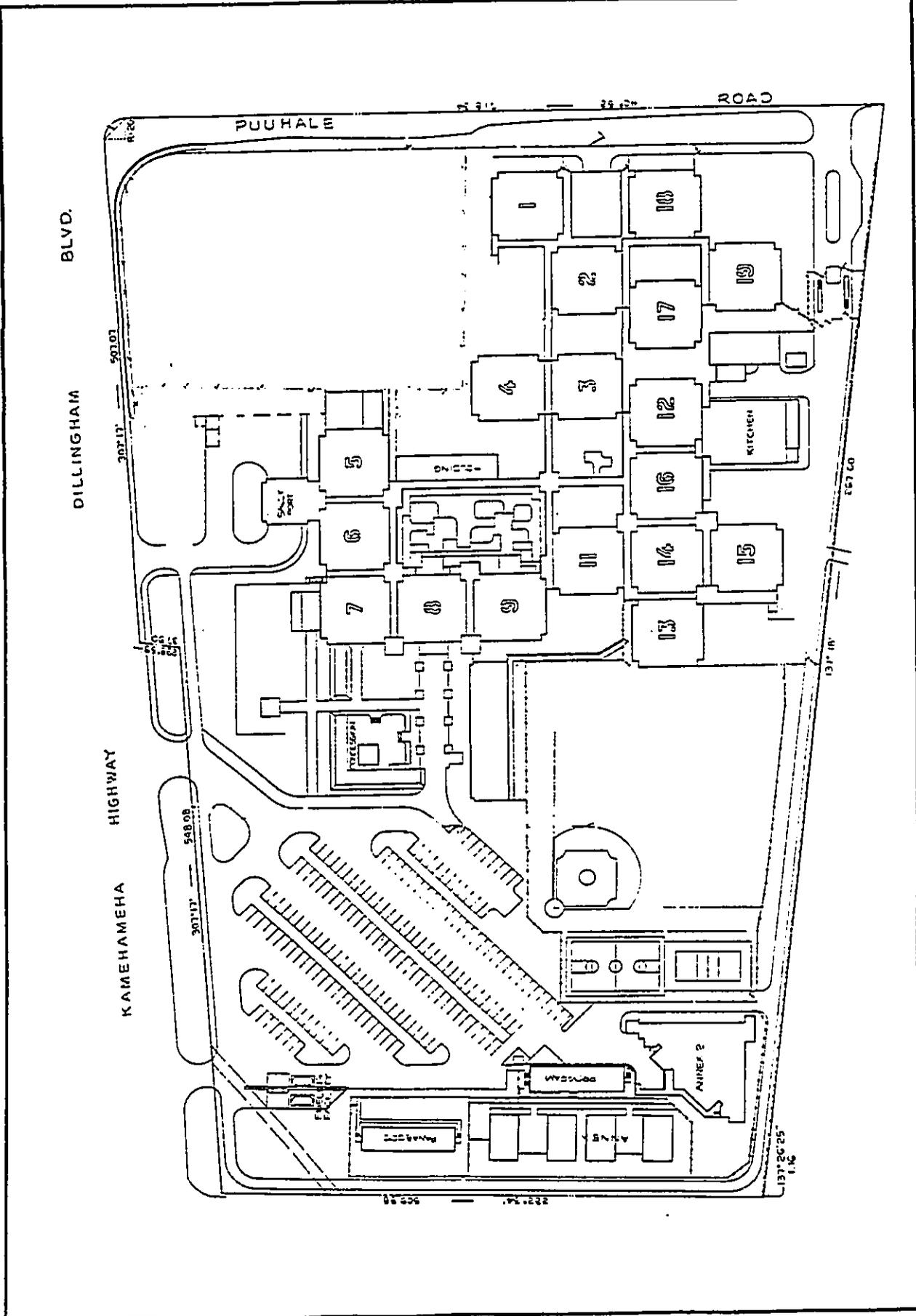
3.1 EXISTING USES

OCCC is a limited security facility which provides custodial services, diagnostic evaluations, and program opportunities for individuals who are awaiting sentencing or who have been sentenced and are serving short terms.

Most of the housing is provided in 11 of the 17 concrete modular structures built between 1978 and 1981, located in the eastern (Diamond Head) half of the property (see Figure 7). The remainder of the modules house support functions such as administration, kitchen, visiting and inmate programs.

Also located in the eastern half of the property are an open field (former location of Cellblocks A and B) and the recently constructed laundry building. The other half of the property is occupied by a recreation yard located on the south (makai) side of the property. A surface parking facility used by staff members and visitors alike is located on the north (mauka) side. The area adjacent to Foremost Dairies is occupied by the Keehi Annex consisting of six wooden structures and a concrete building completed in 1987 which house low-security residents on Community Services Programs.

The recently redeveloped Laumaka Work Release Center consists of three housing modules, with capacities of 32 beds each, and a support services facility housed in a separate single-story structure, see Figure 8. The OCCC operates its Work Release Program from these new facilities. Total floor area provided at the Laumaka facility is 19,040 square feet. A total of 11 parking stalls were also provided at the site.



Oahu Community Correctional Center
EXISTING USES
 Oahu, Hawaii

Figure 7
 0 75 150 FT.

