

San Quentin Vision Plan

September, 2003



Prepared by:

Marin County Community Development Agency

with

FISHER & HALL
URBAN DESIGN

Town Planning • Plaza Design • Ecological Design • Education

618 Fourth Street, Suite 203
Santa Rosa, CA 95404

707.544.1910
FAX 707.544.1944

ACKNOWLEDGEMENTS

San Quentin Reuse Committee

Steve Kinsey, Marin County Board of Supervisors, Chair

Alex Amoroso, Housing
Al Boro, City of San Rafael
Phil Frank, Historic Preservation
Paula Gutierrez, California Department of General Services
Huey Johnson, Environment
Larry Lanctot, City of Larkspur
Dana Miller, San Quentin Village
Jessuina Perez-Teran, Social Equity
Annette Rose, Sonoma Marin Area Rail Transit
Stephen Roulac, Commercial/Business
Sim Van der Ryn, Energy/Renewable Resources
Bill White, Land Development
Pat Williams, Town of Corte Madera

Marin County Community Development Agency

Alex Hinds, Director
Dan Dawson, AICP, Senior Planner, Project Manager
Michele Rodriguez, AICP, Principal Planner
Kristin Drumm-Collins, Planner
Sophina Sadeek, Senior Clerk-Typist

Fisher & Hall Urban Design

Lois Fisher, Principal
Laura Hall, Principal



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I. INTRODUCTION

A. Overview

San Quentin State Prison has been a part of the Marin community since 1852. From its beginning on the prison ship Waban, the facility has been expanded many times over the years to accommodate an increasing inmate population. Many of the structures on the site are historically significant and feature interesting architectural details not found in modern prisons.

Because of the age of the buildings on site, maintenance of the facility is costly. Furthermore, the design of the main cellblocks is such that safety for correctional officers and inmates is of concern. In the last 20 years there have been proposals at the State level to alternately close the facility and to expand or remodel it to modern standards.

Marin County's land use regulations do not apply to any State use, prison or otherwise. However, if the State were to close the prison and did not use it for some other State purpose, the private use of the property would come under the County's land use jurisdiction.



B. Background

In light of the potential for the State to close the facility, the Marin County Board of Supervisors appointed the San Quentin Reuse Planning Committee in early 2002 to evaluate appropriate uses for the site should the State decide to declare the property as surplus and dispose of it. The Committee included representatives from the City of Larkspur, Town of Corte Madera, City of San Rafael, Golden Gate Bridge District, Sonoma Marin Area Rail Transit (SMART), San Quentin Village and interests in commercial/business, environment, historic preservation and culture, housing, land development, social equity and energy/renewable resources.

In June 2001, the “Preliminary Analysis of Potential Reuse and Relocation of San Quentin” was prepared by the State of California, Department of General Services. This study developed three hypothetical alternatives that analyzed the economic impacts of each one. The study found that the revenue from proper planning, entitlement and sale of the site would be necessary to finance the replacement and relocation of current prison facilities and programs, depending on the specific entitlements provided by the County and the manner in which the facility is replaced.

In March 2002, The San Quentin Reuse Planning Committee began a yearlong process of reviewing the following issues:

- Natural assets and opportunities
- Circulation on- and off-site, including auto, pedestrian, bicycle, and transit (ferry, rail, bus)
- Housing, commercial, mixed-use opportunities
- Prison operation and programs; closure alternatives; community benefits; community needs – schools, child care, public facilities
- Community design; energy and utility infrastructure; innovative building practices



In January 2003, a community workshop was held at the San Rafael Community Center that attracted over 200 members of the public. As part of the Countywide Plan Update, this event elicited public input and helped to formulate a community vision of what a new San Quentin Community would be like in the future. The day was structured into the following three main components:

- **Self-guided informational stations**

Information was presented and input was gathered on transportation and circulation, historic resources, housing, community design, cultural, recreation and social opportunities; and energy and environmental opportunities. At each of the stations, participants had a chance to familiarize themselves with the station topic, discuss issues and interests with resource specialists, and have their comments and ideas recorded by staff.

- **Keynote speaker**

Andres Duany, a noted town planner, challenged the audience to think beyond the usual planning and land-use dialogue to craft a truly world-class vision for the site. He also stressed that the County could place almost any constraints on the project and it would still be successful due to the superb location of the property.

