May 28, 2019

The Honorable Ikaika Anderson
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Anderson and Councilmembers:

SUBJECT: Plan Review Use Permit No. 2019/PRU-2
Applicant/
Landowner: State of Hawaii, Department of Accounting and
General Services and Department of Land and Natural
Resources
Agent: PBR Hawaii & Associates, Inc. (Vincent
Shigekuni)
Location: A portion of the State of Hawaii Department of
Agriculture Animal Quarantine Station Site – Halawa
Tax Map Keys: 9-9-010: 006 (portion), 046 (portion), 057 and 058
and portion of Halawa Interchange
Acceptance Date: February 22, 2019

Attached for your information is a report and recommendation, along with a draft
Resolution, recommending approval of the Replacement Oahu Community Correctional
Center Plan Review Use (PRU) Permit (No. 2019/PRU-2). The PRU Permit will adopt
the Five-Year Master Plan, allowing the construction of new jail facilities, subject to
recommended conditions of approval. It also voids the PRU approval for the current
site in Kalihi once the correctional facility is abandoned.

Pursuant to Section 21-270(a) of the Land Use Ordinance, the City Council must
hold a Public Hearing and either: (1) approve the application, in whole or in part, with or
without conditions or modifications, by Resolution or (2) deny the application within 60
calendar days after receipt of our findings and recommendations. The City Council may
extend this period of time upon receipt of a request from the Applicant for an extension.

DEPT. COM. 345
Should you have any questions, please contact me at 768-8000.

Very truly yours,

Kathy K. Sokugawa
Acting Director

Attachments

cc: PBR Hawaii & Associates, Inc. (Vincent Shigekuni)

APPROVED BY:

Roy K. Amemiya, Jr.
Managing Director
DEPARTMENT OF PLANNING AND PERMITTING
OF THE CITY AND COUNTY OF HONOLULU

STATE OF HAWAII

IN THE MATTER OF THE APPLICATION

FOR

THE REPLACEMENT OF

OAHU COMMUNITY CORRECTIONAL
CENTER FOR A
PLAN REVIEW USE PERMIT

FILE NO. 2019/PRU-2

FINDINGS OF FACT, CONCLUSIONS
OF LAW AND RECOMMENDATION

I. APPLICATION

A. Basic Information

APPLICANT: State of Hawaii, Department of Accounting and General Services, Division of Public Works (Keith Kogachi)
LANDOWNER: State of Hawaii, Department of Land and Natural Resources (DLNR) (Suzanne Case)
AGENT: PBR Hawaii & Associates, Inc. (Vincent Shigekuni)
LOCATION: A portion of the State of Hawaii Department of Agriculture (HDOA) Animal Quarantine Station (AQS) Site – Halawa (Exhibit A)
TAX MAP KEYS: 9-9-010: 006 (portion), 046 (portion), 057 and 058 and portion of Halawa Interchange
PROJECT LAND AREA: 29 acres
STATE LAND USE DISTRICT: Urban
DEVELOPMENT PLAN: Primary Urban Center
ZONING DISTRICT: I-2 Intensive Industrial District and R-5 Residential District (Exhibit B)
EXISTING USE: Administrative building for the Animal Industry Division, the State Veterinary Laboratory, the
U.S. Army Morale, Welfare, and Recreation Kennel Facility, the AQS, along with various other government agency tenants which have agreements to use small portions of the overall property.

**SURROUNDING LAND USE:** Industrial, including the Hawaiian Cement Company, undeveloped land, industrial warehouses, and Department of Agriculture livestock and research facilities.

**FLOOD ZONE:** Zone X (500-Year Flood) (Exhibit C)

B. Proposal: The Applicant is proposing a new Five-Year Master Plan (Master Plan) for the Oahu Community Correctional Center (OCCC). The new Master Plan involves the construction of the replacement OCCC (Project) at the existing HDOA Animal Quarantine Station in Halawa Valley to replace the overcrowded and inadequate OCCC located in Kalihi, which had been in existence since 1917 (originally as the Oahu State Prison) and had gone through renovations and additions in the 1930s, 1980s, and 1990s. The Replacement OCCC will better accommodate current and projected detainee populations, provide for public safety, and improve operational efficiency. The Plan Review Use (PRU) approval will document the demolition of existing uses and structures on the site and the proposed new facilities.

The site generally slopes toward the southwest with elevations ranging from 150 feet to 90 feet above mean sea level. The site is on both sides and underneath the H-3 freeway and has convenient access to the H-1 freeway. The existing AQS facility, consisting of mostly animal housing units, the HDOA Administrative building, and other offices and laboratories, will be consolidated and replaced with a new HDOA AQS at a different location. One option for relocation under consideration is on the western portion of the current AQS site (west of the freeway), outside of the proposed Replacement OCCC area.

The new PRU Permit voids Permit No. 1998/PRU-2 (Tax Map Key 1-2-013: 002), which was approved by the City Council as Resolution No. 94-367, CD1.

1. Development: The proposed new construction will occur within a 29-acre portion of the 35-acre AQS site. The Project includes the following:

   • Detention Center: The Detention Center will consist of four stories with a total floor area of 344,807 square feet. There will be elevators for the movement of staff, inmates, and services through the building. The ground level will host administration, intake/transfer/release, intake services center, visiting, inmate programs, food service, and laundry. The second floor will have medical services, maximum security housing, special needs housing, acute mental health housing, and mental health stepdown housing. The third and fourth floors will
contain medium/minimum security housing. On the fifth floor will be a mechanical penthouse. Staff and the public will enter the Detention Center from the north and service access is from the east. The vehicle sally port will be located at the southwest corner of the building while roadway access will be provided on all sides of the building for security and firefighting purposes. See Exhibit D – Proposed Site Plan.

- **Pre-Release Facility:** The Pre-Release Facility will consist of two stories with a total floor area of 114,172 square feet. The facility will have a public lobby/visitation room, administrative offices and staff workstations, space for educational, vocational, and treatment programs such as academic and computer literacy classrooms, and housing with 288 beds. Elevators will be included to move food and disabled persons between floors. Staff, public, and inmates will enter the facility from the south, and a service entry is located on the east end of the building. This building will be relatively low security, located outside of the OCCC perimeter. It will rely on OCCC for services such as food service and medical care. See Exhibit D.

