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GOVERNOR



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DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
DIVISION OF PUBLIC WORKS
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LETTER NO. PM-1389.0

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AUG 30 1990

OFF. OF ENVIRONMENTAL
QUALITY CONTROL

Dr. Bruce Anderson
Acting Interim Director
Office of Environmental
Quality Control
465 South King Street, Room 115
Honolulu, Hawaii 96813

Attention: Mr. Brian Choy

*Oahu Correctional Center,
Facilities
Laumaka*

Dear Dr. Anderson:

Subject: Notice of Determination for the
Laumaka Work Release Center Improvements

Proposing Agency: Department of Accounting
and General Services

Accepting Authority: Department of Accounting
and General Services

The Department of Accounting and General Services, after having reviewed the environmental assessment which examined the environmental impacts of the above named project, has concluded that there will not be any long-term adverse impacts to the environment and, therefore, has determined that an environmental impact statement is not required.

Proposing Action

Proposed is the redevelopment of the Laumaka Work Release Center as part of the Oahu Community Correctional Center (OCCC) complex master plan to mitigate substandard and inefficient facilities. The Laumaka Work Release Center will be reconstructed to expand its bed capacity from 15 to 96 to better serve inmates towards their successful re-integration back into society. The proposed improvements are designed, in part, to meet the requirements set by the October, 1985, Consent Decree regarding confinement conditions at the OCCC.

A central theme of the improvement program is the construction of as many beds as possible in as short a time period as possible while staying within budgetary limits.

WS

Dr. Marvin T. Miura
Letter No. PM-1389.0
Page 2

Determination and Supporting Reasons

The Negative Declaration is formed on the basis that the proposed action will not result in loss or destruction of natural or cultural resources, will not adversely affect public health or the social or economic welfare of the community, County or State, and will conform with future plans and policies of the City and County of Honolulu and the State of Hawaii.

The proposed action will result in short-term construction impacts which will be mitigated by the utilization of sound and approved construction practices.

For further information regarding the proposed action, contact Mr. Norman Sahara, Project Management Branch, Department of Accounting and General Services, P. O. Box 119, Honolulu, Hawaii 96810, telephone (808)548-4561.

Very truly yours,



TEUANE TOMINAGA
State Public Works Engineer

NS/si
Encl.

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1990-09-08-0A FBA

FILE COPY

ENVIRONMENTAL ASSESSMENT for the

~~OAHU COMMUNITY~~
~~CORRECTIONAL CENTER~~
Honolulu, Hawaii *at Launakū*

AUGUST 1990

PREPARED FOR:

Department of Corrections
State of Hawaii

RMTC

R. M. Towill Corporation

420 Waikamilo Rd., Suite 411
Honolulu, Hawaii 96817-4941
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ENVIRONMENTAL ASSESSMENT

OAHU COMMUNITY CORRECTIONAL CENTER
HONOLULU, HAWAII

PREPARED FOR:

Department of 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
Honolulu, Hawaii 96817

AUGUST 1990

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SUMMARY INFORMATION

Applicant: State of Hawaii, Department of Public Safety

Consultant: R. M. Towill Corporation
420 Waiakamilo Road, Suite 411
Honolulu, Hawaii 96817-4941

Location: 2199 Kamehameha Highway
Honolulu, Hawaii 96819

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

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

State Land Use: Urban

Development Plan Land Use Map: Public Facility

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

Existing Zoning: IMX-1 - Industrial-Commercial Mixed Use
District

Existing Land Use: Public Facility

Landowner: State of Hawaii

Accepting Authority: Department of Accounting and General Services
(DAGS)

SECTION 1
STATEMENT OF PURPOSE

The Department of Public Safety (DPS), State of Hawaii, proposes major improvements at the Oahu Community Correctional Center (OCCC) complex as part of their master plan to mitigate substandard and inefficient facilities. These improvements include the demolition of Cellblocks A and B, construction of new housing structures and support facilities, and remodeling of several of the existing modular structures. Major components of the OCCC improvement program include the following new construction:

- New Detention Center
- Inmate Programs Center
- Keehi Annex Pre-Release Program Replacement Facilities
- Laumaka Work Release Center
- Laundry Building (Constructed)

The proposed improvements are designed to meet the requirements set by the October 1985 Consent Decree regarding confinement conditions at the Oahu Community Correctional Center (OCCC).

In addition to the new facilities, renovation of existing facilities will provide enhanced functional space for the following activities:

- Business Services
- Administrative Services
- Security Services
- Program Support Enhancements
- Enhanced Leisure Activities

Finally, miscellaneous site improvements, such as enhanced perimeter security, increased

parking, and landscaping are to be undertaken.

The primary justification for this capital expenditure plan at the OCCC is the critical need to recapture bed spaces lost from the closure and planned demolition of Cellblocks A and B 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].

A central theme of the improvement program is the provision to construct as many beds as possible in as short a time period as possible staying within budgetary limits.

In order to maximize capacity of new and existing housing, the Department of Public Safety has designed the housing units to provide for double occupancy of individuals in quarters that meet or exceed current ACA and health standards. In addition to the cells provided for the general inmate population, a number of cells to accommodate the disabled have been provided. This guideline is used for virtually all population groups with few exceptions. The Consent Decree allows for double occupancy in existing modules but also ties into ACA standards for new construction. The State of Hawaii, Department of Public Safety, by setting its own design standards, has been able to meet or exceed ACA standards for inmate housing.

In order 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 two phases. The first phase includes the Laumaka facility, the new detention center, Inmate Program Center, and the remodeling of a number of existing modules. Based on the current estimate of construction time, the first phase of construction will be completed by 1994. All other improvements, designated for Phase 2, and which will result in enhancements to the interior spaces of the remaining elements at OCCC, have not yet been programmed at this time.

SECTION 2
PROPOSED ACTION

2.1 LOCATION

The OCCC site, which covers 16.40 acres, is located at the intersection of Kamehameha Highway and Puuhale Road. The site 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).