- **Visual preferences**

Visioning exercises yielded a wide range of opinions on what the site should look like in the future. However, even with the diversity of opinion, some potential uses and community concepts were more popular than others. Greater preference was given to a more urban community – such as Palo Alto, Madrid and Paris -- rather than a rural village. Preferred additional specific uses include, in order of preference, affordable housing, transit hub, open space, performing arts facility and an historic park.

Complete details from this workshop are available in the County of Marin’s “San Quentin Vision Summary” report, available on the County’s website, co.marin.ca.us.

The outcomes of these efforts along with the extensive discussions by the Reuse Committee are the recommendations contained in this document. These recommendations will be folded into the Countywide Plan update as specific policy for the San Quentin Prison site.

C. Key Trends and Issues

There is a nationwide trend toward mixed-use infill development, particularly near transit nodes, that is reversing the trend toward auto-dominated neighborhoods and public spaces. This is a more sustainable way to provide needed housing and neighborhood-serving commercial uses.

There is also a nationwide trend toward New Urbanism, which is a pattern of development based on the walkable neighborhood. This pattern provides a range of housing types, neighborhood-scale commercial uses, and civic amenities such as schools and parks, all within a walkable radius of approximately ¼ - ½ mile.

One of Marin County’s main goals over the past 30 years has been to improve the transit services that are available to its residents and workers. Traffic congestion and its impacts on the urban and natural environments are a major concern. However, convenient and cost-efficient transit systems have not yet proven to be a viable alternative to most people currently driving private automobiles. This is due in large part to the lack of centers with a population density that will support transit service at sufficiently frequent intervals to make transit a reasonably convenient and attractive alternative to driving. A multi-modal facility at the new San Quentin Community could be one such center.

Marin County is also committed to developing and enforcing building and site design standards that minimize reshaping of the natural terrain, harmonize the built elements with their natural surroundings, and support the use of renewable energy and environmentally sensitive building materials.

Over the course of the year long Committee meetings and the community workshop input, the following key strategies emerged as critical to guiding in any future reuse scenario:

- Mitigate potential traffic impacts through multi-modal transportation design, demand management techniques, and effective infrastructure improvements.
- Enhance the mouth of Corte Madera Creek and San Francisco Bay ecosystems through sound ecological design.
- Preserve and/or reuse, to the extent feasible, the most significant historic structures.
- Design the community, to the greatest degree possible, not to exceed current demands on energy, water, and utility infrastructure.
- Remove or remediate hazardous materials and contaminated soils.
- Provide a variety of housing types to enable a diverse population to live in the community.
- Protect the character of San Quentin Village
- Continue to provide opportunities for volunteer assistance in inmate rehabilitation and restorative justice programs by retaining some related prison functions on the site.

D. San Quentin, Marin, and the Region

The San Quentin peninsula was originally selected as the site for the State's first prison because of its remoteness and relative security provided by being surrounded by the bay, hills, and marshlands. Now, the prison property is bounded by commercial and residential development and San Francisco Bay serves as an important ferry link as well as a recreational amenity. The site is considered highly desirable due to its location on the shore of the bay, views of Mt. Tamalpais and East Bay hills, and proximity to San Francisco .

The Marin Countywide Plan has, since its initial adoption in 1973, directed urban development towards the eastern City-Centered Corridor while significantly reducing development potential in West Marin. As the county has limited land left to accommodate projected growth, efforts have focused on the reuse of underutilized sites, especially those proximate to transit, to provide housing and mixed-use opportunities. San Quentin, with its proximity to the county's two major freeways, the Richmond Bridge, and bay frontage is a prime location for an efficient reuse of existing developed land with a transit-oriented community that would help provide additional housing, neighborhood commerce, and related services in Marin linked to a multimodal transportation facility to connect the communities of Marin with the rest of the Bay Area.

It is a regionally significant site as well, with several organizations expressing an interest in the future of the site. Some would have regulatory authority over portions of the site, such as the Bay Conservation and Development Commission, while others have also recognized the value of the site to meet regional needs. Both the Sonoma-Marín Area Rail Transit and the Water Transit Authority have studied the possibility of having rail and ferry service to the site. Additionally, the State of California has conducted preliminary studies to analyze what potential costs and benefits would result from moving the prison use elsewhere.