 R. M. Towill Corporation

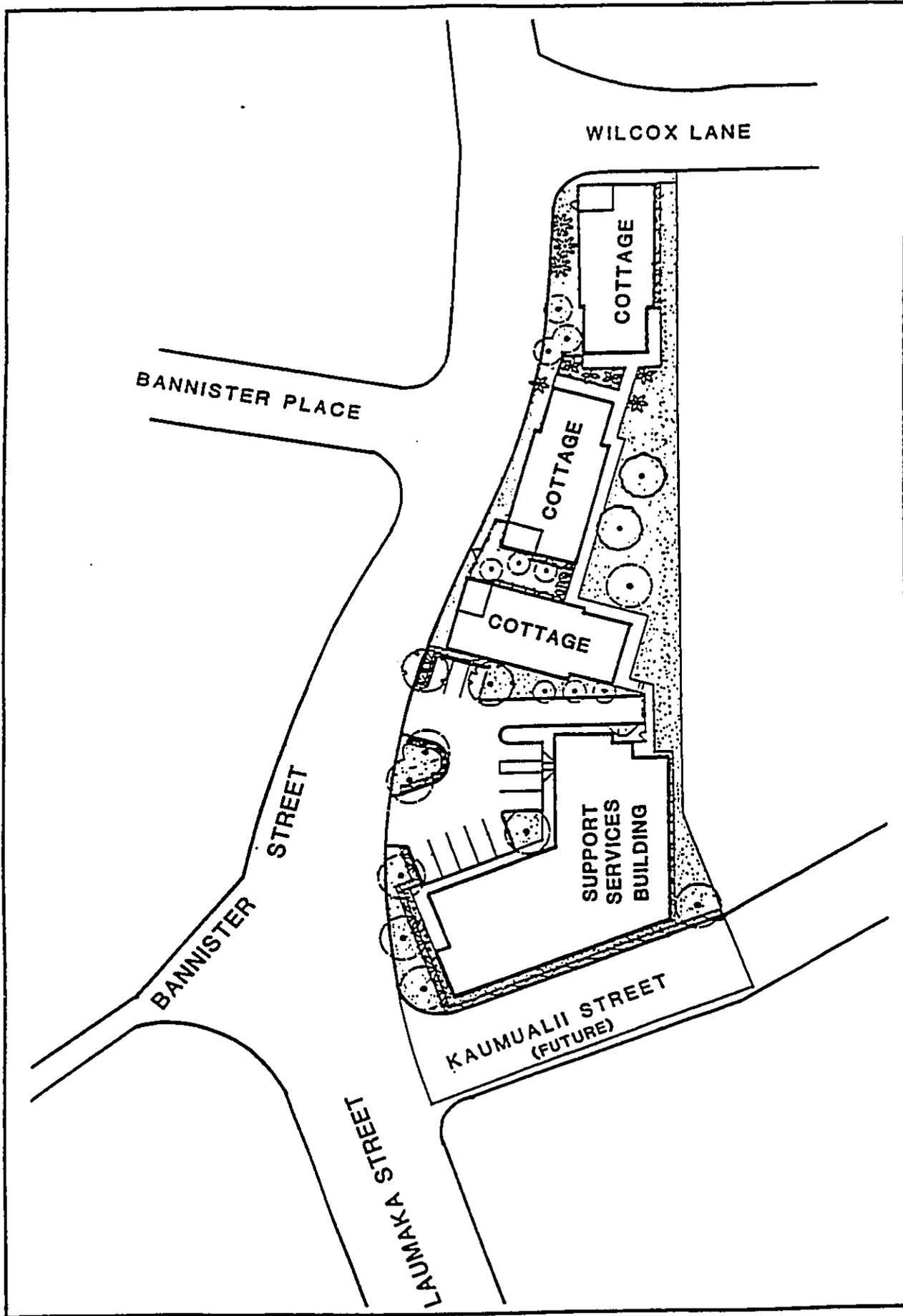


FIGURE 8



LAUMAKA WORK RELEASE CENTER
SITE PLAN
 Oahu, Hawaii

3.2 SURROUNDING USES

Existing uses adjacent to the OCCC site consist of a mix of commercial and light industrial establishments, low-density multi-family residential structures and a few single-family units (see Figure 9). Commercial activities such as auto repair shops, large mixed use warehouse structures, and a few residential units are located along Dillingham Boulevard, north (mauka) of the main project site. To the east (Diamond Head), across Puuhale Road there are some small commercial/business uses and residences. Puuhale Elementary School is located about a hundred feet to the southeast across Puuhale Road. Large public and commercial storage facilities, and contractor business facilities are located between the south (makai) side of the OCCC and Nimitz Highway. On the west (Ewa) side are the Foremost Dairies plant and Gaspro facilities. The area surrounding the Laumaka Annex is also a industrial/commercial/residential mixture. Saint Anthony's Church and School is located in the immediate vicinity of the project area.

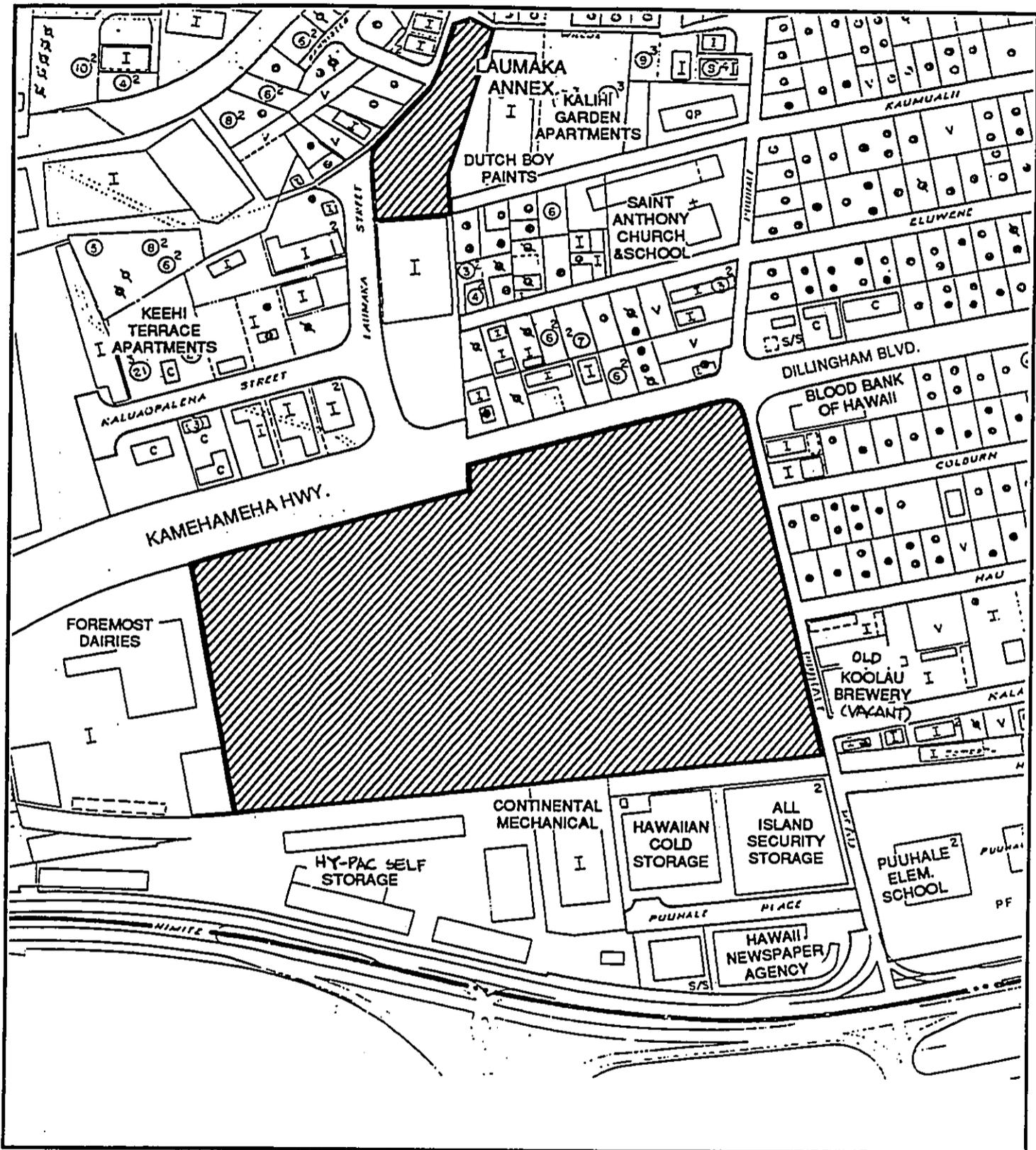
3.3 TOPOGRAPHY

A. OCCC Site

Between Puuhale Road and the existing parking lot, the site is almost level and stands at 21 feet above mean sea level (msl). It then slopes down to less than 10 feet msl at the southeast corner of the property. Since the area where most of the new construction is to occur is practically level, site preparation will generally require minimal grading. However, in order to correct drainage deficiencies in the area where the Keehi Annex structure is to be built, site preparation at the western (Ewa) end of the property will include a certain amount of fill.