- **Warehouse, Central Energy Plant, Facility Maintenance, and Service Yard:** A single-story structure of 35,060 square feet will consist of three main components: Facility Maintenance, Warehouse, and Central Plant. Facility Maintenance will include offices for management staff, facility material storage, and shops for trades and secure storage of tools. The Warehouse will include bulk storage for consumables including refrigerated and frozen food storage. A large loading dock with an apron sized for large delivery trucks will be required. Central Plant facilities will include emergency generators, main electrical service entry gear, central cooling, water treatment, etc. Trash (waste and recycling) handling will take place in the service yard outside the Warehouse, adjacent to the loading dock. See Exhibit D.

- **New Roadway and Parking Lots:** A new driveway off of Halawa Valley Street will be located at the northern section of the Project site and serve as the primary access point. New internal access/service roads will provide circulation to the Project buildings and parking lots, and will include a continuous perimeter road for security and fire access purposes. Two new on-grade parking lots are proposed. One will be constructed on the east side of the site, primarily for staff. An additional staff parking lot is proposed to be located directly west of the Detention Center. A total of 430 stalls for staff are proposed at approximately 300 square feet in area per stall. Visitor parking will be located in the existing parking lot underneath the H-3 overpass that bisects the site, consisting of 90 stalls. See Exhibit E – Proposed Circulation Plan.
• **Landscaping:** The site's major landscaping elements will include a stormwater retention basin southwest of the Detention Center, an open lawn west of the Pre-Release Facility, an open lawn with shade trees and seating to be located between the Pre-Release facility and Detention Center near the public access way, and an area for urban agriculture (for low crops and/or tall canopy fruit trees) at the westernmost section of the site. Flowering and canopy trees will be used in the new parking lots, and palms and tall canopy trees will be planted throughout the site. Landscaping will not interfere with sight lines and security. See Exhibit F – Conceptual Landscape Plan.

A security fence will follow the Project area perimeter to delineate jail property. There will also be a fence at the perimeter of the service yard. Shrubs and trees will not be positioned where they can be used to scale perimeter walls and fences. Fences, walls, hedges, and densely planted trees will be used to screen maintenance and service areas.

Development will exceed the 60-foot height limit in the I-2 District by 30 feet. Future expansion is possible at the east side of the site. The proposed layout of the Pre-Release Facility would allow for a linear expansion, making an increase in inmate housing convenient without major disruption to the operation of the facility. The expansion of the Detention Center may require the conversion of the main on-grade parking lot to structured parking to gain additional site area.

The Five-Year Master Plan assumes an operating capacity of approximately 959 male detainees with 33 percent comprising sentenced offenders. Anticipated staffing for the multi-level Replacement OCCC is 463 staff members. The optimized design layout for housing is in modules, with a fixed number of beds in each module, resulting in a total of 1,044 new detention beds, which is larger than the proposed operating capacity. The pre-release function will have 288 beds. The existing OCCC includes 150 women, who will be transferred to the Women's Community Correctional Center. The forecasted number of males in detention at OCCC in the year 2026 is 958; down from the current population of 1,056. The lower forecasted number is based on a declining incarceration trend experienced over the past few years, lower population growth in the City and County of Honolulu, and accounts for fluctuations in the number of detainees.
Existing Developments to be Demolished:

<table>
<thead>
<tr>
<th>Building</th>
<th>Floor Area* (square feet)</th>
<th>Building Area* (square feet)</th>
<th>Height* (stories/feet)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kennels</td>
<td>255,000</td>
<td>255,000</td>
<td>1 / 8</td>
<td>Comprises approx. 50 percent of the property — most are currently not in use</td>
</tr>
<tr>
<td>HDOA AGS Building</td>
<td>9,450</td>
<td>10,000</td>
<td>2 / 25</td>
<td>Animal Quarantine Office</td>
</tr>
<tr>
<td>Maintenance Shop</td>
<td>10,000</td>
<td>15,000</td>
<td>1 / 15</td>
<td>Maintenance facility for AQS</td>
</tr>
<tr>
<td>Existing Total</td>
<td>274,450</td>
<td>280,000</td>
<td>2 / 25 (max.)</td>
<td></td>
</tr>
</tbody>
</table>

* All measurements are approximate.

Proposed New Construction Projects:

<table>
<thead>
<tr>
<th>Building</th>
<th>Floor Area¹ (square feet)</th>
<th>Building Area² (square feet)</th>
<th>Height (feet)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detention Center</td>
<td>344,807</td>
<td>100,000</td>
<td>90</td>
<td>Main building for housing of inmates and services such as admin, visiting, food, special needs, etc.</td>
</tr>
<tr>
<td>Pre-Release Facility</td>
<td>114,172</td>
<td>60,000</td>
<td>30</td>
<td>Low-security building located outside of OCCC perimeter</td>
</tr>
<tr>
<td>Warehouse / Plant</td>
<td>35,060</td>
<td>35,060</td>
<td>30</td>
<td>Facility maintenance, warehouse, and central plant</td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>494,039</td>
<td>195,060</td>
<td>90 (max.)</td>
<td></td>
</tr>
</tbody>
</table>

¹ Includes 15 percent building grossing factor (for gross floor area, which includes square footage occupied by partitions, lobbies, circulation, mechanical rooms, etc.).
² Measurements are approximate.

1. Development Schedule: Before construction, the State must make funding and project delivery decisions, consolidate the individual parcels, and transfer control of the parcel to the Department of Public Safety (PSD), and acquire, gain an easement or long-term lease for the use of a portion of the southern parcel owned by the U.S. Navy. Once the funding, consolidation, and use matters are resolved during the first and second years of the project, the existing AQS will be relocated and existing buildings demolished, followed by site development and construction of the Replacement OCCC facility. It is expected that the new buildings will
be constructed concurrently. Construction will take approximately two to three years, and by the fifth year the facility will be fully operational.

Long range expansion possibilities include: Building out the remainder of the top floor of the Detention Center and adding more beds; utilizing the east side of the site for new structures; and converting on-grade parking into structured parking.

II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

A. Description of Site/Surrounding Uses: The Project site will be located on the property of the existing AQS in Halawa Valley. The Replacement OCCC will be limited to a 29-acre portion of the 35-acre AQS land east of the H-3 Freeway. The site includes Parcel 57 and Parcel 58, portions of Parcel 6 and Parcel 46, and also a portion of the Halawa Interchange.

Halawa Valley Street provides access to the site and forms the site’s western and northern borders. The site lies just north of Moanalua Freeway while the H-3 Freeway bisects the site from the southwest to the northeast. The surrounding area is mostly industrial. Adjacent land uses include the Hawaiian Cement Company and Halawa Quarry to the north, undeveloped land, industrial warehouses and Halawa Correctional Facility farther to the east, the HDOA Livestock and Research facilities to the west, and the Red Hill Naval Reservation to the south. See Exhibit A.