E. Opportunities and Constraints

The San Quentin State Prison is approximately 275 acres located in Marin County on San Francisco Bay. The site is bounded by Interstate 580 and the City of San Rafael to the north, Highway 101 and the City of Larkspur to the west, the Bay to the south, and the Richmond-San Rafael Bridge and the small private neighborhood of San Quentin Village to the east.

The prison site contains approximately 200 buildings of various ages, construction type and use. The oldest buildings on the site were constructed in the 1850s. There are 86 homes on-site for employees and their families. Activities on-site include dry cleaning, metal working, wood working, photography, furniture manufacture, mattress manufacture, a small scale bronze foundry, laboratory glassware assembly, printing, vehicle maintenance, vehicle fueling, landscaping, outgrounds maintenance, food preparation, and recycling. The site also includes a hospital, dental clinic, and fire station. There are two former inmate cemetery locations on the property, one on the west side of the property near the rifle range and the other under the vicinity of South Block and the infirmary.

The remainder of the site consists of paved roadways, parking lots, and undeveloped land that serves as a buffer to the property line northward to the ridgeline and in various locations in the southwest section of the Site.

San Quentin Village is a small enclave of privately-owned houses nestled against the east side of the site that contains a mix of single family and multifamily housing units, but no commercial or office space. There is a post office immediately adjacent to the prison boundary in the Village.



Land values in Marin have, for many years, escalated at a rate greater than inflation. The prison property has tremendously increased in value by virtue of being a large, waterfront property with spectacular views and existing infrastructure.



The site's location on the bay and proximity to San Francisco along with access to nearby cultural and recreational opportunities provide a unique opportunity to leverage the physical characteristics and natural beauty of the property. Its natural setting, physical location and associated economic, social, and cultural value enable consideration of leading edge concepts that 'push the envelope' of design. Recognizing that this Vision Plan departs from conventional suburban development patterns, integration of a multi-modal transit hub into the core of the community is critical to a successful outcome.

The site also provides a unique opportunity for Marin to positively contribute to both local and regional needs through creation of a compact, mixed-use, diverse, vibrant, and functional community that includes a variety of housing opportunities, cultural resources and environmental benefits. This plan is also intended to serve as a model for reuse of other underutilized sites throughout the county.

The size of the site enables a wide variety of uses to be accommodated. In addition to providing an opportunity to create a transit-oriented village, San Quentin is an ideal location for extraordinary cultural facilities, educational programs, historic restoration, and preservation of the history of the property.

II. THE VISION FOR SAN QUENTIN

We have the unique opportunity to reuse the San Quentin peninsula in a manner that embraces sustainable development and rejects inefficient and wasteful, auto-dependent sprawl. Redevelopment of this extraordinary location should be a showcase for signature design and become a world-class example of a smart, transit oriented and sustainable community.

Imagine a vibrant, compact waterfront village comprised of colorful, mixed-income neighborhoods, distinctive pocket parks, quality educational facilities, spacious playing fields, abundant water-oriented recreation, and narrow, tree-lined streets. It is a place that also features a lively district of shops, restaurants, and local services nestled around a magnificent transit plaza where ferries, trains, buses, and multi-use pathways all converge.

Along the shoreline, a broad, public promenade provides access to the bay and links thoughtfully preserved historic prison structures and nearby homes with award-winning cultural facilities and quiet viewing areas. These are all carefully sited to enjoy the surrounding splendor of open ridgeland and ribbons of riparian vegetation that cascade down the hillsides to a flourishing estuary at the restored mouth of Corte Madera Creek.

Outstanding resource conservation efforts are apparent in the prominent, environmentally sensitive architecture, attractive landscaping, renewable utilities, and other community services. In addition, a longstanding Marin tradition of providing restorative justice and support services to prison inmates continues with the help of exceptional volunteers from Marin and the Bay Area.

III. NATURAL SYSTEMS OBJECTIVES AND POLICIES

A. Existing Conditions

The existing prison use has heavily impacted the natural systems on the site. Natural vegetation is kept trimmed to maintain clearance for defensibility for the existing prison use. In addition, the prison itself precludes a connection for wildlife from the ridge open space to the Bay. The shoreline has been fortified with rip-rap and seawalls to prevent shoreline erosion and to shore up structures close to the bay. The north side of the ridge facing San Rafael remains relatively untouched but the south side has been cut, terraced, and quarried. Lands northwest of East Sir Francis Drake Blvd. are relatively undisturbed except for the shooting ranges.