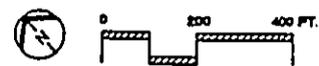
B. Laumaka Annex

The site's highest point (33 feet msl) can be found at the eastern (Diamond Head) tip of the property. It then gently slopes down to 27



Oahu Community Correctional Center
SURROUNDING USES
 Oahu, Hawaii

Figure 9



feet msl at the western (Ewa) end. The construction of the new facilities required minimal grading.

3.4 SOILS

3.4.1 Surface

A. OCCC Site

Paved surfaces consist primarily of areas occupied by buildings, parking lot, recreation courts and internal circulation. Unpaved areas are usually planted with grass and cover approximately half of the site. Although the new construction program will result in a slight increase of the paved surfaces, no negative impacts such as drainage difficulties are expected.

B. Laumaka Annex

Approximately one-third of the site is planted. The remaining areas are occupied by the new buildings, parking and circulation facilities. The new redevelopment of the site has increased the paved surfaces with no negative impacts on existing drainage conditions.

3.4.2 Subsurface

A. OCCC Site

Previous investigations indicate generally stable soil conditions in the western (Ewa) portion of the site. Layers encountered during borings consist of 3 to 4 feet of fill, clay and/or silty clay, and a coral stratum. In the eastern (Diamond Head) portion, the same subsurface conditions were encountered with a significantly deeper layer of fill (15 feet). Special foundations for the new construction will probably not be required.

B. Laumaka Annex

General soil conditions at the Laumaka Annex are similar to those encountered at the main site. No special foundations will be required for the new construction.

3.5 FLOOD CONDITIONS

A. OCCC Site

While the eastern (Diamond Head) part of the property, where most of the new construction is to occur, appears exempt of flooding, the western (Ewa) part is located within 100-year and 500-year flood areas. Occasional ponding of storm waters occurs in the area where the Keehi Annex is located. Some fill and appropriate drainage will correct this condition.

B. Laumaka Annex

The Laumaka site is not located in a flood prone area and drainage is currently adequate. This condition will remain unchanged with the facility renovation.

3.6 FLORA AND FAUNA

Approximately half of the OCCC main site is unpaved. Vegetation consists primarily of grass. Some shrubs and trees can be found in the in-fill spaces between the modules and around entrances. A few coconut trees are planted along Dillingham Boulevard.

The proposed improvements will have a minimal impact on the existing vegetation and additional landscaping will be provided where they do not conflict with security objectives.

Open landscaped space is the predominant feature at the Laumaka site. Vegetation includes good sized trees, shrubs and grass. Site preparation at the Laumaka

facility will require the removal of some of the existing fruit trees. However, new landscaping will be provided between and around the new structures, as appropriate.

Since the OCCC site has been in urban use over 50 years, fauna is limited to pests such as rats and mice, and common birds found throughout the urban areas of Honolulu.

3.7 AIR QUALITY

With Kamehameha Highway and Dillingham Boulevard bordering the property on the north (mauka), traffic is the major source of pollutants around the OCCC site. Adverse impact resulting from additional traffic generated by the proposed improvements program is expected to be minimal. Local traffic around the Laumaka site is limited and cannot be considered as a significant source of pollution.

The proposed improvements will also generate impacts typical of site preparation and construction, such as dust and vehicular emissions. These impacts are temporary and can be mitigated through compliance with public regulations and standards set by the Department of Health regarding construction activities.

3.8 WATER QUALITY

Kalihi Stream, the closest waterway, is located approximately 1,000 feet west (Ewa) of the subject property. Stormwater from the project will discharge into Kalihi Stream. Kalihi Stream flows into the northeast corner of Keehi Lagoon about 500' east of the Moanalua Stream outlet.

A water quality study of Keehi Lagoon was conducted by OI Consultants, Inc. between September 1987 and April 1988. In this study it was determined that the mean concentrations of nitrate, total nitrogen and total phosphorous were lower than the State water quality standard mean levels, and concentrations of ammonium and turbidity levels were greater than the mean standards level, but less than the Not to

Exceed 10% levels. The pH of water samples was lowest in the samples taken from the Kalihi stream outlet, while the highest levels of suspended solids were observed at the mouth of Kalihi Stream.

The proposed improvements at the OCCC site are not expected to generate runoffs that would adversely impact the water quality of both Kalihi Stream and Keehi Lagoon.

3.9 CLIMATE

Oahu has a mild, semitropical climate. Owing to the marine influence and the prevailing northeasterly trade winds, there is very little diurnal or seasonal variation in temperature. The mean annual temperature at sea level is approximately 75°F, with seasonal fluctuations rarely exceeding $\pm 10^\circ\text{F}$. The rate of about 3°F for each 1,000-foot increase in elevation. One of the outstanding features of Oahu's climate is the persistence of the northeast trade winds. Winds from the south and southwest are usually laden with moisture and bring heavy rainstorms, especially in the winter months.

Rainfall varies markedly over very short distances on Oahu. The Koolau Range on the windward side of the island is the wettest area, with an annual rainfall exceeding 250 inches. The Waianae Range in the leeward section is much drier, with the annual rainfall seldom exceeding 80 inches at the highest elevation.

Along the leeward and southwest shores, where OCCC is located, the mean annual rainfall is less than 20 inches. The winter season is the period of highest average rainfall.

The proposed improvement program at OCCC is not expected to adversely impact climate conditions in the area.

3.10 TRAFFIC

Regional access to OCCC is provided primarily by Nimitz and Kamehameha Highways and by the H-1 Freeway. The project site is directly connected to Kamehameha Highway. Connection to Nimitz Highway is provided by Puuhale Road and connection to the H-1 Freeway is provided by Middle Street. Local access is provided by Dillingham Boulevard, a 4-lane roadway that connects the downtown area to Kamehameha Highway.

Kamehameha Highway is a well traveled artery. Traffic counts performed by the State Department of Transportation (DOT), Highways Division, at the Kalihi Stream bridge in 1989 show 875 eastbound vehicles and 2,982 westbound vehicles during morning peak hour. Afternoon peak hour is heavier, with 1,650 eastbound vehicles and 1,982 westbound vehicles.

