



Initial Study/Proposed Mitigated
 Negative Declaration for the
**San Quentin State Prison
 Boiler Building Project**

March 2015



PREPARED FOR:
 California Department of Corrections
 and Rehabilitation
 Facility Planning, Construction
 and Management
 9838 Old Placerville Road, Suite B
 Sacramento, CA 95827

MITIGATED NEGATIVE DECLARATION

Project: San Quentin State Prison Boiler Building Project

Lead Agency: California Department of Corrections and Rehabilitation

PROJECT DESCRIPTION

This Mitigated Negative Declaration (MND), supported by the attached Initial Study (IS), evaluates the environmental effects of implementing the proposed San Quentin State Prison (SQSP) Boiler Building Project, which would occur in Marin County, California. The project proponent, the California Department of Corrections and Rehabilitation (CDCR), is proposing demolition of some on-site facilities and construction of a new boiler building and associated facilities, all within the fenced perimeter of SQSP. The project would bring the boilers at SQSP into compliance with Bay Area Air Quality Management District (BAAQMD) emissions regulations. All construction would be consistent in character, design, and height with other existing buildings. No high-mast lighting would be installed; new lighting would be similar to existing lighting at SQSP buildings. The project does not include any new beds and would not increase inmate capacity. No additional employees would be required. Refer to Exhibits 2-1 through 2-4 of the attached IS.

FINDINGS

An IS was prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS, and due to environmental protection measures that CDCR has committed to before release of the proposed MND and IS for public review, the project, with mitigation measures incorporated, would not have substantial adverse effects on the environment. This conclusion is supported by the following findings:

- ▲ The project would have no impact related to agriculture and forest resources, land use and planning, mineral resources, population and housing, and recreation.
- ▲ The project would have a less-than-significant impact on aesthetics, air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems.
- ▲ With the incorporation of mitigation measures, the project would result in less-than-significant impacts on biological resources, cultural resources, and hazards and hazardous materials.

To ensure that no potentially significant impacts occur as a result of project approval, mitigation measures identified in the IS and Mitigation Monitoring and Reporting Program (MMRP) have been incorporated into the project to reduce potentially significant effects to a less-than-significant level. These mitigation measures include:

Biological Resources

To reduce potentially significant impacts to sensitive species, the following mitigation measure shall be implemented:

Mitigation Measure BIO-1: Implement nesting bird avoidance measures.

To avoid any direct and indirect impacts to migratory birds, vegetation removal will occur outside of the typical breeding season (March 1 to August 31) for most migratory birds. Construction activities are anticipated to begin in fall 2015 and would continue, but gradually decline in intensity over time, until

construction is completed in approximately fall 2017. Ornamental shrubs will be removed outside of the nesting season to discourage use of the area by migratory birds.

Cultural Resources

To reduce potentially significant impacts to significant archaeological resources, the following mitigation measure shall be implemented:

Mitigation Measure CR-1: Halt ground-disturbing activity and retain archaeologist.

In the event that any subsurface archaeological features or deposits, including locally darkened soil (midden) that could conceal cultural deposits, are discovered during construction-related earth-moving activities, all ground-disturbing activity in the vicinity of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate mitigation to protect the integrity of the resource and ensure that no additional resources are affected. Mitigation could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

Hazards and Hazardous Materials

To reduce potentially significant impacts related to hazardous materials, the following mitigation measure shall be implemented:

Mitigation Measure HAZ-1: Prepare and implement a health and safety plan.

CDCR will prepare a Health and Safety Plan before initiating any demolition, grading, or other earthmoving activities. This plan will outline measures that will be employed to protect construction workers and the public from exposure to hazardous materials during demolition and construction activities. These measures could include, but would not be limited to, posting notices, limiting access to the site, air monitoring, watering, and installation of wind fences. Contractors will be required to comply with state health and safety standards for all demolition work. If necessary, this will include compliance with OSHA and Cal/OSHA requirements regarding exposure to lead-based paint and asbestos.

In addition, the plan shall include procedures to follow in the event that contaminated soil and/or groundwater or other hazardous materials are generated or encountered during construction. Such procedures could include, but would not be limited to, the following:

- ▲ all work shall be halted in the affected area and the type and extent of the contamination shall be determined.
- ▲ the project contractor will notify CDCR if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation.
- ▲ any contaminated areas will be remediated in accordance with recommendations made by RWQCB and DTSC.
- ▲ remediation activities could include but would not be limited to the excavation of contaminated soil areas and hauling of contaminated soil materials to an appropriate offsite disposal facility, mixing of onsite soils, and capping (i.e., paving or sealing) of contaminated areas.

Before demolition of any structure, or removal of building materials, lead- or asbestos-containing materials will be removed by a California licensed contractor who will be monitored by an accredited State inspector in accordance with U.S. EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials will comply with Cal/OSHA asbestos worker construction standards. The lead- or asbestos-containing materials will be disposed of properly at an appropriate offsite disposal facility.

To ensure implementation of these measures, an MMRP has been made part of the condition of project approval.

Questions or comments regarding this MND and IS may be addressed to:

Nancy MacKenzie, Chief
Environmental Planning Section
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation
9838 Old Placerville Road, Suite B
Sacramento, CA 95827
Ph: (916) 255-2159
Email: Nancy.MacKenzie@cdcr.ca.gov

After comments are received from the public and reviewing agencies, CDCR may (1) adopt the MND and approve the project, (2) undertake additional environmental studies, or (3) disapprove the project. If the project is approved, CDCR may proceed with project implementation.

Pursuant to Section 21082.1 of the California Environmental Quality Act, CDCR has independently reviewed and analyzed the IS and MND for the project and finds that the IS and MND reflect the independent judgment of CDCR.

I hereby approve this project:

(to be signed upon approval of the project after the public review period is complete)

DEBORAH HYSEN
Director
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation

Date

**Initial Study/Proposed Mitigated Negative Declaration
for the
San Quentin State Prison Boiler Building Project**

PREPARED FOR

**California Department of Corrections and Rehabilitation
Facility Planning, Construction and Management
9838 Old Placerville Road, Suite B
Sacramento, CA 95827**

PREPARED BY

**Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814**

March 2015

TABLE OF CONTENTS

Chapter		Page
	ACRONYMS AND ABBREVIATIONS	iii
1	INTRODUCTION	1-1
	1.1 Introduction and Regulatory Guidance	1-1
	1.2 Purpose of Document	1-1
	1.3 Summary of Findings	1-2
	1.4 Document Organization	1-3
2	PROJECT DESCRIPTION AND BACKGROUND	2-1
	2.1 Introduction.....	2-1
	2.2 Project Background and Need.....	2-1
	2.3 Project Objectives.....	2-1
	2.4 Project Location.....	2-1
	2.5 Description of Proposed Project.....	2-3
	2.6 Project Construction.....	2-7
	2.7 Operations.....	2-8
	2.8 Environmental Protection Measures.....	2-8
3	ENVIRONMENTAL CHECKLIST	3-1
	3.1 Aesthetics.....	3-3
	3.2 Agriculture and Forest Resources	3-11
	3.3 Air Quality	3-13
	3.4 Biological Resources	3-20
	3.5 Cultural Resources	3-24
	3.6 Geology and Soils	3-30
	3.7 Greenhouse Gas Emissions.....	3-35
	3.8 Hazards and Hazardous Materials	3-38
	3.9 Hydrology and Water Quality.....	3-43
	3.10 Land Use and Planning	3-47
	3.11 Mineral Resources	3-49
	3.12 Noise	3-50
	3.13 Population and Housing.....	3-56
	3.14 Public Services.....	3-58
	3.15 Recreation.....	3-60
	3.16 Transportation/Traffic.....	3-61
	3.17 Utilities and Service Systems.....	3-65
	3.18 Mandatory Findings of Significance	3-69
4	REFERENCES	4-1
5	LIST OF PREPARERS	5-1

Appendices

- A Air Quality and Greenhouse Gas Modeling Results
- B Noise Modeling Results

Exhibits

Exhibit 2-1	Regional Location	2-2
Exhibit 2-2	Project Area.....	2-4
Exhibit 2-3	New Boiler Building Site	2-5
Exhibit 2-4	New Liquid Propane Gas Facility Site.....	2-6
Exhibit 3-1	Viewpoint Locations.....	3-4
Exhibit 3-2	Viewpoints 1 and 2.....	3-6
Exhibit 3-3	Viewpoints 3 and 4.....	3-7
Exhibit 3-4	Viewpoints 5 and 6.....	3-8

Tables

Table 3-1	Summary of Modeled Maximum Daily Emissions of Criteria Air Pollutants and Precursors	3-16
Table 3-2	Active Faults in the Project Vicinity.....	3-33
Table 3-3	Benchmarks for Allowable Exposure from Stationary Noise Sources.....	3-51
Table 3-4	Equipment Reference Noise Levels	3-53
Table 3-5	2013 Population and Housing Estimates by County	3-56

ACRONYMS AND ABBREVIATIONS

afy	acre feet per year
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
Bay	San Francisco Bay
BCDC	San Francisco Bay Conservation and Development Commission
CAA	federal Clean Air Act
CAAA	Clean Air Act Amendments of 1990
Cal/OSHA	California Occupational Safety and Health Administration
CCAA	California Clean Air Act
CDCR	California Department of Corrections and Rehabilitation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH ₄	methane
CMP	Congestion Management Plan
CMSA	Central Marin Sanitation Agency
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historical Resources
dba	A-weighted decibel
diesel PM	particulate exhaust emissions from diesel-fueled engines
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
I-580	Interstate 580
IS/Proposed MND	Initial Study/Proposed Mitigated Negative Declaration
lb/day	pounds per day
L _{eq}	equivalent sound pressure level
LOS	level of service
LPG	liquid propane gas
mgd	million gallons per day
MMWD	Marin Municipal Water District
MT CO ₂ e/year	metric tons of carbon dioxide equivalent per year
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide

NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OEHHA	California Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas and Electric Company
PM ₁₀	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
PM _{2.5}	fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less
ppmv	parts per million by volume
ROG	reactive organic gas
SQSP	San Quentin State Prison
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
U.S. 101	U.S. Highway 101
UCMP	University of California Museum of Paleontology
VMT	vehicle miles traveled
WWTP	wastewater treatment plant

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study/Proposed Mitigated Negative Declaration (IS/Proposed MND) has been prepared by the California Department of Corrections and Rehabilitation (CDCR) to evaluate the potential environmental effects associated with demolition of some on-site facilities and construction of a new boiler building and associated facilities at San Quentin State Prison (SQSP). The project is located within the fenced perimeter of SQSP in Marin County, California. As of January 1, 2014, the existing boilers at SQSP are not in compliance with new Bay Area Air Quality Management District (BAAQMD) requirements adopted in 2011, and CDCR is subject to monetary penalties if the boilers are not brought into compliance with these regulations. This IS evaluates demolition of the existing boiler building, Pipe Fitter's Building, and two fuel tanks and construction of a new boiler building to comply with BAAQMD regulations.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq.). Under CEQA, an IS can be prepared by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with CEQA Guidelines Section 15070, a "public agency shall prepare...a proposed negative declaration or mitigated negative declaration...when: (a) the IS shows that there is no substantial evidence...that the project may have a significant impact on the environment, or (b) the IS identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the proposed project would not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report (EIR).

As described in this IS (see Chapter 3, "Environmental Checklist"), the project would not result in significant environmental impacts. Based on the IS, and because CDCR has committed to mitigation in the form of environmental protection measures, project modifications, and mitigation measures, the project would avoid potential impacts to a point where clearly no significant effects would occur. Therefore, an IS/Proposed MND is the appropriate document for compliance with the requirements of CEQA. This IS/Proposed MND conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

1.2 PURPOSE OF DOCUMENT

Under CEQA, the lead agency is the public agency with primary responsibility for consideration of project approval. CDCR is the lead agency for the proposed project. CDCR has directed the preparation of an analysis that complies with CEQA. At the direction of CDCR, Ascent Environmental Inc., has prepared this document. The purpose of this document is to present to decision-makers and the public the environmental consequences of implementing the project. As required by CEQA, this document is being made available to the public for a 30-day review and comment period from March 6, 2015 to April 6, 2015.

If you wish to send written comments (including via e-mail), they must be postmarked by April 6, 2015. Written comments should be addressed to:

Nancy MacKenzie, Chief
 Environmental Planning Section
 Facility Planning, Construction and Management
 California Department of Corrections and Rehabilitation
 9838 Old Placerville Road, Suite B
 Sacramento, CA 95827

E-mail comments may be addressed to Nancy.MacKenzie@cdcr.ca.gov.

