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AUG 23 2018

EXECUTIVE CHAMBERS
HONOLULU

DAVID Y. IGE
GOVERNOR

Aug 9, 2018

The Honorable Roderick K. Becker, Comptroller
Department of Accounting and General Services
State of Hawaii
P.O. Box 119
Honolulu, HI 96810-0119

Dear Mr. Becker

Subject: Acceptance of the Replacement of the O'ahu Community Correctional Center, Expansion of the Women's Community Correctional Center, and New Department of Agriculture Quarantine Station Final Environmental Impact Statement

I hereby accept the Department of Accounting and General Services Final Environmental Impact Statement for the Replacement of the O'ahu Community Correctional Center, Expansion of the Women's Community Correctional Center, and New Department of Agriculture Quarantine Station, as satisfactory fulfillment of the requirements of Chapter 343, Hawai'i Revised Statutes. The economic, social, cultural, and environmental impacts that will likely occur, should this project be implemented, are adequately described in the statement. The analysis, together with the comments made by reviewers, provide useful information to policy makers and the public.

My acceptance of the statement is an affirmation of the adequacy of that statement under the applicable laws. I find that the mitigation measures proposed in the environmental impact statement will minimize the negative impacts of the project Further, I find the discussion of unresolved issues and potential for subsequent environmental review to be sufficient

In implementing this project, I direct the Department of Accounting and General Services and its agent to perform these or comparable mitigation measures at the discretion of the relevant agencies. The mitigation measures identified in the environmental impact statement are summarized in the attached document.

With warmest regards,

David Y. Ige

David Y. Ige
Governor, State of Hawai'i

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Attachment: Mitigation Measures Summary

c: Office of Environmental Quality Control

19-067

AGENCY
PUBLICATION FORM

Project Name:	Replacement of Oahu Community Correctional Center, Expansion of Women's Community Correctional Center, and New Department of Agriculture Animal Quarantine Station
Project Short Name:	Replacement of OCCC
HRS §343-5 Trigger(s):	Use of State land, Use of State funds
Island(s):	Oahu
Judicial District(s):	Honolulu, Ewa, Koolaupoko
TMK(s):	(1) 1-2-013:002; (1) 4-2-003:004, 024, 025, 026; (1) 9-9-010:006, 046, 054, 057, 058; (1) 9-9-010: 030; (1) 9-5-046:041, 042
Permit(s)/Approval(s):	Plan Review Use Approval, Building Permit, Grading Permit, NPDES Permit
Proposing/Determining Agency:	Department of Accounting and General Services (DAGS)
Contact Name, Email, Telephone, Address	Lance Maja lance.y.maja@hawaii.gov (808) 586-0483 Department of Accounting and General Services Public Works Division, Planning Branch 1151 Punchbowl Street, Room 430 Honolulu, Hawaii 96810
Accepting Authority:	Governor, State of Hawaii
Contact Name, Email, Telephone, Address	The Honorable David Y. Ige http://governor.hawaii.gov/contact-us/contact-the-governor/ Telephone: (808) 586-0034 Fax: (808) 586-0006 Governor, State of Hawai'i Executive Chambers, State Capitol 415 South Beretania Street Honolulu, Hawai'i 96813
Consultant:	PBR Hawaii & Associates, Inc.
Contact Name, Email, Telephone, Address	Vincent Shigekuni OCCC@pbrhawaii.com (808) 521-5631 PBR Hawaii & Associates, Inc. 1001 Bishop Street, Suite 650 Honolulu, Hawaii 96813

Status (select one)	**Submittal Requirements**
____ DEA-AFNSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.
____ FEA-FONSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.
____ FEA-EISPN	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
____ Act 172-12 EISPN ("Direct to EIS")	Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
___ DEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a

	searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
____ FEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
__X__ FEIS Acceptance Determination	The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.
FEIS Statutory Acceptance	Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.
____ Supplemental EIS Determination	The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is or is not required; no EA is required and no comment period ensues upon publication in the Notice.
____ Withdrawal	Identify the specific document(s) to withdraw and explain in the project summary section.
____ Other	Contact the OEQC if your action is not one of the above items.

Project Summary
Provide a description of the proposed action and purpose and need in 200 words or less.

The replacement of Oahu Community Correctional Center (OCCC) and the future expansion of the Women's Community Correctional Center (WCCC) is being proposed by the State of Hawaii Department of Accounting and General Services (DAGS) on behalf of the State of Hawaii Department of Public Safety (PSD). The alternatives considered included: "no action"; siting of the replacement OCCC at either: the existing Animal Quarantine Station (AQS) in Halawa, next to the existing Halawa Correctional Facility (HCF), on a portion of the current OCCC site in Kalihi, or at an undeveloped lot in Mililani Technology Park. Additionally, if the OCCC is relocated to the current site of the AQS in Halawa Valley, relocation of existing tenants, and a new, smaller AQS will be required. The preferred alternative presented in the EIS (Draft and Final) is the siting of the replacement OCCC at the AQS in Halawa.

PSD will be relocating female detainees currently housed at OCCC to WCCC to better accommodate the needs of their adult female population. This will require expansion of the existing WCCC, which is included in the proposed action of this environmental impact statement.

DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
Replacement of the O'ahu Community Correctional Center, Expansion of the Women's Community Correctional Center, and New Department of Agriculture Quarantine Station Final Environmental Impact Statement

SUMMARY OF MITIGATION MEASURES
Attachment to the Governor's Acceptance

This summary memorializes the mitigation measured proposed and accepted in the Final Environmental Impact Statement (FEIS) for the Replacement of the O'ahu Community Correctional Center (OCCC), Expansion of the Women's Community Correctional Center (WCCC), and New Department of Agriculture Quarantine Station. Where a commenting regulatory agency provides a recommendation as quoted below, the Department of Accounting and General Services (DAGS) is directed to implement that recommendation.

The preferred site location is the existing Animal Quarantine Station (AQS)/Future Consolidated AQS. However, the Final EIS provides analysis and proposes mitigation measures for the alternative locations considered. Mitigation measures for a specific alternative are identified as such. Should one of the alternative locations end up becoming the selected alternative, the relevant mitigation measures below would apply for that selected alternative.

CLIMATE

The Proposed Project is not anticipated to have a significant effect on climatic conditions of the OCCC sites under consideration and WCCC and no mitigation measures are planned. Micro-climatic effects at each site and surrounding vicinity, such as temperature and wind changes, however, may occur. With regard to temperature, any heat island effects that may arise with the intensification of development onsite will be mitigated with groundcover and the use of lighter colors on new pavement and buildings, which reflect rather than absorb heat.

GEOLOGY AND TOPOGRAPHY

There are no plans to undertake any activities that could adversely affect underlying geologic features at any of the sites under consideration. Construction activities associated with the proposed OCCC project and WCCC improvements are not expected to result in significant adverse impacts to preexisting geologic features and conditions. Geologic hazards such as land sliding, erosion and subsidence have a low probability of occurring within the developable portions of each site.

The Island of O'ahu is in an area known to have earthquakes with low to moderate seismic potential, which the building design would take into consideration at each site. Because the project sites are located in areas of low to moderate seismic hazard potential, recommended mitigation would involve ensuring that all construction activities comply with the most recent City and County of Honolulu (CCH) building code requirements for construction activities. Site specific impacts of project development follow:

Existing OCCC

This site has been heavily modified and development of the replacement OCCC on this site will have little impact on regional topography but may require some geotechnical considerations in the design of a potential high-rise structure.

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS
The Animal Quarantine Station site has also been heavily modified and development of the new OCCC on this site should present little or no impact on regional topography.

Halawa Correctional Facility
The HCF has also been heavily modified and development of the replacement OCCC on this site should present little or no impact on regional topography but may require some geotechnical considerations in the design of a potential high-rise structure.

Mililani Technology Park
Development of the new OCCC on this site should present little or no impact on regional topography as it had already been heavily modified during its use for plantation agriculture (pineapple cultivation).

Women's Community Correctional Center
The developable portions of the WCCC site have been heavily modified and development of new WCCC facilities on this site should present little or no impact on regional topography.

SOILS

Much of the area comprising the Existing OCCC, Animal Quarantine Station and Halawa Correctional Facility sites includes buildings and storage areas, and/or parking among other uses. The remaining undeveloped portions of the above properties consist primarily of grassed areas. As a result of past activities, natural soil conditions at these sites have been altered and potentially adverse effects to such soil resulting from the proposed development at one or more of these sites would not be expected to occur. Siting of the replacement OCCC on a portion of the Animal Quarantine Station site would have an indirect impact on one of the initiatives of the State Department of Agriculture (HDOA), by replacing the existing kennels, with more modern kennels elsewhere on this site. During the DEIS public review period, the HDOA wrote:

> *"Due to advances in rabies science and changes in State policies, the need to quarantine animals at AQS has decreased considerably since its original development such that the current AQS is no longer meeting the needs of the HDOA. Acceptance of this EIS will allow the State to also replace the current AQS with a modern version that supports Hawaii's current and projected animal quarantine policies and needs. HDOA has been a willing partner in this effort, and we look forward to planning for a new, more efficient AQS that will meet current and future needs."*

While development may occur on what currently looks to be or adjacent to densely vegetated areas at Mililani Technology Park and WCCC, each were modified by previous agricultural or other uses, and are either being (or planned to be) utilized for urban uses, such as a correctional facility or technology park.

Soil and topographic conditions can exacerbate potential earthquake hazards where steep slopes and water-saturated soils may be susceptible to mudflows or landslides. However, the proposed development area of each of the project sites do not contain steep slopes. Therefore, any potential earthquake hazard related to soils should not be affected by development of the proposed project.

During the EISPN Public Review period, the U.S. Fish and Wildlife Service (USFWS) wrote:

> *"Since the proposed project will involve earthwork, there is a potential that it may cause soil erosion and sedimentation. Therefore, we are attaching the Service's recommended Best*

Management Practices regarding sedimentation and erosion control. We encourage you to incorporate the relevant practices into your project design."

For all the above sites, while construction activities could expose soil to potential wind and water erosion, the generally level topography of the developable portions of each site would limit the potential for soil loss. The developable portions of the proposed sites are not currently under active cultivation and construction of the proposed structures would pose no adverse impacts to agricultural activities.

Land disturbance as a result of the proposed project should have no significant adverse impact upon soil conditions at any of the sites. Nonetheless, attention would be given to ensuring that soil loss due to wind and precipitation does not occur by limiting the extent of land disturbance activities occurring at any one time and seeding exposed soils with native grasses, as necessary. In order to reduce impacts to soil resources, all site-disturbing activities would be conducted in accordance with applicable City and County of Honolulu's ordinance governing such activities, including Chapter 14, Articles 12 through 16 of the Revised Ordinances of Honolulu, which regulate grading, erosion control, and drainage. No other mitigation measures are warranted.

SURFACE WATER RESOURCES

During the EISPN public review period, the State Department of Health (DOH) Clean Water Branch wrote:

"1. Any project and its potential impacts to State waters must meet the following criteria:
   a. Anti-degradation policy (Hawai'i Administrative Rules [HAR], Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

2. You may be required to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55)…

3. If your project involves work in, over, or under waters of the United States, it is highly recommended that they contact the Army Corps of Engineers, Regulatory Branch (Tel: 835-4303) regarding their permitting requirements…

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards...

5. It is the State's position that all projects must reduce, reuse and recycle to protect, restore, and sustain water quality and beneficial uses of State waters…"

None of the potential development areas contain a surface water feature and/or waters of the United States, except for WCCC. Project development within WCCC or at any of the sites will avoid any wetlands or waters of the US, but will include applying for and obtaining a NPDES Permit. Any potential impacts to these waters caused by the construction and/or operation of the proposed project will meet the provisions of the: a) anti-degradation policy (Chapter 11-54-1.1, HAR); b) designated uses (Chapter 11-54-3, HAR); and c) water quality criteria (Chapter 11.54-4 through 11-54-8, HAR). However, direct discharges of storm water runoff into State waters are not expected to occur due to Best Management Practices (BMPs) to reduce airborne dust and waterborne silt during construction.

NEARSHORE RESOURCES

None of the sites border the ocean or the shoreline. The proposed sites will not directly interfere with nearshore resources; however, mitigation measures should be taken to avoid any potential cumulative impacts from on-site activities. To prevent indirect or cumulative impacts on nearshore resources, BMPs will be implemented during and after construction to prevent erosion from the project sites into storm drains and the long-term build-up of sediments. Garbage enclosures will be designed to prevent leakage or runoff into storm water drainage areas, which may deliver harmful levels of nutrients and chemicals at marine outlets. Any potential impacts to Class A waters caused by the construction and/or operation of the proposed project will meet the provisions of the: a) anti-degradation policy (Chapter 11-54-1.1, HAR); b) designated uses (Chapter 11-54-3, HAR); and c) water quality criteria (Chapter 11.54-4 through 11-54-8, HAR). All discharges related to the construction and operation of the proposed project will comply with the State's Water Quality requirements contained in Chapters 11-54 and 11-55, HAR.

NATURAL HAZARDS

The Hawaiian Islands are susceptible to potential natural hazards, including flooding, tsunami inundation, hurricanes, and earthquakes. The vulnerability to such hazards is described below.