Bus routes and stop are in close proximity, and when completed, the Honolulu Authority for Rapid Transportation’s (HART) Aloha Stadium rail station will be about two miles to the west.

The site is partially developed with existing structures, including the AQS public service desk and kennel office building, maintenance and storage facilities, and kennels. The 1,700 existing kennels comprise approximately 50 percent of the property, but most of the kennels are not in use. The kennels are 8 feet tall and have an approximate building area of 255,000 square feet. The existing HDOA building has a height of 25 feet and building area of 10,000 square feet. The maintenance and storage facility has a height of 15 feet and building area of 15,000 square feet. See Exhibit G - Demolition Plan.

The site generally slopes toward the southwest with elevations ranging from 150 feet to 90 feet above mean sea level. Access to the facility will be from Halawa Valley Street to the northwest (on the City-owned portion of the street). The site straddles the H-3 freeway and has convenient access to the H-1 freeway.
B. **Existing Uses and Operation:** The AQS has had kennels and facilities on the site since the late 1960s. The majority of the existing AQS site is devoted to animal housing units. This includes the dog kennels, nine cat buildings, a livestock corral/loading facility, a pasture, a maintenance facility, a caretaker’s residence, and various employee and visitor parking areas. The Animal Industry Division also operates within the AQS site and includes the State Veterinary Laboratory, the HDOA Administrative building, the Animal Disease Control Office, and a Necropsy Facility.

Construction of the Replacement OCCC facility will require the relocation of other tenants. This includes the U.S. Army Morale, Welfare, and Recreation Kennel Facility, U.S. Customs and Border Patrol’s Dog Detection Unit, PSD Sheriff Canine Unit, Department of Health (DOH) Environmental Health Services Division, U.S. Department of Agriculture Plant Protection and Quarantine Dog Detection, and DLNR maintenance facilities. Relocation services is not a part of the Project planning process, but PSD has maintained contact with the tenants since early in the process to keep them informed of the schedule and status.

C. **Other Permits/Approvals Required:** In addition to the PRU, grading, building, trenching, stormwater, and sewer connection permits are required from the City. Street usage or temporary use approval permits for construction or staging may also be required. A National Pollutant Discharge Elimination System Permit and a noise permit may also be required.

D. **Environmental Review Requirements:** The Project involves the use of State land and money, and is therefore required to comply with the environmental disclosure law Chapter 343, Hawaii Revised Statutes (HRS). The *Direct to EIS (Environmental Impact Statement) Law* (Act 172-2012) was applied, and the Applicant submitted an Environmental Impact Statement Preparation Notice to the Office of Environmental Quality Control (OEQC), published on September 23, 2016, and a Draft EIS, published on November 8, 2017. The Final EIS (FEIS) was published on July 8, 2018 in *The Environmental Notice*, and the Governor accepted the FEIS on August 9, 2018. The 60-day judicial challenge period ended on October 22, 2018, during which time no challenges were brought forward.

The FEIS explored the possible impacts and mitigation measures of the Replacement OCCC, the expansion of the Women’s Community Correctional Center, and a new HDOA AQS. The location options for the Replacement OCCC explored in the FEIS were the existing OCCC site, the existing AQS site (which was the preferred alternative), an area next to the Halawa Correctional Facility, and an undeveloped lot in the Mililani Technology Park. Only the short-term plan for construction of facilities and creation of detention and pre-release functions/programs were described in detail. To assure compliance with HRS Chapter 343, future development approved by this PRU beyond the
detailed disclosure of the 2018 FEIS must be reviewed separately. A Supplemental EIS, new Environmental Assessment (EA), or EIS may be required (in addition to a modification to the PRU) before building permits for other developments can be approved.

E. **Flood District**: The Project site is located within Flood Zone X (areas determined to be outside the 500-year floodplain), as shown by the Federal Flood Insurance Rate Maps 15003C0332H (November 5, 2014). Flood Zone X is not subject to Land Use Ordinance (Luo) flood hazard requirements. See Exhibit C.

F. **City Plans and Studies**: The General Plan (GP) and the Primary Urban Center Development Plan (PUCDP) provide planning guidance for the Project site. The GP has objectives and policies relating to Public Safety (Objective A, Policies 1, 2, and 9) and Health and Education (Objective B, Policy 1). These policies specify the intent for the provision of a safe public environment, adequate criminal justice facilities, and improved criminal rehabilitation and education programs. The PUCDP has policies and guidelines relating to civic and public safety facilities. The PUCDP designates the site as industrial on its land use map, which is the zoning designation for the majority of the site. Prisons are permitted on industrial zoned land with a PRU permit.

G. **Historical and Archaeological Sites**: The landscape appears to be significantly disturbed by prior agricultural pursuits and other landscape alterations, particularly by H-3 construction activities. Two ancient sacred heiau sites, Waikahi Heiau and Waipio Heiau, were identified in the 1930s just outside the AQS. These sites were noted as highly disturbed by agricultural activities at the time of their discovery, and the degree to which they may have survived recent development, quarrying, and highway is unknown. The DLNR State Historic Preservation Division (SHPD) noted that the development of the AQS facilities has heavily disturbed the surrounding area and it is likely that surface features related to the heiau are no longer present, though subsurface deposits and/or remnants may be present within or near the Project site.

H. **Public Agency Comments**: The application was distributed to the following public agencies with the request to evaluate the impact of the Project on their facilities and services and provide comments:

1. **Federal**: U.S. Army Corps of Engineers, Headquarters Naval Base Pearl Harbor.

2. **State**: DLNR (Engineering Division and SHPD, Department of Education, DOH (Environmental Planning Office and Environmental Management Division), Office of Hawaiian Affairs, Department of Transportation (DOT), Office of Planning.
3. **City:** Department of Community Services, Department of Facility Maintenance, Department of Design and Construction, Department of Transportation Services (DTS), Honolulu Police Department (HPD), Honolulu Fire Department, and the Board of Water Supply (BWS).

4. **Other:** Aiea Neighborhood Board (NB) No. 20, Satellite City Hall, State and Aiea Library.

Public agency comments are available in the file, or are included in the FEIS. Significant comments are addressed in the Analysis section of this report.

I. **Public Notification and Comments:** The Project site is within the district boundaries of the Aiea NB No. 20. After notification to the adjacent properties, the Applicant presented the Project to the NB on several occasions: September 12, 2016, January 9, 2017, March 13, 2017, September 11, 2017, and November 12, 2018.