Public access (visitors, staff) to the OCCC site is currently provided on Kamehameha Highway and Puuhale Road (deliveries). Inmate movement to and from the facility occur also on Dillingham Boulevard.

The main public access on Kamehameha Highway is located across Laumaka Street. The intersection is signalized and an additional lane provides for unprotected left turn movements to the facility.

Vehicles entering or leaving the site are primarily official vehicles and staff vehicles. Due to the staff's different work schedules, vehicular movements during peak hours are limited. The busiest periods occur between 6:45 a.m. to 7:15 a.m. (80 vehicles) and 2:45 p.m. to 3:30 p.m. (125 vehicles). These movements correspond basically to watch changes.

The Dillingham/Puuhale intersection is also signalized. A right-turn-only lane provides access to Puuhale Road to eastbound vehicles. An additional lane provides for left turn movements.

Puuhale Road is used primarily for local traffic and, despite its narrowness, the level-of-service (LOS) at the Dillingham/Puuhale intersection appears to be satisfactory.

Once the proposed improvements are completed, deliveries at the OCCC main site will continue to occur on Puuhale Road which is to be widened in the future, thus providing for better access to and from the facility. Visitors and staff will continue to enter and exit the site on Kamehameha Highway, across Laumaka Street. Inmate movements will occur both on Dillingham Boulevard and Puuhale Road.

Adverse impacts, if any, on traffic around the site will be negligible.

The Laumaka site is serviced by narrow, substandard streets with Laumaka Street providing the main access to the facility. The only vehicles entering or exiting the site on a regular basis belong to staff members. The City and County of Honolulu has plans for widening Laumaka Street, Bannister Street and Wilcox Lane to 40 feet and connecting Kaumualii Street to Laumaka Street. The facility property lines have been modified to provide for the setbacks required by the planned street improvements.

3.11 PARKING

The main surface parking lot at the OCCC main site has a capacity of 205 vehicles and an additional 35 unmarked spaces are scattered throughout the facility, providing a total of 240 stalls. During the second watch (6:00 a.m. to 2:00 p.m.) parking allocation is currently as follows: 100 uniformed personnel, 75 civilian personnel, 20 visitors, and 10 facility vehicles.

Implementation of the proposed improvements will reduce the main parking area by about 54 spaces while adding 75 stalls in new parking areas. This will bring the total number of available parking stalls to 244. Additional off-site parking for 50 official and transfer vehicles is also being considered under the Middle Street viaduct. Combined, a total of 294 stalls will be provided. The proposed additional parking will provide a significant improvement to the existing conditions. The need for parking facilities is during the peak shift change period, between 1:30 and 2:30 p.m., when an additional 100 (assume 83 will drive) uniformed employees report to work. Currently, a total of 205 stalls are required. Based on the new program, an additional 34 stalls will be required for a total of 239 stalls. If all employees are accommodated during the peak shift change, then a total of 322 stalls will be required. Based on this estimate a deficit of 28 stalls (322-294) is anticipated. However, it is anticipated that on any given day, the total requirement will not be needed because of sickness, personal leaves, etc..

Since the LWRC residents do not use vehicles and normally do not receive visitors at the facility, parking requirements apply to correctional officers and administrative staff. The 11 on-site parking stalls that are provided by the new plan appear to be sufficient considering the uniformed staff work shifts and are in compliance with the LUO requirements.

3.12 NOISE

Vehicular traffic along Dillingham Boulevard/Kamehameha Highway and aircraft movements are the two main sources of noise in the vicinity of the OCCC site. A noise exposure analysis for the Honolulu International Airport which encompassed the OCCC site (KFC Airports, Inc., December 1988) indicates a 70 Ldn day-night average sound level (Ldn) in the area. According to the same study, quieter aircraft are expected to bring noise levels down to 60 Ldn by the year 2007. Current noise levels associated with vehicular traffic along Dillingham Boulevard are estimated not to exceed 70 Ldn.

Although not exceptional in an urban area, these noise levels are high enough to warrant some special noise mitigation measures.

Buildings envelope should adequately attenuate noise from aircraft operations and road traffic. Air conditioning in the cells and public areas will also reduce noise levels.

The only noise sensitive building located in the immediate vicinity of the OCCC project site is Puuhale Elementary School. Provided the appropriate noise control measures are incorporated in the design, noise levels at the property line due to the operation of mechanical and electrical equipment associated with the new Low-Medium Security Housing/Support Building (air conditioning plant, exhaust fans, emergency generator, etc.) will be in compliance with the appropriate Department of Health regulations.

Noise levels at the Laumaka Annex remain within acceptable limits and no change is expected with the facility uplifting.

3.13 VISUAL CHARACTERISTICS

The OCCC site is bounded on two sides by roadways including the wide, well traveled Kamehameha Highway. Low-rise industrial and commercial structures abut the property on the two other sides. There are no tall structures in the vicinity. Major visual features found on the east side of this property include the open field where the former Cell Blocks A and B were located. This open area is a contrast with the modular structures located immediately behind the field. Other obvious features are the 16-foot high chain link security fence along Puuhale Road and the watch towers.

On the west side, with the exception of the Keehi Annex structures located immediately adjacent to Foremost Dairies, the site is unencumbered by construction

and the surface parking lot along Dillingham Boulevard is the dominant visual feature.

The proposed construction will not substantially modify the visual characteristics of the OCCC site. The new Day Reporting Center will not be larger than the existing modules and will be comparable in height and bulk to the existing adjacent modules. The low-rise buildings to be erected at the Keehi Annex also represents an improvement over the existing wooden structures. The tallest structure will be Guard Tower No. 5 (See Fig. 6) which will be 60 feet tall. The height of this tower is dictated by the requirement of being able to view over the entire facility and be able to see the tops of each module.

The newly redeveloped Laumaka Annex offers a manicured, well organized appearance which is a pleasant contrast with the neighboring residential or commercial properties. The 3 hip-roofed replacement structures are low-rise and similar in bulk to the existing ones. Lost open space, especially at the mauka tip of the property, will be mitigated by appropriate landscaping around the buildings.

3.14 WIND

The prevailing winds at the subject property are northeast/east northeast, normal trade winds. The average wind speed recorded for Honolulu in 1986 was 11.5 miles per hour (mph) with a high of 46 mph during the year (State Data Book 1987). The highest speeds are usually recorded during the summer months, May to August, with a range of 86 percent to 95 percent trade wind frequency during these months. The winter months of November to February had a range of 42 percent to 64 percent trade wind frequency.

The subject property may be subjected to direct trade winds on the north side since there are no tall structures immediately in the path of the prevailing trade winds.

Kona winds from the south may be somewhat diffused, since there are buildings makai of the subject property which should help diffuse the effects of the wind.