Flood

During the EISPN Public Review process, the Department of Land and Natural Resources (DLNR) Engineering Division wrote that: "*The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44 CFR), are in effect when development falls within a designated Flood Hazard."*

According to the FIRM, only development on portions of the existing OCCC site (designated flood zones "XS", "AO" and "AE") will need to observe the "Regulations Within Flood Hazard Districts and Development Adjacent to Drainage Facilities" (Revised Ordinances of Honolulu, Chapter 16 [Building Code], Article 11). Development on any of the other sites will not impact any flood hazard areas.

Tsunami

Extreme tsunami events have never been observed historically, but have the potential to occur in the event of a magnitude 9 or greater earthquake.

During the DEIS public review period, the State Office of the Director of Emergency Management/ Civil Defense wrote:

> *"…there is insufficient outdoor warning siren coverage for the proposed project location. We recommend the installation of one (1) solar powered 121 db siren. Hawaii Emergency*

Management Agency will work with the project developer to determine proper location of the siren."

It is assumed that this comment is in regards to the preferred project site, the Animal Quarantine Station within Halawa Valley. DAGS will coordinate with Emergency Management Agency for a proper location for the installation of one (1) solar powered 121 db siren, while accommodating the secure operations of the replacement OCCC on the preferred site.

Hurricanes

During the DEIS public review period, the State Office of the Director of Emergency Management/ Civil Defense also wrote: *"…we strongly recommend incorporation of hardening measures for safe rooms within planned facilities to withstand high-wind events."* The current Hawai'i building code (Hawai'i Administrative Rules 3-180.1, adopted in 2010) is based on the 2006 edition of the International Building Code (IBC) and designed to resist winds consistent with a Category 3 hurricane. By the time this project moves to design and construction, it is expected that the Hawai'i building code will have been updated to address the 2018 edition of the IBC. The building design will follow the most stringent standards applicable.

PSD has procedures in place in the event of emergencies, including natural disasters (such as hurricanes, tsunamis, flooding and earthquakes) and fires. According to PSD, OCCC's initial response to natural disasters is to shelter in place; that is, taking refuge within their existing buildings during storms rather than evacuate to a shelter. OCCC staff have reported that there have been no natural disasters or incidents resulting in the Honolulu Police Department, Honolulu Fire Department or Emergency Medical Services responding to OCCC over the last 20 years. Additionally, all new facilities would be beneficial in that they would provide a safer environment with state-of-the-art warning systems, fire suppression, and weather resiliency.

Earthquakes

The current Hawai'i building code (Hawai'i Administrative Rules 3-180.1-32 and 1-33, adopted in 2010) is based on the 2006 edition of the International Building Code (IBC) and addresses the effects of earthquakes. By the time this project moves to design and construction, it is expected that the Hawai'i building code will have been updated to address the 2018 edition of the IBC. The building design will follow the most stringent standards applicable.

Droughts and Wildfires

Longer drought conditions can affect natural sources of water supply, but as O'ahu has sources of brackish groundwater and is surrounded by the ocean, there is a large source of water (that will require more expensive desalination) that can potentially be utilized.

The sites with the most potential to be impacted from wildfires (from drought or other causes) are: Mililani Technology Park, WCCC and the Halawa Correctional Facility, as they are bordered by densely vegetated areas. The existing OCCC and Animal Quarantine Station sites are located in highly urbanized settings, and are not likely to be impacted from wildfires.

SEA LEVEL RISE

Sea level rise of one meter is not anticipated to have significant, immediate impacts to flooding at all the sites discussed, including the existing OCCC site.

Existing OCCC

However, adaptation and resiliency measures should be considered for improving the safety of future detainees, staff and visitors, and the longevity of the proposed facilities, grounds, and infrastructure serving the project such as water, sewer, electrical, drainage, and roadways as secondary impacts from global climate change such as extreme weather events or worsening sea level rise may still impact the project. Development of the proposed facility at the existing OCCC site is, in comparison to all of the sites discussed, most at risk of damage from extreme weather events and the loss of service of critical infrastructure. The project, including all structures, landscaping, and vital infrastructure, should be designed to withstand water inundation and extreme weather events wherever feasible. Essential equipment will also be located on higher floors wherever feasible. Consideration will also be given to some of the strategies recommended by the U.S. Army Corps of Engineers (2014) such as:

- Upgrades and strengthening of existing structures;
- Construction of structures to be flood-proof; and
- Upgrades and modifications of infrastructure (e.g., prevention of backflows to wastewater or drainage utilities caused by inundation of sea water).

FLORA

During the EISPN Public Review period, the USFWS wrote:

> *"Hawaii's native ecosystems are heavily impacted by exotic invasive plants. Whenever possible we recommend using native plants for landscaping purposes. If native plants do not meet the landscaping objectives, we recommend choosing species that are thought to have a low risk of becoming invasive."*

Development of the proposed projects would have both short-term (temporary) and long-term (permanent) impacts on vegetative resources located within the immediate vicinity of the selected OCCC site and WCCC. Short-term impacts to vegetation are directly related to construction activities required for the establishment of the construction pads; (i.e. clearing, cutting and filling, etc.). Given the conditions found at the existing OCCC, Animal Quarantine Station, and Halawa Correctional Facility sites and WCCC, the potential for short-term impacts is lessened considerably by the development that has occurred at these locations and the extent of surrounding commercial and industrial development.

In addition to mitigation measures established during project permitting, where applicable, the following BMPs would be utilized during construction to further reduce potential vegetative impacts. Depending on their practicability and applicability, BMPs to be followed may include:

- To the maximum extent possible, existing surface water drainage patterns would be maintained through the use of pipes, swales and culverts.
- Access routes to the construction locations shall be minimized to the maximum extent practicable. Matting or track equipment would be used when the ground is soft to avoid soil compaction. When used, matting should not remain in place for more than five days. If it is necessary to leave matting in place long enough that underlying vegetation would perish, the disturbed area would be revegetated with appropriate native species as soon as practical.
- Excess soil material may be spread evenly over the ground surface in shallow lifts and would not form an impediment to surface water flow.

- Disturbance/removal of trees for access to construction sites shall be minimized to the extent practicable. Whenever trees must be removed, selective removal of trees less than four inches in diameter is preferred in lieu of removal of larger trees.
- Temporarily disturbed areas would be restored to their pre-existing conditions. Planting of disturbed areas would occur as soon as possible to minimize the possibility of erosion. Storm water outlets would be designed to minimize outlet velocities that might otherwise cause downstream erosion.
- Construction activities would be performed in accordance with an approved Soil Erosion and Sediment Control Plan. The limits of disturbance would be indicated on the final design plans and would be the maximum necessary for the construction.
- Where possible, equipment storage would be restricted to areas disturbed for actual construction.

Temporary construction impacts would be associated with construction access roads and construction equipment staging and storage areas. Mitigation in these areas would commence upon construction completion. Restoration would include grading and leveling to remove surface disturbance and tire ruts, followed by revegetation.

FAUNA

During construction of the proposed projects, wildlife may be harmed or displaced, primarily as a result of construction machinery operations during initial site clearing and similar earthwork. Less mobile species, such as small mammals, reptiles, and amphibians have the potential to incur greater mortality than more mobile species. More mobile species such as small mammals and birds may disperse to adjacent habitat when disturbed by construction activities. Large, contiguous areas with similar habitats are present adjacent to the Animal Quarantine Station, Halawa Correctional Facility, Mililani Technology Park and WCCC sites and are expected to accommodate most of the displaced wildlife. Wildlife which is unable to find adequate breeding and foraging habitat may fail to breed successfully or disperse greater distances, increasing the probability of mortality. Temporarily disturbed upland forests would likely be re-colonized by wildlife communities similar to pre-existing communities after construction has been completed.

Increase noise levels, as a result of construction activities, can affect wildlife by inducing physiological changes, nest or habitat abandonment, behavioral modifications or disrupt vocalization of species required for breeding or defense. *The Environmental Impact Data Book* (Golden et. al., 1980) suggests that noise levels higher than 80 to 85 dBA are sufficient to startle or frighten birds and small mammals. At 800 feet from the source, the noise level would be reduced to 62 - 65 dBA, with little potential for disturbing wildlife.

Increased noise levels during construction are largely confined to the site preparation stage when earth-moving equipment is in use. Following the site preparation stage, which is expected to last several months following groundbreaking, noise levels are expected to decrease considerably and continue to decline as the construction advances from site preparation to foundation excavation, building erection and interior fit out. The tracts of undeveloped forest land which adjoin the Halawa Correctional Facility, Mililani Technology Park and WCCC sites are expected to provide a buffer from increased noise levels and accommodate wildlife that may be displaced as a result of construction activities at those sites. As a

result, wildlife impacts associated with construction noise are expected to be temporary and negligible, lasting only for the duration of construction.

Construction during breeding season and while rearing of young can reduce or prevent successful reproduction. To minimize construction-related impacts on wildlife, consideration may be given to limiting certain construction activities based on important biological periods.

Long-term impacts include the permanent loss of habitat within the footprints of development, and a decrease in the quality of the habitat immediately adjacent to the proposed OCCC and WCCC facilities due to increased noise levels, traffic, and other human activities. In addition, long-term changes in the availability and type/composition of natural habitat, including an increase in habitat fragmentation, are a possibility. Given the conditions found at the existing OCCC, Animal Quarantine Station, and Halawa Correctional Facility sites and WCCC, the potential for long-term impacts is also lessened considerably by the development that has occurred that these locations and the extent of commercial and industrial development that surrounds these sites.

During the EISPN Public Review period, the USFWS wrote:

> *"We have reviewed the information you provided and pertinent information in our files, including data compiled by the Hawaii Biodiversity and Mapping Program as it pertains to listed species and designated critical habitat…Our data indicate that the following federally listed species may occur or transit though the vicinity of the proposed project area: the endangered Hawaiian hoary bat or opeapea (Lasiurus cinereus semotus); the endangered Hawaiian stilt or aeo (Himantopus mexicanus knudseni); the endangered Hawaiian gallinule or alaeula (Gallinula galeata sandvicensis): and then endangered band-rumped storm-petrel or akeake (Oceanodroma castro). Additionally, the wedge-tailed shearwater or uaukani (Puffinus pacificus) and whit tern or manu-o-ku (Gygis alba) may occur or transit though the vicinity of the proposed project area. While these species are not listed under the ESA, they are federally protected under the MBTA."*

Except for occasional transients, the likelihood of threatened and endangered species occurring within the existing OCCC, Animal Quarantine Station, and Halawa Correctional Facility sites and WCCC is low. However, the following proposed measures would avoid or minimize potential impacts should any such species be present within the selected alternative site.

Woody plants greater than 15 feet tall would not be disturbed, removed, or trimmed during the Hawaiian hoary bat birthing and pup rearing season (June 1 through September 15) to avoid any potential impacts to roosting Hawaiian hoary bats. Additionally, the facility design would not include barbed wire fencing that could pose a risk of entanglement to bats.

Efforts would be made to develop a lighting plan for the proposed facility that minimizes and avoids artificial lighting impacts to seabirds. Use of high-mast lights and similar high intensity security lighting common to prisons and other correctional facilities are not proposed. Instead, lighting would be largely confined to traditional parking lot and walkway lighting common to most commercial establishments for safety purposes. In general, lighting would be consistent with USFWS recommendation so that lights would be positioned low to the ground and be shielded and/or employ full cut-off. Effective light shields would be opaque, sufficiently large, and positioned so that the bulb is only visible from below (USFWS 2016). Based on USFWS recommendations, night-time project construction activities would be avoided

from September 15 through December 15 and all project staff would be provided with information about seabird fallout and where any downed birds can be taken for rehabilitation.

The DLNR recommends twilight pre-construction surveys for the state endangered Hawaiian short-eared owl prior to clearing vegetation. If nests are present, DLNR should be notified and a buffer zone should be established in which no clearing occurs until nesting ceases (DLNR 2017). The DLNR also recommends surveying for the presence of white terns prior to any action that could disturb trees (such as trimming or removal). White terns lay a single egg in a branch for with no nest, so eggs and chicks can be easily dislodged by construction equipment (DLNR 2017).

ARCHAEOLOGICAL AND HISTORIC RESOURCES

It is recommended that the entire exterior ground surface of the WCCC and the selected OCCC replacement site be visually inspected by systematic pedestrian survey. Additionally, if development is proposed on the Halawa Correctional Facility site, a limited number of strategically placed shovel test pits are recommended both within and outside the secure perimeter near the eastern boundary of the Halawa Correctional Facility project area to assess the level of ground disturbance.

No additional architectural research is recommended for the Halawa Correctional Facility or the Mililani Technology Park sites. Given the age of some of the buildings and the unknown history of development at the Animal Quarantine Station, existing OCCC, and WCCC, additional research on the historic architectural resources and their context is recommended.

During the DEIS public review period, SHPD wrote that: *"As this project will be subject to review under 6E, HRS, SHPD looks forward to further consultation and the opportunity to review the potential effect of the proposed project on historic properties."* PSD and DAGS acknowledge that Section 6E-8 HRS is applicable to the proposed project. On April 25, 2018, SHPD provided its HRS 6E-8 Historic Preservation Review comments on the development of the proposed OCCC to the Animal Quarantine Station site (Appendix L of the FEIS).

> *"Per HRS 6E-8, the SHPD concurs with DAGS' determination of no historic properties affected."*

PSD, DAGS and its contractors will comply with all state and county laws and rules regarding the preservation of archaeological and historic sites. Should historic sites such as walls, platforms, pavements and mounds, or remains such as artifacts, burials, concentrations of shell or charcoal be inadvertently encountered during the construction activities, work will cease immediately in the immediate vicinity of the find and the find will be protected. The contractor shall immediately contact the SHPD, which will assess the significance of the find and recommend appropriate mitigation measures, if necessary.