If you have questions regarding the IS/Proposed MND, please call Nancy MacKenzie at (916) 255-2159.

After comments are received from the public and reviewing agencies, CDCR may (1) adopt the MND and approve the proposed project; (2) undertake additional environmental studies; or (3) abandon the project. If the project is approved and funded, CDCR could proceed with all or part of the project.

Digital copies of the IS/Proposed MND are available on the internet at: <http://www.cdcr.ca.gov/FPCM/Environmental.html>. Paper copies of the IS/Proposed MND are available for public review at the following locations:

City of San Rafael Downtown Library
 1100 E Street
 San Rafael, CA 94901

City of Larkspur Public Library
 400 Magnolia Ave
 Larkspur, CA 94939

Corte Madera Library
 707 Meadowsweet Drive
 Corte Madera, CA 94925

1.3 SUMMARY OF FINDINGS

Chapter 3, “Environmental Checklist,” contains the analysis and discussion of potential environmental impacts of the project. Based on the issues evaluated in that chapter, it was determined that the project would have no impact related to the following issue areas:

- ▲ agriculture and forest resources,
- ▲ land use and planning,
- ▲ mineral resources,
- ▲ population and housing, and
- ▲ recreation.

Project impacts were determined to be less-than-significant for the following issue areas:

- | | | |
|----------------------|--------------------------------|----------------------------------|
| ▲ aesthetics, | ▲ greenhouse gas emissions, | ▲ public services, |
| ▲ air quality, | ▲ hydrology and water quality, | ▲ transportation/traffic, and |
| ▲ geology and soils, | ▲ noise, | ▲ utilities and service systems. |

Finally, project impacts were determined to be less-than-significant with mitigation incorporated for the following issue areas:

- ▲ biological resources,
- ▲ cultural resources, and
- ▲ hazards and hazardous materials.

1.4 DOCUMENT ORGANIZATION

This IS/Proposed MND is organized as follows:

Chapter 1: Introduction. This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document, and presents a summary of findings.

Chapter 2: Project Description and Background. This chapter describes the purpose of and need for the project, identifies project objectives, and provides a detailed description of the project.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines if the project would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, CDCR has committed to environmental protection measures, project modifications, and mitigation measures that would avoid or lessen the effects of the project to a less-than-significant level.

Chapter 4: References. This chapter lists the references used in preparation of this IS/Proposed MND.

Chapter 5: List of Preparers. This chapter identifies report preparers.

This page intentionally left blank.

2 PROJECT DESCRIPTION AND BACKGROUND

2.1 INTRODUCTION

The California Department of Corrections and Rehabilitation (CDCR) is proposing demolition of some on-site facilities and construction of a new boiler building and supporting facilities at San Quentin State Prison (SQSP). The project would bring the boilers at SQSP into compliance with Bay Area Air Quality Management District (BAAQMD) emissions regulations.

2.2 PROJECT BACKGROUND AND NEED

Burning natural gas to operate the existing boilers at SQSP generates nitrogen dioxide (NO₂) and carbon monoxide (CO). In 2011, BAAQMD adopted more restrictive standards for these gases that applied to industrial, institutional, and commercial boilers; steam generators; and process heaters, with specified compliance dates. As of January 1, 2014, the existing boilers at SQSP are not in compliance with new requirements, and CDCR is subject to monetary penalties if the boilers are not brought into compliance with these regulations. Replacement of the existing boilers is required for compliance with amended BAAQMD Regulation 9, Rule 7 regarding gas fired boiler emission standards for NO₂ and CO.

SQSP currently has four central non-compliant boilers, three of which are operational, housed in a stand-alone building. The boilers provide all heating and hot water for the entire SQSP facility, including inmate showers, medical functions, and food preparation. CDCR has previously upgraded two of the existing boilers to meet prior amendments to air quality requirements. However, a recent engineering evaluation determined that these previous modifications are no longer sufficient to meet the most recent air quality amendments, and all of the existing boilers are out of compliance with BAAQMD's newest requirements. Because of their age, design, and configuration, retrofitting the existing boilers to bring them into compliance with BAAQMD regulations is not feasible. In addition, issues with the structure (seismic), main electrical service, backup electrical power, and backup fuel supply system render reuse of the existing boiler building infeasible. As a result, it was determined that replacement of the boilers and boiler building with a new stand-alone structure would be required to meet the current BAAQMD requirements.

2.3 PROJECT OBJECTIVES

As described above, the existing boilers at SQSP are not able to meet the BAAQMD requirements adopted in 2011. As a result, CDCR is proposing to replace its existing boiler facilities to comply with the adopted requirements. The project is intended to achieve the following objectives:

- ▲ comply with BAAQMD Regulation 9, Rule 7 regarding emissions regulations for boilers,
- ▲ provide facilities that are sufficiently sized to accommodate the inmate population at SQSP,
- ▲ provide facilities that meet seismic and electrical requirements, and
- ▲ construct the facilities as quickly as possible to meet BAAQMD requirements.

2.4 PROJECT LOCATION

The project site is located within the grounds of the existing 432-acre SQSP in Marin County, California (Exhibit 2-1). Marin County is located in the San Francisco Bay Area, north of the city and county of San Francisco. SQSP is bounded by Interstate (I) 580 and the City of San Rafael to the north, U.S. Highway 101 and the City of Larkspur to the west, San Francisco Bay to the south, and the Richmond-San Rafael Bridge

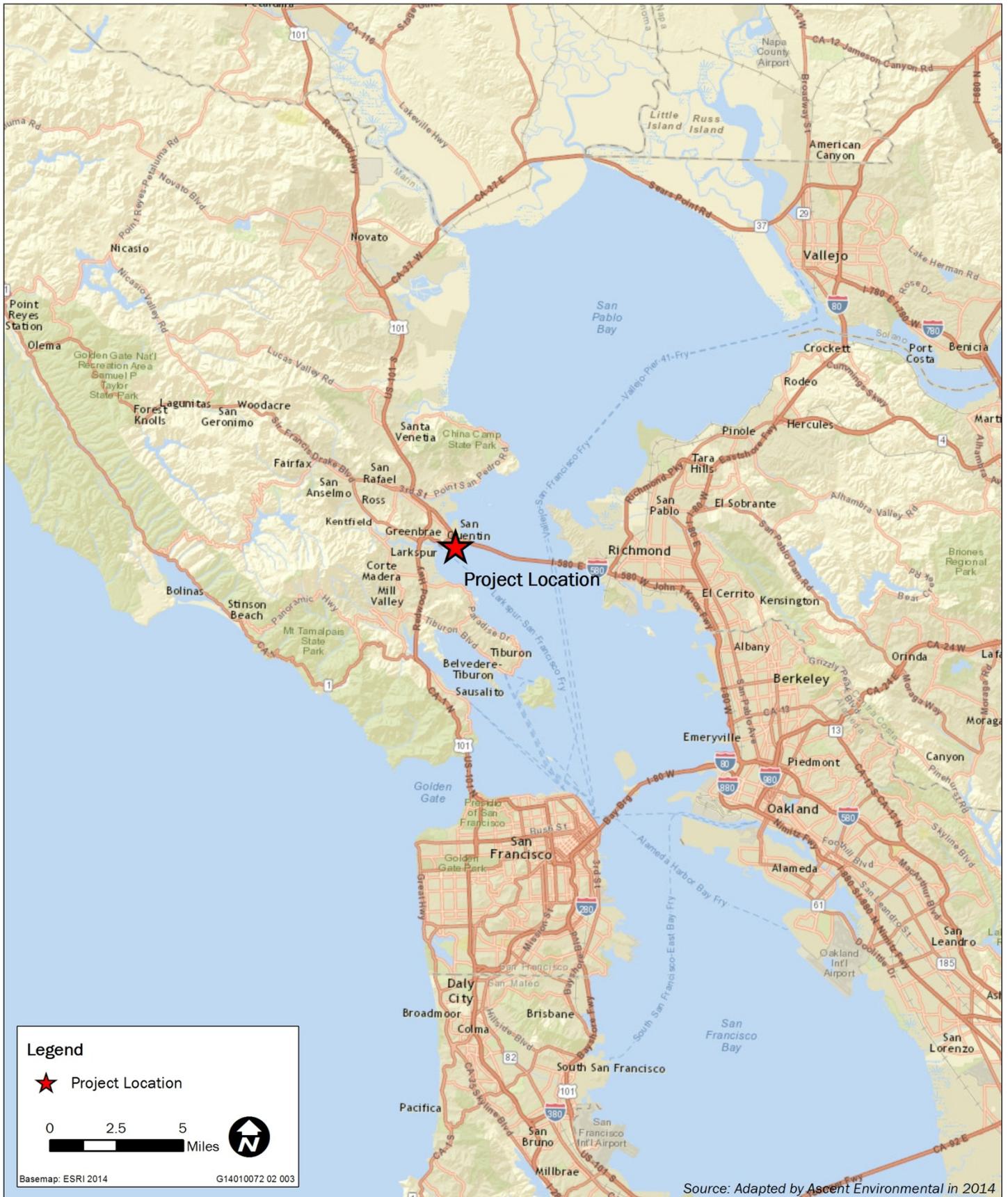


Exhibit 2-1

Regional Location



and the small unincorporated neighborhood of San Quentin Village to the east. Regional access to the site is provided by I-580 via the Richmond-San Rafael Bridge and by U.S. Highway 101. Local access to SQSP is provided via Main Street through San Quentin Village to the East Gate and by Sir Francis Drake Boulevard to the West Gate (Exhibit 2-2).

2.5 DESCRIPTION OF PROPOSED PROJECT

The project includes the demolition and removal of some on-site facilities and construction of a new boiler building within the footprint of the facilities to be removed. In addition, because a back-up energy source would be needed to serve the boilers in case of a disruption in service of natural gas, new liquid propane gas (LPG) facilities would be constructed. The project would be located within the grounds of SQSP. The proposed boiler building site is near the southwest sally port and adjacent to the existing boiler building (Exhibit 2-3), and the LPG facility site is just east of the West Gate entrance (Exhibit 2-4). The specific improvements are described below.

2.5.1 Facilities to be Removed

The existing boiler facilities are located in the middle of the main facilities at SQSP, near inmate housing. The project would include demolition of the two existing diesel fuel tanks, the pipe fitters' building and attached shed, the south retaining wall, and the existing boiler building (shown in Exhibit 2-3). The pipe fitters' building is currently used for storage. The south retaining wall that would be removed is approximately 110 feet long. The western 35 feet of the retaining wall (behind the fuel tanks) is concrete, and the eastern 75 feet also serves as the south wall of the pipe fitters' building. Utilities and some fencing that are specific to these facilities would also be removed. All of these facilities, except for the existing boiler building, would be demolished and removed prior to construction of the new boiler building. The existing boiler building would be demolished once the new boiler building is operational.

The LPG facilities would be located in the relatively undeveloped West Gate area, and would replace older, somewhat dilapidated modular buildings. Two modular buildings that are 170 feet by 24 feet and 40 feet by 60 feet, respectively, would be demolished, in addition to a small storage shed (shown in Exhibit 2-4). These buildings are approximately 12 feet in height, and have not been in use for several years because of their poor condition. Existing vegetation within this footprint would also be removed for construction of the LPG tank and associated facilities.

2.5.2 Proposed Facilities

The new boiler building would be approximately 4,500 square feet and approximately 38 feet high. The building would be constructed using concrete masonry and pre-engineered steel siding with a steel roof. It would be a stand-alone building that would house the following facilities:

- ▲ boiler area,
- ▲ office,
- ▲ showers,
- ▲ lockers/restroom,
- ▲ inmate restroom, and
- ▲ electrical closet.

Associated equipment would include three, 1,200-horsepower boilers and associated facilities. Fencing would be constructed around the new building. The south retaining wall immediately adjacent to the new building would be reconstructed. The new southern retaining wall would be no more than 10 feet high and would be similar in height to the existing retaining wall. The new boiler building would be independent of the proposed retaining wall.



Source: Adapted by Ascent Environmental in 2014

Exhibit 2-2

Project Area



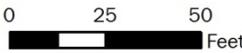


Source: Received from CDCR in 2014; adapted by Ascent Environmental in 2014



Legend

- San Quentin State Prison
- Project Site
- New LPG Facility Footprint



Equipment to be constructed at the LPG facility site near the West Gate entrance to support the new boilers would include the following:

- ▲ 30,000-gallon LPG tank,
- ▲ 1,500-gallon surge tank,
- ▲ 1,000-gallon receiver tank,
- ▲ flare,
- ▲ filters,
- ▲ liquid transfer pump,
- ▲ emergency shutoff station,
- ▲ air compressor unit, and
- ▲ security fence.