In general, no significant wind impacts are anticipated by and to the proposed buildings.

3.15 SHADOW

Existing buildings on the OCCC main site are low rise and their projected shadows do not reach areas outside the property limits. None of the new building are susceptible of casting a significant shadow over any of the adjacent areas.

3.16 SUNLIGHT REFLECTION

Reflective surfaces on the new buildings walls cover less than 30 percent of the wall surface area. These structure, therefore, are not subject to the dispositions of Sections 3.110 and 8.30-5 of the Land Use Ordinance concerning sunlight reflection.

3.17 HAZARDOUS MATERIALS

The refueling station is relocated to the west (Ewa) side of the site, between the existing parking lot and the Foremost Dairies property. Installation of the fuel tanks was conducted in conformance with EPA standards and regulations.

3.18 CONSTRUCTION IMPACTS

The proposed project will generate impacts typical of site preparation and construction activities. These impacts include air quality, public safety, noise and traffic impacts. These are temporary conditions that can be mitigated through compliance with public regulations and standards.

3.18.1 Noise

Adverse impacts from construction noise are expected to last for a period of up to 3 years, from site preparation to structural completion of the different buildings.

Muffled construction equipment will be utilized to minimize noise impacts on nearby businesses, residences, public facilities and OCCC inmates and staff.

The incorporation of State Department of Health construction noise limits during the construction phase is another potential mitigation measure.

3.18.2 Air Quality

Fugitive dust from vehicle movement and soil excavation, along with emissions from construction equipment and trucks could result in short term air pollution. Dust emissions should be controlled accordingly to the State of Hawaii Air Pollution Control Regulations. Frequent watering of the construction site should substantially reduce fugitive dust emissions. Carbon monoxide emissions from construction equipment diesel engines are very low and should be relatively insignificant compared to vehicular emissions on nearby roadways.

3.18.3 Traffic

Slow moving construction vehicles could impede the normal flow of traffic on roadways leading to and from the construction site. Adverse traffic impacts can be mitigated by moving heavy construction equipment during periods of low traffic volume and adjusting the schedules of commuting construction workers to avoid peak hours.

3.18.4 Public Safety

Necessary measures to ensure public safety will be provided throughout all phases of construction. Signs, barricades, and police officers will be employed to adequately separate the public from potentially hazardous areas.

SECTION 4
PUBLIC FACILITIES AND SERVICES/PROJECT IMPACT

4.1 WATER

The Board of Water Supply (BWS) provides water distribution to the area. A 12-inch and 6-inch main running along Puuhale Road adequately services the main project site. Another 12-inch line running along Laumaka Street also adequately services the Laumaka Annex.

Water supply required by the proposed improvements has not been estimated. It is anticipated, however, that the existing water system will be adequate to meet the project's needs.

4.2 DRAINAGE

Stormwater currently drains off the OCCC site into a 24-inch line located at the northwest corner of the property and carried into Kalihi Stream. While drainage is adequate in the eastern (Diamond Head) half of the property, flooding due to topographic conditions, occurs in the area adjacent to Foremost Dairies during periods of heavy rain. The Low-Medium Security/Support Building and the new adjacent structures are not expected to have much impact on the existing drainage. Fill at the Keehi Annex site will adequately remedy existing deficiencies. Drainage is currently adequate at the Laumaka site and appropriate grading, prior to construction of the new structures, will insure satisfactory conditions.

4.3 WASTEWATER SYSTEM

Sewer service for the subject property is currently provided by the City and County of Honolulu, Department of Public Works. Wastewater is collected by a 16-inch line that runs across the site between Kamehameha Highway and the south (makai) end of the property. This system is considered adequate and will only require the relocation of the existing line to handle future needs. Likewise the 8-inch line

running along Laumaka Street is considered adequate to service the renovated Laumaka Annex.

4.4 SOLID WASTE

Solid waste collection for the project site is currently provided by a private company which will continue servicing OCCC in the future. No impact is therefore expected on public solid waste collection.

4.5 ELECTRICITY AND TELEPHONE

A 12.47 KV overhead line, serviced by the Hawaiian Electric Company (HECO), provides adequate electrical service to the project site. This line will be buried as part of the Puuhale Road improvements. Another 12.47 KV overhead line adequately services the Laumaka Annex.

Current consumption at OCCC is approximately at 1,000 KV/HR. The existing system appears adequate to handle the additional demand generated by the proposed improvements.

Telephone service at OCCC is provided by a private system linking different State services. This system will remain after completion of the proposed improvements.

4.6 GAS

Gas, provided by GASCO, is used for kitchen operations. A 2-inch line on Puuhale Road connected to a 4-inch line on Dillingham Boulevard, adequately services the OCCC site.

4.7 FIRE PROTECTION

First response is provided by the Kalihi Fire Station (King Street at Kalihi Street) and the second response by the Waiakamilo Fire Station (corner of Waiakamilo Road and Nimitz Highway). No significant impact on fire protection services is expected

from the proposed improvements. Adequate fire protection systems, including fire hydrants, will be installed and fire safety standards will be applied for each one of the new buildings.

4.8 POLICE PROTECTION

On-site correctional officers provide police services to the OCCC site under normal conditions. No impact is therefore expected from the proposed improvements on City and County Police services as well as State police services.

4.9 PUBLIC TRANSPORTATION

Public transportation to and from the site is provided by "The Bus." Five lines (3, 20, 50, 51, 52) service the facility. This mode of transportation is seldom used by OCCC staff or visitors. No impact is expected from the proposed improvements.

The City and County of Honolulu's proposed mass transit line will travel along Kamehameha Highway and Dillingham Boulevard fronting the OCCC site. The closest planned station is located at the intersection of Dillingham Boulevard and Waiakamilo Road. There are no impacts anticipated to the mass transit system or impacts related to the system on the OCCC facility.

SECTION 5
SOCIO-ECONOMIC CONDITIONS/PROJECT IMPACT

5.1 DISPLACEMENT OF ACTIVITIES

Since the proposed improvements will take place within the existing facility's boundaries, no displacement of activities is required by the project.

5.2 ECONOMIC CONDITIONS

Commercial and light industrial activities are scattered throughout the neighborhood, contributing to traffic congestion and parking problems during the daytime.

The 1990 family and household incomes are well below the island-wide median and the proportion of residents living below the poverty level is the highest on Oahu. While the neighborhood is one of the most stable island-wide, it must be noted that it is also a first home for many newcomers from either the neighbor islands or from overseas.

Short-term economic impact resulting from the construction will benefit the building industry and generate jobs in this sector, thereby contributing to the island's overall economic growth. Long-term economic impacts, especially in the case of a public facility such as a correctional facility are, at this time, difficult to assess.