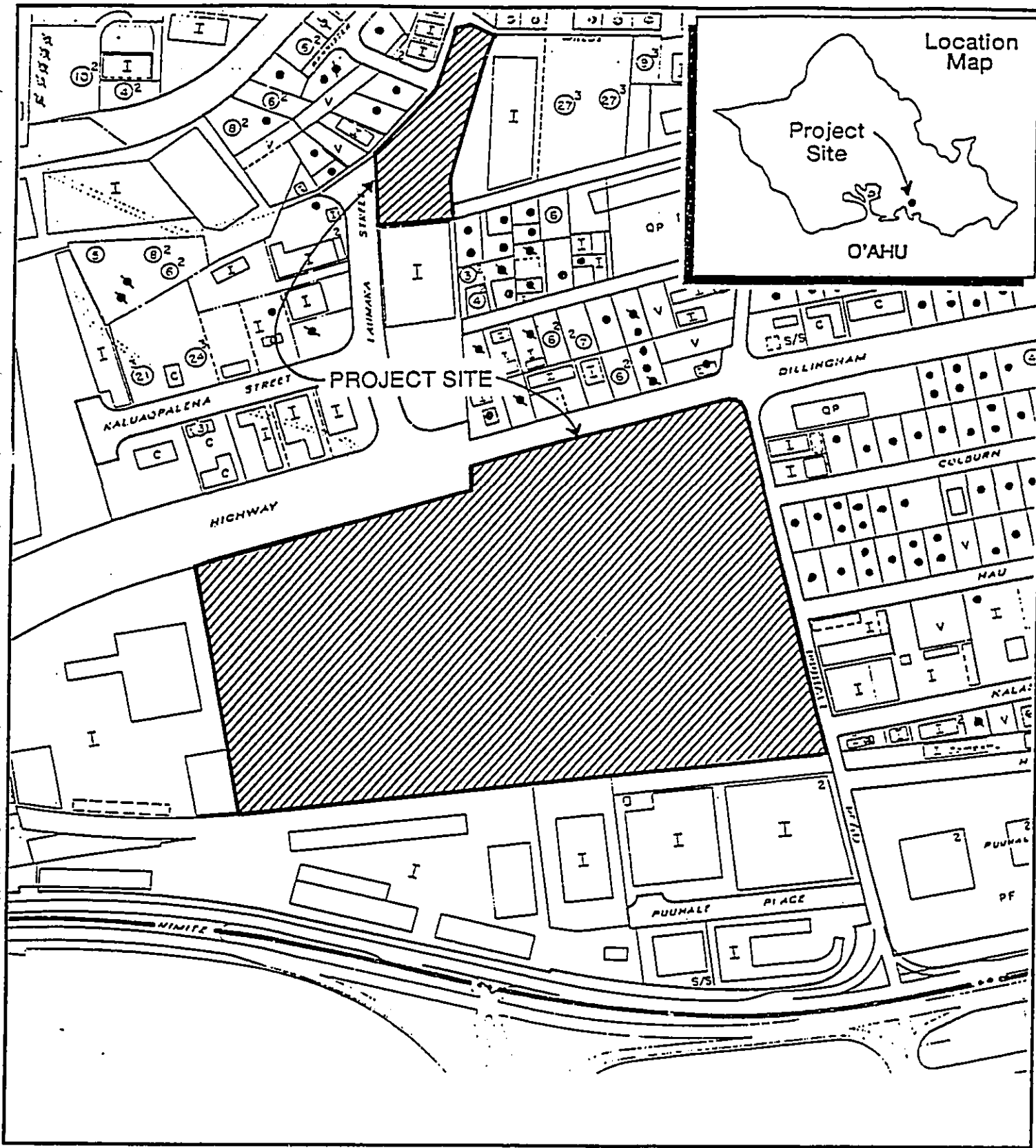
The Laumaka Work Release Center site, which covers 0.45 acres, is located a few blocks to the north (mauka) of Dillingham Boulevard. The site is bounded by Laumaka Street, Wilcox Lane and Bannister Street.

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. Of the original State Prison, remaining structures include: Cellblock A and Cellblock B which formerly housed the prison's administrative services, and the Holding unit.

Despite the facility's expansion, living conditions, due to the rapidly increasing detained population, soon deteriorated at OCCC.

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. Some of the inmates were reduced to sleeping on mattresses kept in the hallways. In Cellblocks A and B small cells accommodated two or more inmates. Dormitory areas had double bunks as



OCCC
VICINITY MAP
Oahu, Hawaii

FIGURE 1

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.

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.

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 high-rise detention center. In January 1990, the Master Plan was revised in light of budgetary estimates of \$82 million and an occupancy date of July 1993, the Department of Public Safety made a significant departure from the original plan.

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

1. Inmates would move to a central Programs core instead of "programming in place" within the detention center.
2. A low-rise structure to be constructed instead of a high-rise structure with a reliance on stairs for mass movement as opposed to elevators.
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. With the exception of Module 19, all others would be used to house "jail" population inmates.
6. Add appropriate housing and infirmary space to satisfactorily meet the

facility mental health needs.

7. Provide enhancements within a central program core to meet the majority of programmatic obligations to the inmates in a "mall-like" setting.

2.3 MISSION STATEMENT

The mission of Oahu Community Correctional Center is to protect society by providing custodial services as appropriate for the different inmate populations placed under its control and to provide these populations with a broad range of program choices to keep them occupied in a constructive and meaningful manner during their stay.

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

1. Detention Population (720 available bed spaces)
 - a. Pre-trial and non-sentenced detainees.
 - b. Sentenced inmates, typically received from the First Judicial Circuit committed to a term of incarceration not exceeding one year.
2. Special Needs Population (199 available bed spaces)
 - a. Maximum security classified pre-trial and non-sentenced inmates.
 - b. Chronic mental health inmates requiring intermediate and acute care. These individuals are identified as inmates suffering from severely disabling mental illnesses and cannot function in the general population. They may be from any facility.
 - c. Holds for Federal authorities or other jurisdictions.
3. Pre-Release Program Population (306 available bed spaces)
 - a. Sentenced felons on work or education furlough.
 - b. Sentenced felons on community services programs.

4. Non-Rated Support Beds (55 available bed spaces)
 - a. These spaces support the aforementioned populations and are not counted as additional rated capacity.
 - b. The following support bed spaces are: 1) disciplinary segregation (24 beds); 2) medical infirmary (12 beds); 3) acute mental health infirmary (19 beds).

The number of beds provided at OCCC once this expansion is implemented will be 1,225 beds with 55 support beds. The following is a breakdown by bed space type:

TABLE 1 - Future Bed Space Distribution

<u>Category</u>	<u>Population</u>	<u>Bed Spaces</u>
DETENTION		720
A - Minimum Security	240	
B - Medium Security	480	
SPECIAL NEEDS		199
A - Maximum Security	12	
B - Federal/Other Holds	72	
C - Chronic Mental Health Housing	115	
PRE-RELEASE PROGRAM		306
A - In-House Work Lines	20	
B - Level I	94	
C - Level II	96	
D - Level III	96	
SUPPORT BEDS		(55)
A - Disciplinary Segregation	24	
B - Medical Infirmary	12	
C - Acute Mental Health	19	
TOTAL	1,225	1,225

2.4 PROJECT DESCRIPTION

With the demolition of Cellblocks A and B scheduled for the summer of 1990 and subsequent completion of construction of Laumaka the following year, the OCCC shall "recapture" bed spaces lost and provide increased capacity for both the detention and pre-

release programs. Additionally, it aims to correct deficiencies as they were brought into light by the class action which resulted in the 1985 Consent Decree.