2.5.3 Utilities and Infrastructure

The new boiler building would be equipped with a new main electrical service and switching gear required to resolve electrical code issues, a new electrical emergency backup generator, and connections for the new LPG backup fuel supply in case of natural gas service interruption. Electrical infrastructure—including all below-grade conduits, vaults, and medium voltage duct bank—would be constructed or replaced. In addition to new electrical systems, the new building would require construction of site-specific natural gas, water, stormwater, sewer, and telecommunication infrastructure.

The new LPG facilities would require approximately 50 feet of underground pipeline to connect to the existing gas main meter located northeast of the West Gate guard tower, between Main Street and Sir Francis Drake Boulevard. The existing gas main currently serves SQSP through a series of valves and manifolds that branch out to various points throughout the prison.

2.6 PROJECT CONSTRUCTION

Demolition and construction would begin in fall 2015 and would last approximately 24 months. General construction activities would include the following:

- ▲ demolition of the existing pipe fitter's building including abatement;
- ▲ demolition of the existing fuel tanks and piping;
- ▲ demolition of site-specific utilities and site improvements;
- ▲ demolition of modular buildings;
- ▲ installation of new site utilities;
- ▲ installation of new electrical infrastructure;
- ▲ site improvements including grading, paving, and fencing;
- ▲ grading and preparation of building pad;
- ▲ construction of the new boiler building;
- ▲ construction of interior improvements to the boiler building including architectural, electrical, plumbing, and fire protection components;

- ▲ complete installation of the new steam system including boilers, selective catalytic reactors, economizers, de-aerator, chemical treatment system, and steam, condensate, chemical, and water piping;
- ▲ installation of all exterior steam piping;
- ▲ commissioning of the entire steam system;
- ▲ demolition of the existing boiler building;
- ▲ capping and detailed demolition of the interior elements of the building;
- ▲ construction of any shoring required; and
- ▲ grading of the site when demolition is complete.

It is anticipated that site grading could be performed with conventional grading equipment and techniques. Any existing surface vegetation, organic topsoil, debris, and any other deleterious materials would be removed within the project footprint prior to excavation of existing fill and placement of engineered fill. Any existing foundations, debris, or old concrete or pavement materials would be removed from the site. If applicable, existing asphalt concrete may be pulverized and mixed with the underlying aggregate base for use as engineered fill, provided it meets applicable gradation requirements. Similarly, concrete slabs and foundations may be recycled. Two staging areas for construction would be needed, one located immediately adjacent to the new boiler building within the secure perimeter and the other located near the West Gate entrance. The staging areas would be used for vehicle, equipment, and materials storage. A small amount of fuels, lubricants, and solvents may be stored in these areas.

Project construction would require an average of 10 to 15 workers. Parking for construction workers would be provided in the existing west parking lot.

2.7 OPERATIONS

The new boilers would be operated and maintained similar to the existing boilers. Ongoing activities would include routine maintenance of the boilers, boiler building, and LPG facilities. As currently proposed, the project would not require additional staffing or equipment for long-term maintenance or operation. The project would not result in an increase in inmate population.

2.8 ENVIRONMENTAL PROTECTION MEASURES

This section describes the features of the proposed project that CDCR has committed to as part of the project design and construction process to reduce potential environmental impacts.

2.8.1 Emission Control Practices During Construction

The construction contractor will comply with the following Best Management Practices (BMPs) during project construction to reduce emissions of criteria air pollutants:

- ▲ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.
- ▲ All haul trucks transporting soil, sand, or other loose material off-site will be covered.

- ▲ All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- ▲ All vehicle speeds on unpaved roads will be limited to 15 miles per hour.
- ▲ All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used.
- ▲ A sign will be posted in a publicly visible location at the West Gate entrance with the telephone number and person to contact at CDCR regarding dust complaints. This contact person will respond and take corrective action within 48 hours of complaints. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.
- ▲ Building pads will be laid as soon as possible upon completion of grading.

2.8.2 Final Geotechnical Analysis

CDCR will direct a geotechnical engineer to conduct a final geotechnical analysis of the project site (including the LPG facility site) and will ensure that any recommended measures to reduce the risk of damage from expansive soils are implemented during project design and construction. These measures will include requirements for site preparation, appropriate sources and types of fill, the potential need for soil amendments, foundation design, and site drainage, including the potential need for construction dewatering. A qualified geotechnical engineer will monitor the site during site preparation and grading to observe and test fill to verify compliance with these and other measures.

2.8.3 Stormwater Pollution Prevention Plan

CDCR or its designated construction contractor will prepare a stormwater pollution prevention plan (SWPPP) for project construction. The objectives of the SWPPP are to identify pollutant sources from construction activities that may affect the quality of stormwater discharge, implement practices to reduce pollutants in stormwater runoff from the project site, and protect receiving water quality. The SWPPP will identify BMPs that may include:

- ▲ Implementation of temporary erosion control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. Sediment/silt basins and traps may be located and operated to minimize the amount of offsite sediment transport. BMPs selected and implemented for the project will be operational until permanent measures such as re-vegetation or landscaping is established that can minimize discharge of sediment into nearby waterways.
- ▲ Proper storage of all construction-related hazardous materials, such as fuels and solvents, in proper containers protected from rainfall, runoff, vandalism, and accidental release to the environment. All hazardous materials will be properly disposed of offsite. Project personnel will be trained in spill prevention and cleanup, and individuals shall be designated as responsible for prevention and cleanup activities. Spill cleanup materials will be readily available at all construction sites and staging areas. All construction-related equipment will be properly maintained in designated areas with runoff and erosion control measures to minimize accidental release of pollutants.

This page intentionally left blank.

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	San Quentin State Prison Boiler Building Project
2. Lead Agency Name and Address:	California Department of Corrections and Rehabilitation 9838 Old Placerville Road, Suite B Sacramento, CA 95827
3. Contact Person and Phone Number:	Nancy MacKenzie, Environmental Planning Section, (916) 255-2159
4. Project Location:	San Quentin State Prison, San Quentin, CA 94964
5. Project Sponsor's Name and Address:	Same as lead agency
6. General Plan Designation:	Public Facilities
7. Zoning:	Light agriculture use (A-2:B-2)
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.)	See Chapter 2 of this IS/MND
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	See Section 2.4 of this IS/MND
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	Bay Area Air Quality Management District
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:	
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.	
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forest Resources
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Transportation / Traffic	<input type="checkbox"/> Utilities / Service Systems
	<input type="checkbox"/> Air Quality
	<input type="checkbox"/> Geology / Soils
	<input type="checkbox"/> Hydrology / Water Quality
	<input type="checkbox"/> Noise
	<input type="checkbox"/> Recreation
	<input type="checkbox"/> Mandatory Findings of Significance
	<input checked="" type="checkbox"/> None With Mitigation

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Nancy MacKenzie

Signature

2-9-2015

Date

Nancy MacKenzie

Printed Name

Chief, Environmental Planning Section

Title

California Department of Corrections and Rehabilitation

Agency

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1.1 Environmental Setting

The locations of photographs referenced in this section are shown on Exhibit 3-1.

The project site is located within San Quentin State Prison (SQSP), on the shoreline of the San Francisco Bay (bay). The shoreline is an important visual amenity in the region, and SQSP is located along the northern shoreline of the bay in Marin County, on the San Quentin Peninsula. The main prison facilities are situated on level terrain on the southern edge of the peninsula. However, San Quentin Ridge rises on the northern edge of the prison grounds and separates the prison property from developed areas to the north and northwest of the undeveloped ridge. San Quentin Village, a small residential community with approximately 40 residences, is located immediately northeast of the prison’s East Gate. The project site is separated from this residential area by intervening topography and the existing main prison facilities, including the secure perimeter wall.

SQSP is visually dominant in views of the area because of the undeveloped nature of its immediate surroundings, its location on the peninsula at the edge of the bay, the size of the prison block structures, and the architectural variety exemplified by structures on the prison grounds. Because of its history, location, and distinctive appearance, SQSP is well known and sometimes sought out by sightseers. Old, visually prominent cell blocks have served as the backdrop for movies, and are iconic of what people may expect an old prison to look like, at least from a distance. These cell blocks are visible from various locations, including the Larkspur Ferry terminal, the bay, Sir Francis Drake Boulevard, and other roads that serve the region.

SQSP began as a prison facility in the 1850s and various buildings have been constructed throughout its history, including relatively recent times, with buildings that include the visually dominant large cell block buildings; other buildings that are visible but less dominant such as warehouses; and smaller, more internal, and less visible supporting facilities such as the boiler building (refer to Section 3.5, “Cultural Resources,” for detailed description of prison history and structures).

The project site consists of the proposed boiler building site near the southwest sally port and adjacent to the existing boiler building, and the LPG facility site just east of the West Gate entrance for SQSP (see Exhibits 2-3 and 2-4, respectively, in Chapter 2, “Project Description and Background”).



Exhibit 3-1

Viewpoint Locations



BOILER BUILDING SITE

The proposed boiler building site is currently occupied by two fuel tanks, the pipe fitters' building, the existing boiler building, and a retaining wall along the site's southern border (shown in Exhibit 2-3). Nearby and adjacent structures include the secure perimeter wall and guard tower to the west and single-story structures to the north that house shops, library, and educational activities. Warehouses are located outside of the secure perimeter near the edge of the bay to the west, southwest and south. The most dominant structures in the vicinity of the boiler building site are West Block (inmate housing) to the southeast and the Central Health Services Center to the northeast.

The boiler building site is located on the west side of SQSP. This part of SQSP is visible in middleground views from areas within Larkspur, and in background views from Corte Madera, both situated southwest of SQSP. A number of buildings at SQSP are visible in this view, and the boiler building is not distracting and is barely visible. Views of SQSP from the north are obscured by intervening topography. While the prison is visible from the Richmond-San Rafael Bridge located to the east, views of the site from this location are obscured by intervening structures on the prison grounds.

Sir Francis Drake Boulevard is located immediately north of SQSP and views of the prison grounds from this location are fleeting because stopping along the roadway is not permitted. Therefore, prolonged and uninterrupted views of the boiler building site are not available from this vantage point. The most direct views of SQSP and the boiler building site are available from the bay, and passengers of the Larkspur Ferry have views as the ferry passes by the prison on its way to and from San Francisco. The view of the boiler building site from the ferry is shown in Viewpoint 1 in Exhibit 3-2.

The boiler building site is located in the midst of larger prison structures and the view from the Larkspur Ferry that incorporates the site is dominated by the adjacent West Block building and the nearby Central Health Services Center. Additionally, lights and utilities, the secure perimeter wall, and warehouse structures are in the foreground views of SQSP and the boiler building site. Views of the existing structures on the boiler building site (fuel tanks, pipefitters' building, boiler building) are largely obscured by the warehouses and secure perimeter wall. Only the roof of the boiler building with four exhaust stacks is visible. These features are inconspicuous in the overall view of the prison.

LPG FACILITY SITE

Existing structures within the LPG facility site consist of two modular buildings that are 170 feet by 24 feet and 40 feet by 60 feet, respectively, and a small storage shed (shown in Exhibit 2-4). These buildings are approximately 12 feet in height and are in visually poor condition. Existing vegetation consists of some ornamental trees and shrubs, untended landscape plants, and invasive weeds and shrubs. The site is located near the western edge of the SQSP property, close to the shoreline of the bay. The shoreline area within the SQSP boundaries contains undeveloped disturbed land, vegetated with grass and weedy vegetation and areas developed with prison support structures such as equipment and materials storage yards and warehouses. The area immediately adjacent to the LPG facility site is largely undeveloped with a guard tower visible on the hill to the south. The site does not provide any unique scenic vistas or contain high quality visual resources.

The LPG facility site is located approximately 100 to 150 south of Sir Francis Drake Boulevard and is 15-20 feet lower in elevation than Sir Francis Drake Boulevard. The site is minimally visible for eastbound travelers from the roadway, which curves to the northeast in the vicinity of the West Gate entrance (Viewpoint 2 in Exhibit 3-2). However, the site can be viewed from the paved turnout area outside of the West Gate entrance (Viewpoint 3 in Exhibit 3-3) and from the bus shelter situated on Sir Francis Drake Boulevard above the West Gate entrance (Viewpoint 4 in Exhibit 3-3). The LPG facility site is not visible to westbound travelers on Sir Francis Drake Boulevard (Viewpoint 5 in Exhibit 3-4). The site is visible from the Larkspur Ferry as it passes approximately 660 feet to the west, though partly screened by vegetation from some vantage points (Viewpoint 6 in Exhibit 3-4).