CULTURAL RESOURCES

Existing OCCC

If the new OCCC facility is built within the existing OCCC property and the recommended archaeological mitigation (monitoring) is followed, then no site-specific cultural resources or practices will be impacted.

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS

If the AQS is the selected location, construction of the new OCCC facility and construction of a new facilities elsewhere on the property to support the AQS activities will likely have no impact on

archaeological sites if the recommended monitoring (Louis Berger 2017) takes place. With respect to traditional cultural resources, it is recommended that both Harrison Hoe and Abraham Kaha'i be consulted with respect to situating the new OCCC facilities so as to mitigate any impacts that may arise due to the presence of a spiritual night marchers trail.

Halawa Correctional Facility

If the HCF is the selected location for the new OCCC, the possible construction of the OCCC in the existing HCF recreation yard will likely not be visible from the heiau site; and; as long as access to this site by practitioners is not impeded, the OCCC replacement project should not have any effect on Site 657 and the cultural practices that currently take place there. The same is true for any potential impacts to pig hunting in the area; as long as reasonable accommodations were made for continued access, there should not be a significant impact on hunting practices.

Mililani Technology Park

If this site is selected, and the recommended archaeological monitoring take place, there will likely be no site-specific cultural impacts at this location.

Women's Community Correctional Center

Archaeological mitigation measures proposed for this site include: 1) the proposed project design avoid areas near the Waimanalo Ditch System complex (SIHP #50-80-11-6817); and 2) an archaeological monitoring program be implemented during construction. If these mitigation recommendations are followed, construction of new facilities at WCCC will likely not result in impacts to cultural properties. The agricultural activities and associated monument construction promoted by a WCCC inmate could be considered cultural practices; however, given that the proposed location of the new expansion facilities at the WCCC to house the relocated OCCC women's population is distant from the current planting area, there would likely be no direct impact on these cultural practices.

NOISE

Noise resulting from construction of the proposed OCCC is not anticipated to have a significant adverse effect on land uses surrounding any of the alternative OCCC development sites. The relatively isolated locations of the Animal Quarantine Station and Halawa Correctional Facility sites, the distances to homes, businesses, schools, and other sensitive land uses and noise receptors in the vicinity of the sites, background noise from neighboring roadways, wildlife calls, and aircraft overflights, and short construction duration, should allow construction to proceed while avoiding significant adverse impacts to adjoining properties. Following completion of construction, noise levels would return to their pre-construction levels.

Construction Noise

Potential project related noise impacts during the construction phase would be mitigated by confining construction to normal working hours and employing noise-controlled construction equipment to the extent feasible. Measures to mitigate potential construction noise impacts may also include the following provisions:

- Source Control
    - Construction equipment would be equipped with appropriate noise attenuation devices, such as mufflers and engine housings.

    - Exhaust systems would be maintained in good working order. Properly designed engine enclosures and intake silencers would be employed.
    - Regular equipment maintenance would be undertaken.
- Site Control
    - Stationary equipment would be placed as far away from sensitive receptors as possible (e.g., aggregate crushers, operators, if employed).
    - Construction debris disposal sites and haul routes would be selected to minimize objectionable noise impacts.
- Time and Activity Constraints
    - Operations would be scheduled to coincide with periods when people would least likely be adversely affected. Periods of work and workdays would be largely confined to daytime hours.
- Community Awareness
    - Public notification of construction operations would incorporate noise considerations and methods to handle complaints would be specified.

Topographic conditions, the locations of existing structures, distance, and vegetation located between the construction noise source and the receptors will aid in buffering noise nuisance to potential receivers in the community. Intermittent elevated noise levels from certain types of construction activities are inevitable; however, they are expected to be short-term and minor. When construction noise exceeds, or is expected to exceed, the DOH's allowable limits, a permit must be obtained from the DOH. Specific permit restrictions for construction activities are:

- No permit shall allow any construction activities that emit noise in excess of the maximum permissible sound levels before 7:00 a.m. and after 6:00 p.m. of the same day, Monday through Friday;
- No permit shall allow any construction activities that emit noise in excess of the maximum permissible sound levels before 9:00 a.m. and after 6:00 p.m. on Saturday; and
- No permit shall allow any construction activities that would emit noise in excess of the maximum permissible sound levels on Sundays and holidays.

Operational Noise

The new OCCC facility (including any proposed development related to siting the replacement facility at the AQS site) and the proposed WCCC improvements are not expected to include any major stationary noise sources requiring detailed analysis and the absence of noise-producing equipment and activities should result in post-construction noise conditions similar to pre-construction conditions at the selected OCCC site and WCCC. Any change in noise levels resulting from the operation of the proposed OCCC is expected to be slight and virtually imperceptible. Furthermore, the distances between the proposed facility and residences, commercial uses and other land uses adjoining the alternative OCCC sites should go far to attenuate any potential noise impacts. OCCC operation is not expected to result in a significant adverse noise impact.

Any change in noise levels resulting from the operation of WCCC following construction is also expected to be slight and virtually imperceptible. Furthermore, the distances between the proposed improvements and residences and schools which adjoin WCCC should go far to attenuate any potential noise impacts. WCCC operation is not expected to result in a significant adverse noise impact.

Indirect impacts could occur due to increased vehicle traffic to and from the new facility. With all other factors held constant, a doubling of existing traffic volumes is necessary to result in a three dBA increase in traffic noise. Future traffic volumes with and without the project were compared for the roadways served by each site with the highest incremental traffic generation. According to the Traffic Impact Report prepared the proposed project, traffic is not expected to double for any of the alternatives and would not double at WCCC (Appendix T of the FEIS). No significant adverse indirect noise impacts are anticipated.

Given the lack of significant adverse noise impacts during OCCC and WCCC operation, the distance to sensitive receptors, and the background noise levels generated by adjoining roadways, aircraft overflights and wildlife calls, no mitigation measures to control noise resulting from operation of the proposed OCCC and WCCC would be warranted.

AIR QUALITY

Short-Term Construction Impacts and Mitigation Measures

During the DEIS Public Review period, the State Department of Health Environmental Planning Office wrote:

> *"If temporary fugitive dust emissions could be emitted when the project site is prepared for construction and/or when construction activities occur, we recommend you review the need and/or requirements for Clean Air Branch (CAB) permit (HAR, Chapter 11-60.1 "Air Pollution Control"). Effective air pollution control measures need to be provided to prevent or minimize any fugitive dust emissions caused by construction work from affecting the surrounding areas. This includes the off-site roadways used to enter/exit the project. The control measures could include, but are not limited to, the use of water wagons, sprinkler systems, and dust fences."*

Regardless of the development site, short-term impacts to air quality would result either directly or indirectly as a consequence of project construction. For a project of this nature, the majority of the potential air emissions that could directly result in short-term air quality impacts during construction involve two types: fugitive dust from vehicle movement, site clearing, grading and excavation; and exhaust emissions from operation of on-site construction equipment. Indirect, short-term impacts could also result from transportation of construction equipment and materials to and from the project site, and from a temporary increase in local traffic caused by construction workers commuting to and from the project site. For purposes of this analysis, it has been assumed that both the construction of the proposed OCCC project, and the construction of improvements proposed at WCCC, would extend over an approximately 24-month period.

Construction methods, sequencing and duration for all aspects are well known as similarly-sized corrections and detention facilities have been developed on the mainland throughout much of the past two decades. These actions include, for example, site security, preparation of the project site for construction, utility connections, facility construction, etc. Reasonable assumptions have been made for construction methods, sequencing and schedule since the specific design, materials and equipment involving the OCCC and WCCC projects are not fully known at this early stage.

To mitigate potential air quality impacts during construction, BMPs would be incorporated within standard operating procedures for site construction activities. Such practices to limit adverse air quality impacts during construction include using properly maintained equipment, limiting unnecessary idling

times on diesel-powered engines, using tarp covers on trucks transporting materials to and from the construction site, periodically wetting unpaved surfaces to suppress dust, and prohibiting the open burning of construction wastes on-site. In addition, construction equipment would be maintained and operated in accordance with the manufacturer's specifications to further minimize air emissions. Restoration of the ground surface by the introduction of grass or native groundcover following completion of construction would further minimize fugitive dust emissions.

Reasonable precautions to control fugitive dust are determined on a case-by-case basis. Each site's topography and surroundings, soil conditions, meteorological conditions, site activities, site equipment, and types of material processed must be considered. Control measures to minimize the generation and dispersal of fugitive dust could include:

- Paving and regularly cleaning permanent access and haul roads;
- Regularly applying water to unpaved roads and any disturbed surfaces that could be subject to dust generation;
- Landscaping the areas where no buildings are proposed;
- Covering moving, open-bodied trucks transporting materials which may result in fugitive dust;
- Cleaning truck tires and truck bodies prior to entering public roadways; and
- Covering or otherwise treating stockpiled materials or other surfaces which may result in fugitive dust.

Long Term Facility Operating Mitigation

The following provides an overview of the potential air quality impacts associated with operation of the proposed OCCC and WCCC facilities. Systems for hot water and HVAC (heating, ventilation and air conditioning) would be installed and would be the primary stationary source of potential air quality impact. The final choice of fuel would be determined by fuel availability, costs, and other considerations. It should be noted that installation of new hot water heaters and HVAC equipment would replace the existing older and less efficient models currently in use at the existing OCCC and would not represent a new or additional sources of stationary source emissions. Therefore, the volume of combustion emission by-products from proposed facility operation would not pose a significant adverse air quality impact.

The proposed OCCC would also be equipped with one or more standby generators to produce electrical energy in the event of a power failure. As with other electrical and mechanical equipment, those in use at the proposed OCCC facility would replace the older and less efficient models currently in use at the existing OCCC and would not represent new sources of stationary source emissions. It is likely that an additional standby generator would be added to supplement those already in place at WCCC to ensure sufficient contingency power is available to maintain uninterrupted operation of the proposed housing unit and other planned improvements. All new emergency generators would be installed in conformance with applicable regulations for use on a contingency basis. Emissions from maintenance, periodic testing, and emergency operation of the OCCC and WCCC generators are not expected to result in a significant increase in CO or NO_2 levels or an exceedance of National Ambient Air Quality Standards.

Other than the utilization of energy-efficient equipment that meets applicable permitting and emission control standards, no mitigation measures are warranted. Potential air quality impacts during facility operation would be minimized by designing and constructing the new facilities to be energy-efficient, thereby minimizing the use of fossil fuels and the potential emission of air pollutants.

Mobile Sources Mitigation

Motor vehicle operations represent an additional potential source of project-related air quality impacts. For air quality assessments of motor vehicle emissions, the major issues are microscale impacts (localized areas immediately adjacent to the roadways) and mesoscale impacts (the area comprising the entire region). The predominant air quality impact associated with motor vehicle-related emissions is particulate matter (PM), carbon monoxide (CO), volatile organic compounds (VOC), and nitrogen dioxide (NO_2) with VOC and nitrogen oxide/dioxide (NOx/NO_2) emissions precursors for the formation of ozone. A review of the trip-generation tables included as part of the Traffic Impact Analysis Report indicates that approximately 72 and 47 vehicle trips would arrive and depart during the AM and PM peak hours, respectively, during typical weekday operation of the new OCCC only, with most visitor and service/delivery vehicle traffic occurring during off-peak hours.

It should be noted that development of the new OCCC would replace the existing OCCC and would not represent an additional source of motor vehicle emissions. Little if any adverse impact to air quality is anticipated from the relative small volume of traffic arriving and departing the facility during the peak hours. Microscale modeling of vehicular emissions was not conducted because of the relatively low volumes of traffic and because of the zero or low net increase in annual average daily traffic on O'ahu and along principal access routes leading to the selected OCCC site and the WCCC site.

Reductions in vehicular emissions resulting from continually improving emissions-control technology along with increased use of all-electric and hybrid-power vehicles further precludes the likelihood of any significant air quality impacts. Motor vehicle traffic associated with the proposed OCCC facility or the expanded WCCC is not expected to pose local or regionally significant adverse impacts to air quality at the selected site.

State and local governments routinely encourage the formation of carpools and vanpools and, where available, the use of public transit to minimize the potential for air quality impacts from motor vehicle operations. Encouraging the use of carpools and vanpools offers a particularly viable option given the almost exclusive reliance on private auto use for accessing the current OCCC and WCCC and the large pool of workers, volunteers, vendors and visitors traveling daily to both facilities (although all of the staffing changes occur at OCCC occur during off-peak hours). The analysis of potential air quality impacts has indicated that no mitigation beyond these actions would be warranted.

HAZARDOUS MATERIALS CONTAMINATION

Construction-Related Impacts

In the event the Animal Quarantine Station site is selected for OCCC development:

- Further investigation, including a Phase I ESA conducted in accordance with American Society for Testing and Materials requirements, should be performed to confirm the initial findings.
- The DOH HEER Office should be notified about the possible development of the OCCC facility at the Animal Quarantine Station site and discussions initiated about the possible need to properly remove, treat and dispose of previously buried materials prior to development.
- Further investigation of the black, viscous, tar-like substance observed on the parking lot surface along the western portion of the overall property should be undertaken.