As shown by the table below, close to 220,700 square feet of space will be added to the OCCC complex after the demolition of Cellblocks A and B.

TABLE 2 - General Space Recapitulation

<u>Description</u>	<u>Gross SF</u>	<u>Remarks</u>
Laundry	3,000	Constructed
Laumaka Work Release Center	19,040	New
New Detention Center	116,920	New
Administration/Operation Spaces	20,670	Extg - Remodel
Inmate Program/Services	34,990	Extg. Remodeled & New
Annex I and II	26,080	Remodel and New
TOTAL	220,700	Square Feet

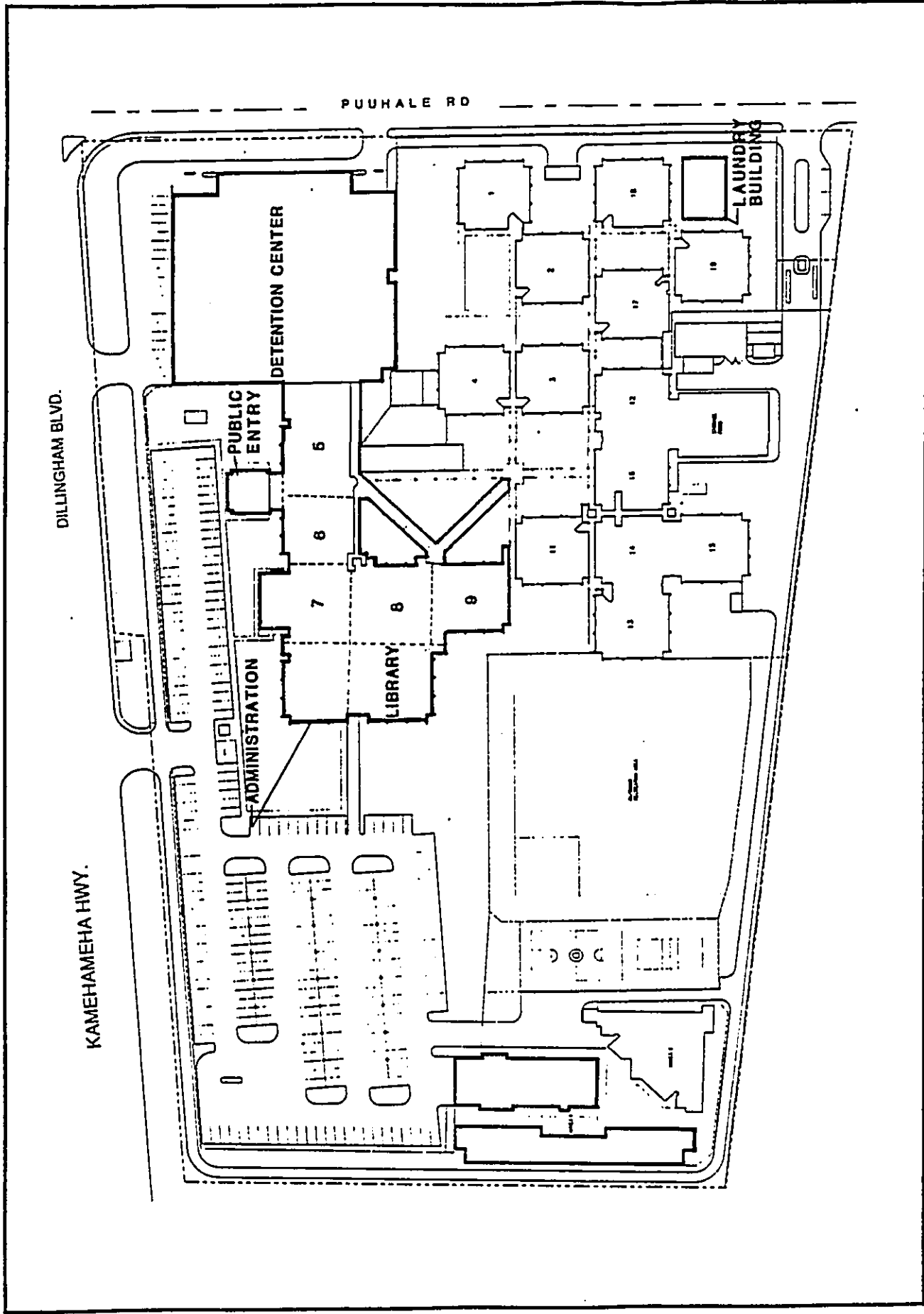
The following sections describe the major program services and facilities to be accommodated at OCCC.

2.4.1 Laundry Building

A recently constructed one-story structure will provide 3,000 square feet of space for a new laundry facility located at the southeast corner of OCCC main site, facing Puuhale Road and adjacent to Modules 18 and 19 (see Figure 2). OCCC now has the capacity to launder in a manner consistent with current health regulations (for institutional laundries).

2.4.2 Laumaka Work Release Center

The stated goal of this Level III Pre-Release Program is to provide inmates who have earned "Community" custody status the privilege to participate in employment, education or vocational training programs within the community, under periodic supervision by staff. The Furlough Program is designed to assist inmates towards their successful re-integration


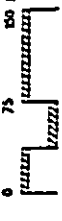


Oahu Community Correctional Center
SITE PLAN (proposed)
 Oahu, Hawaii

LEGEND

- 2 EXISTING STRUCTURES
- 6 NEW STRUCTURES

Figure 2



 R. M. Towill Corporation

back into society as productive, law-abiding citizens.

Three housing modules, with a capacity of 32 beds each, will replace the existing old warden's residence and the two converted, single-family homes that presently provide 15 low security bed spaces (see Figure 3).

Support services for the facility will be housed in a separate structure located at the property entrance on Laumaka Street.

2.4.3 Detention Center

A two-story, three-level structure to be built at the present site of Cellblocks A and B will provide OCCC with an increased bed space capacity to serve the anticipated needs of both detention and chronic mental health populations. (see Figures 2).

A. Modular Housing

Eight modules capable of holding 240 detention and 115 chronic mental health inmates on the second floor of the new detention center for a total of 355 available bed spaces. Also included are various operational and administrative spaces within or adjacent to these modules include and congregate dining and recreational facilities.

B. Medical/Dental/Mental Center

- 1) A clinic serving all OCCC inmates situated at the entrance of the medical center will have all of its services in close proximity to limit interior penetration by inmates. Services include emergency treatment, eye exam, dental care, physical therapy and mental health care.
- 2) Other medical services provided on a scheduled basis include: minor surgery, Xray, physical therapy, etc..