B. Objectives and Policies

Despite the significant alteration to the natural features and habitats on the site over the years, retention of the remaining pristine habitats along with restoration of damaged habitats, as appropriate, should be incorporated into any reuse scenario.

OBJECTIVE NS-1 Conserve, enhance and restore appropriate plant and wildlife habitats including those on hillsides, ridges, and the bay.

Policy NS-1.1: Avoid commercial and residential development between the 580 freeway and the ridgeline.

Policy NS-1.2: Preserve ridgeline open space.

Policy NS-1.3: Provide a habitat corridor between the ridge and bay.

Policy NS-1.4: Restore habitat on designated undeveloped portions of the site and remove non-native species.

OBJECTIVE NS-2 Maximize the benefits of open space areas.

Policy NS-2.1: Provide for passive and active recreational uses, including walking, hiking, bicycling, water-related activities such as boating, board sailing, and rowing, and nature observation.

Policy NS-2.2: Provide visual and physical access to the shoreline and water including a marina, maritime support facilities, and a Bay Trail segment through the site.

Policy NS-2.3: Connect ridge open space to the Bay Trail with civic spaces such as boulevards and plazas.

Policy NS-2.4: Coordinate the placement of open space and trails to connect with those designated in the Larkspur and San Rafael General Plans and the Bay Trail.

OBJECTIVE NS-3 Maintain or improve existing water quality of the Bay and Corte Madera Creek.

Policy NS-3.1: Use pervious surfaces for drainage swales, driveways, walkways and parking lots where feasible.

Policy NS-3.2: Utilize design aspects that reduce sediment load and pollutant runoff.

OBJECTIVE NS-4 Reduce potential exposure of site residents and visitors to environmental hazards.

Policy NS-4.1: Avoid development in areas subject to seismic, flooding, slide, and fire hazards or provide sufficient mitigation to minimize the hazard potential.

IV. BUILT ENVIRONMENT OBJECTIVES AND POLICIES

A. Existing Conditions

Most structures on the site are on the lower, flatter areas of the property close to the bay. The site is most heavily developed towards the eastern side of the property and that area also contains the greatest number of historic structures.

Starting at the East Gate there are a number of detached, single-family homes, some dating to before 1900, which were constructed as staff housing. These homes face towards on the bay and are terraced up the hill as well. The warden's house and administrative offices are on the western edge of this area, adjacent to the main cellblocks.

In the center of the site is the main compound of the prison. Surrounded by a high stone wall and fortified structures, this area contains the main cellblocks and dining facility, death row, arts and crafts rooms, religious facilities, recreation yards, and the prison industry shops. Much of this area is on a raised plateau which, along with the substantial mass of the structures, gives it its visual prominence, especially when viewed from the bay. The architecture in this area is widely varied ranging from the old-western-town style of the old infirmary to the castellated entry port and south/east/west cellblocks, as well as typical mid-20th century plain concrete structures.



The 'H-Unit' is a relatively new compound of one-story block cell buildings surrounded by a double fence immediately west of the main compound. Northwest of the 'H-Unit' is another residential neighborhood consisting of single-family and duplex-style homes along with the former school building. On the eastern end of ridge is a water tank and former reservoir. West of East Sir Francis Drake are several firing ranges.

Several service roads criss-cross the site and provide access to all areas on the property, encircling the main compound as well as reaching the ridge. Access into the site is provided from two locations: the East Gate through San Quentin Village and West Gate from East Sir Francis Drake Blvd. Utility services to the site are provided by outside agencies, although at one time water and sanitary services were provided by the prison.

B. Community Design Objectives and Policies

The prominence, history, and opportunities of the prison site demand a visionary approach to its reuse. Incorporation of traditional European-style development patterns with a variety of formal and informal public spaces along with varied but compatible design is emphasized in creating a new community on the site.

The Conceptual Land Use Plan diagram illustrates how a potential reuse of the site might develop with a focal point around the community center of a central plaza, multi-story mixed residential and supporting commercial uses, and transportation facilities, all in a pedestrian friendly environment. Going outward from this core the intensity of uses decreases but the basic themes and design components are retained, albeit at a smaller scale. The waterfront remains an open, accessible promenade while connections are provided between key activity areas.

OBJECTIVE BE-1 Create a new, world-class community.

Policy BE-1.1: Use walkable, mixed-use, transit-oriented European communities as design models.

Policy BE-1.2: Promote the siting of well-designed, quality cultural facilities and higher education programs or institutions at the site.