Minimal concerns and comments concerning the Replacement OCCC were reported in the minutes from the most recent NB meeting – they primarily focused on traffic. The Agent has stated that a Traffic Impact Analysis Report (TIAR) was conducted and found that the impact was not high. The following is an excerpt from the November 12, 2018 Aiea NB No. 20 meeting:

*Traffic Concerns:* A community member brought up traffic in that area is bad, and brought up traffic coming off the freeway is bad too. Analysis does not make sense to her. Director Espinda brought up that employees come in at odd hours (6:00 am, 2:00 pm, 10:00 pm). They anticipate it will not add to afternoon traffic. Will work with community to mitigate traffic and improvements.

*Inmate Court Appearances:* Vice Chair Sugimura asked a question: for people in jail, they may have to make court appearances. Will they be moving from the facility to town, or will this be online? Director Espinda said both will occur.

Pursuant to LUO Section 21-2.40-2, the Applicant notified property owners within 300 feet of the site concerning the application. The Applicant submitted an affidavit confirming compliance with these notification requirements to the Department of Planning and Permitting (DPP) on March 12, 2018.

The DPP has received no phone calls or letters from the community related to this PRU.
III. ANALYSIS

A. Conformance with Plans and Land Use Standards:

1. GP and PUCDP: The GP addresses public safety and community resilience through the provision of adequate, safe and secure criminal justice facilities and addresses the need for improvements to rehabilitation programs and facilities. The Project is the redevelopment of an existing jail facility, which provides a necessary service to the community, and is consistent with the GP.

In Policy 4.8.2, the PUCDP identifies how the Primary Urban Center should "provide adequate staffing and facilities to ensure effective and efficient delivery of basic government service and protection of public safety." The proposed use is consistent with the PUCDP.

The Halawa Interchange/Halawa Industrial area is located within the east-west panoramic view shed, as shown in the PUCDP Significant Panoramic Views Map, which indicates major views of mountain preservation areas such as the Koolau and Waianae Mountain Ranges and their foothills and the volcanic craters of Aliamanu, Punchbowl, and Diamond Head. According to the Applicant, the proposed Replacement OCCC facilities will not obstruct views and will not be visible from the Punchbowl area and likely not visible from the H-1 Freeway at the highest point on Red Hill because of other landmarks of more interest and direct view such as the Waianae Mountains, Pearl Harbor, and Aloha Stadium.

As a condition of approval, the Applicant should submit renderings demonstrating how the Replacement OCCC will not impact major views and view sheds.

2. LUC and I-2 Intensive Industrial District and R-5 Residential District Development Standards: The majority of the Project site is in the I-2 District, while the southern portion is located in the R-5 District. The table below compares the Project's compliance with the LUC development standards. Through the PRU, the Project's density, height, and yards are determined by taking into consideration surrounding uses, adopted policies, and applicable zoning regulations. Prisons are permitted in both zoning districts with an approved PRU.
The Applicant's proposal conforms to the majority of the development standards of the I-2 District and R-5 District, with the exception of height. Building area is limited to 80 percent of the zoning lot for the I-2 District and 50 percent in the R-5 District. The Applicant proposes a building area of 40 percent, which is within the 50 percent limitation. The proposed density is a Floor Area Ratio (FAR) of 2.5, which complies with the I-2 District maximum density requirement of 2.5, and is appropriate since neighboring uses are mostly industrial. The Project's minimum setback distance is 55 feet between the Detention Center and the southern property line adjacent to Navy property, which complies with both the I-2 and R-5 Districts' required front, side, and rear yards. We recommend that the 55-foot minimum setback be retained but not reduced due to the correctional facility's proximity to Halawa Valley Street. As conditions of approval, the building area for the site should be limited to no more than 50 percent of the site, the FAR should be no more than 2.5, and the minimum setback be 55 feet from all property lines. Should the Applicant require significant expansion of facilities or major new structures in the future, a modification to the PRU permit would be required.
The Applicant seeks to exceed the maximum height of 60 feet by 30 feet in order to construct the Detention Center at a height of 90 feet (the Pre-Release Facility and Warehouse/Plant will have heights of 30 feet). The additional height will optimize operating capacity, allow for appropriate security standards, and accommodate various services under one roof. While a portion of the Detention Center is located in the R-5 District, neighboring uses are industrial and institutional – there are no nearby residential uses. According to the Applicant, the Project will not be visible from major view sheds. As a condition of approval, the Applicant should submit renderings demonstrating how the Replacement OCCC will not impact major views and view sheds.

Vertical circulation in a multi-level building provides for a more efficient and compact design than a single-story sprawling building design. A multi-level design minimizes building area to maximize open space, and eliminates the need for inter-building detainee transfers, which create opportunities for elopement. The proposed building design reflects a secure facility that satisfies the needs of the detainees and secure the facility for the safety of the detainees and community. The additional height will help meet these priorities, and will have limited impact on the surrounding area. As a condition of approval, the PRU height limit for the site should be 90 feet.

3. **Parking and Loading:** The Applicant anticipates that the Project would require 520 parking stalls. The LUO allows parking for social and civic service facilities such as prisons and public uses and structures to be determined by the Director of the DPP.

The AQS site currently has 280 off-street parking spaces. The existing parking lot underneath the H-3 overpass will remain and be mostly utilized by the Replacement OCCC – 155 stalls are dedicated for public and staff parking (visitor parking is anticipated at 90 stalls). There will be 78 stalls dedicated to the new AQS facility should it be relocated to the west side of the property, and thus not included in the Replacement OCCC’s total parking count. A new 312-space parking lot will be constructed on the east side of the property, and another smaller staff parking lot of 53 stalls is proposed west and adjacent to the Detention Center.
Parking is proposed as specified in the tables below:

<table>
<thead>
<tr>
<th>Building/Use</th>
<th>LUO Parking Requirement</th>
<th>Proposed No. of Parking Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detention Center</td>
<td>Staff: 463 Visitor: 90</td>
<td>Staff: 300 Visitor: 70</td>
</tr>
<tr>
<td>Pre-Release Facility</td>
<td>(Determined by the Director)</td>
<td>Staff: 130 Visitor: 20</td>
</tr>
</tbody>
</table>

| Total                | 553                           | 520                            |

The Applicant proposes a total of 520 parking stalls – 430 stalls for staff and shift allocation and 90 stalls for visitors. Anticipated staffing for the multi-level Replacement OCC is 463 staff members.