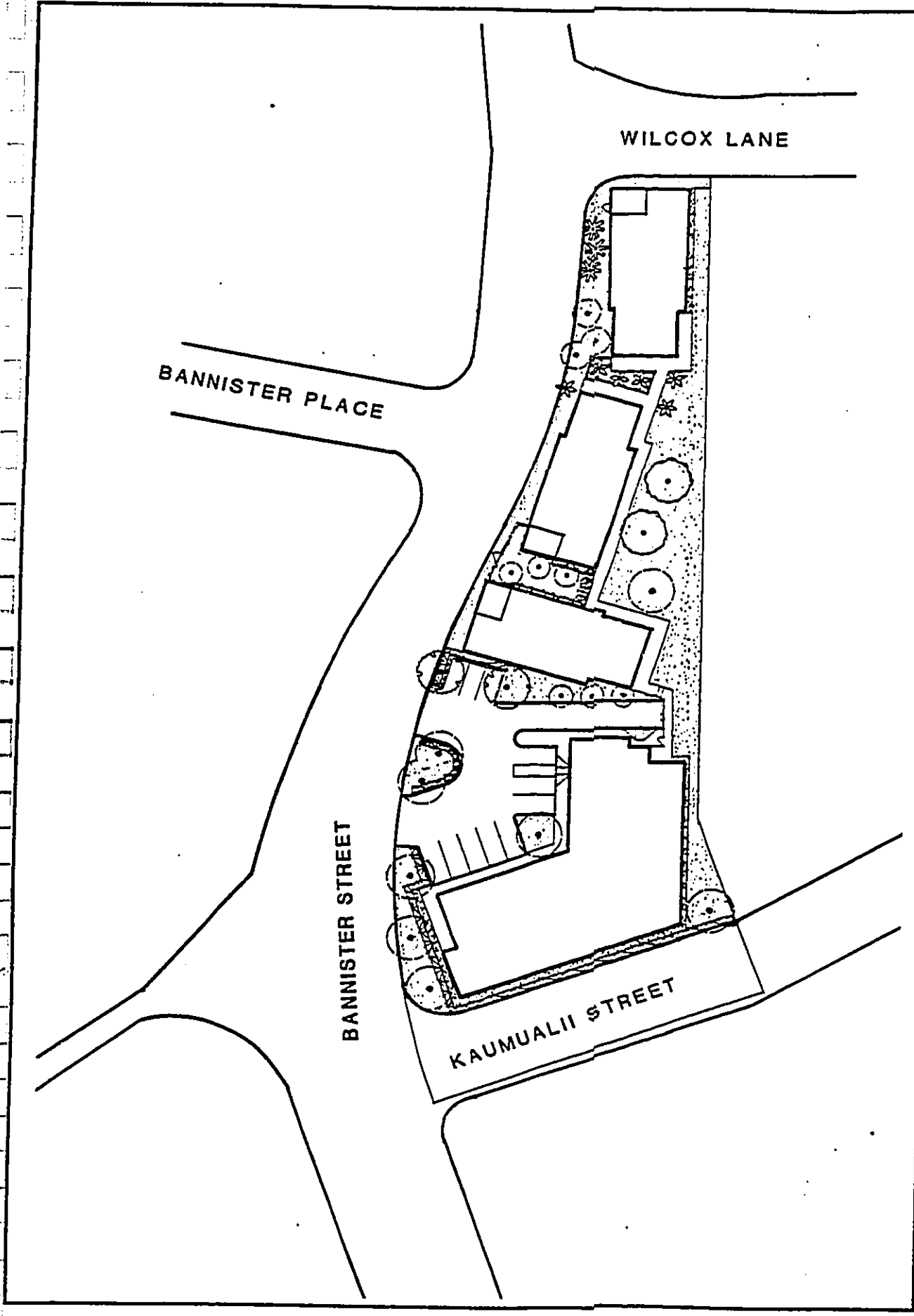


FIGURE 3



LAUMAKA WORK RELEASE CENTER
SITE PLAN (proposed)
Oahu, Hawaii

- 3) A medical infirmary to accommodate patients in 2 5-bed wards and 2 isolation single rooms has also been programmed.
- 4) Mental health services include a clinic, single-celled accommodations for acute care patients, 2 4-patient restraint rooms, a "suicide watch" 4-bed ward, and an individual room to meet the needs of the disabled patient.
- 5) Medical administrative spaces complete this list of programmed spaces.

C. Intake/Transfer Release

The Intake/Transfer/Release Unit is the central reception point for adult male arrestees/inmates entering the OCCC facility. This facility handles all activities commencing with the arrival of the transporting officer and arrestee/inmate at the vehicular sallyport until the transfer of the inmates to a housing unit, to release or transfer to another facility. The process includes medical and mental health assessments, diversion to medical treatment if needed, identification and checks for holds or warrants, taking of personal property, booking, provision of opportunities for arranging bail or other release, and clothing exchange and transfer to assigned housing units.

Arrestees who do not pose behavioral problems will be allowed to wait in an open waiting area and have access to telephones and television. Those who are disruptive are held in holding cells. Inmates being released or moving "out" to court will be held in similar facilities; however, in a separate area.

2.4.4 Education Services

- 1) Classrooms, meeting rooms and support space are located on the first floor of the new Inmate Programs Center structure and includes part of the first floor of Modules 8 and 9.
- 2) Library. Future library services (8,040 SF) are made up of two major functions: a) the OCCC library (over 9,000 volumes) for recreational and legal/reference use, and b) "satellite" spaces for educational services and library services has been programmed in the multipurpose spaces in the new Detention Center housing units.

C. Other Programs or Services

Other programs or services/visiting located on the first floor of the Inmate Program Center and includes portions of the remodeled Modules 8 and 9 include religious services, self-help groups, group therapy, recreation, and inmate activities and services.

Visiting will accommodate both contact and non-contact and will incorporate a play area for small children. A visitor's center, run by an outside entity, shall be adjacent.

2.4.5 Administration

The OCCC Administrative Unit will be located on the first floor of remodeled Module 7 (see Figure 2).

2.4.6 Business Office/Public Entry

Public access to the OCCC main facility will occur at remodeled Modules 5 and 6. (see Figure 2). The Business Office will operate from remodeled Module 6 and OISC administration from remodeled Module 5. (see Figure 2).

2.4.7 Keehi Annexes I and II - Community Services/Furlough Program

The inmate population at Keehi Annexes I and II include sentenced felons in minimum custody. These individuals are phased through the pre-release program so that they can successfully reintegrate into society as productive, law-abiding citizens.

The various types of furloughs include re-socialization, 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.

When on site, these inmates will be housed in the existing Annex II and the proposed new Annex I located at the southeast corner of the OCCC main site (see Figure 2).

A. Annex I

The wooden dormitories, referred to as Annex I, will be replaced by two 2-story, 24-celled housing modules, accommodating 96 inmates. An adjacent 2-story support building will provide space for dining, program activities, administration, and community services work line equipment and tools.

B. Annex II

The first floor of the existing concrete structure referred to as Annex II will be remodeled to correct current deficiencies such as poor acoustics and ventilation. Sleeping spaces recently converted into offices for social workers will also be returned to their original function.

