

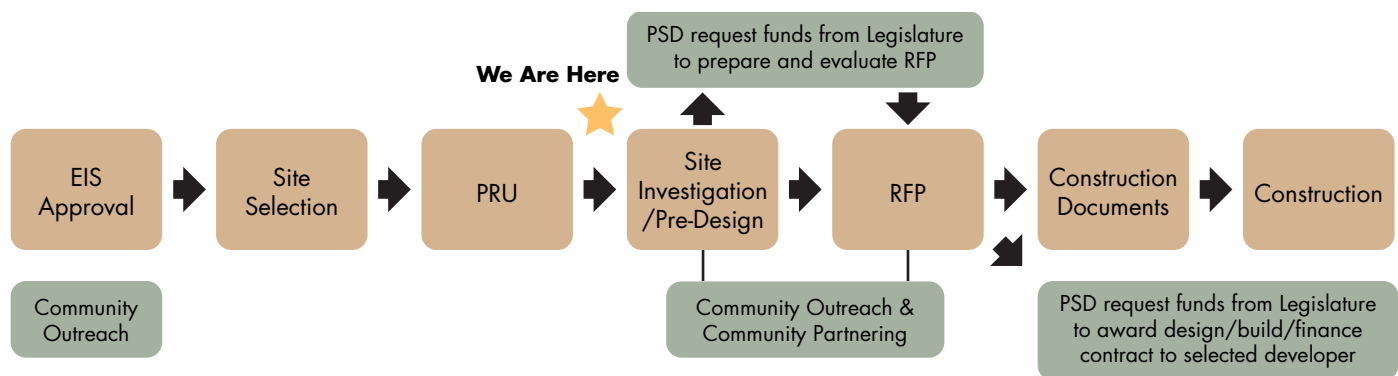
Current Project Activities

Oahu Community Correctional Center (OCCC)

July 20, 2020

Plan Review Use (PRU)

A Plan Review Use (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. The PRU for the new OCCC project was approved by the Honolulu City Council in February 2020.



Funding for RFP

Due to the current pandemic situation, the 2020 Legislature session was cut short and substantial funds typically eligible for State projects were instead earmarked to be utilized for the numerous necessary emergency measures. The CIP funds requested to support the project through the RFP process was one of the many requests that was not approved. The request will be resubmitted at the 2021 Legislative session.

Site Investigations

Additional technical studies of the AQS property are currently being undertaken, including a geotechnical program involving the collection and analysis of subsurface soils. Borings will be taken across the eastern portion of the AQS property to develop a thorough understanding of subsurface conditions. This will assist in determining the precise locations of new OCCC structures and the nature and cost of foundation construction. This effort also involves soil sampling and laboratory testing, analysis of subsurface features, groundwater measurements, and testing for hazardous materials at existing structures. The OCCC team is currently contacting tenants and AQS personnel whose operations may be affected by the soil boring and material sampling program, currently scheduled to take place in August, to coordinate access and undertake the activities with the least disruption possible to on-going operations.

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 planning process. The Community Partnering process is mandated to be implemented once the Request for Proposal (RFP) is issued. Despite this, we want to start the Community Partnering process during our current project phase by engaging the community 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. There will also be continuing 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.

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. The OCCC team has initiated discussions with the Honolulu County Department of Transportation to explore the expansion of bus service into Halawa Valley Street. Discussions and investigations will continue to 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. The OCCC team will be studying the traffic conditions, the 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.

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.

Community Safety

One of the community's primary concerns is the safety of its residents. We will continue to address safety concerns throughout the planning 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.

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 completed utilizing the PPP or P3 process. The planning team is currently working to identify initial public concerns, ideas, and requirements through community outreach and engagement, which will be used to provide potential P3 developers with parameters for their design concepts.

Interested in Learning More?

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

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