Source: Ascent Environmental 2014



Source: Ascent Environmental 2014

X14010072 02 002

Bus Shelter

Exhibit 3-3

Viewpoints 3 and 4





Source: Ascent Environmental 2014



Source: Ascent Environmental 2014

X14010072 02 003



3.1.2 Discussion

a) Have a substantial adverse effect on a scenic vista?

Less-than-significant impact. A scenic vista is generally considered to be a location from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth, often from elevated vantage points. SQSP is of interest to the public because it has been a prison since the 1850s, and because the buildings present a mix of architectural styles. Because of the unique setting along the shore of the bay and the visual sensitivity of the shoreline area, SQSP is considered to be part of a scenic vista.

The project would include demolition of the pipe fitter's building and attached shed, the south retaining wall, and the existing boiler building, and construction of the new boiler building. Additionally, existing structures near the West Gate would be demolished and LPG tanks, pumps, support facilities, and security fencing would be installed. As noted above, the boiler building site is located adjacent to larger prison structures, and the existing structures on the site are largely obscured from surrounding viewpoints. The new boiler building would be approximately 4,500 square feet and approximately 38 feet high, with three exhaust stacks that would project approximately 10 feet above the roofline. The building would be constructed using concrete masonry and pre-engineered steel siding with a steel roof. The size and location of the new structure would not create a substantial change in the views of SQSP. The new boiler building would be largely shielded from offsite viewing areas, just as the existing structures on the project are shielded. Like the existing boiler building, the new boiler building would have exhaust stacks, which are the most visible feature of the existing building and would continue to be the most visible feature with the new building. Removal of the existing structures on the boiler building site and construction of the new boiler building would not adversely affect scenic vistas of the bay and surrounding area.

The project would also include demolition of existing structures on the LPG facility site and installation of three LPG tanks and a compressed air receiver structure. The largest tank would be 30,000 gallons, with dimensions of 11 feet in diameter and 47 feet in length. It would visually replace the existing, visually dilapidated modular buildings with a permanent facility that is smaller in overall size/footprint. The height of the tank when installed on a four-foot pier would be approximately 15.5 feet including the nozzles on top. The compressed air receiver would be four feet in diameter and approximately 13 feet tall. An approximately 15-foot tall flare would also be constructed that would be taller than the tanks. The LPG facility site is currently visible from the Larkspur Ferry, though partly screened by vegetation at some vantage points. While the San Francisco Bay shore provides scenic vistas from some vantage points, the LPG facility site does not present any unique visual features and is not considered to be part of a scenic vista. With the construction of the LPG facility, some structures may be tall enough that they would be visible from Sir Francis Drake Boulevard. However, views from this roadway are limited and do not constitute a scenic vista in the vicinity of the site. Further, they would visually change the site from dilapidated modular buildings to a more organized, permanent built feature. Therefore, the project would not have a substantial adverse effect on a scenic vista. This impact would be **less than significant**.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. There are no officially designated state scenic highways in Marin County. Highway 1 is an eligible state scenic highway, but it is located more than four miles southwest of SQSP and the prison is not visible from that highway. Therefore, the project would not damage any scenic resources and there would be **no impact** on scenic resources within a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less-than-significant impact. As noted above, the boiler building site is located adjacent to larger prison structures, and the existing structures on the site are largely blocked from surrounding views. The new boiler

building would be approximately 4,500 square feet and approximately 38 feet high. The roof would have a slight slope, but would not be peaked as with the existing boiler building. Three exhaust stacks would extend approximately 10 feet above the roofline. The exhaust stacks would be visible from offsite areas, and would be similar in appearance to the existing exhaust stacks. The new structure would be minimally visible from offsite areas, and the construction of the new structure would create only a minimal change in the views of SQSP because the new boiler building would be largely shielded from offsite viewing areas.

Likewise, the visual character of the LPG facility site is dominated by dilapidated structures surrounded by disturbed land and ornamental trees and shrubs. Construction of the LPG facility would replace existing structures with tanks and associated facilities and fencing. As described above, these structures would be taller than the existing structures on the site, but also smaller in overall footprint. They would be slightly more visible from offsite areas, including from the Larkspur Ferry, but not, in any instance, visually prominent. Further, the structures would not be out of character with other prison structures located along the shoreline in the surrounding area. Therefore, the project would not substantially alter the existing visual character or quality of views of the site and its surroundings, and this impact would be **less than significant**.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-significant impact. Because SQSP is a prison facility, it is required to operate 24 hours per day. Nighttime illumination is required for safety and security. The prison's existing nighttime lighting sources (i.e., high mast lighting, pole-mounted bollards, and perimeter lighting) are the dominant light source in the immediate vicinity, which is largely undeveloped. The existing structures on the boiler building site have wall-mounted lights, and lighting in the area includes high mast lighting and lights mounted on the prison walls. The new buildings would include security lighting similar to that on existing buildings. Existing lighting near the LPG site includes perimeter lighting and lighting at the West Gate entrance. Lighting for the LPG facilities would be similar to existing lighting. Therefore, the project would not result in a substantial change in nighttime lighting. This impact would be **less than significant**.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Environmental Setting

The project site has been used as a prison facility since the 1850s. Project activities would occur within the disturbed and built-out portions of the site.

Farmlands are mapped by the State of California Department of Conservation under the Farmland Mapping and Monitoring Program (FMMP). The FMMP was created by the State of California to provide data on farmland quality for use by decision makers in considering possible conversion of agricultural lands. Under

the FMMP, land is delineated into the following eight categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban or Built-Up Land, Other Land, and Water. Mapping is conducted on a county-wide scale, with minimum mapping units of 10 acres unless otherwise specified. While the project site is zoned as light agricultural use, the site, which is completely developed with prison facilities, is classified under the FMMP as Urban and Built-Up Land and Other Land (California Department of Conservation 2012).

3.2.2 Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No impact. The project would be implemented on developed land at the existing SQSP. The site is not used for agricultural production and is classified as Urban and Built-Up Land and Other Land by the FMMP (California Department of Conservation 2012). Therefore, farmland would not be converted to a non-agricultural use, and there would be **no impact**.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No impact. The project site is not subject to Williamson Act contracts, and would not conflict with existing zoning for agricultural use. Therefore, **no impact** would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. No portion of the project site is zoned for forest land, timberland, or timberland zoned Timberland Production. Therefore, **no impact** would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. Project implementation would not result in conversion of farmland or forest resources, and there are no project elements that would otherwise affect agricultural or forest lands. Therefore, **no impact** would occur.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No impact. No forest resources are located on the project site. The site is completely developed. **No impact** would occur.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Environmental Setting

The project site is located in Marin County, which lies within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Marin County is in state nonattainment for ozone, fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀); and in federal nonattainment for ozone, PM_{2.5}, and unclassified for PM₁₀.

Air quality within Marin County is regulated by the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) at the federal and state levels, respectively, and locally by the BAAQMD. The BAAQMD seeks to improve air quality conditions in Marin County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the BAAQMD includes the development of programs for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. BAAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the federal Clean Air Act (CAA), federal Clean Air Act Amendments of 1990 (CAAA), and the California Clean Air Act (CCAA).

BAAQMD adopted thresholds of significance in June 2010, but they were challenged in a lawsuit. On March 5, 2012, the Alameda County Superior Court issued a judgment finding that BAAQMD had failed to comply with CEQA when it adopted the thresholds. The court found that the adoption of the thresholds was a

project under CEQA and ordered BAAQMD to examine whether the thresholds would have a significant impact on the environment under CEQA before recommending their use. The court issued a writ of mandate ordering BAAQMD to set aside the thresholds and cease dissemination of them until BAAQMD had complied with CEQA. The court's order permits BAAQMD to develop and disseminate its CEQA guide, discussed in more detail below, as long as it does not implement the thresholds of significance.

As discussed in BAAQMD's updated CEQA guide that was released in May 2012, an analysis of environmental impacts under CEQA includes an assessment of the nature and extent of each impact expected to result from the project to determine whether the impact will be treated as significant or less than significant. CEQA gives lead agencies discretion whether to classify a particular environmental impact as significant. Ultimately, formulation of a standard or "threshold" of significance requires the lead agency to make a policy judgment about where the line should be drawn distinguishing adverse impacts it considers significant from those that are not deemed significant. This judgment must, however, be based on scientific information and other factual data to the extent possible (State CEQA Guidelines Section 15064[b]).

As discussed above, because of the existing court order related to BAAQMD's adopted 2010 CEQA Thresholds of Significance, BAAQMD cannot recommend specific thresholds of significance for use by local governments at this time. BAAQMD states that lead agencies will need to determine appropriate air quality thresholds to use for each project they review based on substantial evidence that they should include in the administrative record for the project. One resource BAAQMD provides as a reference for determining appropriate thresholds is the *CEQA Thresholds Options and Justification Report* developed by BAAQMD staff in 2009 (BAAQMD 2009). The *CEQA Thresholds Options and Justification Report* outlines substantial evidence supporting a variety of thresholds of significance.

For the purposes of this project, the following thresholds of significance, as included in the aforementioned report, are used to determine if an impact on air quality would be significant. The project would result in a significant air quality impact if it would result in an exceedance of any of the following levels:

- ▲ Reactive organic gases (ROG): 54 lbs/day;
- ▲ Nitrogen oxides (NO_x): 54 lbs/day;
- ▲ Particulate matter, exhaust (PM₁₀): 82 lbs/day;
- ▲ Particulate matter, exhaust (PM_{2.5}): 54 lbs/day; and
- ▲ Particulate matter, fugitive dust (PM_{2.5}/PM₁₀): Best Management Practices.

3.3.2 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-significant impact. The emission inventories used to develop a region's air quality attainment plans are based primarily on projected population growth and vehicle miles traveled (VMT) for the region, which are based, in part, on the planned growth identified in regional and community plans. Therefore, projects that would result in increases in population or employment growth beyond that projected in regional or community plans could result in increases in VMT above that planned in the attainment plan, further resulting in mobile source emissions that could conflict with a region's air quality planning efforts. Increases in VMT beyond that projected in area plans generally would be considered to have a significant adverse incremental effect on the region's ability to attain or maintain state and national ambient air quality standards.

The project would not generate demand for any new permanent employees or result in an increase in inmate population or associated vehicle trips (e.g., employee trips, visitation trips). Temporary construction activities would result in slight increases in vehicle trips associated with materials delivery and off-haul. However, these would be temporary and would only occur during the 24-month construction period. The project would not result in any new, permanent employment opportunities or housing. Therefore, the project would not change the amount of development projected for Marin County, and would be consistent with the population

growth and VMT projections contained in the BAAQMD's Air Quality Management Plan. The project would not interfere with the region's ability to attain or maintain state and national ambient air quality standards. Thus, implementation of the proposed project would not conflict with or obstruct implementation of any air quality planning efforts. As a result, this impact would be **less than significant**.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less-than-significant impact. The project would not increase the population or bring new, permanent employees to the project area. All proposed facilities (e.g., boiler building, piping, utilities, and LPG facilities) would be replacing existing onsite equipment and would not increase or expand current operations in any way. Therefore, the project would not increase traffic on the surrounding roadways or intersections to levels that could result in increases in carbon monoxide (CO) concentrations that could cause an exceedance of state or national ambient air quality standards.

The project includes the demolition of some existing structures and associated components including the existing pipe fitter's building, boiler building, modular buildings, fuel tanks, utilities, and pipes. Project construction would include site improvements such as grading, paving, and fencing as well as construction of a new 4,500 square foot boiler building that would house three new boilers, and installation of a 30,000 gallon LPG tank and associated facilities to serve as a backup fuel source for the boilers if natural gas service is interrupted. Building construction would use concrete for the building pad and pre-engineered steel siding and roof. Additional improvements include building interior improvements (e.g., office, showers, restrooms, electrical closet, and boiler area construction), exterior steam piping, and installation of a new steam system including boilers, selective catalytic reactors, economizers, a deaerator, a chemical treatment system, and necessary water piping.

In addition to emissions associated with heavy-duty equipment and truck deliveries during construction, the project would result in long-term operational emissions of criteria air pollutants from the operation of the new boilers. However, the primary purpose of the project is to replace the existing boilers that are currently out of compliance with BAAQMD regulations with newer and more efficient boilers that would operate on natural gas instead of diesel fuel and would comply with all current BAAQMD rules and regulations. Therefore, project-related operational impacts from stationary sources would be reduced compared to existing conditions.