2.4.8 Parking

A. OCCC Site

The existing surface parking areas at OCCC will be reconfigured to accommodate over 300 vehicles (see Figure 2).

B. Laumaka Site

As part of the facility renovation, 11 parking stalls will be provided at the Laumaka site (see Figure 3).

2.5 DEVELOPMENT SCHEDULE - PHASE I

Due to site limitations, ongoing operational requirements and the availability of capital improvements resources, the OCCC Improvement Program has been scheduled in two phases -- the first of which has been identified as follows:

TABLE 3 - DEVELOPMENT SCHEDULE (PHASE I)

<u>Facility</u>	<u>Estimated Completion</u>
Laundry Building	July 90
Laumaka Work Release Center	Sept. 90
Detention Center Facility Building	March 93
Inmate Services Center (New Portion)	Sept. 92
Modules 5 and 6 (Remodel and New)	Nov. 93
Modules 7, 8 & 9 (Remodel and New)	July 94

Other aspects of the work at OCCC have not yet been defined or prioritized. Most of these will be constructed as a part of Phase II.

2.6 DEVELOPMENT COSTS - PHASE I

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

TABLE 4 - DEVELOPMENT COSTS (PHASE I)

Laundry	\$ 750,000
Laumaka Community Work Program (96 Beds)	3,030,000
Demolitions - Cellblocks A and B	905,000
New Detention Center	33,340,000
Inmate Programs Center	4,885,000
Renovations (Module 5 thru 9)	5,830,000
Site Development Costs	3,950,000
Annex I and II	3,350,000
SUBTOTAL	\$56,040,000
Reserves*	<u>57,000</u>
TOTAL**	\$56,097,000

*Reserves: a) work of art, b) change orders, c) construction management.

**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 4). The remainder of the modules house support functions such as administration, kitchen, visiting and inmate programs.

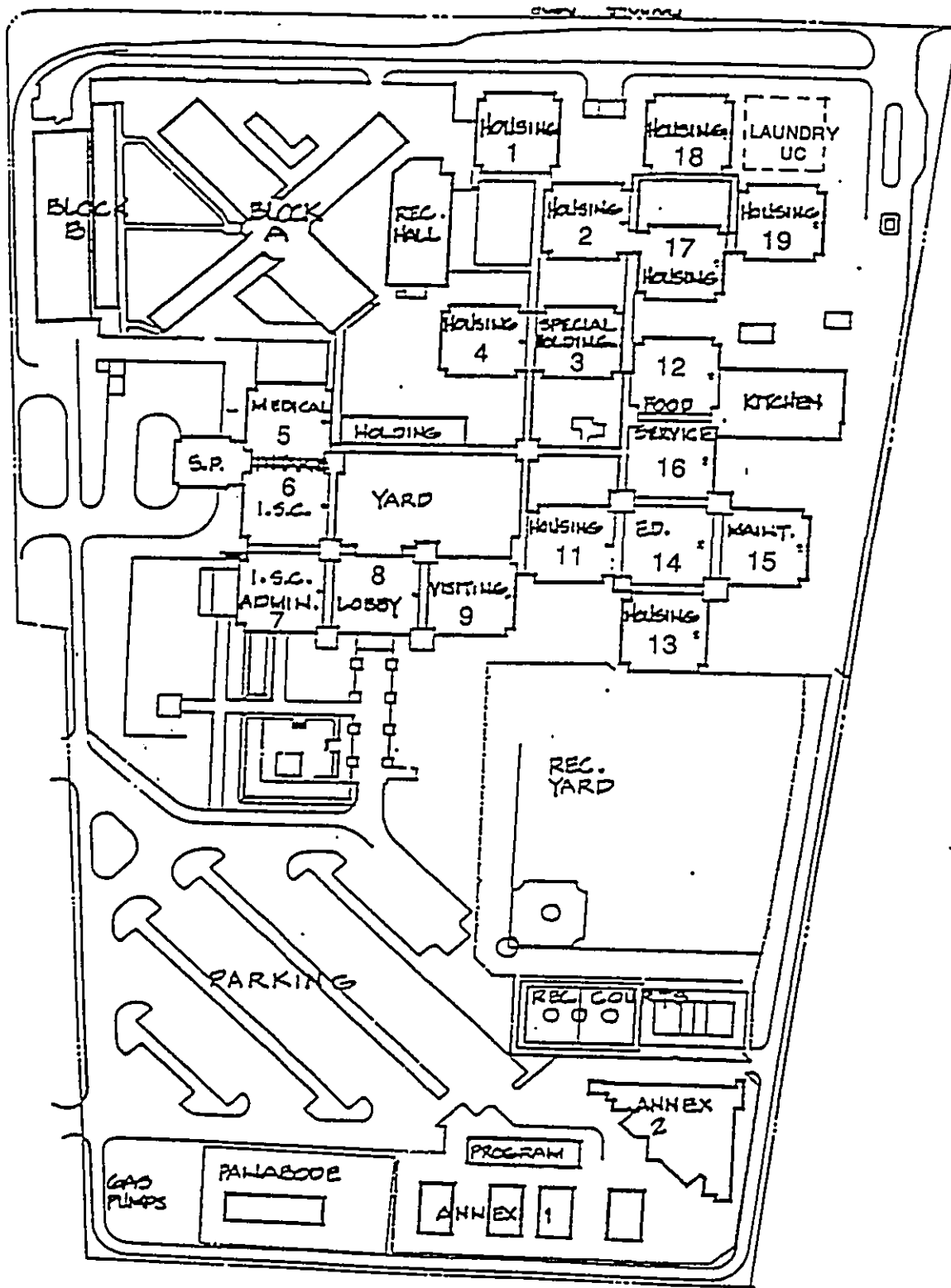
Also located in the eastern half of the property are the now vacant Cellblocks A and B and the recently constructed laundry building. The other half of the property is occupied by a recreation yard located on the south (makai) side of the property. A surface parking facility used by staff members and 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 Laumaka Annex consists of three converted single-family residences housing low security residents on Community Services and Work Furlough programs (see Figure 5).