In the event the Animal Quarantine Station site is selected for OCCC development, a Phase I Environmental Site Assessment (ESA) will be prepared for the Animal Quarantine Station site. During the DEIS Public Review period, DOH wrote:

> *"If the investigation shows that a release of petroleum, hazardous substance, pollutants or contaminants may have occurred at the site, the site should be properly characterized through an approved Hawai'i State Department of Health (DOH)/Hazard Evaluation and Emergency Responses Office (HEER) soil and/or groundwater sampling plan…*
>
> *If the site is found to be contaminated, then all removal and remedial actions to clean up hazardous substance or oil releases by past and present owners/tenants must comply with State Law (HRS, Chapter 128D, "Environmental Response Law", Chapter 451, State Contingency Plan")."*

For all sites, activities associated with the construction of the proposed OCCC facility would require the use and storage of potentially hazardous materials (e.g., solvents, fuel oil, lubricants, etc.). To avoid potential releases of such materials into the environment during construction, a temporary staging area would be designated at the selected facility construction site for the storage and handling of such materials. Stored materials would be removed from such areas by authorized personnel only, and removals would be recorded by on-site personnel overseeing the construction of the facility. Any liquid waste storage areas would have secondary containment systems in place to reduce the risk of potential spillage. The storage of hazardous materials on-site during the construction phase would be minimized or avoided where practicable (e.g., fuels for construction and other equipment would be transported to the site by fuel trucks as needed).

Wastes considered hazardous that are generated during construction (i.e., waste fuel oils, spent lubricants and solvents, etc.) would be handled, stored and disposed of in accordance with federal and other applicable regulations. The amount of waste generated during OCCC facility construction should have no significant impact on the ability or availability of waste handlers to collect and properly dispose of such wastes. No mitigation measures, other than those described above, would be warranted during the facility's construction phase.

Operations-Related Impacts

Materials that are currently in use at the existing OCCC facility include janitorial supplies, laundry detergents and sanitizers, maintenance materials, paints, and similar materials. Operation of the proposed facility at any of the alternative locations would result in the continued routine use of small quantities of chemical cleaners, paints, petroleum products, resulting in the generation of small amounts of regulated wastes.

All hazardous materials, biohazardous and medical waste (from operation of the medical unit) would continue to be handled in accordance with applicable regulatory requirements. PSD would continue its current practice of proper management, use, storage, and disposal of hazardous materials. In addition, the volume of hazardous wastes generated during OCCC facility operation should have no significant impact on the ability or availability of waste handlers to collect and properly dispose of such wastes. As a result, the proposed action is not expected to result in the release of contaminants into the environment and, therefore no significant adverse impacts are anticipated. No mitigation measures, other than those described above, would be warranted during the facility's operating phase.

Similarly to OCCC, the AQS will continue its current practice of proper management, use, storage, and disposal of hazardous materials if a new facility should be built. In addition, the volume of hazardous wastes generated during AQS daily operations should have no significant impact on the ability or availability of waste handlers to collect and properly dispose of such wastes. As a result, the proposed action is not expected to result in the release of contaminants into the environment and, therefore no significant adverse impacts are anticipated. No mitigation measures, other than those described above, would be warranted during the facility's operating phase.

VISUAL RESOURCES

For the replacement of OCCC, technological innovation and advancement have allowed for security systems that provide more efficient management of the offender population. Security systems used to be designed from the outside in, relying on fencing and guard towers such as those found at the current OCCC. Today, modern facilities' security systems are built from the inside out, using state-of-the-art security and monitoring systems that eliminate the need for guard towers and improve their ability to constantly monitor offenders. These advancements are not only more aesthetically pleasing, but are also more effective and reduce operating costs. The configuration, design, and layout of modern detention facilities allow corrections officers and other staff to manage detainees more securely, treat them more humanely, and prepare them more effectively for transition back into society.

The facilities are also designed to blend into their host community and often look more like a medical center or office building than the historic jails that used to be constructed. An excellent example of how a modern jail can be integrated seamlessly into its surroundings is the Federal Detention Center located on Elliott Street at the Daniel K. Inouye International Airport.

There are many examples nationally of modern correctional facilities that are components of the broader urban context, geographically located within the downtown centers of major cities. They benefit from close proximity to services, amenities and civic functions such as courts. Their locations within urban centers have spurred economic development through urban in-fill. Moreover, rather than detracting from the surrounding aesthetic, these modern facilities can enhance the urban experience. Building architecture and landscape elements inherent in modern facility design contribute to the surrounding urban landscape and a quality pedestrian experience. Increasingly, in urban settings, these facilities represent high-quality public buildings that fit visually amid downtown office parks, convention centers and other civic uses. Indeed, modern detention facilities possess a much more appealing façade compared to facilities of the past, with exterior design features akin to schools, community college campuses, government complexes and office buildings. Examples of modern correctional facilities can be found in Figure 5-8 of the FEIS.

Existing OCCC

Figure 5-1 and Figure 5-2 of the FEIS show a view of a replacement OCCC facility along Kamehameha Highway, with the future fixed-rail guideway and future transit-oriented development (TOD) on either side of a new OCCC facility. The conceptual illustration of streetscapes was shown in Figure 4-2 of the City and County of Honolulu's Kalihi Neighborhood Transit-Oriented Development Plan, adopted March 2017 (City and County of Honolulu, 2017). In general, the makai views along Kamehameha Highway will be altered by a new OCCC facility, but it should be consistent with potential TOD development to the north and south sides of a replacement OCCC facility.

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS
Figure 5-3 of the FEIS shows a mid-rise replacement OCCC on this site from the H-3 Freeway. While this site is very open and visible from the H-3 Freeway, because of highway speeds, drivers should not be focusing on the appearance of the facility, rather on the road (for safety reasons). Figure 5-7 of the FEIS shows an aerial rendering of a possible replacement AQS facility on a portion of the AQS site.

Halawa Correctional Facility
Figure 5-4 of the FEIS shows a high-rise replacement OCCC on this site from Halawa Valley Street. While taller than the existing HCF, much of the HCF and the surrounding sloped terrain would help to screen views of a replacement OCCC on this site from approaching streets.

Mililani Technology Park
Figure 5-5 and Figure 5-6 of the FEIS show views of mid-rise replacement OCCC on this site from a driveway within The Ridge at Launani Valley and from Wikao Street. Due to the existing trees and vegetation, it appears that a replacement OCCC site would not be prominent from the points of view shown.

Women's Community Correctional Center
Figure 5-7 of the FEIS depicts a preliminary concept plan that identifies potential development areas on this site. As presently envisioned, it is highly unlikely that any new expansion facilities (buildings) will be built closer to Kalanianaole Highway than the existing buildings. New construction will also be setback as much as possible from the boundary with the residences along Ulupii Street, minimizing visual impacts from surrounding residences.

SOCIO-ECONOMIC CHARACTERISTICS

Demographic Characteristics
A 10-year detainee population forecast was prepared to assist in estimating the size of the new OCCC facility (Appendix G of the FEIS). The forecasted number of males in detention at OCCC in FY 2026 is 958; down from the current population of 1,056. The lower forecasted number is based on a declining trend experienced over the past few years, slight anticipated growth in the City and County of Honolulu population, and a peaking factor to account for fluctuations in the number of detainees. In the same time frame, the forecast expects the male pre-release (or "re-entry") program to increase from 300 to 392. The forecast also predicts an increase from 60 to 78 for females by FY 2026 (shown in Appendix G of the FEIS).

It should be noted that PSD has no say over the sentencing of individuals. PSD provides programming and other services for all inmates who are ordered to its custody by the Courts. Development of a new OCCC facility alone will not prevent/solve the community and other factors that lead to an individual's exposure to the criminal justice system. In addition, development of a new OCCC facility (which functions as a jail and not a prison) alone will not directly change/impact the community and other factors that lead to the higher percentage of Native Hawaiians in the criminal justice system. Policy and legislative changes, enacted by the Judiciary and the Legislature, have the potential to affect the higher percentage of Native Hawaiians in the justice system.

During the Draft EIS public review period, several comments were received citing "the overrepresentation of Native Hawaiian in the Hawaii justice system," including from the Office of Hawaiian Affairs (OHA). To follow up on OHA's comments, PSD representatives met OHA on April 5,

2018 to clarify OHA concerns related to the planning process for the new OCCC facility. As discussed in that meeting, PSD will continue with the planning process with OHA’s support, while maintaining an open dialogue with OHA, to ensure that the needs of the State of Hawai‘i , including Native Hawaiians, are served to the best of PSD’s abilities.

While overrepresentation of Native Hawaiians in the Hawai‘i justice system is a concern, PSD does not have control over decisions of the Judiciary nor the cause of arrest. The role of PSD is to house those who the courts’ sentence to periods of incarceration. The current condition of OCCC interferes with PSD’s ability to satisfactorily complete that role, as well as address some underlying causes for detainees’ criminal actions, such as mental health and substance abuse.

Native Hawaiian values are important considerations and are best addressed and incorporated into the OCCC project during the subsequent design phase. PSD will continue to seek guidance from Native Hawaiian cultural practitioners in incorporating cultural values into the design of the project.

It is important to note that while females are currently housed at OCCC, it is PSD’s intention to relocate female detainees from OCCC to the WCCC located in Kailua. The plan to relocate females from OCCC to WCCC is intended to provide greater access to rehabilitation programs and improved family visitation although females would continue to receive intake services in the future at the new OCCC.

Investing in a new OCCC would enhance the ability of the State to respond to the needs of the OCCC detainee population with a modern correctional facility that can offer more rehabilitative services and substance abuse programs to the detainees while improving safety and security for the detainees, staff and public.

A new, modern OCCC will help Hawai‘i move away from a “lock-‘em-up” approach to one that emphasizes rehabilitation programming, mental health treatment, and similar services since the vast majority of all detainees will eventually be released back into the community.

Visitation at the new OCCC will remain a high priority consistent with current policies and procedures. Regardless of its location, the quality of visitation should increase by improving visitation rooms, adding greater use of technology, including video visitation for those who cannot travel to the facility.

PSD prefers that the selected site be located within the Greater Honolulu and surrounding area which encompasses the largest population center on O‘ahu and is an area with access to public transit services. Development of a new OCCC facility within the Greater Honolulu and surrounding area will have varying impacts to family members visiting OCCC with some having somewhat shorter drive distances/drive times/bus rides/bicycle rides/walking distances and others somewhat longer drive distances/drive times/bus rides/bicycle rides/walking distances to arrive at the facility.

During the EISPN Public Review period, the Hawai‘i Public Housing Authority (HPHA) wrote:

> *“At this time the HPHA does not foresee any problems or interference occurring from the replacement of the O‘ahu Community Correctional Center at either its current site or at the Halawa Correctional Facility on our public housing locations. Future concerns by the HPHA may arise dependent upon the location of other alternative build sites proposed, and the ultimate findings of the EIS report.”*

Educational Attainment

Implementation of the Proposed Project should have little to no impact on the educational attainment of residents surrounding either WCCC or the selected replacement OCCC site.

Income

According to Section 5.5 of Appendix R of the FEIS, direct construction activities are estimated to generate a 24-month total of $212.2 million in personal income within the Honolulu County and $3.5 million in the rest of the State, for a State-wide total of approximately $215.6 million. This equates to a State-wide average of $107.8 million in personal income annually, and a small, but perceptible increase over the estimated $74.6 billion in total personal income in the State estimated for 2017.

Indirect and induced income generated is forecast to total some $184.5 million during the two-year construction period; half each year.

It is estimated 98 percent of total construction wages (direct and indirect/induced) will be paid to O'ahu and 2 percent to neighbor island workers. It is expected that 100 percent of the total professional service wages will be paid to O'ahu residents. Overall, it is estimated that 98.3 percent of all income (direct and indirect/induced) will remain on O'ahu, with about 1.7 percent flowing to the neighbor islands.

Results of the analysis are presented on Table 15A (combined income), 15B (construction worker income) and 15C (professional services income) of Appendix R of the FEIS.

According to Section 5.5 of Appendix R, based on extrapolation of 2016 data for Honolulu County compiled by the State Department of Labor & Industrial Relations, salaries for workers engaged in construction of the proposed OCCC project would average $68,300 per year and $79,100 annually for professional services positions. Indirect/induced workers are estimated to have an average annual wage of $50,735.

Labor Force and Employment

Construction Phase

During the anticipated 2-year construction of the proposed OCCC, approximately 5,851 full-time equivalent (FTE) worker-years of jobs will be generated (refer to Table 12 in Appendix R of the FEIS). During this period, there will also be an estimated 858 FTE worker-years of professional service jobs created, which includes financial, insurance, and business services (refer to Table 12 in Appendix R). In total, there will be an estimated 6,709 FTE worker-years of jobs created during the 2-year construction period, which includes direct, indirect, and induced worker years (refer to Tables 13A and 13B in Appendix R). These numbers are based on an average construction cost of $541.7 million (averaging the construction cost of the four options), with additional professional service costs estimated at $64.7 million, as shown in Table 11 of Appendix R. This effort will generate an estimated $15.2 million in general excise taxes for the State.

Operational Phase

Annual operating costs for OCCC in FY 2016 was $67.3 million with staffing costs estimated to be approximately 87.5 percent of that total. The current number of OCCC staff are as follows (full-time equivalents): 384 security staff, 78 civilian staff, 28 O'ahu Intake Center staff and 35 core staff. The

current number of WCCC staff is 116 (full-time equivalent). More information can be found on staffing and operation costs in of the FEIS ("Estimated Staffing and Operating Costs").