Policy BE-1.3: Promote the creation of a model 'green' community.

Policy BE-1.4: Promote the use of alternative models of transportation to provide a convenient lifestyle for residents at a fraction of the energy use of the typical California resident.

Policy BE-1.5: Allow building heights of a minimum of two stories to a maximum of five stories. Building heights would be greatest at the village core and generally decrease going away from it.

Policy BE-1.6: Develop the site at densities adequate to support transit, cultural and educational opportunities, employment, and affordability. Establish a base number of 2,100 residential units in a transit village. The number of residential units may increase or decrease depending on how well the specific plan will ensure that project impacts do not exceed specified baseline levels occurring at the time a project is considered.

Policy BE-1.7: Provide for appropriate levels of commercial development complementary to the European-style, walkable community theme and targeting resident- and visitor-serving retail and office space in a mixed-use design format that will complement and support the reuse of the site.

Policy BE-1.8: Focus the greatest density centered around the transit hub, with density decreasing outward from the center.

Policy BE-1.9: Promote architectural design and site development that is of the highest quality.

Policy BE-1.10: Ensure design diversity through utilization of varied architects and designers for individual structures while maintaining the overall theme and intended feel of the community through form-based coding and architectural standards.

OBJECTIVE BE-2 Provide a variety of parks and green space amenities

Policy BE-2.1: Provide a south-facing plaza along the Bay near the transit hub.

Policy BE-2.2: Provide a series of small parks and plazas tucked within neighborhoods.

Policy BE-2.3: Provide a minimum of one lighted sports field.

Policy BE-2.4: Provide a public bayfront promenade that incorporates the Bay Trail, an accessible shoreline, attractive street furniture, public art, and landscaping along the entire bay frontage, and the proposed ferry terminal.

Policy BE-2.5: Provide water-related recreation amenities including a marina and maritime support facilities.

OBJECTIVE BE-4 Promote an interconnected network of streets and paths to provide for a pleasant walking environment and disperse vehicle traffic.

Policy BE-4.1: Provide access points from Sir Francis Drake Blvd. to the site, coordinate access with existing intersections, such as at Andersen Drive, and explore opportunities for new access points.

Policy BE-4.2: Avoid cul-de-sacs or other dead-end roadways, although motorized-vehicle access between San Quentin Village and the prison site shall be restricted to avoid increased traffic impacts to the existing neighborhood.

Policy BE-4.3: Provide sidewalks of appropriate width for the street and neighborhood.

Policy BE-4.4: Provide a public way alongside the Bay open space to promote public use and access to the Bay.

Policy BE-4.5: Provide safe and easy pedestrian connections between the eastern and western portions of the site while not impeding vehicular traffic flow.

OBJECTIVE BE-5 Promote improvements to nearby arterials and freeway systems that increase the convenience of the ferry terminal.

Policy BE-5.1: Redesign the I-580/East Sir Francis Drake interchange to allow for access from both directions of I-580, which may impact the lands of the Central Marin Sanitation Agency.

Policy BE-5.2: Consider other off-site freeway improvements such as reconstruction of the I-580/East Sir Francis Drake interchange and improvements at 101/580 to reduce cut-through traffic on East Sir Francis Drake Blvd.

C. Historic Resources Objectives and Policies

Based on a preliminary assessment, it appears that a number of buildings at the site are of varying degrees of historic significance, and that most of the site is probably eligible as an historic district. The State Historic Preservation Office will be consulted in determining the number of buildings that are preserved and reused for private uses. The reuse of buildings may present a variety of structural and economic challenges. While certain buildings should be retained and restored in their original state as being representative of the history of the property, the extent to which other historic buildings can be reused to maintain the historic fabric of the site should be thoroughly evaluated.

OBJECTIVE BE-6 Respect on-site historical resources that tell the story of the prison's history.

Policy BE-6.1: Preserve, at a minimum, the oldest cellblock and the death row/sally port buildings.

Policy BE-6.2: Encourage the creative re-use of historic structures in order to promote their preservation.



Policy BE-6.3: Consider the creation of an ‘Historic Park’ based on the most architecturally significant buildings at San Quentin Prison.

Policy BE-6.4: Preserve existing murals that are located in the Prison dining halls.

Policy BE-6.5: Provide an appropriate location for a museum focused on the history of the prison on the property.