3.2 SURROUNDING USES

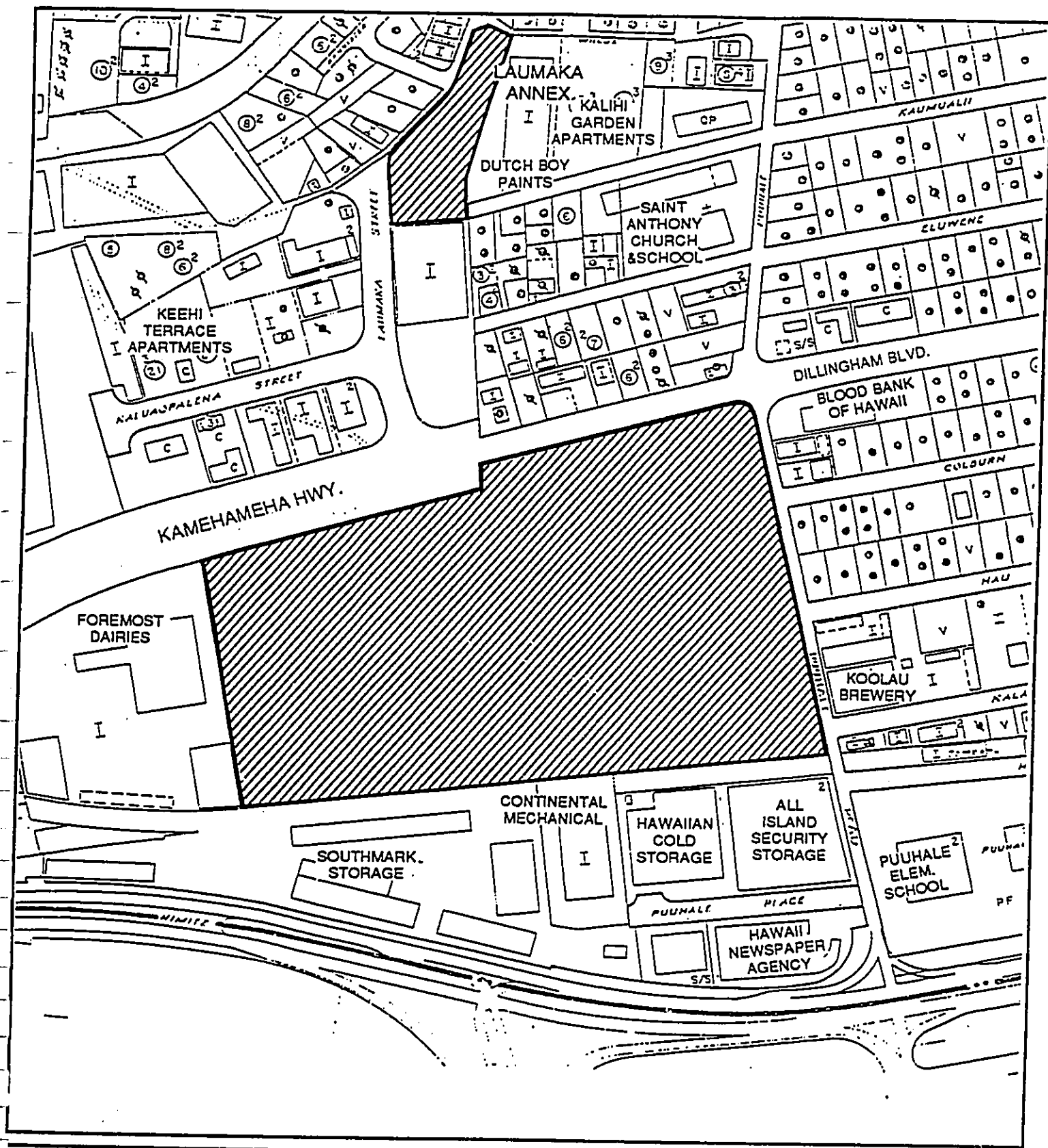
Existing uses adjacent to the OCCC site consist of a mix of commercial and light industrial establishments, low-density multi-family residential structures and a few single-family units (see Figure 6). Commercial activities such as auto repair shops, large mixed use warehouse structures, and a few residential units are located along Dillingham Boulevard, north (mauka) of the main project site. To the east (Diamond Head), across Puuhale

DALLINGHAM BLVD.



Oahu Community Correctional Center
EXISTING USES
Oahu, Hawaii

FIGURE 4



Oahu Community Correctional Center
SURROUNDING USES
 Oahu, Hawaii

FIGURE 5

Road is a predominantly residential area. Other uses include the Koolau Brewery and some small auto repair shops. Next to the brewery is Puuhale Elementary School. Large public storage facilities, (such as Southmark Storage) 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 facility.

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 structures are 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 feet msl at the western (Ewa) end. The new construction will require 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 two-thirds of the site is planted. The remaining areas are occupied by existing buildings and circulations of the facility. Renovation will substantially increase 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 flooding 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.

Open landscaped space is the predominant feature at the Laumaka site. Vegetation includes good sized trees, shrubs and grass. Quality of the existing species is generally mediocre. Site preparation will require the removal of most of the existing vegetation. However, new landscaping will be provided between and around the new structures.

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. Storm water from the project will discharge into Kalihi Stream.

A study conducted by Environmental Consultants, Inc. (AECOS) between 1977 and 1978 found the water quality in the northern corner of Keehi Lagoon where Kalihi and Moanalua Streams enter the lagoon to be below normal. These two waterways have been identified as contributors to the pollution of Keehi Lagoon due to their flow through urban areas and reception of urban runoffs, primarily from industrial areas located near the coastline (Cox, Doak and Cordon, 1970).

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 10°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

Since the Land Use Ordinance (Section 3.70, Table 1) does not set specific parking standards for public facilities such as prisons, office areas, visiting areas and office related areas were considered as office use (one stall per 400 square feet).

Current plans call for the existing parking areas to be reconfigured to accommodate over 300 vehicles. Additional off-site parking for official and transfer vehicles (50) is also being programmed for in conjunction with the Department of Transportation, Highways Division under the Middle Street viaduct. Since there are currently a little more than 200 stalls available on site, this reconfiguration constitutes a significant improvement to the existing conditions and meets the LUO parking requirements. During the peak shift change period that occurs between 2:30 and 3:30 p.m., when close to 400 vehicles (not including official vehicles) are on the site at the same time. This reconfiguration and Middle Street expansion constitute an improvement and meets LUO requirements.

Since the Laumaka residents must rely on public transportation and visitors are not normally received at the facility, parking requirements apply on to the 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 existing Cell Blocks A and B. Their shape and mass contrast sharply with the modular structures located immediately behind them. 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 Low-Medium Security Housing/Support Building, although larger than the existing Cellblocks A and B, represents a major improvement over these two dilapidated structures. Careful design of the facades will also contribute to minimizing its visual impact. Other new structures such as the Inmate Services Center and the Visiting Center extension are 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.

With its two converted single-family homes and former warden's residence surrounded by landscaped grounds, the Laumaka Annex offers a pleasant contrast with the neighboring residential or commercial properties (see Figure 5).

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.

The existing laundry installations are diesel operated. The fuel storage tank underneath the boiler room located next to Cellblock A will need to be removed prior to construction of the new Low-Medium Security Housing/Support Building.