5.3 HOUSING AND POPULATION

The OCCC is located in Census Tract 59, which is generally bounded by Dillingham Boulevard to the north, Kalihi Street to Nimitz Highway extending to Nuuanu Stream to the east, Honolulu Harbor to the south, and Middle Street and Keehi Lagoon to the west. The Laumaka Work Release Center is in Census Tract 60, which is bounded by North King Street to the north, Kalihi Street to the east, Dillingham Boulevard to the south and Middle Street to the west.

The 1990 census counted 9,427 people living in these two census tracts. This was a 0.9 percent decrease from the 1980 census. It is assumed that this decrease is attributed to the fact that in recent years the neighborhood has attracted new businesses displaced by the Kakaako Redevelopment projects, these new businesses taking the place of residential structures.

Residential structures are predominantly single-family dwellings. These dwellings, however, are relatively large and often accommodates more than one family. It appears that in the last decade, single-family residential dwellings are progressively replaced by multi-family dwellings and/or commercial uses.

The 1990 census data indicates that the median ages for Census Tracts 59 and 60 are 32.8 and 32.9 years respectively. These are slightly higher than the island-wide median age of 32.2 years. The household sizes and family sizes for Census Tract 59 are 3.14 persons per household and 3.72 persons per family, and for Census Tract 60 are 4.19 persons per household and 4.29 persons per family. For each census tract both are higher than the Oahu figures of 3.01 persons per household and 3.48 persons per family.

The proposed improvements will have no impact on the housing supply and will not result in population changes in the area.

SECTION 6
LAND USE REGULATIONS/PROJECT IMPACT

6.1 STATE LAND USE

The subject property is included in a district designated for Urban use, allowing such developments as the proposed improvements to the OCCC Facility.

6.2 CITY AND COUNTY DEVELOPMENT PLAN LAND USE MAP

The OCCC site is included in an area intended for industrial use and is designated as "Public Facility" (PF) on the City and County of Honolulu Primary Urban Center Development Plan Land Use Map (see Figure 10). The proposed improvements are therefore compatible with the designated use for the subject property.

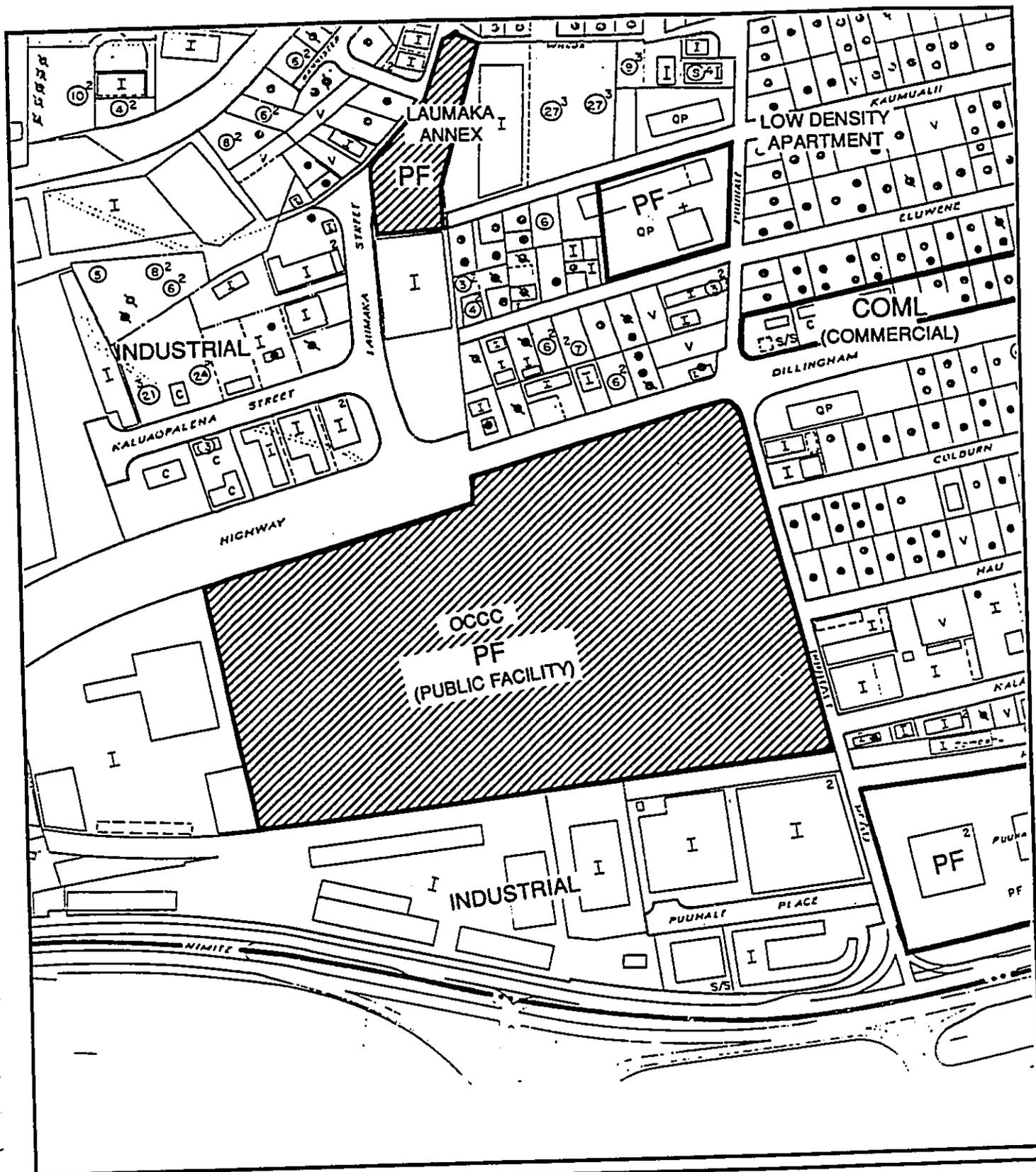
6.3 CITY AND COUNTY DEVELOPMENT PLAN PUBLIC FACILITIES MAP

The site is designated as CF/M, "Correctional Facility to be Modified" in the immediate future. The proposed improvements are therefore compatible with the current Development Plan Public Facilities Map Designation (see Figure 11). On the same map, Puuhale Road, a street that borders the OCCC site on the east side, is designated for "Improvements Within Existing Right-of-Way." In order to allow for the widening of this particular roadway, a 35-foot setback if provided by the OCCC Plan, inside the property boundaries.