The existing OCC has 375 parking stalls (according to 98/PRU-2), based on the accommodation of all employees during peak shift change. Therefore, in order to accommodate the projected 463 employees, the Applicant will be required to revise the Project’s parking plan to show 463 stalls for staff, which will result in 553 total parking stalls. This should be a condition of approval.

The Applicant has discussed the conversion of the main parking lot to a parking structure as an expansion option. If the staff increases and/or the parking demand changes, a modification to this PRU will be required.

A system of driveways will provide service vehicle access to a designated loading zone at individual buildings or group of buildings. The Applicant
proposes one loading zone consisting of four loading stalls adjacent and south of the Warehouse/Plant and one loading zone of three loading stalls adjacent and east of the Detention Center, both near the service yard. The loading zones will handle solid waste removal, recycling, and all delivery/loading functions, along with providing maintenance access to each building or group of buildings. The concrete pavement service yard will be used for deliveries as well as support for the physical plant containing the mechanical and electrical equipment necessary for the site.

Loading requirements for jail use is not specified in the LUO. Category B pertaining to hotels, hospitals, or similar institutions, and places of public assembly would require a minimum of three loading stalls for the first 100,000 square feet of floor area and one additional loading stall for each additional 100,000 square feet or major fraction thereof. The Project has an estimated floor area of 473,820 square feet, which would equate to a requirement of seven loading stalls, which is the same quantity of loading stalls proposed by the Project. Thus, seven loading stalls should be provided as a condition of approval.

4. **Signage:** The Applicant submitted a preliminary master signage plan for the Project, which consists of a 24-square-foot main entrance ground sign made of moss rock, natural stone, concrete and/or stucco, 12 square foot secondary entrance ground signs made of similar material as the main entrance sign, vehicular directional signs of stone or concrete monolith or post and panel, pedestrian directional signs located along pedestrian and bicycle paths of stone or concrete monolith or post and panel, building and facility identification signs, freestanding or wall-mounted directory signs, vehicular regulatory signs, and other miscellaneous signs in accordance with the Americans with Disabilities Act or as required by the Uniform Building Code and the Uniform Fire Code. See Exhibit H - Preliminary Signage Plan.

The master signage plan does not have enough details such as sign types, dimensions, illumination, etc., to assess whether proposed signs comply with LUO requirements. Therefore, as a condition of this approval, the Applicant should be required to submit a revised sign master plan to ensure adherence to LUO sign standards.

5. **Landscaping:** The Applicant provided a landscape plan that considers security, sustainability, native Hawaiian plants, and visual impacts. (See Exhibit F.)

At parking and building entrances and at the perimeter of the site, plants will be small and low so they cannot be used as hiding places or obstruct sight lines. Loose rocks and other landscape materials that could break
glass if thrown or used as a weapon will be avoided. Tough, thorny bushes can be used to help preclude approaches to the exterior.

Landscaping will help to establish a formal defined entry into the facility. Large canopy accent trees such as Monkeypod, True Kamani, and Narra are considered, while intersections can be accented with native palms such as the Loulu palm. Landscaping is also considered for softening the view of large buildings to create a more pedestrian sense of scale and screening of mechanical equipment or service areas. All landscaped areas are planned to be provided with an automatic underground permanent irrigation system.

The landscape design will use appropriate plant selection, stormwater management, habitat establishment, and reduction of heat islands and impervious surfaces. Native plants that are present in and around the property or found in the dry lower Halawa area will be considered.

New parking areas will have canopy trees with a minimum two-inch caliper for every six parking stalls or major fraction thereof. The existing parking lot that will be retained has no canopy trees and does not comply with current LUO standards. It will serve as the Project's main area for public and staff parking. Since a significant portion of the parking lot is under the freeway, the Applicant proposes flowering/accent trees at the front of the lot (along the access road) and at the rear of the lot (abutting the rest of the AQS site), which are not under the freeway. This should be made a condition of approval.

To reduce the visual impact of the Replacement OCCC, a landscaped perimeter buffer is suggested for providing visual screening to adjacent roadways. As a condition of approval, the Applicant should submit a detailed landscape plan to the DPP for conceptual review and approval. The detailed landscape plan should include the landscaping elements as shown in the Conceptual Landscape Plan and also include details on the perimeter landscaped buffer. The Applicant will be allowed to include planting materials that will not conflict with security measures and still provide screening and shade. The detailed landscape plan shall include the names, sizes, locations, and quantities of the plant materials to be installed. Photographic documentation of compliance with this condition shall be submitted to the DPP within 30 days of installation.

B. Public Facilities:

1. Water: Water for domestic use and fire protection is available in the vicinity of the AQS site through a system of BWS distribution mains and fire hydrants. The BWS indicates that the existing system is adequate to accommodate the proposed Replacement OCCC, however, a final
determination of water availability will be made during the building permit process. 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. A condition of approval is not necessary.

2. **Fire Protection**: The Project site is serviced by the Aiea Fire Station, approximately six minutes' drive time (less than two miles) west of the site. Improvements will follow the State and City Fire Code. New fire hydrants and fire access roads will be provided as required to ensure adequate fire protection for the proposed buildings. Compliance with the fire codes will be determined during construction and building permit phase; therefore, a condition of approval is not necessary.

3. **Wastewater**: The existing City wastewater system in the vicinity of the site collects and transports sewage flows generated from the AQS site to the Halawa Pump Station on Salt Lake Boulevard and eventually to the Honouliuli Wastewater Treatment Plant. The Applicant submitted a preliminary sewer connection application for the Project (2017/SCA-0923) which was approved on June 30, 2017.

   During the design phase, the Applicant will determine whether the existing pre-treatment facility will be maintained or demolished. Given its age, condition, and the investment of the Replacement OCCC and AQS, it is likely that the plant would be replaced by a new pump station and/or pre-treatment facility. A condition of approval is not necessary as adequacy of proposed improvements will be confirmed at the time of building permit application.

4. **Stormwater and Drainage**: Current stormwater runoff within the site sheet flows to on-site drain inlets which discharge to the South Halawa Stream. The Project site will be graded for stormwater runoff to be directed away from the proposed buildings and landscaping will be designed with stormwater management in mind.

   The proposed on-site storm drainage system will consist of a system of drain inlets, drain manholes, and underground piping. A stormwater retention basin is proposed at the west of the site to accommodate the increase in stormwater runoff generated by the new facility. Low Impact Design (LID) measures which promote on-site infiltration will be considered to reduce the stormwater runoff quantity leaving the Project site. Line sizes, drain structure locations, and LID measures will be finalized during the design phase of the Project.
Compliance with the City’s Storm Drainage Standards and Rules Relating to Water Quality will be verified during the grading permit review process; therefore, a conditional of approval is not necessary.