Short-term construction and long-term operational emissions are discussed separately below.

Short-term Construction-Related Criteria Air Pollutants

Construction-related emissions of NO_x, ROG, PM₁₀/PM_{2.5} (exhaust and fugitive dust) were modeled in accordance with BAAQMD-recommended methodologies using project specifications (e.g., construction schedule, and duration), and default settings and parameters contained in the California Emission Estimator Model (CalEEMod). Default data (e.g., emission factors, trip lengths, meteorology, land use type) is built into the model and provided by the various California air districts to account for local requirements and conditions. Input parameters were based on project-specific information, default model settings, and reasonably conservative assumptions. Modeling was conducted for the proposed demolition of existing structures, site preparation/grading, and new building construction of the proposed boiler building and associated facilities. Construction would occur over approximately 24 months. The modeled daily emissions are summarized in Table 3-1 and described in more detail in Appendix A.

Based on the modeling conducted, project demolition and construction would not exceed any of the applicable thresholds of significance. In addition, modeling was conducted over a one-year period to represent a maximum emission scenario where construction phases could potentially overlap. The proposed construction schedule would actually span over a 24-month period, so estimated emissions may be slightly reduced. As described in Chapter 2, "Project Description and Background," the project would incorporate environmental protection measures to further reduce dust emissions. Thus, short-term construction-related emissions of criteria air pollutants would not have the potential to result in localized concentrations of

criteria air pollutants and precursors that would exceed applicable ambient air quality standards. Project-generated emissions would not violate or contribute substantially to an existing or projected air quality violation.

Table 3-1 Summary of Modeled Maximum Daily Emissions of Criteria Air Pollutants and Precursors						
	ROG	NO _x	PM ₁₀ (exhaust)	PM ₁₀ (dust)	PM _{2.5} (exhaust)	PM _{2.5} (dust)
Demolition	1.4	11.9	0.9	0.7	0.8	0.1
Site Preparation	1.4	14.3	0.9	0.5	0.8	<1
Grading	1.4	11.9	0.9	0.8	0.8	0.4
Building Construction	1.4	14.3	0.9	<1	0.9	<1
Paving	1.2	11.5	0.7	<1	0.7	<1
Construction Maximum Daily	6.3	32.6	1.2	1.9	1.1	0.4
Thresholds of Significance	54 lbs/day	54 lb/day	82 lb/day	BMPs	54 lb/day	BMPs

Notes: The maximum daily emissions for each individual phase was summed and compared to the thresholds to represent and worst-case scenario where all construction phases/activities would potentially overlap.

ROG = reactive organic gases
 NO_x = oxides of nitrogen
 PM₁₀ = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
 PM_{2.5} = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less
 lb/day = pounds per day

See Appendix A for detail on model inputs, assumptions, and project specific modeling parameters.

Source: Modeling Conducted by Ascent Environmental in 2014

Long-term Operational-Related Criteria Air Pollutants

Emissions from stationary sources include exhaust emissions of criteria air pollutants from the use of natural gas to operate the boilers. Any such stationary sources are required by BAAQMD to obtain an Authority to Construct permit and a Permit to Operate, pursuant to Regulation 2 Rule 2 New Source Review. In addition to the New Source Review, the proposed boilers included in the project must comply with specific emissions requirements for industrial and commercial boilers as specified in Regulation 9 Rule 7.

Section 9-7-300 Standards of Regulation 9 Rule 7 specifies limits for NO_x and CO emissions from the operation of boilers. Emissions requirements from this rule state that:

- ▲ NO_x emissions shall not exceed 30 parts per million by volume (ppmv), dry at three percent oxygen when gaseous fuel is used;
- ▲ NO_x emissions shall not exceed 40 ppmv, dry at three percent oxygen when non-gaseous fuel is used;
- ▲ NO_x emissions shall not exceed the heat-input weighted average of the aforementioned limits if a combination of gaseous and non-gaseous fuel is used; and
- ▲ CO emissions shall not exceed 400 ppmv, dry at three percent oxygen.

According to BAAQMD, stationary sources of air pollutant emissions that comply with applicable rules and regulations are not considered to interfere with the CAAQS and NAAQS, as appropriate emissions offsets and emissions controls would be required through the permitting process, as deemed necessary by BAAQMD. In addition, the permits would include conditions for operation of stationary sources, if deemed necessary, to ensure that the air quality emissions standards are met. Further, the primary purpose of the project is to replace the existing boilers that are currently out of compliance with BAAQMD regulations with newer and

more efficient boilers that would operate on natural gas instead of diesel fuel and would comply with all current BAAQMD rules and regulations. Therefore, project-related operational impacts from stationary sources would be reduced compared to existing conditions. Thus, with regards to long-term operational stationary-source emissions, the project would result in a benefit to air quality.

The project would not result in a substantial increase in traffic and thus would not result in increases in CO concentrations that would exceed CAAQS and NAAQS. As discussed above, short-term construction-related emissions would not exceed applicable thresholds. In addition, environmental protection measures would be incorporated into the project that would further reduce construction-related emissions. For stationary sources, CDCR would be required to obtain permits from the BAAQMD and comply with all applicable emissions requirements. In addition, as explained above, the proposed project would result in a decrease in long-term emissions as compared to existing conditions. Thus, project-generated emissions would not violate or contribute substantially to an existing or projected air quality violation. This impact would be **less than significant**.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less-than-significant impact. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. As explained in BAAQMD's CEQA guide, and consistent with CEQA, if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, air districts consider the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Thus, as discussed in the analysis under "b" above, project-generated emissions would not exceed applicable thresholds and, therefore, would not violate an existing air quality standard.

Additionally, the project would not result in a substantial increase in mobile source emissions, and new boilers would be replacing existing boilers with more efficient technology that would meet BAAQMD's permit requirements. As a result, project-generated emissions of criteria air pollutants and precursors would not be cumulatively considerable. This impact would be **less than significant**.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact.

Criteria Air Pollutants

The closest sensitive receptor to the project site is the inmate housing located approximately 45 feet south of the proposed boiler building. As discussed in "b" above, project implementation would not result in regional (e.g., ROG, NO_x, PM₁₀) or local (e.g., CO) emissions of criteria air pollutant or precursors from construction or operational-related activities that would exceed applicable thresholds of significance. In fact, operational emissions from stationary sources would be reduced as a result of the project in comparison to the existing condition. Thus, project-generated criteria air pollutant and precursor emissions would not expose sensitive receptors to substantial pollutant concentrations.

Toxic Air Contaminants

The project would result in short-term diesel exhaust emissions from onsite construction equipment. Particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a toxic air contaminant (TAC) by the ARB in 1998. The potential cancer risk from the inhalation of diesel PM, as discussed below, outweighs the potential for all other health impacts (OEHHA 2003), so diesel PM is the focus of this discussion. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period. However, such assessments should be limited to the period/duration of activities associated with the proposed project (OEHHA 2003).

The primary source of diesel PM from the proposed project would be from construction-related activities (e.g., exhaust from off-road heavy-duty diesel equipment). Sensitive receptors surrounding the project site include the inmate housing located approximately 45 feet south of the proposed boiler building. Based on the emission modeling shown above under "b," the highest level of PM₁₀ (i.e., diesel PM) that would occur on the worst construction day would be 1.2 lbs/day. This level is substantially lower than the recommended threshold of 82 lbs/day. Additionally, construction is estimated to last approximately 24 months with most of the construction involving utility, piping, and interior building systems installation. Heavy-duty equipment would be used during the demolition, site preparation, and paving phases which would occur at the beginning of construction and would not occur during the entire 24-month construction period. Thus, considering the substantially low amount of emissions predicted from this project and the short duration of construction-related activities, the project would not be anticipated to result in the exposure of sensitive receptors to substantial pollutant concentrations.

Airborne Entrainment of Asbestos

Demolition and removal of the existing structures could potentially result in the airborne entrainment of asbestos related to the disturbance of asbestos-containing materials. Asbestos is listed as a TAC by the ARB. The risk of disease is dependent upon the intensity and duration of exposure. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs) (ARB 2010).

Several agencies such as the Occupational Safety and Health Administration (OSHA), California OSHA (Cal/OSHA), and the local air district, BAAQMD, regulate asbestos. BAAQMD Regulation 11 Rule 2 regulates asbestos removals and building demolitions. The rule is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities. It requires that building surveys be conducted to determine the presence of asbestos, a written notification be filed with the applicable air district to inform them of the demolition or renovation activity, contains basic minimum standards for emission controls, and requires that handling and disposal of asbestos containing material be handled by licensed haulers and disposed of in landfills certified to handle hazardous asbestos waste. Therefore, projects that comply with Regulation 11 Rule 2 would ensure that asbestos-containing materials would be disposed of appropriately and safely.

As discussed above, the project would not result in regional (e.g., ROG, NO_x, and PM₁₀) or local (e.g., CO) emissions of criteria air pollutant or precursors from construction or operational-related activities that would exceed applicable thresholds of significance. The project would include environmental protection measures during construction that would further reduce short-term construction emissions. The project would be replacing existing boilers that are not in compliance with BAAQMD regulations with more efficient boilers, resulting in decreases in long-term stationary source emissions. Construction would be relatively short in

duration (i.e., 24 months) and estimated diesel PM emissions would be considered low. The project would comply with BAAQMD Regulation 11 Rule 2, which would minimize the release of airborne asbestos emissions, as abatement will be performed by experienced/trained personnel, using appropriate protective measures (i.e., masks, vests). Thus, project-related construction and operation would not expose nearby sensitive receptors to substantial levels of pollutants and this impact would be **less than significant**.

e) Create objectionable odors affecting a substantial number of people?

Less-than-significant impact. Implementation of the project would not result in any major sources of odor (i.e., the project is not one of the common types of facilities and does not include activities that are known to produce odors [landfill, coffee roaster, wastewater treatment facility]). Minor odors from the use of onsite equipment during construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. In addition, operation of the project would not result in locating sensitive receptors' near an existing odor source. Thus, project implementation would not create objectionable odors affecting a substantial number of people. As a result, this impact would be **less than significant**.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.1 Environmental Setting

Several areas that are known to support sensitive biological resources are present within a few miles of SQSP, including the Corte Madera Ecological Reserve and the Ring Mountain Open Space Preserve. The Corte Madera Ecological Reserve supports threatened and endangered species including the California clapper rail (*Rallus longirostris obsoletus*), California black rail (*Laterallus jamaicensis coturniculus*), salt marsh harvest mouse (*Reithrodontomys raviventis*), and Point Reyes birds-beak (*Cordylanthus maritimus* ssp. *palustris*); and is located less than 0.5 mile southeast of the site, across San Francisco Bay. The Ring Mountain Open Space Preserve, located approximately 1.5 miles southwest of the site, supports several threatened and endangered plant species including Tiburon mariposa lily (*Calochortus tiburonensis*), Tiburon indian paintbrush (*Castilleja affinis* ssp. *neglecta*), Tiburon jewelflower (*Streptanthus niger*), and Marin western flax (*Hesperolinon congestum*). This reserve also supports serpentine bunchgrass grassland, a sensitive natural community tracked in the California Natural Diversity Database (CNDDDB). The oak

woodland located on the hillsides north of the project site and north of Sir Francis Drake Boulevard could also support sensitive biological resources (CDCR 2007).

Although the area surrounding SQSP supports sensitive biological resources, the project site is within SQSP and the footprints of the new boiler building and LPG facilities have been previously developed by the existing pipe fitters' building, fuel tanks, and modular buildings. The project site has, therefore, been disturbed as a result of prior construction and operation of the prison and associated facilities. No undisturbed natural plant communities are present and very little potential wildlife habitat exists on the project site.

The only potential wildlife habitat onsite is provided by several ornamental trees and shrubs including California fan palm (*Washingtonia filifera*), Mexican fan palm (*Washingtonia robusta*), date palm (*Phoenix dactylifera*), wax myrtle (*Myrica californica*), and privet (*Ligustrum* spp.) that are located adjacent to the buildings and along the fence north of the project footprint. The ornamental trees and shrubs could be used for nesting by common or migratory birds. The project site does not include any shoreline or bay habitats. Therefore, no habitat for sensitive plant and wildlife species associated with the bay or salt marsh communities is expected to occur.

The biological resources investigation for the proposed project is based on review of the project description and previous environmental documents prepared for SQSP, examination of aerial photography of the site taken in 2014, searches of the California Department of Fish and Wildlife (CDFW) CNDDDB of rare plants and animals in California and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, and site visits on September 4 and November 12, 2014.