6.4 ZONING

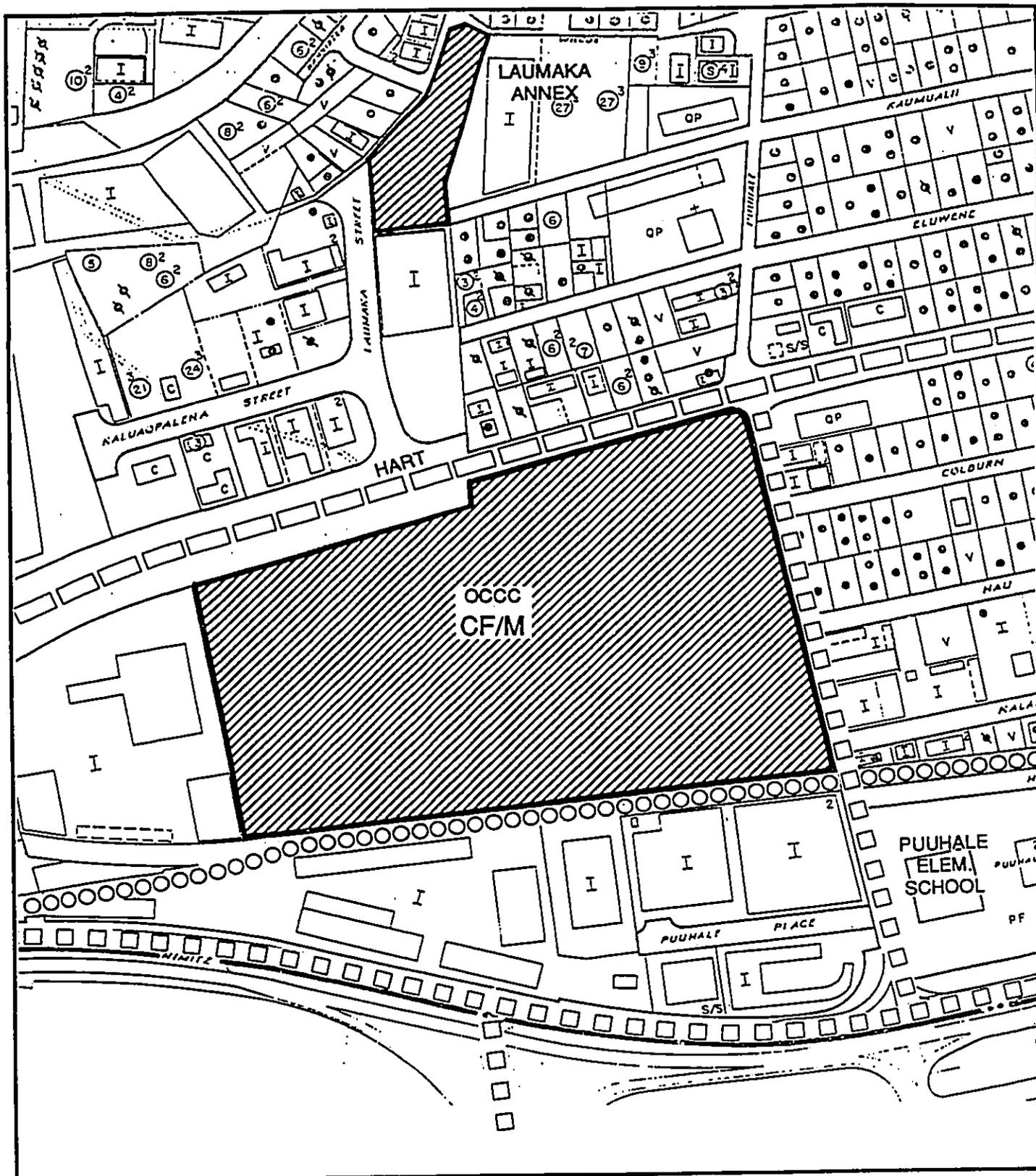
6.4.1 General

The OCCC site is zoned "Intensive Industrial" (I-2). The Laumaka site is included in a district designated as "Industrial-Commercial Mixed Use" (IMX-1), allowing public uses such as the Laumaka facility (see Figure 12).



Oahu Community Correctional Center
DEVELOPMENT PLAN
LAND USE MAP
 Oahu, Hawaii

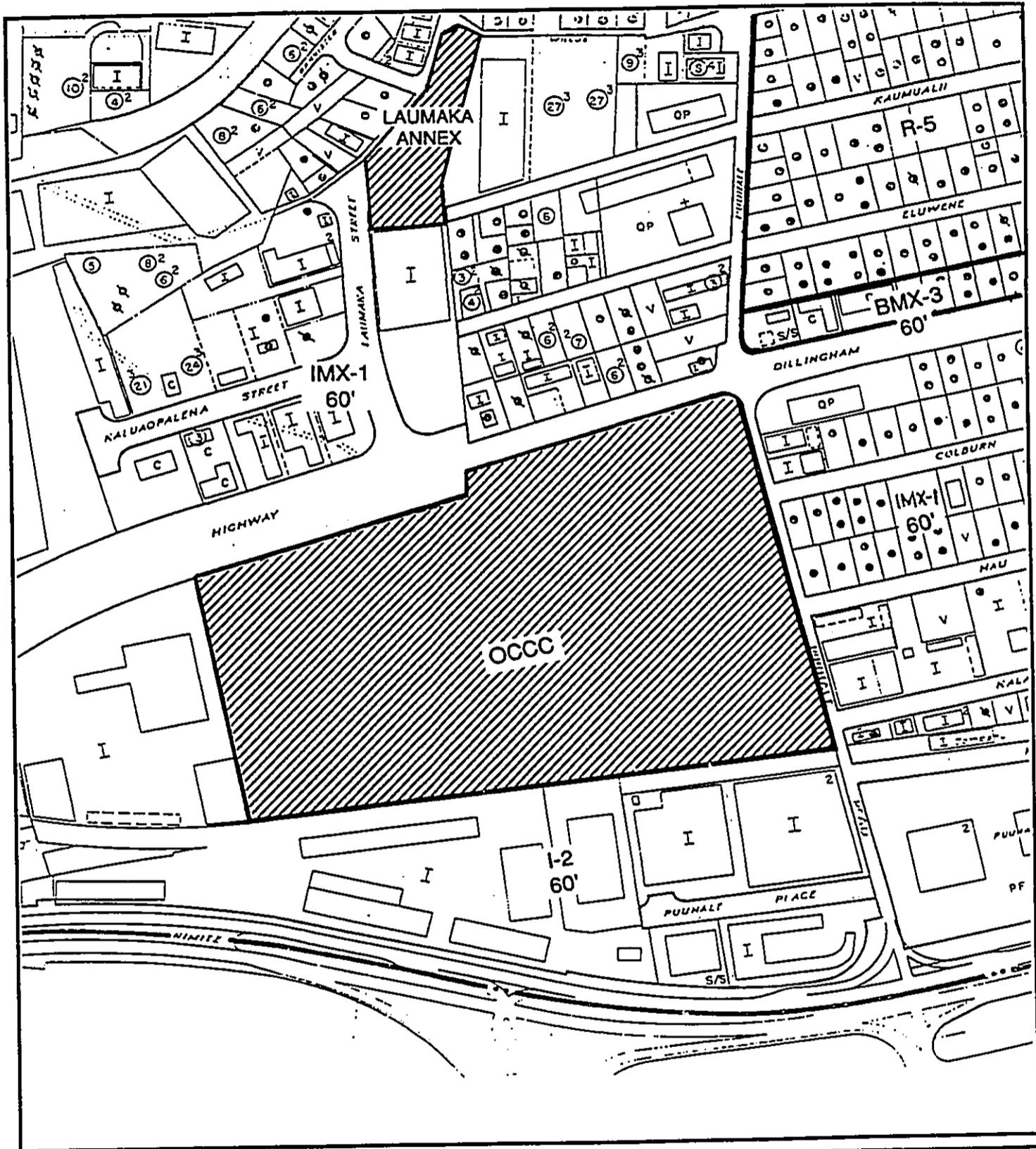
Figure 10



Oahu Community Correctional Center
DEVELOPMENT PLAN
PUBLIC FACILITIES
 Oahu, Hawaii