5. **Solid Waste**: Solid waste generated at the Replacement OCCC facility is conservatively estimated to total approximately 39 tons per month. For the existing OCCC, a private company hauls the refuse to either a city transfer station or to the Honolulu Program of Waste Energy Recovery (H-POWER), which will continue when OCCC is relocated. The Applicant is considering a formal recycling plan to divert paper, cardboard, metals, glass, or other recyclable material from the solid waste stream. Construction waste will be the responsibility of the contractors involved in OCCC construction. A condition of approval related to solid waste disposal is not recommended.

6. **Streets and Transportation**: Vehicular access to the existing site is provided at Halawa Valley Street which is a two-way, two-lane collector street with concrete curbs, gutters, and sidewalks. A new driveway is proposed that would connect the northern section of the Project site to Halawa Valley Street, and would serve as the primary access point to the Replacement OCCC facilities so that staff and visitors do not have to drive through the western AQS and DOH area. New internal access roads will provide circulation to the Replacement OCCC buildings and at-grade parking lots, and will include a continuous perimeter road for security and fire access purposes.

There are no existing bike lanes, paths, routes, or separated bike lanes on Halawa Valley Street, but a city bike route is proposed along a portion of Halawa Valley Street near the AQS site. A bus stop is located approximately one half mile from the Project site. A new HART rail transit station serving the Aloha Stadium area is being developed and there may be potential for a shuttle service or similar arrangement to be established to connect staff and visitors quickly to the new rail system.

Traffic operations with the implementation of the Project are generally expected to continue operating at levels of service similar to current conditions despite the addition of site-generated trips to the surrounding roadway network. The timing of OCCC staff shifts should help avoid most peak hour traffic.

According to the PSD, approximately eight to ten morning trips are currently made between OCCC and the courts, usually by 8:00 a.m. each day, and approximately three afternoon trips made between OCCC and the courts by 1:00 p.m. each day. The transport of these inmates include both male and female inmates, so the number of trips may be reduced since the Replacement OCCC will have less detainees.
The DOT Highways division commented that the proposed Project does not appear to significantly impact the State Highway system provided that all of the recommended mitigation measures stated in the Traffic Impact Analysis Report will be implemented.

A Construction Management Plan (CMP) should be submitted for review and approval prior to the issuance of demolition/building permits for major construction work; a Traffic Management Plan (TMP) or subsequent updates should be submitted and approved prior to the issuance of a (temporary) certificate of occupancy, and an updated TIAR may be required if there is a significant change to the scope or timing of the major work items. These documents should mitigate concerns from the HPD regarding traffic generated in the area by the Project, as HPD requested for a reassessment of the traffic conditions on nearby roadways.

The TMP should contain Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities – these could include carpooling, ridesharing, transit, bicycle and pedestrian incentives. A post TMP will be required approximately one year after the issuance of the certificate of occupancy to validate the relative effectiveness of the various TDM strategies identified in the initial report. A post TIAR will be required approximately six to nine months after the issuance of the certificate of occupancy to validate traffic projections, distribution and assignment contained in the latest accepted TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to the Project, the Applicant will be required to implement these measures.

The CMP, TMP and post TMP, and TIAR and post TIAR need to be reviewed and approved by the DPP. The TMP should also be reviewed and approved by the DTS. These reviews should be a condition of approval.

C. Project Impacts:

1. Views: According to the Applicant, the Project will not be visible from major view sheds. From the H-3 off-ramp, existing street trees, a large berm and a large expanse of vegetation buffer views towards the AQS site. The clearest views of the site are from the H-3 Freeway where it abuts the AQS site. As a condition of approval, the Applicant should submit renderings demonstrating how the Replacement OCCC will not impact major views and view sheds.

   To reduce the visual impact of the Replacement OCCC, a landscaped perimeter buffer is proposed to soften the view and provide visual screening. The Project proposes to use appropriate trees and perhaps
earthen berms in the buffer treatment. Since the Applicant has only provided bulk concepts at the time of this PRU application, as a condition of approval, the Applicant should provide detailed drawings which specify color and material that will mitigate the visual impact of the buildings on nearby resources to the DPP for review and approval.

2. **Noise:** No significant adverse indirect noise impacts (i.e., due to increased vehicle traffic) are anticipated based on the TIAR prepared for the Replacement OCCC. Noise resulting from construction should not have a significant adverse effect on surrounding uses as the AQS site is relatively isolated from homes, businesses, schools, and other sensitive land uses. Noise from construction activities should comply with State of Hawaii Community Noise Control Rules and a construction noise permit issued by the State DOH. A condition of approval is not necessary.

3. **Lighting:** Due to the nature of the jail facility, sufficient lighting is critical to the safety of the public and employees outside of Project facilities, particularly at parking lots. Illumination must be provided for areas between cars and around any shrubs. Higher levels of illumination are required at vehicle and pedestrian entrances. All perimeter lighting must support the operation of CCTV cameras. A Preliminary Lighting Plan has been provided showing a coordinated system of lighting that is compatible with adjacent structures, walkways, roadways, and parking. See Exhibit 1 - Preliminary Lighting Plan.

Since the surrounding area is industrial in nature, the proposed lighting should not have harmful effects on neighboring properties. However, the exterior site lighting should be fully shielded so there will be no light emission above the horizontal plane above the light fixture and the lighting will be directed only onto the areas that are to be illuminated. This is recommended as a condition of approval.

4. **Socio-Economic:** The Replacement OCCC frees up important urban land in the populated Kalihi area; the existing OCCC is located within one-quarter-mile from the future Kalihi rail station. The proposed location for the new OCCC, being in an industrial and institutional area, would have less impact on the residential population. In the long-term, an improved OCCC with contemporary secure jail design and better operational efficiency will better meet the current and future needs of detainees, staff, as well the general public.

5. **Historical and Archaeological Sites:** The existing structures are modern buildings associated with the AQS. The soils present in the Project area are suggestive of heavily disturbed contexts, consisting of mixed fills and quarry deposits. No recent archaeological field survey has been conducted within the proposed Project boundaries. With the biological,
cultural and archaeological studies that have been previously conducted on the site, the Applicant believes there is very low likelihood of encountering intact cultural, historic, or Native Hawaiian resources, or threatened/endangered species and/or habitats.

The Applicant determined that no historic properties have been identified within the overall Project site based on previous archaeological and architectural studies, soil surveys, and historical background research. In a letter dated April 25, 2018, the DLNR SHPD concurred with the Applicant’s determination of no historic properties affected.