SPECIAL-STATUS SPECIES AND SENSITIVE HABITATS

Special-status species are plants and animals that fall into the following categories:

- ▲ listed or proposed for listing as threatened or endangered under federal Endangered Species Act (ESA) or candidates for possible future listing;
- ▲ listed or candidates for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA);
- ▲ listed as Fully Protected under the California Fish and Game Code;
- ▲ animals identified by CDFW as species of special concern;
- ▲ plants considered by CDFW to be "rare, threatened, or endangered in California" (California Rare Plant Ranks of 1A, presumed extinct in California; 1B, considered rare or endangered in California and elsewhere; and 2, considered rare or endangered in California but more common elsewhere). While these rankings do not afford the same type of legal protection as ESA or CESA, the uniqueness of these species requires special consideration under CEQA;
- ▲ considered a locally significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section 15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or
- ▲ otherwise meets the definition of rare or endangered under CEQA Section 15380 (b) and (d).

Searches of the CNDDDB and the CNPS Inventory of Rare and Endangered Plants were conducted for sensitive biological resources that have been documented within a one-mile radius of the project site. Based on a review of the results of the database searches, documented species ranges, and the habitat condition of the project site, no special-status species are expected to occur on the project site.

3.4.2 Discussion

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

Less than significant with mitigation incorporated. The project would include ground disturbing activities, and some or all of the ornamental trees and shrubs within the project site may need to be removed for installation of utilities for the new buildings and the new LPG facilities. The ornamental trees and shrubs located onsite could provide suitable nesting habitat for common and/or migratory birds. Therefore, the project could have a substantial adverse effect on sensitive species. This impact would be **potentially significant**.

Mitigation Measure BIO-1: Implement nesting bird avoidance measures.

To avoid any direct and indirect impacts to migratory birds, vegetation removal will occur outside of the typical breeding season (March 1 to August 31) for most migratory birds. Construction activities are anticipated to begin in fall 2015 and would continue, but gradually decline in intensity over time, until construction is completed in approximately fall 2017. Ornamental shrubs will be removed outside of the nesting season to discourage use of the area by migratory birds.

Implementation of Mitigation Measure BIO-1 would reduce this impact to a **less-than-significant** level because shrubs would be removed outside of the nesting season and project activities would be continuous once construction begins. Therefore, it is unlikely that birds would nest in or immediately adjacent to the project site.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

No impact. Riparian habitat and other sensitive natural communities do not occur on the project site. The project site is entirely landscaped and developed. Therefore, **no impact** to riparian habitat or other sensitive natural communities would result from implementing the project.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No impact. No wetlands or other sensitive habitats are present on the project site. Project-related construction and operational activities would not result in the removal, fill, or hydrologic interruption of any potential jurisdictional waters of the United States. **No impact** would occur.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No impact. Wildlife corridors are features that provide connections between two or more areas of habitat that would otherwise be isolated and unusable. Often drainages, creeks, or riparian areas are used by wildlife as movement corridors as these features can provide cover and access across a landscape. The project site is developed and most of it is surrounded by an existing perimeter fence. Therefore, the site does not contain any important wildlife corridors and the proposed project would not create an impediment to wildlife movement through the site. **No impact** would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-significant impact. Although, as a state agency, CDCR is generally not subject to local land use plans, policies, and ordinances, CDCR has considered such plans and policies in determining whether a significant local impact would occur. Marin County has a Native Tree Preservation and Protection Ordinance that regulates the removal of native trees. The project would include removal of some ornamental trees located onsite. The effect of tree removal was evaluated in terms of loss of wildlife habitat, specifically nesting habitat for native birds. Potential conflicts with policies or ordinances intended to protect biological resources are not anticipated. Therefore, this impact would be **less than significant**.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The project site is within SQSP and is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, the project would not conflict with the provisions of an adopted habitat conservation plan. **No impact** would occur.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.5.1 Environmental Setting

The primary sources of information for this section are the *New Central Health Service Center Draft EIR* prepared by EDAW (CDCR 2007), and the *San Quentin State Prison Boiler Building Project Historic Resources Survey and Evaluation* report prepared by Ascent Environmental, Inc. (CDCR 2014). A confidential records search for the project site was conducted in September 2014 at the Northwest Information Center (NWIC) in Rohnert Park, California (NWIC File No. 14-0311). The records search found no resources, either architectural or archaeological, within the SQSP boundary. The search revealed that six reports were conducted within the prison boundary, although none included the project site.

On September 24, 2014, a project description and maps were sent to the Native American Heritage Commission (NAHC). The purpose was to request a search of the NAHC’s sacred lands file and request a list of Native American contacts for the project area. The NAHC responded by fax with sacred lands search results and contacts for Marin County on October 1, 2014. The sacred lands file searches did not have any record of Native American resources at the boiler building site. The NAHC also provided a list of two tribes to contact for additional information regarding cultural resources. Ascent mailed letters to the Federated Indians of Graton Rancheria and the Ya-Ka-Ama tribes on November 7, 2014. On November 8, 2014, Nick Tipon, Sacred Sites Protection Committee for the Federated Indians of Graton Rancheria, replied with information regarding cultural resources in the vicinity of SQSP.

REGIONAL PREHISTORY

The earliest archeological study, conducted in 1909, that included the project site is also one of the most valuable because the Native American shell mounds in the San Francisco Bay Area were mapped before development of the land destroyed a majority of these resources. Two sites near SQSP were recorded at this time. Excavations were conducted at one of these sites, which revealed a large number of artifacts as well as eight burials. The second site was tested in 1980 and found to be almost totally destroyed by previous grading activities.

No cultural material was observed during subsurface examinations within the prison grounds in 1980. However, cartographic data of considerable importance was collected. Early maps of salt marsh areas in the San Quentin vicinity showed that virtually the entire project site was a marshy inlet until it was filled

sometime during the early years of the 20th century. Only the far northern edge of the project site, nearest the central ridge of the peninsula, and the hill on the western side of the project site, now known as Dairy Hill, could have been dry enough to allow prehistoric habitation.

A third site was later recorded at SQSP. All investigators at this site noted that the upper levels of the site had been destroyed. In reference to the SQSP site, an 1860 article in the Marin journal reported that “an Indian rancheria of great depth was excavated near San Quentin. Fifteen or sixteen Indian skulls were removed.” Artifacts found at the site indicated that it was occupied in the Middle Horizon, a cultural period extending from about 2000 before present to 250. Evidence of later occupation was probably removed with destruction of the upper levels of the site.

ETHNOGRAPHY

The project site is within the ethnographic territory of the Coast Miwok. There is evidence, from a newspaper account and from an 1860 map of a Coast Miwok village on San Quentin Point during the historic era, which shows “Aldea de los primero habitantes—los viejos” in the area of one of the previously recorded archaeological sites. Taylor places a village somewhere on San Quentin Point in 1849. This location may have been used only after contact with the non-Native American settlers, excluding the much earlier occupation known through archaeology.

The most recent summary of Coast Miwok ethnology places the nearest main village, “awani-wi,” just north of San Rafael. The Coast Miwok occupied what is now Marin County and part of Sonoma County, as far north as Sebastopol. There is extensive coastline in this territory, and resources from the sea and salt marshes were important for Coast Miwok subsistence.

HISTORIC SETTING

Despite its location on San Francisco Bay and its possible connection with Sir Francis Drake, Point San Quentin remained relatively undeveloped until recently (ca. 1800’s). There are assertions that Sir Francis Drake may have landed on or near the project site in 1579, but no solid evidence supports this conclusion.

The land area where SQSP stands was originally named after an American Indian named Quentin, or Quintin, who fought the Spanish incursions into his native lands. He was captured by Spanish soldiers in this area near Mission San Rafael, approximately three miles northwest of the project site. After his release, he worked for General Vallejo and was an invaluable ally in Indian affairs. The peninsula that currently bears his name was misnamed San Quentin by the Americans, according to Vallejo, because of the misconception that all Spanish names start with “San.” The area has been known as Point San Quentin since.

After the independence of Mexico from Spain, the lands around Mission San Rafael were parceled out as land grants by the new Mexican governors. The Punta de Quentin land grant encompassed the entire peninsula, including the adjacent marshes and valley stretching in the direction of Mount Tamalpais. Governor Alvarado granted the land to Juan B. Cooper in 1840. Cooper controlled the land for six years and ran a small logging venture there. However, the creation of the State of California in 1850 and the concurrent Gold Rush changed the entire organization of land ownership in California, including Punta de Quentin.

San Quentin State Prison

Soon after California became a state in 1850, the legislature authorized the establishment of six state prisons. California’s first state prison was established in 1852, on a ship known as the “Waban,” which was anchored near Angel Island in the San Francisco Bay. Originally meant to house 40 inmates, by 1853, 150 convicts lived aboard the narrow ship. Due to overcrowding and unsanitary conditions, state warden James M. Estell spearheaded efforts to establish a prison near Mission San Rafael in the San Francisco Bay.

Officials used inmate labor aboard the Waban to construct the earliest cellblock (known as the Old Spanish Prison or the “Stones”) out of brick and rock materials quarried nearby. The structure, designed to house 250 inmates, was completed in 1854. The cells of the original cellblock measured 10 by 6 feet in width and were accessed by an iron door with a small slit. For many years, the “Stones” was the only substantial structure on Point San Quentin. By 1860, two additional two-story brick buildings with prisoners’ cells, a two-story brick building for officers and guards, a hospital, a one-story manufacturing building, and the brick main prison entrance were added to the facility. The bricks for the buildings came from the local brickyard and were manufactured by the inmates.

Convict labor continued to fund the running of the prison. During this time, it transferred from quarrying and brick making to furniture manufacturing. The major contractor was the California Furniture Company. The furniture was mass produced at SQSP. The state, under pressure from outside manufactures, banned convict labor from competing with civilian labor in a California Constitution modification of 1879. This ban forced SQSP to find new areas of revenue besides furniture making. Consequently, prisoner labor was converted to making gravel from large quarried rocks. In addition, the purchase of 50 acres of clay ground adjacent to the extinct brick yard reinvigorated the brick making industry at SQSP.

In 1880, as an added source of prison income, Warden Josiah Ames decided to invest in jute sack production. The jute mill, which opened in 1882 and stood in the lower yard, was active until it burned down in 1955. Another production building was constructed concurrently adjacent to the jute mill and was demolished in 1977. This imposing brick building, named the “sash and blind” building, was four stories tall and contained machine, carpenter, tin, tailor and shoe shops; laundry; inmate housing; and a death chamber and execution room. In 1890, the brick building currently known as the pipefitters’ building was constructed as a foundry. During this period, a wall separated the jute mill, boiler room, and foundry from the baseball field.

By 1893, SQSP contained a variety of industrial, administrative, and residential structures standing within or adjacent to the large perimeter walls. The prison complex stood to the rear of a hill which partially obscured it from facing the bay side. Throughout the late 19th century and into the early 20th century, prison officials increased the number of buildings at the facility to meet the needs of the growing inmate population. Officials undertook plans to construct a new dining hall and kitchen as well as an additional cellblock (known as the South Block). An approximately 20-foot-high perimeter wall enclosed the entire facility. Prison officials also authorized plans for a two-story brick building for officers and guards, a hospital, a one-story manufacturing building, and a brick main prison entrance.

From 1900 to 1935, the inmate population at SQSP increased substantially. In response to this population increase, the prison wardens during this period not only authorized the construction of additional prison facilities, but also initiated reform measures to make prison life more beneficial for the inmates. In 1913, Warden James A. Johnston began his term as warden, which spanned 12 years. Johnston, a former warden at Folsom State Prison, implemented reform measures mostly designed to reward and encourage good behavior rather than focus on punishment. He introduced several changes to the prison including inmate work programs, educational and industrial training opportunities, improved food quality, and advanced medical treatment and spiritual guidance. To punish bad behavior, the warden instituted solitary confinement, rather than corporal punishment. Johnston also oversaw the completion of the women’s administration building, the guard’s auditorium, and the construction of a schoolhouse for the children of prison employees. In 1925, the boiler building was constructed adjacent to the pipefitters’ building.

The appointment in 1940 of Clinton Duffy, son of a SQSP guard, was a turning point at the prison. The prison, having finally evolved into a complete physical complex, began to evolve socially into the system it is today. Duffy’s first action was the termination of solitary confinement in the “dungeon” located beneath one of the prison buildings. He removed the cells’ iron gates as a symbol of a new period. Concurrently, educational and vocational programs, which existed at SQSP, were established statewide.