D. Housing Objectives and Policies

The site provides an ideal opportunity to address the county’s significant need for additional housing, including housing for lower income households. To create a vibrant, diverse community it is essential to include housing to meet the wide range of housing needs while at the same time respecting the characteristics of a compact, walkable community. The added benefit is that walkable communities minimize the need for a private automobile. Coupled with excellent public transportation connections, the need and expense of an automobile can be greatly reduced.

OBJECTIVE BE-7 Promote types of housing which support the creation of a pleasant, walkable village.

Policy BE-7.1: Provide a full range of housing types with a focus on attached, higher-density units in a mixed-use setting.

Policy BE-7.2: Integrate market-rate and affordable units throughout the project site.

Policy BE-7.3: Include live-work lofts and similar housing and studio space for artists.

OBJECTIVE BE-8 Exceed adopted requirements for providing affordable housing.

Policy BE-8.1: Ensure that at least 25% of all new housing units are affordable to households earning up to 60% of Area Median Income.

Policy BE-8.2: Obtain available federal, state, regional, and local funding for the creation of affordable and special-needs housing and also make use of other opportunities to access additional participation and resources.

Policy BE-8.3: Encourage special housing arrangements, including single-room occupancy hotels that would contribute to and benefit from a walkable development.

Policy BE-8.4: Provide housing above retail uses.

E. Transportation Alternatives Objectives and Policies

To minimize potential impacts on the transportation system from reuse of the site it is crucial that transit and other alternative transportation measures be incorporated into reuse of the site. According to Commute Profile 2002 prepared by RIDES, the current mode split in Marin County is 14% bus/ferry/bike/walk while the mode split in San Francisco is 41% bus/rail/bike/walk. Reuse of the San Quentin site provides an opportunity to design a community less dependent on the automobile. Increasing the mode split for bus, ferry, rail, biking, and walking with a commensurate decrease in the mode split of the single-occupant automobile will complement circulation infrastructure improvements in the vicinity of the site and reduce potential traffic impacts.

OBJECTIVE BE-9 Promote alternate modes of transportation so that the majority of trips made in the community are by bus, ferry, biking, walking, or train.

Policy BE-9.1: Promote the extension of the commuter rail line to San Quentin.

Policy BE-9.2: Provide a single, multi-modal transit facility for bus, rail and ferry.

Policy BE-9.3: Promote the relocation of the ferry terminal from Larkspur to San Quentin. If the ferry terminal is to remain at Larkspur Landing, provide a pleasant pedestrian and bicycle connection between the existing ferry terminal at Larkspur and San Quentin.

Policy BE-9.4: Provide incentives to encourage residents to have fewer cars.

Policy BE-9.5: Provide for pedestrian-only (traffic-restrained) areas near the transit facility. This area could be designed to be permanent or temporary for specific events.

Policy BE-9.6: Promote the grade separation of the rail line where it crosses East Sir Francis Drake Blvd.

Policy BE-9.7: Discourage through trips from the site through the existing San Quentin Village such as by the use of bollards blocking all but emergency use of the connecting streets.

OBJECTIVE BE-10 Utilize creative approaches and design to minimize the amount of parking necessary and have it blend in to the community.

Policy BE-10.1: Reduce the number of allowable parking spaces, such as only providing one contiguous parking space per residence, in order to reinforce the use of walking and public transit.

Policy BE-10.2: Parking that is provided should blend in with the community through the use of underground parking facilities and well-designed structures that feature uses other than parking at street level. Provide incentives for flexible parking arrangements such as reduced-standard, shared, and tandem parking as well as stackable automated elevator parking garages.

Policy BE-10.3: Parking provided for the ferry and train should be located in well-designed structures that support community character within a reasonable walking distance from the terminal. Public parking provided for the water recreation facility should be in reasonable proximity to the shore.

F. Natural Resources and Energy Consumption Objectives and Policies

Current operations at the prison already consume a significant number of resources, including being the largest water-user in the county. The new San Quentin community should be designed to minimize the consumption of natural resources, both in its construction and daily function.

OBJECTIVE BE-11 Promote the use of renewable, low impact building materials.

Policy BE-11.1: Provide guidelines and incentives for the use of 'green' building materials for structures on the site.

Policy BE-11.2: Recapture and recycle building materials through building construction and demolition.

OBJECTIVE BE-12 Minimize resource consumption in the community.

Policy BE-12.1: Promote the development of renewable, on-site energy sources such as solar photovoltaics and wind.