A survey of the facility conducted in 1989 by Hall Kimbrell Environmental Services found evidence of asbestos in Cellblocks A and B, as well as in Module 4. As a result of the study, a plan for removal of this hazardous material was prepared by the State. Implementation of the plan is currently in progress and total removal, performed in accordance with EPA standards, should be completed by 1991.

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. The use of muffled construction equipment and, if soil conditions allow, the use of vibratory pile driving equipment is recommended 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 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 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

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 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 6). 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 7). 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.

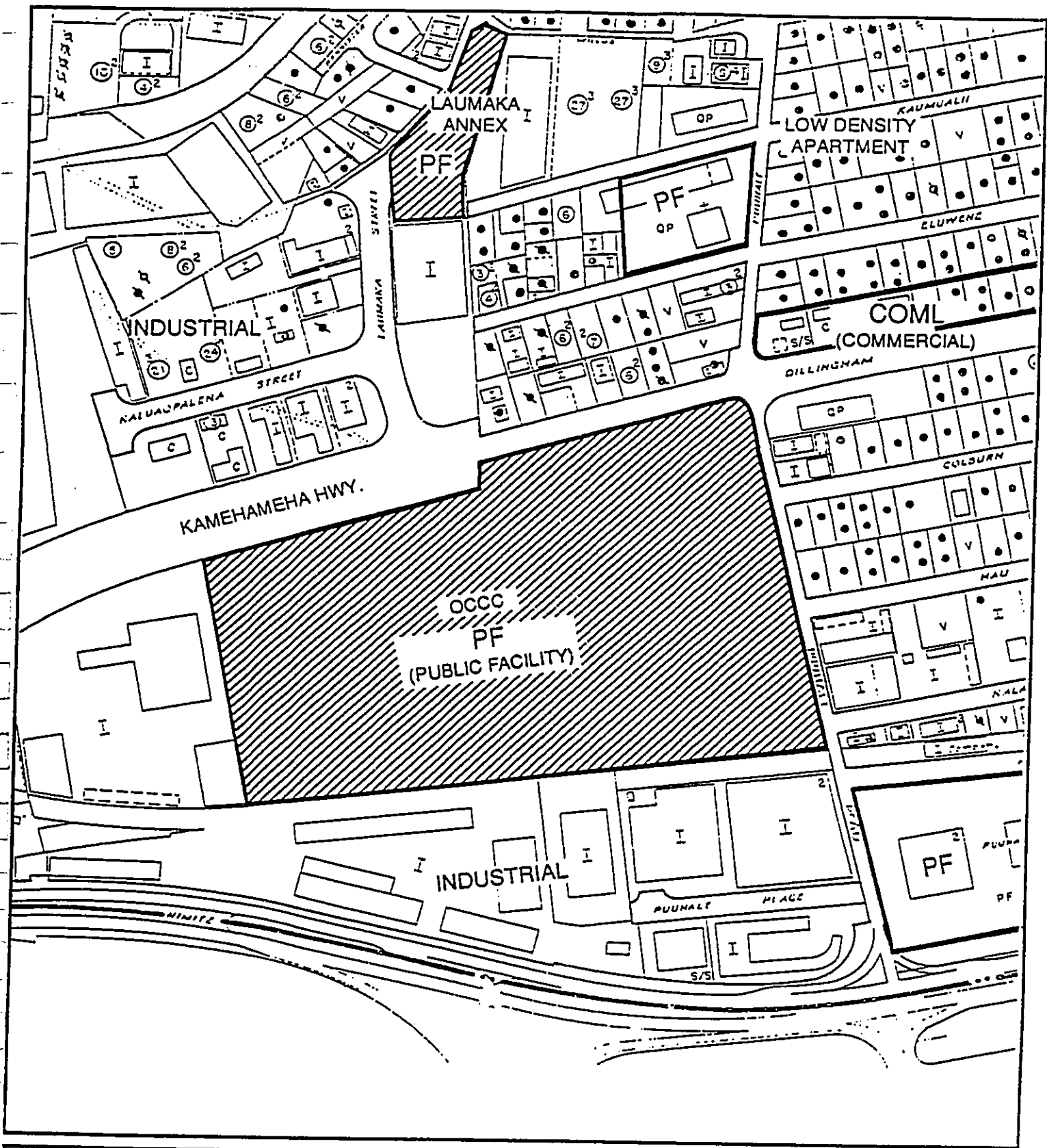
6.4 ZONING

6.4.1 General

The subject property is included in a district designated as "Industrial-Commercial Mixed Use" (IMX-1), allowing public uses such as the OCCC facility (see Figure 8).

6.4.2 Height

Existing zoning regulations impose a 60-foot height ceiling on the subject property. All new structures to be built as part of the OCCC improvement program remain within the