Duffy also continued to offer educational and vocational programs to the inmates and improve communication between the inmates and the administration. The social changes continued after Duffy’s

departure in 1951, as improved educational, vocational, and incentive programs were offered to the inmates. In 1959, another symbol of the old prison system, the Stones, was completely demolished and replaced with the Adjustment Center, which provided treatment to inmates who could not function socially with their fellow inmates. Various construction programs also occurred well into the latter part of the 20th century including the construction of additional medium- and minimum-security buildings.

In 1950, an addition was done to the rear of the boiler building to accommodate the installation of a fifth boiler. Construction of the addition required demolition of the south end of the building. This south wall was pushed out 15 feet on the west side and 10 feet on the east side. In 1961, an addition to the north side of the boiler building required the demolition of the front of the building. Twenty-two feet were added to the front of the building, creating the design of the current windows and doors. Also, in 1965, the newer brick addition on the west side of the boiler building was constructed as a “fan room.” Approximately half of the pipefitters’ building was removed between 1945 and 1965 and the gabled-dormer that ran the length of the roof was removed. The east side of the pipefitters’ building was demolished to accommodate expansions to the adjacent boiler building and the west side was demolished for construction of the vehicle sally port. The wall in the lower yard that separated the jute mill, boiler room, and foundry from the baseball field had been demolished by 1963.

The era between the 1950s and the 1980s at SQSP reflected the greater social change occurring outside its walls. The political fracas of the 1950s, and the racial and social tensions of the 1960s and 1970s created violent undercurrents within the prison walls. At the same time, the education program for prisoners improved and more vocational programs and incentives for prisoners were implemented along with new shops as training areas. The population of the prison, always on the rise, became increasingly difficult to manage. In 1983, another set of buildings for medium- and minimum-security was constructed outside the main prison walls.

3.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less-than-significant impact. The NWIC records search revealed no architectural resources within the project site. Five buildings on or adjacent to the project site were evaluated for historical significance in the *San Quentin State Prison Boiler Building Project Historic Resources Survey and Evaluation*, the pipe fitters’ building (1890), boiler building (1925), West Block (1927), education/hobby shop (1931), and the gymnasium (1966). The structures have not been previously identified as appearing eligible for listing or designation in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR).

The criteria for listing on the NRHP are as follows:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

California Code of Regulations Title 14, Section 4852 addresses the types of historical resources and criteria for listing in the CRHR. The criteria for listing historical resources in the California Register are consistent with those developed by the National Park Service for listing historical resources in the NRHP, but have been modified for state use to include a range of historical resources that better reflect the history of California.

Eligibility for listing on the NRHP and CRHR rests on twin factors of significance and integrity. A property must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm historical significance a property may possess and render it ineligible. Likewise, a property can have complete integrity, but if it lacks significance, it must also be considered ineligible. Of the five buildings evaluated, only West Block appears to meet the criteria for listing in the NRHP and the CRHR. The other four buildings were determined to be ineligible due to loss of integrity (the pipefitters' building and the boiler building) and lack of historical significance (education/hobby shop and the gymnasium). The reasons for these determinations are described below.

As described above, a number of modifications were made to these buildings. The cumulative effect of the additions to the north, south, and west sides of the boiler building and the demolition of the front of the building have substantially compromised the integrity of design, setting, feeling, and workmanship of the boiler building. The integrity of design, setting, feeling, and workmanship of the pipefitters' building has been substantially compromised due to reduction of building size and the alteration of the roof.

The education/hobby shop and the gymnasium, while retaining integrity, lack any historical significance. The historic record does not show that the buildings are associated with the growth of the California prison system or other events important to broad patterns of our history; neither building is associated with a master architect or any individual important in the development of the state prison system in California; and the buildings do not have any distinct characteristics in method, construction, materials, design or artistic value, and are not the work of a master.

Implementation of the project includes the demolition of the boiler building and the pipefitters' building. Because these two buildings were determined to be ineligible for listing on the NRHP and CRHR, the project would not have a direct effect on historic properties. West Block, the only resource recommended eligible for listing on the NRHP and CRHR, would not be affected by the project. With the alterations of the boiler building and pipefitters' building, construction and demolition of the jute mill and the sash and blind building, and removal of the wall in the lower yard, the location of the project facilities within the lower yard of SQSP has continually evolved as an industrial and support services area. Therefore, the demolition of the boiler building and subsequent construction of a new boiler building would not result in a change in character or use. This would be a **less-than-significant** impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant with mitigation incorporated. No known archaeological sites have been documented within or near the project site. As discussed above, virtually the entire project site was a marshy inlet until it was filled sometime during the early years of the 20th century and therefore pre-historic archaeological remains are unlikely at this location. However, the long-term history of SQSP, specifically the pipefitters' and boiler buildings, indicates that the potential exists to encounter as of yet unknown historic-age archaeological material during project-related construction activities (i.e., trenching and grading). If such resources were to represent "unique archaeological resources" as defined by CEQA, any substantial change to or destruction of these resources would be a **potentially significant** impact.

Mitigation Measure CR-1: Halt ground-disturbing activity and retain archaeologist.

In the event that any subsurface archaeological features or deposits, including locally darkened soil (midden), that could conceal cultural deposits, are discovered during construction-related earth-moving activities, all ground-disturbing activity in the vicinity of the resources shall be halted and a qualified

professional archaeologist shall be retained to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate mitigation to protect the integrity of the resource and ensure that no additional resources are affected. Mitigation could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

Implementation of Mitigation Measure CR-1 would reduce this impact to a **less-than-significant** level because a plan to address discovery of unanticipated buried cultural resources and to preserve and/or record those resources consistent with appropriate laws and requirements would be implemented.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-significant impact. A search of the University of the California Museum of Paleontology Collections (UCMP) Database did not reveal any recorded fossils on the project site (UCMP 2014). However, the *Marin Countywide Plan Update FEIR (2007b)* states that paleontological remains are fairly common in Marin County. The remains include plants, invertebrates, and vertebrates ranging in age from approximately 140 million years to less than 8,000 years before the present. Within the county, paleontological remains have been primarily recovered from the Holocene, Pleistocene, Pliocene, and Miocene geologic time periods in the western portion of the county. This corresponds with the recorded locations of paleontological resources recorded by the UCMP. Of the 363 listed resources during a search under “Marin County,” almost all of the recorded localities were located west of the San Andreas Fault Zone. The entirety of SQSP is underlain by quaternary alluvium from the Holocene period that is generally less than 10,000 years old. Because of the lower sensitivity of the project site for paleontological resources, this would be a **less-than-significant** impact.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less-than-significant impact. Based on documentary research, no evidence suggests that any prehistoric or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the project site. In addition, virtually the entire project site was a marshy inlet until it was filled sometime during the early years of the twentieth century and therefore the discovery of human remains is unlikely at this location. Because of the lower sensitivity of the project site for human remains, this would be a **less-than-significant** impact.

3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6.1 Environmental Setting

A preliminary geotechnical investigation of the boiler building site project site was performed by Kleinfelder in 2013. The following provides a summary of the results of the preliminary geotechnical investigation.

Effects on the LPG facility site were evaluated based on previous environmental documents. A geotechnical investigation of the LPG facility site would be conducted as part of this project (see Section 2.8, “Environmental Protection Measures”).

GEOLOGY

The project site is located within the Coast Range geomorphic province. This province is generally characterized by northwest-trending mountain ranges and intervening valleys, which are a reflection of the dominant northwest structural trend of the bedrock in the region. The basement rock in the central portion of this province consists of the Great Valley Sequence, a Jurassic age (200 to 145 million years old) volcanic

ophiolite sequence with associated Cretaceous to Jurassic age (200 to 65 million years old) sedimentary rocks, and the Franciscan Complex, a subduction complex of diverse groups of igneous, sedimentary, and metamorphic rocks of Upper Jurassic to early Tertiary age (161 to 34 million years old). The Great Valley Sequence was tectonically juxtaposed with The Franciscan Complex most likely during subduction accretion of the Franciscan, and these ancient fault boundaries are truncated by a modern right-lateral fault system that includes the San Andreas, Hayward-Rodgers Creek, and Concord-Green Valley faults, among others. The San Andreas fault defines the westernmost boundary of the local Franciscan Complex bedrock, approximately 10 miles southwest of the site. In the site vicinity, the Franciscan Complex is unconformably overlain by Quaternary age (1.8 million years old to current) alluvial, colluvial, estuarine, and landslide deposits.

The site is underlain by *mélange* bedrock of the Franciscan Complex, described as a tectonic mixture consisting of small to large masses of sandstone, greenstone, chert, and serpentine (Rice and Smith 1976, cited in Kleinfelder 2013). The proposed boiler replacement site spans an east-west trending geologic contact separating two geologic units (Blake et al. 2010, cited in Kleinfelder 2013). The area north of the contact is shown to be underlain by artificial fill over Quaternary age marine and marsh deposits. The area south of the contact is mapped as being underlain by artificial fill. The ridge north of the penitentiary is underlain by Franciscan Complex *mélange* bedrock, consisting of a tectonic mixture of variably sheared shale and sandstone, containing inclusions of greenstone, chert, moderate to high-grade metamorphic rocks, and serpentinite (Blake et al. 2010, cited in Kleinfelder 2013).

The site is located in the vicinity of a contact between bedrock/early to Pre-Quaternary deposits, and artificial fill over estuarine mud (Witter et al. 2006, cited in Kleinfelder 2013). The bedrock has very low liquefaction susceptibility, while the artificial fill over estuarine mud has very high susceptibility.

SEISMICITY

The site is located within the seismically active North Bay/North Coast region of California and is subject to seismically-induced ground shaking from nearby and distant faults. Several faults have been mapped in the general vicinity. The San Andreas fault zone, located to the southwest, is the boundary between two tectonic plates: the Pacific Plate (west of the fault) and the North American Plate (east of the fault). At this boundary, the Pacific Plate is moving north relative to the North American Plate. In the North Coast region of California, this movement is distributed across a complex system of predominantly strike-slip, right-lateral, parallel, and sub-parallel faults that include the San Andreas, Hayward-Rodgers Creek, and Concord-Green Valley among others.

The site is not located within an Earthquake Fault Zone, as defined by the California Geological Survey (2010, cited in Kleinfelder 2013) in accordance with the Alquist-Priolo Earthquake Fault Zone Act of 1972. The nearest known active fault is the Hayward section of the Hayward-Rodgers Creek fault, located approximately eight miles east/northeast of the site. The Hayward-Rodgers Creek is capable of producing a maximum moment magnitude event of 7.25. As such, moderate to major earthquakes generated on the Hayward-Rodgers Creek fault can be expected to cause strong ground shaking at the site. Strong ground shaking can also be expected from moderate to major earthquakes generated on other faults in the region such as the San Andreas fault (located 9.7 miles southwest, offshore), the San Gregorio fault (located 10.7 miles southwest, offshore), the West Napa fault (located 20.3 miles east/northeast), and the Concord-Green Valley fault (located 22.8 miles east).

SOIL AND BEDROCK CONDITIONS

The subsurface conditions at the site were explored on July 27, 2013 by drilling four borings (K-1 through K-4) to depths ranging from 12.5 to 21 feet below the existing ground surface. Borings K-1, K-2, and K-3 were drilled around the perimeter of the planned boiler building and K-4 was drilled within the planned footprint.

In general, the subsurface conditions are comprised of existing fill over native alluvium or bedrock. Borings K-1 and K-2 encountered silty and clayey gravel fill with brick debris down to 2.5 feet and four feet below existing grade, respectively. In boring K-1, extremely weak shale and meta-sandstone were encountered below the fill, to the bottom of the boring at 12.5 feet. Within boring K-2, a one-foot-thick layer of highly plastic decomposed bedrock was encountered below the fill at a depth of four feet, which overlies extremely weak meta-sandstone and shale down to the bottom of the boring at 21 feet.

Boring K-3 encountered approximately three feet of clayey gravel fill over soft-to-firm alluvial sandy clay and loose clayey sand, down to an approximate depth of seven feet. Below the alluvium, extremely weak meta-sandstone was encountered to the bottom of the boring at 15 feet. In boring K-4, approximately three feet of poorly graded gravel fill was encountered. Within this fill layer, brick cuttings were observed as well as an approximately two-inch-thick clean sand layer below the brick debris. The clean sand layer that was encountered may be indicative of a leveling course for an abandoned brick foundation. Extremely weak shale and weak meta-sandstone were encountered below the fill, to the bottom of the boring at approximately 12.5 feet.