Considering the above, the Project will likely have minimal cultural impacts. However, the PRU should have a standard stop-work condition in case archaeological findings are discovered during construction.

IV. CONCLUSIONS OF LAW

The Director hereby makes the following Conclusions of Law: Based on the foregoing analysis, the proposed Five-Year Master Plan of the Replacement Oahu Community Correctional Center meets the intent of the Plan Review Use Permit. The proposed Project will maintain the existing character of the neighborhood in terms of land use and urban design, and will provide important facilities and services to the community and public overall. The proposed Project will not adversely impact or unreasonably burden existing municipal facilities and/or services.

The Director of the Department of Planning and Permitting deems the proposal to be appropriate for the Project site, subject to the conditions.

V. RECOMMENDATION

The Director of the Department of Planning and Permitting (DPP) recommends that the application for a Plan Review Use (PRU) permit to allow construction of a Replacement Oahu Community Correctional Center be APPROVED, subject to the following conditions. A draft Resolution is attached.

1. This PRU permit pertains to the 29-acre land area described on the maps attached hereto as Exhibits A through C.

2. Development of the site must be in general conformance with the Five-Year Master Plan, as illustrated in Exhibits D through I, attached hereto, and the plans on file with the DPP, as described in the DPP Director’s findings and recommendation reference above, all of which are incorporated herein by this reference. The Director may approve minor or non-substantive deviations (for example, additions of minor accessory structures, changes in landscaping
elements, or changes to parking count or layout) in accordance with the Land
Use Ordinance, Section 21-2.20(k). Major modifications, as determined by the
Director of the DPP, will require a new PRU permit.

3. This PRU permit voids PRU Permit No. 98/PRU-2, adopted by the City Council
on October 14, 1998, by Resolution No. 98-179, CD1, and subsequently
amended with minor modifications approved by the DPP Director, effective once
the Kalihi facility is no longer in operation as a correctional facility.

4. Development standards are the following:
   a. The building area of the site may not exceed 50 percent of the Project site;
   b. Density may not exceed a Floor Area Ratio of 2.5;
   c. The front, side, and rear yards are 55 feet, except that security fencing is
      allowed in the required yards; and
   d. The height limit for the site is 90 feet.

5. Prior to the approval of any sign permits, the Applicant must submit a new Sign
Master Plan (SMP) with drawings and specifications for review and approval by
the DPP. The SMP should include sign types, dimensions, illumination, etc.

6. The following must be submitted to the DPP for review prior to Building Permit
approval for major structures:
   a. Detailed landscape plan to include a perimeter landscaped buffer and
      flowering/accent trees at the front and rear of the existing parking lot.
      Details should include species, sizes, locations and quantities of the plant
      materials to be installed. The Applicant will be allowed to include planting
      materials that will not conflict with security measures and still provide
      screening and shade. Photographic documentation of compliance with
      this condition shall be submitted to the DPP within 30 days of installation;
   b. Visual renderings of the Project from major views and view sheds;
   c. Detailed design plans, elevation drawings, which specify material and
      color that mitigate the visual impact of the structures on neighboring uses
      or views; and
   d. Revised parking plan showing 463 stalls for staff and a total of 553 parking
      stalls (for staff and visitors). Plan should also show seven loading stalls.

7. The Applicant must submit to the DPP for its review and approval:
a. An updated timeline identifying construction and opening dates of planned buildings and improvements. The timeline should also indicate when the Construction Management Plan (CMP), Traffic Management Plan (TMP) updates and/or validation to the findings of the initial Traffic Impact Analysis Report (TIAR) will be submitted for review and approval;

b. The CMP to be submitted and approved prior to the issuance of demolition or building permits for major construction work;

c. The TMP to be submitted prior to the issuance of a (temporary) certificate of occupancy. The TMP must also be submitted to the Department of Transportation Services for review and approval at the same time;

d. A post TMP to be submitted approximately six to nine months after the issuance of the certificate of occupancy; and

e. An updated TIAR and/or a post TIAR, if required.

8. If, during construction, any previously unidentified archaeological sites or remains are encountered, the Applicant must stop work and contact the SHPD immediately. Work in the immediate area must be stopped until the SHPD is able to assess the impact and make further recommendations for mitigative action.

9. The exterior site lighting should be fully shielded so there will be no light emission above the horizontal plane above the light fixture and the lighting will be directed only onto the areas that are to be illuminated.

10. Approval of this PRU permit does not constitute compliance with LUO or other governmental requirements, including but not limited to building, grading, and grubbing permit approvals. They are subject to separate review and approval. The Applicant must be responsible for ensuring that the final plans for the Project approved under this PRU permit comply with all applicable LUO and other governmental provisions and requirements.

11. As may be required by the DPP Director for the review of development permits, the Applicant must submit reports updating the Applicant's status in complying with applicable conditions.
Dated at Honolulu, Hawaii, this 28th day of May, 2019.

Department of Planning and Permitting
City and County of Honolulu
State of Hawaii

By

Kathy K. Sokugawa
Acting Director

Attachments
RESOLUTION

APPROVING AN APPLICATION FOR A PLAN REVIEW USE PERMIT FOR THE RELOCATION OF OAHU COMMUNITY CORRECTIONAL CENTER TO HALAWA, AND TERMINATING THE PLAN REVIEW USE PERMIT IN KALIHI.

WHEREAS, on February 26, 2019, the Department of Planning and Permitting ("DPP") accepted an application (DPP File No. 2019/PRU-2) from the State of Hawaii, Department of Accounting and General Services, Division of Public Works ("Applicant") for a Plan Review Use ("PRU") permit to allow implementation of the Five-Year Master Plan ("Master Plan") for construction of the replacement Oahu Community Correctional Center ("OCCC") at a 29-acre portion of the existing State of Hawaii Department of Agriculture Animal Quarantine Station ("AQS") site, (zoned I-2 Intensive Industrial District and R-5 Residential District), located in Halawa, Oahu, and identified as Tax Map Keys 9-9-10: 006 (portion), 046 (portion), 057, and 058 and a portion of Halawa Interchange (no TMK), as shown in Exhibits A through I, attached hereto (the "Project"); and

WHEREAS, the proposed new construction consists of three to four structures: (a) a four-story 90-foot-high Detention Center to house building administration and security, food preparation, medical services, program services, housing, visitation, and spaces for technology and building maintenance; (b) a two-story 30-foot-high Pre-Release Facility; and (c) a single-story 30-foot-high Warehouse/Plant to support the two main facilities (which may be separated into two separate buildings); other proposed improvements include landscaping and parking and loading/service areas, and;

