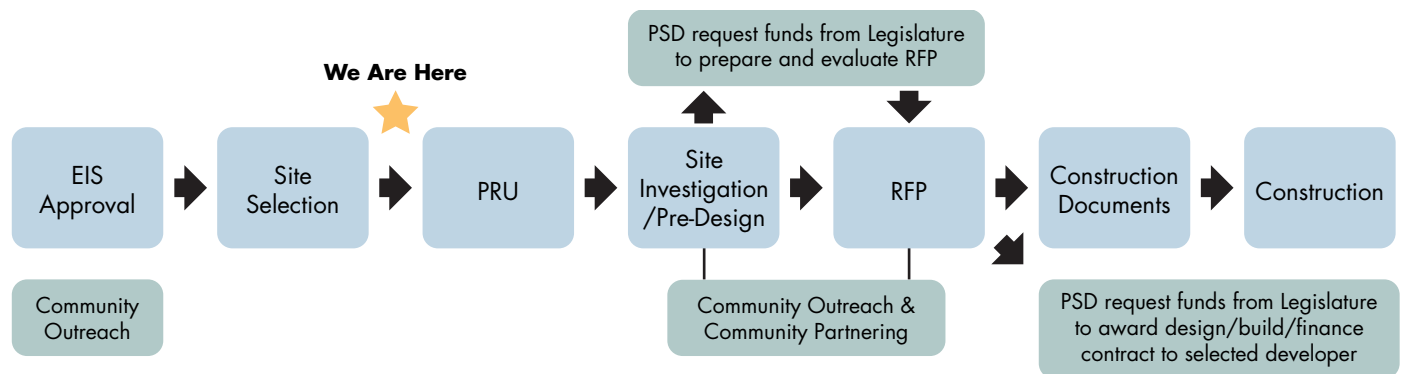


# Responses to the Aiea Neighborhood Board About Items of Concern Related to the Preferred Location for the Oahu Community Correctional Center (OCCC)

December 5, 2019

## Plan Review Use (PRU)

A Plan Review Use (PRU) permit is an approval for a land use that does not have a specific zoning under the Land Use Ordinances. Colleges, universities, airports, hospitals and jails/prisons all require PRU permits. A PRU establishes site development standards such as site setbacks, building height limits, density limits, parking, site landscaping and lighting, and other site and building-related requirements. These guidelines are needed to develop an appropriate design for the buildings, structures, parking and access to the site from which transportation methods can be better developed and traffic impacts better understood. In addition, a more accurate assessment of construction costs can be developed and used to obtain funding and project construction commitment. Without the PRU guidelines, these major components cannot accurately be developed. The PRU is a very preliminary step in a project that allows for further planning and definition.



## Public Transportation

Public transportation is important to the new OCCC for visitors, staff, and others accessing the site. The selected Halawa site is located in proximity to existing bus service and a nearby future Honolulu Area Rapid Transit (HART) rail station. There have been preliminary discussions with the Honolulu County Department of Transportation to explore the expansion of bus service into Halawa Valley Street. During the next phase of the OCCC design process, additional studies and discussions with the Department of Transportation Services (DTS)/Oahu Transit Services (OTS) will explore ways to provide regular pick-up and drop-off at or near the new OCCC. These may include, but are not limited to, new or relocated bus stops, new routes and schedules, and/or adjustments to existing bus routes and schedules. Extending bus service onto Halawa Valley Street would potentially benefit OCCC staff, visitors and surrounding businesses. Development of a new OCCC on the site could provide the impetus for expanded service to the area, as well as enhanced ridership of HART.

## Traffic and Congestion

Providing safe and convenient motor vehicle access to and from the new OCCC will be essential as employees and visitors travel to/from the OCCC, as well as service vehicles, deliveries, etc. In addition, PSD staff will transport inmates to court appointments and medical treatments during the week. Expanded use of video conferencing for court-related matters and inmate visitations also may impact and reduce traffic to and from the facility. Pre-release inmates commuting daily to their places of employment are expected to continue being housed at the Laumaka Facility in Kalihi. Staff shifts are slightly different than most workers' start-and-finish times. This alleviates adding to the congestion during rush-hour traffic.

## Traffic and Congestion, Cont'd

During the next phase of the project, the traffic conditions and projected impacts will be updated with current data and needed improvements to site ingress and egress will be planned. During the public engagement process, the Aiea community expressed its desire for improvements to the current access road (Halawa Valley Street). An additional review of the current and projected traffic conditions will provide recommendations for traffic management and mitigation, and other transportation infrastructure improvements may be considered during the Community Partnering process. The various new development projects in the area, such as the stadium and OCCC, provide opportunities to address locations that already suffer from traffic congestion.

## Community Safety

One of the community's primary concerns is the safety of its residents. We will continue to address safety concerns throughout the design process. PSD has established policies and procedures for responding to escapes, including notification to PSD's Sheriffs Division and HPD. Businesses are notified through the Nixile Alert System. A thorough review of the methods used for the transportation of inmates once they are released will continue to be included when analyzing needs for public transportation, as well as shuttle programs. A modern facility with contemporary safety designs benefits the community, the corrections staff, visitors and inmates.

## Transportation for Released Inmates

In addition to efforts to increase and improve public transportation directly to the site, future Traffic Management studies will include investigation of the need for providing dedicated shuttle programs and/or transit services.

## Benefits to Neighboring Businesses

Area businesses will likely benefit from the patronage from OCCC employees and visitors to the facility. Also, depending upon the products and services the business offers, they may have the opportunity to do business with the OCCC facility, and some may seek future employees from the OCCC work furlough program.

## Community Partnering

Community outreach, including participation at neighborhood boards and community association meetings, publication of newsletters, and responses to community questions, will continue throughout the design process. The Community Partnering process is a mandatory step that is implemented once the Request for Proposal (RFP) is issued. There will be ongoing conversations between the project user (PSD) and the community to solicit input and develop community benefits and enhancement packages. These may include: infrastructure improvements, inmate release shuttle programs, job training programs, social programs and/or improvements to schools or health care facilities. Although the Community Partnering process is part of the next phase and that RFP has not yet been issued, we want to engage the community now to identify area residents to serve as representatives. They will provide ongoing project impacts, as well as facilitate discussions about potential community benefits and enhancement measures.

## Financing Options: Public-Private Partnerships

The Department of Public Safety (PSD) and the Department of Accounting and General Services (DAGS) are considering public-private partnerships (PPPs or the P3 process), which involve a private entity financing a project in return for a stream of payments directly from the government or indirectly from users over the projected life of the project. Numerous large projects, including correctional facilities, schools, public highways, and airports, have been successfully designed and operated utilizing the PPP or P3 process.

## Interested in Learning More?

For additional information visit <http://dps.hawaii.gov/occc-future-plans> or contact:

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