Over the long-term, since staffing represents such a large percentage of the total operating budget, savings can be realized with a better planned and more efficient staffing layout. A multi-level facility is estimated to save $3.8 million annually through staffing efficiencies, or $114 million over 30 years.

The addition of 281 females to WCCC will require an additional 52 FTE staff.

During the EISPN Public Review period, the State Department of Human Services, Benefit Employment & Support Services Division wrote that it had "no comment on the proposed project."

Housing Characteristics

The proposed project will not have a direct impact on housing (such as the displacement of existing housing for implementation of the proposed project).

Fiscal Considerations

Potential fiscal impacts could include removal of the lands comprising the project sites from the public tax rolls, acquisition of the project site through the use of public funds, and other public expenditures related to the proposed action such as infrastructure extensions and improvements. Fiscal considerations associated with state actions, such as the proposed development of a new OCCC and expansion to WCCC, are of particular interest to local governments due to the potential loss of property tax revenues associated with development of new state institutions or facilities.

Existing OCCC

Development of the proposed OCCC would encompass approximately 8 acres of the overall 16-acre OCCC property. In the case of the existing OCCC site, the entire property has been under State of Hawai'i ownership for many years and is exempt from property tax payments. Therefore, development of the proposed OCCC at the existing OCCC site will result in no direct loss of property tax revenue to the City and County of Honolulu.

Positive fiscal impacts will result from the economic benefits derived from the new OCCC's construction and operational phases, as well as from multiplier effects caused by the economic activity generated by the new facility and its employees. Expenditures for utility services and related expenses are recouped through the state's payment of user fees and, therefore, have no net impact. It must be noted that as a replacement for the existing OCCC, operation of the new OCCC will not generate additional economic activities that would derive if it was an additional facility.

Utilizing approximately 8 acres of the 16-acre existing OCCC property for development of the new OCCC will also result in the eventual redevelopment of some or all of the 8 acres of state-owned land in Kalihi. The nature, scale, scope, and timing of any redevelopment will be determined by the State of Hawai'i as the property owner and the City and County of Honolulu which has land use planning and development approval authority. While it can be expected redevelopment of the 8 acres will generate additional tax revenues to the state and contribute property tax payments to the City and County of Honolulu, the amount of such payments and whether the payments will offset the costs associated with redevelopment cannot be determined at this time.

Given that no significant adverse fiscal impacts are expected as a result of developing the proposed OCCC project at the existing OCCC site, no mitigating measures are required.

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS

Development of the proposed OCCC would encompass approximately 25 acres of the overall 35-acre Animal Quarantine Station property. In the case of the Animal Quarantine Station site, the entire property has been under Federal Government and State of Hawai'i ownership for many years and is exempt from property tax payments. Therefore, development of the proposed OCCC at the Animal Quarantine Station site will result in no direct loss of property tax revenue to the City and County of Honolulu.

Positive fiscal impacts will result from the economic benefits derived from the new OCCC's construction and operational phases, as well as from multiplier effects caused by the economic activity generated by the new facility and its employees. Expenditures for utility services and related expenses are recouped through the state's payment of user fees and, therefore, have no net impact. It must be noted that as a replacement for the existing OCCC, operation of the new OCCC will not generate additional economic activities that would derive if it was an additional facility.

Positive fiscal impacts will also result from the economic benefits derived from developing a new facility to replace the existing Animal Quarantine Station (a requirement to developing a new OCCC at this site.) These benefits are associated with the new Animal Quarantine Station's construction and operational phases, as well as from multiplier effects caused by the economic activity generated by the new facility and its employees. It must be noted that as a replacement for the existing Animal Quarantine Station, operation of the new Animal Quarantine Station will not generate additional economic activities that would derive if it was an additional facility.

Relocating the new OCCC from its current location to the Animal Quarantine Station site will also result in the eventual redevelopment of some or all of the 16 acres of state-owned land in Kalihi. The nature, scale, scope, and timing of any redevelopment will be determined by the State of Hawai'i as the property owner and the City and County of Honolulu which has land use planning and development approval authority. While it can be expected such redevelopment will generate additional tax revenues to the state and contribute property tax payments to the City and County of Honolulu, the amount of such payments and whether the payments will offset the costs associated with redevelopment cannot be determined at this time.

Given that no significant adverse fiscal impacts are expected as a result of developing the proposed OCCC project at the Animal Quarantine Station site, no mitigating measures are required.

Halawa Correctional Facility

Development of the proposed OCCC would encompass approximately 5 acres of the overall 31-acre Halawa Correctional Facility property. In the case of the Halawa Correctional Facility site, the entire property has been under State of Hawai'i ownership for many years and is exempt from property tax payments. Therefore, development of the proposed OCCC at the Halawa Correctional Facility site will result in no direct loss of property tax revenue to the City and County of Honolulu.

Positive fiscal impacts will result from the economic benefits derived from the new OCCC's construction and operational phases, as well as from multiplier effects caused by the economic activity generated by the new facility and its employees. Expenditures for utility services and related expenses are recouped through the state's payment of user fees and, therefore, have no net impact. It must be noted that as a

replacement for the existing OCCC, operation of the new OCCC will not generate additional economic activities that would derive if it was an additional facility.

Relocating the new OCCC from its current location to the Halawa Correctional Facility site will also result in the eventual redevelopment of some or all of the 16 acres of state-owned land in Kalihi. The nature, scale, scope, and timing of any redevelopment will be determined by the State of Hawai'i as the property owner and the City and County of Honolulu which has land use planning and development approval authority. While it can be expected such redevelopment will generate additional tax revenues to the state and contribute property tax payments to the City and County of Honolulu, the amount of such payments and whether the payments will offset the costs associated with redevelopment cannot be determined at this time.

Given that no significant adverse fiscal impacts are expected as a result of developing the proposed OCCC project at the Halawa Correctional Facility site, no mitigating measures are required.

Mililani Technology Park

Development of the proposed OCCC would encompass approximately 19 acres of the overall 40-acre Mililani Technology Park site. In the case of the Mililani Technology Park site, the entire property has been in private ownership (Castle & Cooke) for many years and contributes approximately $117,023 annually in property tax payments to the City and County of Honolulu. Therefore, acquisition of the property by the State of Hawai'i and development of the proposed OCCC at the Mililani Technology Park site will result in the direct loss of $117,023 in annual property tax revenue to the City and County of Honolulu. The amount of the tax revenue lost represents less than 0.007 percent of the total revenues collected annually by the City and County of Honolulu.

Positive fiscal impacts will result from the economic benefits derived from the new OCCC's construction and operational phases, as well as from multiplier effects caused by the economic activity generated by the new facility and its employees. Expenditures for utility services and related expenses are recouped through the state's payment of user fees and, therefore, have no net impact. It must be noted that as a replacement for the existing OCCC, operation of the new OCCC will not generate additional economic activities that would derive if it was an additional facility.

Relocating the new OCCC from its current location to the Mililani Technology Park site will also result in the eventual redevelopment of some or all of the 16 acres of state-owned land in Kalihi. The nature, scale, scope, and timing of any redevelopment will be determined by the State of Hawai'i as the property owner and the City and County of Honolulu which has land use planning and development approval authority. While it can be expected such redevelopment will generate additional tax revenues to the state and contribute property tax payments to the City and County of Honolulu, the amount of such payments and whether the payments will offset the costs associated with redevelopment cannot be determined at this time.

Given that no significant adverse fiscal impacts are expected as a result of developing the proposed OCCC project at the Mililani Technology Park site, no mitigating measures are required.

Women's Community Correctional Center

Development of the proposed improvements at WCCC would encompass approximately 5-10 acres of the overall 122-acre property. In the case of WCCC, the entire property has been under State of Hawai'i ownership for many years and is exempt from property tax payments. Therefore, development of the

proposed improvements at WCCC will result in no direct loss of property tax revenue to the City and County of Honolulu.

Positive fiscal impacts will result from the economic benefits derived from construction of the proposed improvements at WCCC and its operational phase, as well as from multiplier effects caused by the economic activity generated by the expanded facility and its employees. Expenditures for utility services and related expenses are recouped through the state's payment of user fees and, therefore, have no net impact.

Given that no significant adverse fiscal impacts are expected as a result of developing the proposed improvements at WCCC, no mitigating measures are required.

Other Social Issues

Some who oppose development of a new OCCC mention whether the provision of better social services (including education, counseling, cultural programs, etc.) can replace jails. In some cases, the commenters use the term jail and prison interchangeably. However, in purpose and operation, the two types of facilities are substantially different. On the most basic level, a jail such as OCCC is where individuals (detainees) are held for trial. These may be persons who either could not meet their bail, chose not to pay their bail, or may not have qualified for bail according to the courts. In certain cases, a jail may also house individuals who have been to court, convicted of a misdemeanor, and given a short term sentence (less than a year). On the other hand, a prison or correctional facility is exclusively populated by individuals who have been convicted of a crime and are serving an extended sentence – typically a year or more.

Many have also commented that a replacement OCCC will allow prisoners currently housed in prisons on the mainland to return to Hawai'i . The difference between a jail and a prison may seem minor on the surface, but there is a significant impact on the types of services the facilities must provide and how they are operated. With a jail, because much of the population has not been convicted of an offense, they are not classified in the same way that they would be in a prison. For example, there may be a detainee who is incarcerated on a relatively minor charge located in the same unit with another detainee accused of a serious crime. This situation creates challenges for the staff to maintain the safety and security for all detainees. It is also important that pre-trial detainees are kept separate from sentenced inmates as well. For these reasons, a jail is usually operated so that detainees or inmates remain in their housing units and meals, drug treatment, counseling, and even minor medical treatments are delivered to them. This is generally referred to as "distributed" or "de-centralized" services.

Another challenge for the operation of a jail is the unknown. Many of the detainees may have a chemical dependency or are suffering from an as yet undiagnosed mental health issue. (Approximately 9.5 to 12 percent of all OCCC inmates are deemed mentally ill.) In both cases, the detainee is not yet receiving treatment and it is the burden of the jail to provide diagnosis and recommend the appropriate treatment program.

In contrast, a prison facility houses inmates that have been convicted and classified. Upon their arrival at the facility, inmates are housed with the appropriate populations. By this time, inmates have also been diagnosed and likely have begun a treatment program. Because of the longer term of the sentences in a prison, its operation has a focus on rehabilitation. Programs offered may include training in a trade and

education programs for helping inmates to acquire their GED or secondary degrees. Accordingly, many prisons operate where inmates will be allowed to move within the facility to a dining area, infirmary or classrooms.

For the mentally ill, the following actions would help decrease the incarcerated population:

- Expanded residential services programs, specifically those attending to individuals with co-occurring (Mental Illness and Substance Abuse) disorders. This would be the responsibility of the Department of Health (DOH), Adult Mental Health Division.
- Changes to the Forensic Examiner Statutes in DOH, requiring only one versus three examinations for fitness to proceed for felony crimes (this would make Hawai'i consistent with most other states on the mainland). The effect would be to shorten the length of time people are incarcerated awaiting adjudication. This change actually affects more than the test for Serious and Persistent Mental Illness (SPMI), as many other inmates are subject to Forensic Examinations, not just the SPMI. In fact, many drug affected inmates also wait for such evaluation to be completed.
- Stipulate in statute the amount of time allowed to complete Fitness Examination (30 days). Presently, felony fitness examinations can take up to four months.
- For those who are mentally ill, if locations or programs, other than OCCC, were available to which low-level misdemeanors (trespass, violating park rules, urinating in the park, disturbing the peace, etc.) could be diverted.

As an alternative to incarceration, Act 55, Session Laws of Hawai'i (SLH) 2017 (Senate Bill 718) was enacted which gives the State Judiciary the funding and approval to expand their Community Outreach Court pilot project into a mobile justice system that travels to neighborhoods where defendants have been cited or arrested for non-violent offenses and low-level crimes. SB 718 also gives the State Judiciary the authority to resolve cases against offenders who may have conditions that make it difficult for them to attend traditional court settings or pay fines imposed. As of this writing, the State Judiciary (partnering with the Honolulu Prosecutors Office and the Public Defender's Office) is about to embark on such a community outreach court project.

In general, the bill allows the release of inmates convicted of misdemeanors who have not been convicted of violent crimes or had bail set higher than $5,000. The people who could be considered for this action would be pretrial defendants who are awaiting trial for nonviolent offenses and who could not post the bail imposed by the courts. It also includes sentenced misdemeanants and petty misdemeanants with nonviolent charges. No one who was incarcerated before the bill became law can be considered, only people who come into the Hawai'i criminal justice system after the bill was enacted.

This bill is not bringing up a new idea. Under the 15-year OCCC/WCCC (O'ahu and Women's community correctional centers) consent decree (1985-2000), there existed prior legislation authorizing the Director of PSD to release qualified pretrial inmates, including accused felons, in order to keep jail populations at established capacities.

ROADWAYS AND TRAFFIC

As noted elsewhere, construction is estimated to take approximately two to three years to complete with activation occurring in mid- to late-2023. The expansion of WCCC would be scheduled so that occupancy would occur half a year earlier or early 2023.

Estimated trip generation from operation of the replacement OCCC if located at the existing OCCC site (refer to Table 5-11) is based on trip generation characteristics at the existing OCCC facility from employee data provided by PSD. This data included information regarding work shift schedules and corresponding employees for each shift. Employee data provided by PSD calculated a greater amount of projected trips when compared to collected field data; therefore, this more conservative analysis was used.