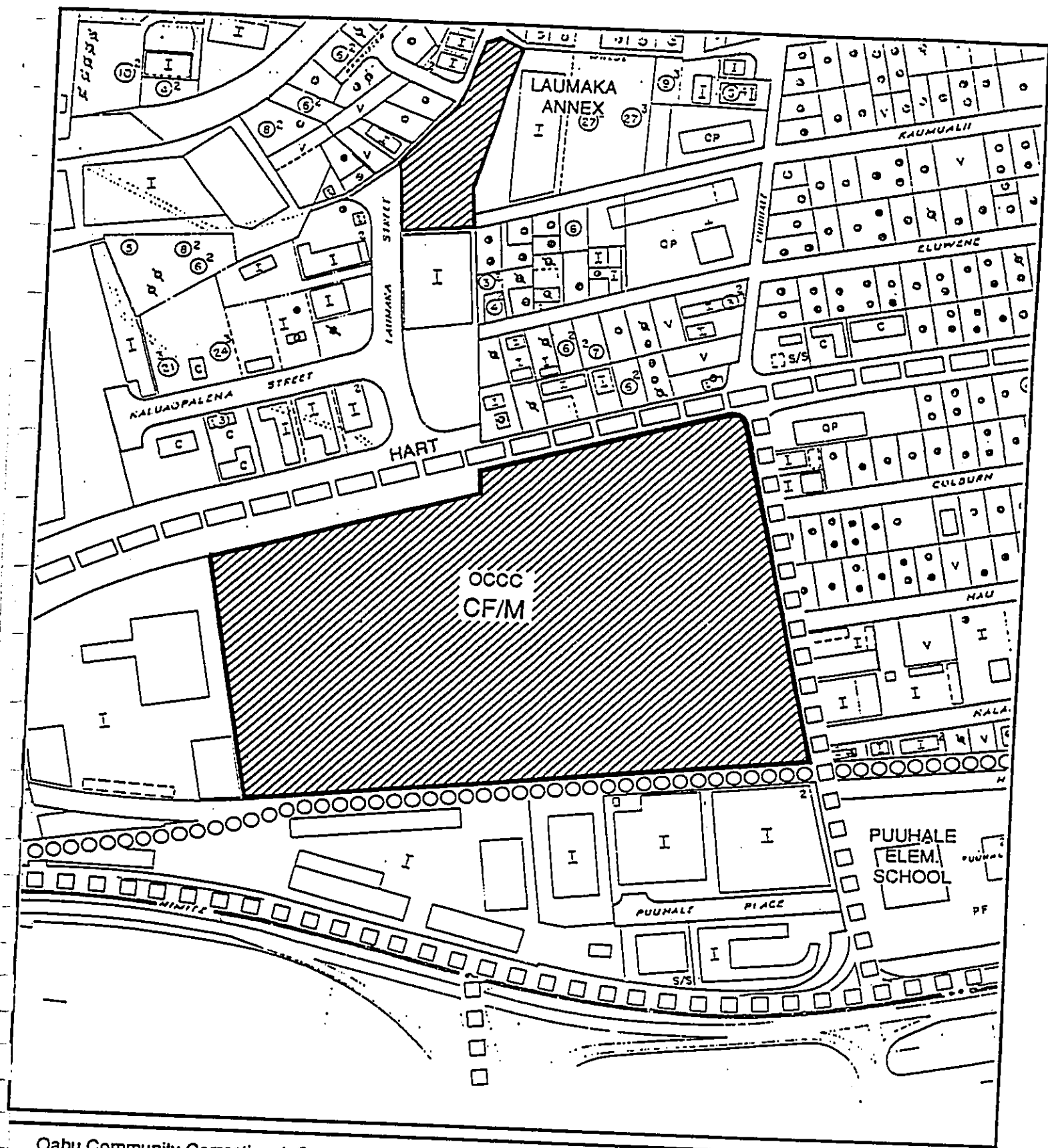


Oahu Community Correctional Center
DEVELOPMENT PLAN
LAND USE MAP
 Oahu, Hawaii

Figure 6



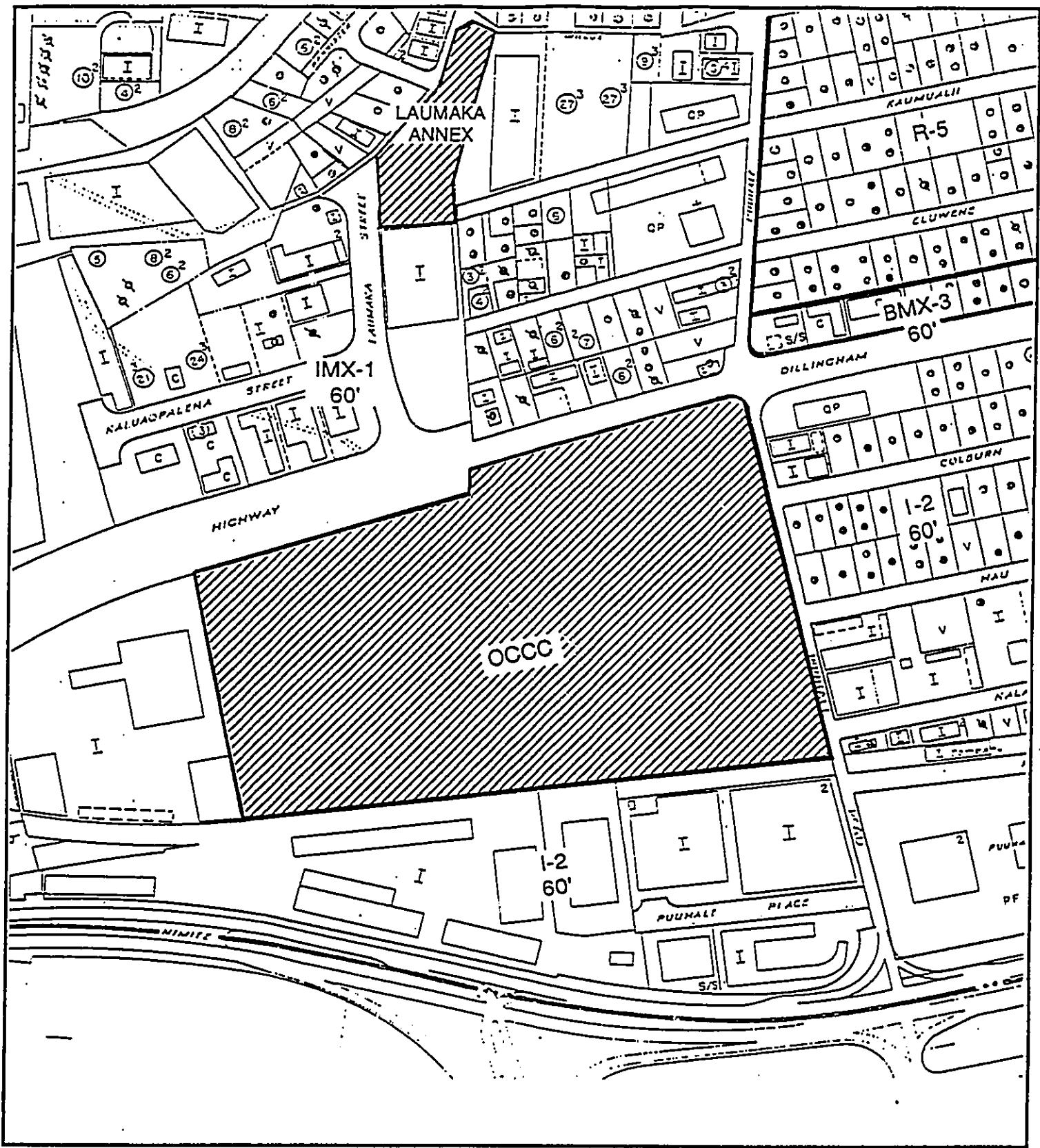
R. M. Towill Corporation



Oahu Community Correctional Center
DEVELOPMENT PLAN
PUBLIC FACILITIES
 Oahu, Hawaii

- LEGEND**
- CF/M CORRECTIONAL FACILITY/MODIFY
 - RAPID TRANSIT
 - TRANSIT CORRIDOR
 - ADDITIONAL RIGHT OF WAY & NEW STREET

FIGURE 7



**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 8

height limit.

6.4.3 Yards and Setbacks

The LUO Development Standards (Section 5.110, Table 20-B) applicable in an IMX-1 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 IMX-1 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) (see Figure 2). 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 unsanitary 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 SUBDIVISION PERMIT

A subdivision application for the Laumaka Annex will be submitted to the Department of Land Utilization, City and County of Honolulu.

8.3 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 prior to submittal of the subdivision application, provided that this project be included in the Plan Review Use application and that the subdivision application be approved by the time the PRU application is submitted for processing.

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 by 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 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 environmental 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 at 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

WFML, Justice Group

Imata & Associates, Inc.

Nakamura, Oyama & Associates

Matsushita, Saito & Associates, Inc.

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