WHEREAS, the construction is intended to accommodate an operating capacity of approximately 959 male detention detainees and 1,044 new rated detention beds; and

WHEREAS, the City Council held a public hearing on ____________, to consider the above-mentioned PRU permit application; and

WHEREAS, the City Council, having received the findings and recommendation of the DPP Director on ________________, by Departmental Communication ______ (2019), and having duly considered all of the findings and reports on the matter, desires to approve the subject application for a PRU Permit, subject to the conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that a PRU Permit be issued to the Applicant, subject to the following conditions:

1. This PRU permit pertains to the 29-acre land area described on the maps attached hereto as Exhibits A through C.
2. Development of the site must be in general conformance with the Five-Year Master Plan, as illustrated in Exhibits D through I, attached hereto, and the plans on file with the DPP, as described in the DPP Director’s findings and recommendation reference above, all of which are incorporated herein by this reference. The Director may approve minor or non-substantive deviations (for example, additions of minor accessory structures, changes in landscaping elements, or changes to parking count or layout) in accordance with the Land Use Ordinance, Section 21-2.20(k). Major modifications, as determined by the Director of the DPP, will require a new PRU permit.

3. This PRU permit voids PRU Permit No. 98/PRU-2, adopted by the City Council on October 14, 1998, by Resolution No. 98-179, CD1, and subsequently amended with minor modifications approved by the DPP Director, effective once the Kalihi facility is no longer in operation as a correctional facility.

4. Development standards are the following:
   a. The building area of the site may not exceed 50 percent of the Project site;
   b. Density may not exceed a Floor Area Ratio of 2.5;
   c. The front, side, and rear yards are 55 feet, except that security fencing is allowed in the required yards; and
   d. The height limit for the site is 90 feet.

5. Prior to the approval of any sign permits, the Applicant must submit a new Sign Master Plan (SMP) with drawings and specifications for review and approval by the DPP. The SMP should include sign types, dimensions, illumination, etc.

6. The following must be submitted to the DPP for review prior to Building Permit approval for major structures:
   a. Detailed landscape plan to include a perimeter landscaped buffer and flowering/accent trees at the front and rear of the existing parking lot. Details should include species, sizes, locations and quantities of the plant materials to be installed. The Applicant will be allowed to include planting materials that will not conflict with security measures and still provide screening and shade. Photographic documentation of compliance with this condition shall be submitted to the DPP within 30 days of installation;
b. Visual renderings of the Project from major views and view sheds;

c. Detailed design plans, elevation drawings, which specify material and color that mitigate the visual impact of the structures on neighboring uses or views; and

d. Revised parking plan showing 463 stalls for staff and a total of 553 parking stalls (for staff and visitors). Plan should also show seven loading stalls.

7. The Applicant must submit to the DPP for its review and approval:

a. An updated timeline identifying construction and opening dates of planned buildings and improvements. The timeline should also indicate when the Construction Management Plan (CMP), Traffic Management Plan (TMP) updates and/or validation to the findings of the initial Traffic Impact Analysis Report (TIAR) will be submitted for review and approval;

b. The CMP to be submitted and approved prior to the issuance of demolition or building permits for major construction work;

c. The TMP to be submitted prior to the issuance of a (temporary) certificate of occupancy. The TMP must also be submitted to the Department of Transportation Services for review and approval at the same time;

d. A post TMP to be submitted approximately six to nine months after the issuance of the certificate of occupancy; and

e. An updated TIAR and/or a post TIAR, if required.

8. If, during construction, any previously unidentified archaeological sites or remains are encountered, the Applicant must stop work and contact the SHPD immediately. Work in the immediate area must be stopped until the SHPD is able to assess the impact and make further recommendations for mitigative action.

9. The exterior site lighting should fully shielded so there will be no light emission above the horizontal plane above the light fixture and the lighting will be directed only onto the areas that are to be illuminated.

10. Approval of this PRU permit does not constitute compliance with LUO or other governmental requirements, including but not limited to building, grading, and grubbing permit approvals. They are subject to separate review and approval.
RESOLUTION

The Applicant must be responsible for ensuring that the final plans for the Project approved under this PRU permit comply with all applicable LUO and other governmental provisions and requirements.

11. As may be required by the DPP Director for the review of development permits, the Applicant must submit reports updating the Applicant’s status in complying with applicable conditions.

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to Vincent Shigekuni, PBR Hawaii & Associates, Inc., 1001 Bishop Street, Suite 610, Honolulu, Hawaii 96813; Keith Kogachi, Acting Public Works Administrator, Department of Accounting and General Services, 1151 Punchbowl Street, Room 426, Honolulu, Hawaii 96813; Suzanne Case, Chairperson, Department of Land and Natural Resources, 1151 Punchbowl Street, Honolulu, Hawaii 96813; and Kathy K. Sokugawa, Acting Director, Department of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawaii 96813.

INTRODUCED BY:

________________________________________

________________________________________

________________________________________

________________________________________

________________________________________

DATE OF INTRODUCTION:

________________________________________

________________________________________

Honolulu, Hawaii Councilmembers
Figure 6:
PROPOSED SITE PLAN
ANIMAL QUARANTINE STATION SITE
PROPOSED REPLACEMENT OF THE OAHU COMMUNITY CORRECTIONAL CENTER

EXHIBIT D
LEGEND

1. CCC entry signage
2. Entry way with vertical palms
3. Perimeter planting for screening and to define project areas
4. Parking lot trees
   - Minimum one (1) tree per six (6) parking stalls
5. Flowering/Accent parking lot trees
6. Accent landscape areas with low ground cover
7. Open lawn
8. Tall canopy trees
9. Open lawn with shade trees and seating below
10. Urban agriculture
    - Low crops and/or tall canopy fruit trees
11. 20ft building clearance zone

NOTES

1. All landscape areas shall be maintained to preserve clear line of sight throughout CCC project area.
2. Tree canopies shall be maintained with minimum 12 feet clearance from finished grade;
3. Ground cover areas shall be maintained at 2 feet maximum height or lower.
4. Shrubs and ground covers higher than 2 feet are not allowed in project area. Voluntary vegetation shall be removed immediately to preserve original landscape design.
5. Refer to Topographic Survey Map for location, size and type of existing trees.

Figure 19: DRAFT
Conceptual Landscape Plan
Replacement CCC 03/07/2019
Figure 14: PRELIMINARY LIGHTING PLAN ANIMAL QUARANTINE STATION SITE