Table 5-11. Existing OCCC Facility Peak Hour Trip Generation

OCCC (with additional 343 detainees)		
		Projected Trip Ends
AM Peak	Enter	41
	Exit	29
	Total	70
PM Peak	Enter	1
	Exit	25
	Total	26

Estimated trip generation from operation of the replacement OCCC if located at either the Animal Quarantine Station, Halawa Correctional Facility or Mililani Technology Park sites (refer to Table 5-12) is based on trip generation characteristics at the existing OCCC facility from employee data provided by PSD. Similar to the trip generation at the existing OCCC site, the employee data provided by PSD at these alternative sites calculated a greater amount of projected trips when compared to collected field data; therefore, this more conservative analysis was used. The number of projected trips at these three site options are higher than those for OCCC; this is because OCCC already has a jail and is only increasing the number of inmates already on site, while the other three options currently have no jail so are increasing inmates from zero.

Table 5-12. Estimate Peak Hour Trip Generation if OCCC Located at the Animal Quarantine Station, Halawa Correctional Facility or Mililani Technology Park Sites

OCCC (1,380 detainees)		
		Projected Trip Ends
AM Peak	Enter	163
	Exit	117
	Total	280
PM Peak	Enter	2
	Exit	98
	Total	100

Estimated trip generation from operation of WCCC (refer to Table 5-13) is based on trip generation characteristics at the existing WCCC facility from employee data provided by PSD. Similar to the trip generation at the existing OCCC site, the employee data provided by PSD at WCCC calculated a greater amount of projected trips when compared to collected field data; therefore, this more conservative analysis was used.

Table 5-13. Existing WCCC Facility Peak Hour Trip Generation

WCCC (with additional 281 detainees)		
		Projected Trip Ends
AM Peak	Enter	34
	Exit	24
	Total	58
PM Peak	Enter	1
	Exit	20
	Total	21

Existing OCCC

Future (2023) LOS traffic operating conditions without and with the proposed project for the intersections (and specific turning movements) that surround the existing OCCC site are summarized in Table 5-14.

Table 5-14. Future LOS Traffic Operating Conditions Without and With the Project

Intersection	Approach/Critical Movement	Future AM Without the Project (LOS)	Future PM Without the Project (LOS)	Future AM With the Project (LOS)	Future PM With the Project (LOS)
N. Nimitz Hwy/ Puuhale Road	Eastbound	B	B	A	B
	Westbound	B	C	A	B
	Northbound	E	F	E	F
	Southbound	F	F	E	F
Kamehameha Hwy/ Dillingham Blvd/ Puuhale Road	Eastbound	A	C	A	C
	Westbound	A	B	A	B
	Northbound	D	D	D	D
	Southbound	C	C	C	C
Kamehameha Hwy/ Laumaka Street/ OCCC Driveway	Eastbound	A	A	A	A
	Westbound	A	A	A	A
	Northbound	D	C	D	D
	Southbound	D	D	D	D

Traffic operations with the implementation of a replacement OCCC at the existing OCCC site are generally expected to remain similar to without project conditions despite the addition of site-generated trips to the surrounding roadway network. Near the existing OCCC facility, traffic operations along the N. Nimitz Highway approaches at the intersection with Puuhale Road are expected to continue operating at LOS "B" or better during the AM peak period and LOS "C" or better during the PM peak period, while the side street approaches are expected to continue operating at LOS "F" during both peak periods. As previously discussed, the low levels of service along Puuhale Road are primarily due to the long traffic signal cycle lengths along the highway. Along Kamehameha Highway and Dillingham Boulevard, traffic operations at the other study intersections are expected to continue operating at LOS "D" or better during both peak periods.

Vehicular access to the project site is expected to continue to be provided via the existing driveway off Kamehameha Highway at the Laumaka Street intersection. An access easement along the south border of the property shall be established to maintain the service entrance at Puuhale Road. On-site roadway improvements include internal access roadways which will provide access to the new facility and parking structure. These roadway improvements will be designed to meet applicable State and City requirements. Geometrics and pavement structure for proposed driveways, fire lanes and parking structure and lots will need to be designed based on the appropriate design vehicles. Proposed pavement structures will follow the Soils Engineer's recommendations. Perimeter walkway and parking structure and lot layouts, dimensions, longitudinal and cross slopes shall comply with Americans with Disabilities Act (ADA) Accessibility Guidelines to the maximum extent practicable. The proposed improvements to the Project's sidewalk zone will comply with the City and County of Honolulu Complete Streets Design Manual where applicable and feasible.

According to http://www2.honolulu.gov/honolulumyway/?bike, a bike route is proposed along Dillingham Boulevard up to Puuhale Road/Kamehameha Highway intersection, and a proposed bike lane along Kamehameha Highway between Puuhale Road and Middle Street. There are no other bike paths or separated bike lanes proposed on either Kamehameha Highway/Dillingham Boulevard or along Puuhale Road.

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS

Future (2023) LOS traffic operating conditions without and with the Project for the intersections (and specific turning movements) that surround this site are summarized in Table 5-15 below.

Table 5-15. Future LOS Traffic Operating Conditions Without and With the Project

Intersection	Approach/Critical Movement	Future AM Without the Project (LOS)	Future PM Without the Project (LOS)	Future AM With the Project (LOS)	Future PM With the Project (LOS)
Ulune Street/ Halawa Valley Street	Eastbound	C	C	C	C
	Westbound	D	D	D	D
	Southbound	D	D	D	D
Halawa Valley Street/Iwaiwa Street	Eastbound	B	B	B	B
	Westbound	C	C	C	C
	Southbound	C	C	C	C

Traffic operations with the implementation of a replacement OCCC at the Animal Quarantine Station site are generally expected to remain similar to without project conditions despite the addition of site-generated trips to the surrounding roadway network. At the intersection of Ulune Street and Halawa Valley Street near the proposed Animal Quarantine Station site, traffic operations are expected to continue operating at LOS "D" or better during both peak periods, while those at the intersection of Halawa Valley Street and Iwaiwa Street are expected to continue operating at LOS "C" during both peak periods.

Vehicular access to the project site is expected to be provided via a new driveway off of Halawa Valley Street at the northern portion of the project site. On-site roadway improvements include a new driveway entry, internal access roadways, and at-grade parking lots. These roadway improvements will be designed to meet applicable State and City requirements. Geometrics and pavement structure for proposed driveways, fire lanes and parking lots will need to be designed based on the appropriate design vehicles. Proposed pavement structures will follow the Soils Engineer's recommendations. Perimeter walkway and parking lot layout, dimensions, longitudinal and cross slopes shall comply with ADA Accessibility Guidelines to the maximum extent practicable. The proposed improvements to the Project's sidewalk zone will comply with the City and County of Honolulu Complete Streets Design Manual where applicable and feasible.

According to http://www2.honolulu.gov/honolulumyway/?bike, a bike route is proposed along a portion of Halawa Valley Street up to the AQS site. There are no other bike paths, lanes or separated bike lanes proposed on Halawa Valley Street.

Halawa Correctional Facility

Future (2023) LOS traffic operating conditions without and with the Project for the intersections (and specific turning movements) that surround the Halawa Correctional Facility site are summarized in Table 5-16.

Table 5-16. Future LOS Traffic Operating Conditions Without and With the Project

Intersection	Approach/Critical Movement	Future AM Without the Project (LOS)	Future PM Without the Project (LOS)	Future AM With the Project (LOS)	Future PM With the Project (LOS)
Ulune Street/ Halawa Valley Street	Eastbound	C	C	C	B
	Westbound	D	D	D	D
	Southbound	D	D	D	D
Halawa Valley Street/Iwaiwa Street	Eastbound	B	B	B	B
	Westbound	C	C	C	C
	Southbound	C	C	C	C
Halawa Valley Street/Waiua Place	Westbound	A	A	A	A
	Northbound	B	B	C	B
Halawa Valley Street/Koaha Place	Westbound	A	-	A	-
	Northbound	B	A	B	B

Traffic operations with the implementation of a replacement OCCC at the Halawa Correctional Facility site are generally expected to remain similar to without project conditions despite the addition of site-generated trips to the surrounding roadway network. At the intersection of Ulune Street and Halawa Valley Street near the proposed Halawa Correctional Facility site, traffic operations are expected to continue operating at LOS "D" or better during both peak periods, while those at the intersection of Halawa Valley Street and Iwaiwa Street are expected to continue operating at LOS "C" or better during both peak periods. The other study intersections along Halawa Valley Street are expected to operate at LOS "B" or better during both peak periods.

Vehicular access to the project site is expected to be provided via a new driveway at the end of Halawa Valley Street. On-site roadway improvements include a new driveway entry and internal access roadways which will provide access to the new facility and parking structure. These roadway improvements will be designed to meet applicable State and City requirements. Geometrics and pavement structure for proposed driveways, fire lanes and parking structures and lots will need to be designed based on the appropriate design vehicles. Proposed pavement structures will follow the Soils Engineer's recommendations. Perimeter walkway and parking structure and lot layouts, dimensions, longitudinal and cross slopes shall comply with ADA Accessibility Guidelines to the maximum extent practicable. The proposed improvements to the Project's sidewalk zone will comply with the City and County of Honolulu Complete Streets Design Manual where applicable and feasible.

According to http://www2.honolulu.gov/honolulumyway/?bike, there are no bike routes, paths, lanes or separated bike lanes proposed on Halawa Valley Street leading to the Halawa Correctional Facility site.

Mililani Technology Park

Future (2023) LOS traffic operating conditions without and with the Project for the intersections (and specific turning movements) that surround this particular site are summarized in Table 5-17.

Table 5-17. Future LOS Traffic Operating Conditions Without and With the Project

Intersection	Approach/Critical Movement	Future AM Without the Project (LOS)	Future PM Without the Project (LOS)	Future AM With the Project (LOS)	Future PM With the Project (LOS)
Kamehameha Hwy/Leilehua Road	Westbound	C	C	C	C
	Northbound	B	C	C	C
	Southbound	B	B	B	B
Leilehua Road/ H-2 SB On-Ramp	Westbound	A	B	B	B
	Northbound	C	B	D	B
Kahelu Avenue/ Akamainui Street	Eastbound	A	A	A	A
	Westbound	A	A	A	A
	Northbound	C	B	D	B
	Southbound	A	A	A	A

Traffic operations with the implementation of a replacement OCCC at the Mililani Technology Park site are generally expected to remain similar to the without project conditions despite the addition of site-generated trips to the surrounding roadway network. Along Leilehua Road near the proposed Mililani Technology Park site, traffic operations at the intersection with Kamehameha Highway are expected to continue operating at LOS "C" or better during both peak periods, while those at the intersections with the Interstate H-2 Freeway ramps are expected to operate at LOC "C" or better during the AM peak period and LOS "B" or better during the PM peak period. At the intersection of Kahelu Avenue and Akamainui Street, traffic operations are also expected to continue operating at LOS "C" or better during the AM peak period and LOS "B" or better during the PM peak period.

Vehicular access to the project site is expected to be provided via the existing driveway apron off Kahelu Avenue. On-site roadway improvements include internal access roadways and parking lots. These roadway improvements will be designed to meet applicable State and City requirements. Geometrics

and pavement structure for proposed driveways, fire lanes and parking lots will need to be designed based on the appropriate design vehicles. Proposed pavement structures will follow the Soils Engineer's recommendations. Perimeter walkway and parking lot layout, dimensions, longitudinal and cross slopes shall comply with ADA Accessibility Guidelines to the maximum extent practicable. The proposed improvements to the Project's sidewalk zone will comply with the City and County of Honolulu Complete Streets Design Manual where applicable and feasible.

According to http://www2.honolulu.gov/honolulumyway/?bike, a bike route is proposed along Kamehameha Highway and along Kahelu Road between the Highway and Leilehua Golf Course Road, providing greater connectivity for the existing bike lane on Kahelu Road. There are no other bike paths, lanes or separated bike lanes proposed for Kahelu Road.

Women's Community Correctional Center
Future (2023) LOS traffic operating conditions without and with the Project for the intersections (and specific turning movements) that surround this particular site are summarized in Table 5-18.

Table 5-18. Future LOS Traffic Operating Conditions Without and With the Project

Intersection	Approach/Critical Movement	Future AM Without the Project (LOS)	Future PM Without the Project (LOS)	Future AM With the Project (LOS)	Future PM With the Project (LOS)
Kalanianaole Hwy/Ulupii Street	Eastbound	B	B	B	B
	Westbound	B	B	B	B
	Northbound	C	C	C	C
	Southbound	D	C	D	C
Kalanianaole Hwy/WCCC Driveway	Eastbound	B	A	B	B
	Westbound	A	-	B	-
	Northbound	C	C	C	C
	Southbound	B	B	B	C

In the vicinity of WCCC, traffic operations at the intersections along Kalanianaole Highway are expected to continue operating at LOS "D" or better during the AM peak period and LOS "C" or better during the PM peak period.

Vehicular access to the project site is expected to continue to be provided via the existing driveway off Kalanianaole Highway. On-site roadway improvements include internal access roadways and parking lots. These roadway improvements will be designed to meet applicable State and City requirements. Geometrics and pavement structure for proposed driveways, fire lanes and parking lots will need to be designed based on the appropriate design vehicles. Proposed pavement structures will follow the Soils Engineer's recommendations. Perimeter walkway and parking lot layout, dimensions, longitudinal and cross slopes shall comply with ADA Accessibility Guidelines to the maximum extent practicable. The proposed improvements to the Project's sidewalk zone will comply with the City and County of Honolulu Complete Streets Design Manual where applicable and feasible.