LEGEND
 CF/M CORRECTIONAL FACILITY/MODIFY
 [Symbol: thick line] RAPID TRANSIT
 [Symbol: circle] TRANSIT CORRIDOR
 [Symbol: square] ADDITIONAL RIGHT OF WAY & NEW STREET

Figure 11



OCCC ZONING MAP
Oahu, Hawaii

LEGEND
 IMX-1 : INDUST-COMMERCIAL MIXED USE DISTRICT
 I-2 : INTENSIVE INDUSTRIAL DISTRICT
 BMX-3 : COMMUNITY BUSINESS MIXED USE DISTRICT
 R-5 : RESIDENTIAL DISTRICT

Figure 12

6.4.2 Height

Existing zoning regulations impose a 60-foot height ceiling on the OCCC main site and Laumaka site. All new structures to be built as part of the OCCC improvement program remain within the height limit.

6.4.3 Yards and Setbacks

The LUO Development Standards (Section 5.110, Table 20-B) applicable in an I-2 District require that all new construction shall have a front yard of at least 5 feet.

All of the proposed structures at the OCCC main site will be setback a minimum of 20 feet from the side of either Dillingham Boulevard/Kamehameha Highway or Puuhale Road. In addition, a 5-foot landscaped setback will be provided between the security fence and these two streets. The same standards have been applied to the Laumaka site.

6.4.4 Floor Area Ratio (FAR)

Although the proposed improvements will result in an increase in density at the OCCC site, the total floor area - new and existing structures included - remains well below the 2.5 FAR allowed in an I-2 district.

6.5 NATIONAL FLOOD INSURANCE PROGRAM

On the Flood Insurance Rate Map (FIRM) revised in September 1987, the western (Ewa) half of the OCCC main site is included in a special flood hazard area inundated by 100-year flood (Zone AO) and in an area inundated by 500-year flood (Zone X). The LUO Development Standards (Section 7-10.4) applicable to flood hazard districts provide strict design guidelines for structures to be built in such areas.

6.6 FAA REQUIREMENTS

The northwest side of the OCCC main site is impacted by aviation height easements ranging from 70 feet to 46 feet. New structures planned in that area will rise below the allowable heights.

SECTION 7
ALTERNATIVES TO THE PROPOSED ACTION

7.1 NO ACTION ALTERNATIVE

A no action alternative would perpetuate overcrowding and inefficient conditions at OCCC and therefore violate the terms of the 1985 Consent Decree. These conditions will become even more severe in the future as the number of inmates is expected to grow. A no action alternative will also result in additional pressure being placed on other detention facilities Statewide such as the Halawa Medium Security Facility and other smaller facilities on the neighbor islands.

7.2 DESIGN ALTERNATIVES

A previous design consisting of a high-rise Detention Center was considered by the initial Master Plan in 1988. This alternative was abandoned due primarily to its high cost. Another factor that led to its rejection was the length of time required to build this new facility and the unnecessary disruption of the OCCC operations for an extended period of time.

In addition to the consideration of a high-rise structure, the renovation of Cellblocks A and B were also considered. The evaluation of this alternative proved to be an infeasible alternative.

7.3 SITE ALTERNATIVES

A location different than the OCCC site was not considered due to the high cost of acquiring the land needed for the proposed development.

SECTION 8
NECESSARY PERMITS AND APPROVALS

8.1 PLAN REVIEW USE

In compliance with the Land Use Ordinance (LUO, Section 3.160), a Plan Review Use (PRU) Application will be submitted for review and approval to the Department of Land Utilization, City and County of Honolulu.

Plan Review Use approval is required for public and private uses which provide essential community services but which could also have a major adverse impact on surrounding land uses. Facilities such as prisons are included in the list of uses (LUO, 3.160.1) for which a Plan Review Use is required.

8.2 BUILDING PERMIT(S)

Upon approval of the PRU and prior to starting construction, a Building Permit application will be submitted for each new construction or modification to the Building Department, City and County of Honolulu.

However, in order for the State to meet legislative as well as judicial mandates for OCCC, the Department of Land Utilization (DLU), City and County of Honolulu, has agreed to review the building permit for the Laumaka facility, security fencing, and guard towers prior to submittal of the Plan Review Use application.

SECTION 9

SUMMARY OF IMPACTS AND EIS DETERMINATION

9.1 SUMMARY OF IMPACTS

9.1.1 Physical Impacts. No long term negative physical impacts are anticipated with the implementation of the proposed action. Short-term, construction related impact such as noise and dust are anticipated, but should be adequately mitigated through the use of sound construction practices.

Beneficial impacts of the project are those related to the provision of increased bed and program capacity at the OCCC as well as the provision of better living spaces and services for the inmates.

9.1.2 Impacts on Public Services. No long term negative impacts are anticipated to public services being provided to the OCCC.

9.1.3 Socio-Economic Impacts. No long term negative impacts are anticipated to the socio-economic environment as a result of the implementation of the proposed action. Short-term benefits of this project is the creation of employment in the construction industry.

9.2 NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT (EIS)

Because no long term adverse impacts are anticipated resulting from the OCCC proposed improvements it has been determined that an environmental impact statement is not required.

SECTION 10
AGENCIES AND ORGANIZATIONS CONSULTED
IN THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT

10.1 STATE

Dept. of Public Safety
Dept. of Accounting & General Services
Dept. of Transportation, Highways Division

10.2 CITY AND COUNTY OF HONOLULU

Dept. of General Planning
Dept of Land Utilization
Dept. of Transportation Services
Dept. of Public Works
Board of Water Supply

10.3 OCCC CONSULTING TEAM

Matsushita, Saito & Associates and Anbe Aruga Ishizu Architects - A Joint
Venture
R.M. Towill Corporation
Imata & Associates, Inc.
Nakamura, Oyama & Associates

SECTION 11
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