Policy BE-12.2: Utilize water-conserving measures in building construction, site design, and landscaping.

Policy BE-12.3: Provide recycling facilities in multi-unit and nonresidential buildings.

OBJECTIVE BE-13 Promote the development of energy efficient buildings.

Policy BE-13.1: Require energy efficiency in building design to exceed adopted standards.

Policy BE-13.2: Encourage building designs to take advantage of solar orientation and natural cooling principles to reduce energy demand.

V. SOCIO-ECONOMIC OBJECTIVES AND POLICIES

A. Existing Conditions

For inmates serving timed sentences at San Quentin, which excludes Death Row and Reception Center inmates, there are a number of programs offered working towards rehabilitation. Programs include vocational training, education, and crafts. These programs benefit from a considerable number of volunteers who are locally based. Prison advocates state that these programs would not be available elsewhere because of the lack of support services in more remote locations.

B. Objectives and Policies

The central location of the property and the vision to provide multimodal transportation access in its reuse also make the site an ideal location to provide cultural and social facilities and programs. A museum incorporated into the historic core of the site would honor the history of the site while arts and cultural facilities would provide much-needed space for live performances, exhibitions, and other creative arts, all integrated into the community. The nature and scale of a performing arts or cultural facility provides an opportunity for a globally significant design.

In coordination with the State, select programs currently occurring at the prison as well as other programs could be accommodated targeting effective rehabilitation and employment training programs as an alternative to current correctional procedures.



OBJECTIVE SE-1 Provide cultural enrichment opportunities on the site.

Policy SE-1.1: Provide suitable locations for well-designed, quality cultural facilities.

Policy SE-1.2: Provide an appropriate location for a museum focused on the history of the prison on the property

OBJECTIVE SE-2 Consider the creation of facilities and housing as part of the new San Quentin that provides education and rehabilitation to inmates, taking advantage of the local prison volunteer population in Marin County and the Bay Area.

Policy SE-2.1: Consult with the State Department of Corrections, Department of General Services, and other State officials on the feasibility or desire on the State's behalf to operate a smaller prison facility focused exclusively on rehabilitation-qualified inmates and associated programs.

Policy SE-2.2: Consider setting aside some housing, such as group homes, as transitional housing for rehabilitation program participants.

OBJECTIVE SE-3 Provide for the child care and educational needs of the new community and educational opportunities for the community at large.

Policy SE-3.1: Provide appropriate child care and school sites .

Policy SE-3.2: Provide facilities for higher learning such as university extension programs, vocational training, and other educational opportunities for residents of the project site and community at large.

OBJECTIVE SE-4 Encourage economic diversity

Policy SE-4.1: Provide opportunities and allocate space for small-business incubation.

Policy SE-4.2: Provide a variety of flexible, non-residential spaces for business uses, non-profit organizations, and cultural programs.

Policy SE-4.3: Provide a thoroughly integrated, diverse range of housing types at varying affordability levels.

VI. APPENDIX: THE AHWAHNEE PRINCIPLES

The Ahwahnee Principles were drafted by Peter Calthorpe, Michael Corbett, Andres Duany, Elizabeth Moule, Elizabeth Plater-Zyberk, and Stefanos Polyzoides, architects who have been leaders in defining key notions of land use planning, design, and community function. The Principles are reflective of the vision for the reuse of San Quentin Prison as discussed above and should be incorporated into subsequent planning efforts for the site.

Preamble:

Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present we can first, infill existing communities, and second, plan new communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to these fundamental principles.

Community Principles:

1. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
2. Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
3. As many activities as possible should be located within easy walking distance of transit stops.
4. A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
5. Businesses within the community should provide a range of job types for the community's residents.
6. The location and character of the community should be consistent with a larger network.
7. The community should have a center focus that combines commercial, civic, cultural and recreational uses.
8. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
9. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
10. Each community or cluster of communities should have a well defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
11. Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially designed by buildings, trees and lighting; and by discouraging high speed traffic.
12. Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
13. The community design should help conserve resources and minimize waste.

14. Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.
15. The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

Regional Principles:

1. The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways.
2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
3. Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
4. Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Strategies:

1. The general plan should be updated to incorporate the above principles.
2. Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.
3. Prior to any development, a specific plan should be prepared based on these planning principles. With the adoption of specific plans, complying projects could proceed with minimal delay.
4. Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.