According to http://www2.honolulu.gov/honolulumyway/?bike, a bike route is proposed along a portion of Kalanianole Highway near the WCCC. There are no other bike paths, lanes or separated bike lanes proposed along Kalanianaole Highway.

Currently, the Department of Public Safety is considering several alternatives for the OCCC to alleviate the facility's overcapacity and anticipate future needs. The alternatives under consideration include either redeveloping and expanding the existing OCCC facility, or constructing a new facility either in the Mililani Technology Park, at the existing Halawa Correctional Facility, or at the existing Animal Quarantine Station. In addition, each alternative is also expected to transfer a portion of inmates to WCCC in Kailua. With the implementation of the aforementioned recommendations, the four alternatives for the proposed OCCC are not expected to have a significant impact on traffic operations in the project vicinity. During their review of the DEIS, the State Department of Transportation Highways Division (DOT-HWY) commented:

> *"The proposed project does not appear to significantly impact the State Highway system provided that all of the recommended mitigation measures for each site scenario stated in the Traffic Impact Report will be implemented. All applicable engineering criteria and design standards should be reviewed by and coordinated with DOT-HWY."*

Traffic operations at the study intersections are expected to continue operating at levels of service similar to without project conditions. However, although traffic operations are expected to be similar to without project conditions, an update to the traffic study is recommended to be prepared 6-9 months after the completion of the proposed project to verify projected conditions.

During the EISPN public comment period, the CCH Department of Transportation Services wrote:

"2. All access driveways to the project site should be designed with the highest pedestrian and bicycle safety measures.

3. *All parking needs for the proposed facility (employees and visitors) should be handled on-site.*

4. *Any damage to the existing roadway caused by the project should be restored to its original or better condition.*

5. *The area Neighborhood Board, as well as the area residents, businesses, emergency personnel (fire, ambulance and police), O'ahu Transit Services, Inc. (TheBus), etc., should be kept apprised of the details of the proposed project and may have on the adjoining street area network.*

6. *Construction materials and equipment should be transferred to and from the project site during off-peak traffic hours (8:30 a.m. to 3:30 p.m.) to minimize any possible disruption to traffic on the local streets.*

7. *A street usage permit from the City's Department of Transportation Services should be obtained for any construction-related work that may require the temporary closure of any traffic lane on a City street."*

WATER SYSTEM

During the EISPN and DEIS Public Review periods, the DLNR Engineering Division wrote that:

> *"**The applicant should include water demands and infrastructure required to meet project needs.** Please note that the projects within State lands requiring water service from their local*

Department/Board of Water Supply system will be required to pay a resource development charge, in addition to Water Facilities Charges for transmission and daily storage.

The applicant is required to provide water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update projections." [Bolded text in the original.]

During the DEIS Public Review period, the DLNR Commission on Water Resource Management wrote that:

"We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.

We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.

We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increase demand on the area's freshwater resources….A listing of fixtures certified by the EAP as having high water efficiency can be found at http://www.epa.gov/watersense*...*

We recommend the use of alternative water sources, wherever practicable.

We recommend adopting landscape irrigation conservation best management practices endorsed by the Landscape Industry Council of Hawaii...

The Commission strongly encourages the use of alternative water sources to meet nonpotable needs, such as irrigation, and the implementation of water conservation measures..."

In addition, during the EISPN Public Review period, the Honolulu Fire Department wrote that:

"A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or building, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]."

Existing OCCC, Existing Animal Quarantine Station (AQS)/Future Consolidated AQS, Halawa Correctional Facility and Mililani Technology Park

Letters requesting information on the availability of water for the project and water pressure information for fire hydrants in the vicinity of the alternative OCCC sites were submitted to the BWS and it confirmed that based on current data and preliminary water demands for the proposed OCCC project, the existing water system at each site is adequate to accommodate the proposed development. The final decision on the availability of water, however, will be made when the building permit application for the replacement OCCC site is submitted for approval. For the existing OCCC site, the request for availability did not include the development of the rest of the site for transit-oriented development

(TOD). An assessment of the infrastructure conditions for TOD is included in the City and County of Honolulu Kalihi Neighborhood Transit-Oriented Development Plan (March 2017).

Water system improvements will consist of underground piping for connections from each facility to the BWS system, new water meter(s), backflow preventers, valves, and fire hydrants. Water connection(s) to the existing BWS system will be confirmed when construction plans for the proposed project are submitted to BWS for review and approval. New fire hydrants and fire access roads will be provided as required to ensure adequate fire protection for the proposed buildings. Trenching and backfilling for installation of the proposed water lines will follow BWS standards and the Soils Engineers recommendations

Women's Community Correctional Center

A letter requesting information on the availability of water for the project and water pressure information for fire hydrants in the vicinity was submitted to the BWS and it confirmed that based on current data and preliminary water demands for the proposed WCCC improvements, the existing water system is adequate to accommodate the proposed improvements. The final decision on the availability of water, however, will be made when the building permit application is submitted for approval.

Water system improvements will consist of underground piping for connections from the WCCC improvements to the BWS system, new water meter(s), backflow preventers, valves, and fire hydrants. Water connection(s) to the existing BWS system will be confirmed when construction plans for the proposed project are submitted to BWS for review and approval. New fire hydrants and fire access roads will be provided as required to ensure adequate fire protection for the proposed buildings. Trenching and backfilling for installation of the proposed water lines will follow BWS standards and the Soils Engineers recommendations

During the EISPN Public Review period, the Board of Water Supply wrote that:

> *"Water conservation measures are recommended for proposed developments. These measures include low flow plumbing fixtures, utilization of nonpotable water for irrigation using rain catchment and chiller/air handler condensate, cooling tower conductivity meters and water softening recycling systems, drought tolerant plants, xeriscape landscaping, efficient irrigation systems and the use of Water Sense labeled ultra-low-flow water fixtures and toilets.*

When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage."

WASTEWATER SYSTEM

Existing OCCC

The Department of Planning and Permitting's (DPP) Wastewater Branch (WWB) reviews and authorizes sewer connection applications for developments which require sanitary sewer service. A preliminary sewer connection application (2017/SCA-1455) based on the current program to accommodate 1,480 inmates and 650 staff has been approved by WWB on August 11, 2017 indicating that the existing City sewer system is adequate to support the proposed project.

Based on the conceptual layout, realignment of the existing 18-inch sewer line and access easement will be required to accommodate the OCCC replacement. Further discussion and coordination with ENV and

WWB is required to confirm the sewer main realignment. In addition to the 18-inch sewer re-alignment, the proposed on-site sewer improvements will consist of new sewer manholes, cleanouts, and underground piping to provide lateral connections to the new buildings. Installation of a sewage grinder upstream of the City connection is recommended to prevent clogs caused by contraband, trash, and foreign objects flushed into the sewer system by inmates. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineers recommendations.

For the existing OCCC site, the sewer connection application did not include the development of the rest of the site for transit-oriented development. An assessment of the infrastructure conditions for TOD is included in the City and County of Honolulu Kalihi Neighborhood Transit-Oriented Development Plan (March 2017).

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS

The Department of Planning and Permitting (DPP) Wastewater Branch (WWB) reviews and approves sewer connection applications for developments which require sanitary sewer service. A preliminary sewer connection application (2017/SCA-0923) for the AQS site based on the current program detailed below was submitted to the WWB. On June 30, 2017, the WWB approved the application with the condition that the OCCC relocation to the Halawa Correctional Facility as described in sewer connection application 2017/SCA-0921 would not be implemented. This approval for the AQS site indicates that the existing City wastewater system is adequate to support the proposed project.

The proposed on-site sewer improvements will consist of underground piping for connection to the City sewer system, new sewer manholes, and cleanouts. Installation of a sewage grinder upstream of the City connection is recommended to prevent clogs caused by contraband, trash, and foreign objects flushed into the sewer system by inmates. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineers recommendations. During the design phase, the future design team will be responsible for determining whether the existing pre-treatment facility will be maintained or demolished. Given its age, condition, and the investment in the new OCCC and AQS, it is likely that the plant would be replaced by a new pump station and/or pre-treatment facility.

Halawa Correctional Facility

The Department of Planning and Permitting's (DPP) Wastewater Branch (WWB) reviews and authorizes sewer connection applications for developments which require sanitary sewer service. On June 30, 2017, WWB approved a preliminary sewer connection application (2017/SCA-0921) for the HCF site based on the current program to accommodate 1,380 inmates and 650 staff. The WWB approval for the HCF site included the condition that the OCCC relocation to the Animal Quarantine Station as described in sewer connection application 2017/SCA-0923 would not be implemented. This approval for the HCF site indicates that the existing City sewer system is adequate to support the proposed project. .

The proposed on-site sewer improvements will consist of underground piping for connection to the City sewer system, new sewer manholes, and cleanouts. Installation of a sewage grinder upstream of the City connection is recommended to prevent clogs caused by contraband, trash, and foreign objects flushed into the sewer system by inmates. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineers recommendations.

Mililani Technology Park

The DPP Wastewater Branch (WWB) reviews and authorizes sewer connection applications for developments which require sanitary sewer service. On August 25, 2017, a preliminary sewer connection application (2017/SCA-1256) based on the current program to accommodate 1,380 inmates and 650 staff, was approved by WWB. The preliminary approval indicated the existing City sewer system is adequate to support the proposed project.

The proposed on-site sewer improvements will consist of underground piping for connection to the City sewer system, new sewer manholes, sewer pump station with grinder pump, and cleanouts. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineers recommendations

Women's Community Correctional Center

The DPP WWB reviews and authorizes sewer connection applications for developments which require sanitary sewer service. On May 20, 2017, the WWB approved a preliminary sewer connection application (2017/SCA-0924), based on the current program to accommodate 281 inmates and 52 staff. The approval indicated the existing City sewer system is adequate to support the proposed project.

The proposed development will be connected to the existing 8-inch sewer lateral serving the WCCC facilities. Depending on the exact location of the proposed building, this 8-inch line may have to be relocated to avoid conflicts. The proposed on-site sewer improvements will consist of underground piping for connection to the City sewer system, new sewer manholes, and cleanouts. Installation of a sewage grinder upstream of the City connection is recommended to prevent clogs caused by contraband, trash, and foreign objects flushed into the sewer system by inmates. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineers recommendations.

Wastewater collection, treatment and disposal/reuse service would be provided by the City and County of Honolulu Department of Environmental Services. During the DEIS Public Review period, the State Department of Health wrote:

> *"Please note that wastewater plans must conform to applicable provisions (HAR, Chapter 11-62, "Wastewater Systems"). We reserve the right to review the detailed wastewater plans for conformance to applicable rules."*

DRAINAGE SYSTEM

During the EISPN public review period, the State Office of Planning (OP) commented that:

> *"Issues that should be examined in the DEIS include, but are not limited to, land use classification and density, drainage infrastructure, potential flooding issues, and current erosion controls in place. These items, as well as the marine water quality classification, should be considered when developing mitigation measure to protect the coastal ecosystem."*

The State DOH Clean Water Branch (CWB) also commented during the EISPN public review period that:

> *"It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should: a) Treat storm water as a resource to be protected by integrating it into project planning and permitting … Any project planning must recognize storm water as an asset that sustains and protects natural*

ecosystems and traditional beneficial uses of State waters, like community beautification, beach going, swimming, and fishing. The approaches necessary to do so, including low impact development methods or ecological bio-engineering of drainage ways must be identified in the planning stages to allow designers opportunity to include those approaches up front, prior to seeking zoning, construction, or building permits."

During the DEIS Public Review period, the State Commission on Water Resource Management wrote:

"We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events…More information on stormwater BMPs can be found at http://planning.hawaii.gov/czm/initiatives/low-impact-development/"

Drainage improvements and runoff rates for the proposed development shall be determined based on the Rules Relating to Storm Drainage Standards, Department of Planning and Permitting, City and County of Honolulu, dated January 2000. Increase in runoff due to the proposed improvements will need to be retained on-site to ensure that the project will not have any adverse effects on downstream properties.

In addition, the proposed development will also be required to comply with the City's Rules Relating to Water Quality dated August 2016. Under the storm water quality standards, projects that disturb over one acre of land are classified as "Priority A projects."

Priority A projects are required (unless determined to be infeasible) to:

- Incorporate appropriate Low Impact Development (LID) site design strategies to the "maximum extent practicable" (MEP).
- Incorporate appropriate Source Control BMPs to the MEP.
- Retain on-site by infiltration, evapotranspiration, or harvest/reuse as much of the water quality volume (WQV) as feasible with appropriate LID Retention Post-Construction Treatment Control BMP's.
- Biofilter any portion of the WQV that is not retained on-site with appropriate LID Biofiltration Post-Construction Treatment Control BMPs.

If it is determined to be infeasible to retain and/or biofilter the WQV, the City will require:

- Treat (by detention, filtration, settling, or vortex separation) and discharge with appropriate Alternative Compliance Post-Construction Treatment Control BMPs, any portion of the WQV that is not retained on-site or biofiltered.
- Retain or biofilter at an offsite location, the volume of runoff from a non-tributary drainage area equivalent to the difference between the project's WQV and the amount retained on-site or biofiltered.

Appropriate BMP measures include: infiltration basins and trenches, subsurface infiltration systems, dry wells, bioretention basins, permeable pavement, green roofs, vegetated bio-filters, enhanced swales, detention basins, sand filters, vegetated swales and buffer strips.

During construction, temporary BMPs will be implemented to minimize and control soil erosion and ensure that the discharge of pollutants from the construction site will be reduced to the maximum

extent practicable. Structural BMPs will include silt fence, filter sock, stabilized construction ingress/egress, concrete wash-out area, and sediment control filters at drain inlets and catch basins. If an NPDES permit is required, specific construction BMPs will be specified in the project's NPDES permit.

Existing OCCC

The area identified for the proposed improvements is currently fully developed with impervious surfaces. Thus, it is expected that any increase in the storm water runoff peak discharge rate will be minimal compared to the existing conditions. The proposed on-site storm drainage improvements will consist of a system of drain inlets, drain manholes, and underground piping. As required by the 2016 City Rules, a storm water quality control structure located at the end of the line will be included to capture runoff before discharging into the off-site system. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineer's recommendations.

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS

The proposed on-site storm drainage system will consist of a system of drain inlets, drain manholes, and underground piping. A storm water retention basin is proposed to the west of the site to accommodate the increase in storm water runoff generated by the new facility. LID measures which promote on-site infiltration will be considered to reduce the storm water runoff quantity leaving the project site. Line sizes, drain structure locations, and LID measures will be finalized during the design phase of the project. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineer's recommendations.

Halawa Correctional Facility

It is anticipated that there will be an increase in storm water runoff peak discharge rate when compared to the existing condition, as a majority of the existing project area is undeveloped. The proposed on-site storm drainage improvements will consist of a system of drain inlets, drain manholes, and underground piping. An underground storm water retention basin is proposed at the southeast corner of the site to accommodate the increase in storm water runoff generated by the new facility. LID measures which promote on-site infiltration will be considered to reduce the storm water runoff quantity leaving the project site. Line sizes, retention volumes, drain structure locations, and LID measures will be finalized during the design phase of the project. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineer's recommendations.

Mililani Technology Park

It is anticipated that there will be an increase in the storm water runoff peak discharge rate when compared to the existing condition, as a majority of the existing project area is undeveloped. The proposed on-site storm drainage improvements will consist of a system of drain inlets, drain manholes, and underground piping. A storm water retention basin is proposed at the southwest corner of the site to accommodate the increase in storm water runoff generated by the new facility. LID measures which promote on-site infiltration will be considered to reduce the storm water runoff quantity leaving the project site. Line sizes, retention volumes, drain structure locations, and LID measures will be finalized during the design phase of the project. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineer's recommendations.

Women's Community Correctional Center

It is anticipated that there will be an increase in storm water runoff peak discharge rate when compared to the existing condition, as a majority of the existing project area is undeveloped. The proposed on-site storm drainage improvements will consist of a system of drain inlets, drain manholes, and underground piping. LID measures which promote on-site infiltration will be considered to reduce the storm water runoff quantity leaving the project site. Line sizes, retention volumes, drain structure locations, and LID measures will be finalized during the design phase of the project. Trenching and backfilling for installation of the proposed sewer improvements will follow CCH standards and the Soils Engineer's recommendations.

ELECTRICAL AND TELECOMMUNICATIONS

HECo has indicated that the existing 12 kV circuits in the areas surrounding the Animal Quarantine Station, Halawa Correctional Facility, and the Mililani Technology Park should have sufficient capacity to meet the anticipated demands for the proposed replacement OCCC facility. A detailed evaluation of existing circuit capacity will be performed if a service request for the selected site is submitted to HECo during the design phase.

Hawaiian Telcom has confirmed that their existing copper and fiber optic facilities should have sufficient capacity to support the proposed OCCC replacement if sited at either the existing OCCC site, Animal Quarantine Station, or Halawa Correctional Facility, as well as the WCCC. Similarly, Spectrum has also confirmed that their existing coaxial and fiber optic facilities should have sufficient capacity to support the proposed OCCC at the aforementioned sites.

Existing OCCC

A request for information letter, to verify the available capacity of HECo's existing facilities, was sent to HECo on April 8, 2017. The initial information request was based on a 432,100 square foot facility. HECo responded via email on June 14, 2017, and a follow up email on June 19, 2017, stating that the existing 12 kV circuits in the project area should have sufficient capacity to meet the anticipated demands for the proposed OCCC facility. A detailed evaluation of existing circuit capacity will be performed if a service request for the facility is submitted to HECo during the design phase.

Mililani Technology Park

Telephone, cable television and related telecommunications services are provided to customers in the project area by Hawaiian Telcom (HT) and Spectrum (formerly Oceanic Time Warner Cable). Customers have the option to contract with HT, Spectrum or both for their telecommunications services. Both HT and Spectrum are capable of providing voice, internet and other telecommunications services to their customers.

Hawaiian Telcom has confirmed that their existing copper and fiber optic facilities along Kahelu Avenue should have sufficient capacity to support the proposed OCCC. If Spectrum is selected, Spectrum will require construction of new underground infrastructure consisting of a new 4-inch conduit along Kahelu Avenue, between an existing pullbox at the Wikao Street/Kahelu Avenue intersection and the proposed OCCC site (approximately 3,900 linear feet) to support the Spectrum line extension for the development.

Women's Community Correctional Center

A request for information letter, to verify the available capacity of HECo's existing facilities, was sent to HECo on April 8, 2017. The initial information request was based on a 432,100 square foot facility. HECo

responded via email on June 14, 2017, and a follow up email on June 19, 2017, stating that the existing 12 kV circuits in the project area may not have sufficient capacity to meet the anticipated demands for the proposed OCCC facility.

SOLID WASTE

Construction Waste Collection and Disposal

Each OCCC alternative site presents differing potential for generating demolition materials. For instance, demolition of the developable portion of Halawa Correctional Facility would represent the least and demolition of the existing OCCC would produce the most man-made demolition materials. Preparing the Mililani Technology Park site would produce the most vegetation that would need to be grubbed in order to make the site developable. The area at WCCC under consideration for development is vacant with large areas of mowed turf bordering dense stands of tall grasses requiring clearing prior to actual construction. In the case of WCCC, no standing structures require removal or replacement prior to development, however, following development, the current maintenance building/warehouse, greenhouse, Administration Building and gatehouse would be demolished and removed from the site.

The collection of demolition and/or construction-derived wastes originating from the selected OCCC development site and at WCCC would be the responsibility of the contractors involved in OCCC and WCCC construction. Solid wastes generated during OCCC and WCCC construction activities would be disposed of only at facilities permitted for construction and demolition wastes. With a dedicated construction and demolition debris disposal facility operating on O'ahu (PVT Integrated Solid Waste Management Facility), the volume of construction waste associated with project development at any of the alternative OCCC sites and WCCC is not anticipated to adversely impact solid waste disposal services on O'ahu. Construction-related wastes would be properly stored on-site in containers that would be periodically removed for disposal as necessary.

Long-Term Operating Mitigation

Existing OCCC

Solid wastes generated at the proposed OCCC facility by the projected design capacity of approximately 1,250 inmates is conservatively estimated to total approximately two pounds per inmate per day or approximately 39 tons per month. While slightly higher than the current estimate of solid wastes generated monthly at the existing OCCC, the projected volume anticipates State of Hawai'i inmates currently housed at the Federal Detention Center to be relocated to the proposed OCCC. The proposed OCCC is intended to replace the existing facility so only the net increase in the volume of solid waste requiring disposal is of interest. When accounting for the total population of State of Hawai'i jail inmates on O'ahu (regardless of their location), the total volume of solid wastes generated now and in the future by the OCCC will be virtually the same. Similarly, the method of collection and disposal will be the same as what currently occurs, except recycling may be incorporated into the Replacement OCCC. While no formal recycling program is currently in operation at OCCC that diverts paper, cardboard, metals, glass or other recyclable material from the solid waste stream, plans are to institute such a program during operation of the new OCCC.

Women's Community Correctional Center

Solid wastes generated at the expanded/improved WCCC by the projected population of approximately 550-600 inmates is conservatively estimated to total approximately four pounds per inmate per day or approximately 37 tons per month. While slightly higher than the current estimate of solid wastes

generated monthly at WCCC, the projected estimate anticipates State of Hawai'i female inmates currently housed at OCCC to be relocated to WCCC. Therefore, only the net increase in the volume of solid waste requiring disposal is of interest. When accounting for the total population of State of Hawai'i female jail inmates on O'ahu (regardless of their location), the total volume of solid wastes generated now and in the future at WCCC will be virtually the same. Similarly, the method of collection and disposal will be the same as what currently occurs. Currently, a program is in place at WCCC that separates cardboard from the solid waste stream with approximately 1,944 cubic yards of waste cardboard collected for recycling annually. While no formal recycling program is currently in operation at WCCC that diverts paper, metals, glass or other recyclable material from the solid waste stream, plans are to institute such a program during future operation of WCCC.

SCHOOLS

Development of a new OCCC will not impact the populations or functions of schools within the vicinity of the selected site or the expansion of WCCC facilities. Development is not expected to produce a net increase in OCCC employment and, therefore, will not produce a net increase in school-age children within a specific school district.

Construction on sites adjacent to schools will include BMPs so as to minimize any disruption to the school's day-to-day activities from noise or dust. Traffic BMPs will also be utilized to ensure that construction does not interfere with access to the surrounding schools.

POLICE, FIRE, MEDICAL SERVICES

Police

During the EISPN Public Review period for the proposed redevelopment, the Honolulu Police Department wrote that "Based on the information provided, this project should have no significant impact on the services and operations of the Honolulu Police Department at this time." Development of the new OCCC will not impact patrolling operations within the HPD districts or the response time of the stations for any of the proposed sites. During the DEIS public review period, HPD wrote:

> *"The Honolulu Police Department (HPD) has reviewed this project and has concerns regarding the safe flow of traffic and the anticipated increase in the number of calls for police services in the project areas.*

The HPD recommends that the developer evaluate the outcome of the traffic flow affected by vehicles traveling in the areas during the construction phase and upon completion when the facilities becomes operational. This includes an evaluation of the traffic conditions caused by the increase in the number of vehicles commuting from/to the vicinities of this project.

We also recommend that the developer provide a traffic mitigation plan to implement traffic controls and management (e.g., flag persons, clear signage and cones, special duty officers, etc.) for construction vehicles driving to and from the work sites. This will ensure a safe means of ingress/egress for construction vehicles, motorists, and pedestrians in the vicinities.

Additionally, the contractor should obtain the necessary street usage permits from the Department of Transportation Services, City and County of Honolulu, for the purposes of parking and transporting any construction equipment around the vicinity of the project areas.

It is also anticipated that this project will cause an increase in police services requested by the communities. The current staffing may not be able to respond to the growing number of calls for services within a favorable amount of time. As such, the additional resources and staffing would require an increase in our budget"

In regards to HPD's comments, it is acknowledged that there is a potential for construction-related traffic impacts, which can be mitigated by traffic controls and management. It should be noted that the Existing Animal Quarantine Station (AQS)/Future Consolidated AQS site is large, and construction-related vehicles queuing on area streets should be minimized.

In regards to the potential for operational-related traffic impacts, as noted in Section 5.8.1 of this EIS, the four alternatives for the proposed OCCC are not expected to have a significant impact on traffic operations in the project vicinity. Traffic operations at the study intersections are expected to continue operating at levels of service similar to "without project" conditions. However, although traffic operations are expected to be similar to "without project" conditions, an update to the traffic study is recommended to be prepared 6-9 months after the completion of the proposed project to verify projected conditions.

Fire

During the EISPN and DEIS Public Review periods, the Honolulu Fire Department provided the following comments:

> *"Fire Department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet from fire department access roads as measured by an approved route around the exterior of the building or facility…*
>
> *A fire department access road shall extend to within 50 feet of at least one exterior door that can be opened from the outside and that provides access to the interior of the building…*
>
> *A water supply approved by the county, capable of supplying the required fire flow for protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by AHJ [Authority Having Jurisdiction]…*
>
> *The unobstructed width and unobstructed vertical clearance of fire apparatus access road shall meet county requirements…*
>
> *Submit civil drawings to the HFD for review and approval."*

PSD has procedures in place in the event of emergencies, including fire. All new construction will provide a safer environment for detainees with state-of-the-art warning systems, fire suppression, and weather resiliency.

Medical

Each PSD facility has its own health care unit to treat most detainees' routine medical needs. However, there is no known shortage of health care services near each of the sites.

While there may be an occasional and unavoidable demand for police and fire services, development of the proposed OCCC, new AQS and expansion of WCCC are not expected to create an increased demand on existing police, fire, or medical services in any of the proposed locations. OCCC staff have reported that there have been no natural disasters or incidents resulting in the HPD, Honolulu Fire Department or Emergency Medical Services responding to OCCC over the last 20 years. As such, no mitigation is warranted or planned.

RECREATIONAL FACILITIES

Existing OCCC

No impacts from the proposed project are anticipated on any public parks in the near vicinity of the existing OCCC.

Existing Animal Quarantine Station (AQS)/Future Consolidated AQS

No impacts from the proposed project are anticipated on any public parks in the near vicinity the Animal Quarantine Station.

Halawa Correctional Facility

No impacts from the proposed project are anticipated on any public parks in the near vicinity existing Halawa Correctional Facility.

Mililani Technology Park

No impacts from the proposed project are anticipated on any public parks in the near vicinity of this site.

Women's Community Correctional Center

While a small portion of WCCC abuts the Kailua High School playing fields, no impacts to the playing fields are anticipated.