3.6.2 Discussion

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

No impact. The Alquist-Priolo Act (Public Resources Code Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The purpose of the Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. There are no active or potentially active faults located within the project site or in the project vicinity as mapped under the Alquist-Priolo Earthquake Fault Zone Act (California Geological Survey 2010, cited in Kleinfelder 2013). Therefore, **no impact** would occur.

- ii) **Strong seismic ground shaking?**

Less-than-significant impact. The nearest known active fault is the Hayward section of the Hayward-Rodgers Creek fault, located approximately eight miles east/northeast of the site. The Hayward-Rodgers Creek is capable of producing a maximum moment magnitude event of 7.25. As such, moderate to major earthquakes generated on the Hayward-Rodgers Creek fault can be expected to cause strong ground shaking at the site. Strong ground shaking can also be expected from moderate to major earthquakes generated on other faults in the region such as the San Andreas fault (located 9.7 miles southwest, offshore), the San Gregorio fault (located 10.7 miles southwest, offshore), the West Napa fault (located 20.3 miles east/northeast), and the Concord-Green Valley fault (located 22.8 miles east).

Active faults in the project vicinity are listed in Table 3-2.

SQSP is located in an area subject to strong ground shaking (magnitude 6.7–8.05), which could result in severe structural damage. However, the California Building Code (CBC) includes design standards that are intended to protect buildings from the maximum credible earthquake that could occur on the site. Because the project would be designed in accordance with the most recent provisions of the CBC, including seismic design criteria for buildings, the project's seismic hazard impacts would be **less than significant**.

Table 3-2 Active Faults in the Project Vicinity

Fault	Closest Distance to Site (miles) ¹	Magnitude of Characteristic Earthquake ²	Slip Rate (millimeters/year)
Hayward-Rodgers Creek	8.1	7.25	9
San Andreas	9.7	8.05	17-24
San Gregorio	10.7	7.5	3-7
West Napa	20.3	6.7	1
Concord	22.8	6.8	4-5

Notes:

¹ Closest distance to the potential rupture.

² Moment magnitude: An estimate of an earthquake's magnitude based on the seismic moment (measure of an earthquake's size utilizing rock rigidity, amount of slip, and area of rupture).

Source: Kleinfelder 2013

iii) Seismic-related ground failure, including liquefaction?

Less-than-significant impact. Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs when granular material is transformed from a solid state into a liquefied state as a consequence of increased pore-water pressure. Liquefaction is most commonly induced by strong ground shaking associated with earthquakes. In some cases, a complete loss of strength occurs and catastrophic ground failure may result. Liquefaction may also happen where only limited strains develop, and ground surface deformations are much less serious.

Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in fresh water environments are generally stable under the influence of seismic ground shaking.

The site is underlain by primarily clayey gravel fill ranging in thickness from 2.5 feet to four feet thick (Kleinfelder 2013). In each boring, with the exception of boring K-3, the fill overlies shale or meta-sandstone bedrock. In boring K-3, there was a soft sandy clay and loose clayey sand alluvial deposit from about three feet to five feet. This soft/loose layer will be removed during grading operations and replaced with dense, engineered fill. Based on the planned grading and shallow bedrock at the building site, the possibility for soil liquefaction is considered to be low (Kleinfelder 2013). This impact would therefore be **less than significant**.

iv) Landslides?

No impact. SQSP is located in a relatively flat area and is not located in a State of California Seismic Hazard Zone for landslides. Furthermore, the publications reviewed during preparation of the geotechnical investigation report do not identify landslide or slope instability features at or in the immediate vicinity of the proposed boiler site (Kleinfelder 2013). Therefore, **no impact** would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-significant impact. Construction activities would involve grading, earth moving, excavation, and building construction. During construction, the project site would be exposed to wind and water erosion. Because construction would disturb more than one acre of land, CDCR would be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit administered by the State Water Resources Control Board (SWRCB). Discharges subject to SWRCB's NPDES general permit for construction activity must develop and implement a stormwater pollution prevention plan (SWPPP) (see Section 2.8, "Environmental Protection Measures"), which would include a site map and description of construction activities, and would identify the BMPs that would be employed to prevent soil erosion and discharge of other construction-related

pollutants that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of stormwater-related pollutants. Compliance with NPDES permit requirements would ensure that potential impacts from soils erosion would be **less than significant**.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-significant impact. Lateral spreading is a ground-failure condition induced by liquefaction where a shear zone develops within the liquefied sediment layer causing displacement of the surficial soils. The lateral spread generally occurs toward a free-face or down a gentle ground slope. Because the site is considered to have a low liquefaction potential, the potential for seismically induced lateral spreading is also considered to be low at this site (Kleinfelder 2013). This impact would therefore be **less than significant**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Less-than-significant impact. Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, roads, underground utilities, and other structures if they are not designed and constructed appropriately to resist the changing soil conditions. Volume changes of expansive soils also can result in the consolidation of soft clays following the lowering of the water table or the placement of fill. Placement of buildings on unstable soils can result in structural failure. An evaluation of expansive soil for the project site was not provided in Kleinfelder's (2013) geotechnical report. However, as described in Section 2.8, "Environmental Protection Measures," CDCR would direct a geotechnical engineer to conduct a final geotechnical analysis of the project site (including the LPG facility site) and would ensure that any recommended measures to reduce the risk of damage from expansive soils are implemented during project design and construction. Therefore, this impact would be **less than significant**.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. Project implementation would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.7.1 Environmental Setting

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

Legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs, even relatively small (on a global basis) additions. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant.

The BAAQMD is the local agency overseeing air quality considerations in Marin County. On June 2, 2010 the BAAQMD adopted new CEQA significance thresholds including a threshold for GHGs of 1,100 metric tons MT CO₂e/yr for evaluating operation-related emissions (BAAQMD 2010). This threshold was designed to establish the mass emissions level at which a project’s contribution would be considered a significant environmental impact under CEQA. The threshold was developed based on overall projections of development in the region, and how the region would come into compliance with the goals established by AB 32.

As discussed in Section 3.1, “Air Quality,” the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted these thresholds. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease their dissemination until the BAAQMD had complied with CEQA.

CEQA gives lead agencies discretion whether or not to classify a particular environmental impact as significant. Ultimately, formulation of a standard or “threshold” of significance requires the lead agency to make a policy judgment about where the line should be drawn distinguishing adverse impacts it considers significant from those that are not deemed significant. This judgment must, however, be based on scientific information and other factual data to the extent possible. (State CEQA Guidelines Section 15064[b]).

Although the Alameda County Superior Court has ordered the BAAQMD to cease dissemination of the previously adopted threshold of 1,100 MT CO₂e/yr, the court has made no finding on the applicability or the merits of the quantitative threshold. BAAQMD states that lead agencies will need to determine appropriate air quality thresholds to use for each project they review based on substantial evidence that they should include in the administrative record for the project. One resource BAAQMD provides as a reference for determining appropriate thresholds is the CEQA Thresholds Options and Justification Report developed by BAAQMD staff in 2009 (BAAQMD 2009). The CEQA Thresholds Options and Justification Report outlines substantial evidence supporting a variety of thresholds of significance.

Therefore, because the proposed project would result in operational-related emissions of GHGs from indirect sources (i.e., energy consumption), and is located within the BAAQMD's jurisdiction for which these thresholds were determined to be applicable, CDCR considers the threshold of 1,100 MT CO₂e/yr to be an acceptable threshold for CEQA significance with regard to GHG emissions.

3.7.2 Discussion

a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less-than-significant impact. GHG emissions generated by the proposed project would predominantly be in the form of CO₂ and would occur during project construction. Operation of the proposed project is not expected to result in any increase in mobile sources of GHG (i.e., emissions associated with vehicular travel from employees or visitors). The project would result in stationary sources of GHG from the new boilers. However, the project includes replacing the existing boilers with new boilers that would be more energy efficient and result in lower NO_x, CO₂, and diesel PM emissions compared to the existing boilers. Thus, the project would result in a reduction in GHGs from stationary sources compared to existing conditions. Therefore, construction activities are the focus of this analysis.

Emissions would be associated with mobile-source exhaust from construction worker commute trips, haul truck trips, and equipment used onsite (e.g., grader, pavers, loaders). While emissions of other GHGs such as methane (CH₄) and nitrous oxide (N₂O) are important with respect to global climate change, the emission levels of these GHGs for the sources associated with project activities are nominal compared with CO₂ emissions, even considering their higher global warming potential. Therefore, all GHG emissions for construction are reported as CO₂.

GHG emissions associated with the project were calculated using applicable portions of CalEEMod. Input parameters were based on project-specific information, default model settings, and reasonably conservative assumptions. See Appendix A for model inputs and outputs.

Modeling was conducted for the proposed construction activities (e.g., demolition, site preparation, new boiler building). GHG emissions from construction of the entire project are anticipated to be 88.5 MT CO₂e. Project construction was assumed to be completed in one year rather than two years, to estimate a worst-case construction scenario where all construction phases could potentially overlap. Therefore, as construction would likely occur for more than one year, as indicated in the project description, estimated project emissions would be less than 88.5 MT CO₂e on an annual basis. Nonetheless, predicted worst-case emissions (i.e., compressed construction schedule) would not exceed the recommended threshold of 1,100 MT CO₂e/year. The project would make a minor contribution to GHG emissions. Therefore this impact would be **less than significant**.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-significant impact. As discussed under “a” above, the total GHG emissions associated with this project would be below the recommended threshold of 1,100 MT CO₂e/yr. As these GHG emissions would result primarily from the construction phase of the project and emissions from stationary sources would be reduced in comparison to existing stationary emissions of GHGs, implementation of the project would not result in a net increase of long-term operation-related GHG emissions from mobile, stationary, or area sources. For these reasons, as stated above in “a” the proposed project would not generate substantial GHG emissions, and therefore, would not conflict with AB 32 or any other applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, this impact would be **less than significant**.

3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Environmental Setting

HISTORIC AND CURRENT LAND USE

The project site has been used as a prison facility since the 1850s. The boiler building site is currently occupied by two fuel tanks, the pipe fitters’ building, the boiler building, and a retaining wall along the site’s southern border. As part of the project, the two fuel tanks would be removed, the pipe fitters’ building (built in 1890) and the boiler building (built in 1925) would be demolished. The project would also include demolition of two modular buildings and a small storage shed on the LPG facility site. Due to their age and

the fact that other SQSP structures have been found to contain lead and/or asbestos, it is assumed that the existing buildings on the project site could also contain lead and/or asbestos, which are substances that create potential human health risks. Approved disposal/mediation will be part of the construction contract (Engleheart, pers. comm., 2014a).

In July 2014, a tanker truck overturned on Sir Francis Drake Boulevard, near SQSP, releasing diesel and unleaded gasoline onto the roadway and over unpaved terrain at the SQSP indoor firing range (Larabee, pers. comm., 2014). The fuels eventually flowed into the storm drain system on grounds at the indoor firing range, which runs under Sir Francis Drake Boulevard, across the SQSP grounds, and eventually empties into the San Francisco Bay. The trucking company responsible for the incident conducted emergency cleanup of the released fuel. Remediation efforts are ongoing. SQSP management met with representatives of Marin County and the Regional Water Quality Control Board's Storm Water Unit in August 2014 to obtain more information regarding the full scope of the contractor's emergency cleanup efforts. This coordination is ongoing.

REGULATORY AGENCY DATABASE REVIEW

A computerized database search of various agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. SQSP is listed as a Resources Conservation and Recovery Act large quantity generator of hazardous wastes according to the EPA's Envirofacts website database (EPA 2014). Large quantity generators produce more than 2,200 pounds of hazardous waste or more than 2.2 pounds of acute hazardous waste each month. SQSP hauls its hazardous waste offsite to an appropriately designated disposal facility.

SQSP is listed on California's Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances List (a component of the Cortese List) because of soil contamination at a former small wastewater treatment plant site (biosolids, lead, and nitrate) and maintenance yard (chromium) at SQSP (DTSC 2014). CDCR voluntarily completed soil remediation in 2006.

SQSP is listed on the SWRCB GeoTracker website (a component of the Cortese List) as a cleanup program site because of the presence of tetrachloroethylene, trichloroethylene, and vinyl chloride in groundwater (uses other than drinking water), soils, and soil vapor associated with the dry cleaner in Building 39 (SWRCB 2014). As of January 14, 2002, the status has been termed "open – site assessment," signifying that site characterization, investigation, risk evaluation, and/or site conceptual model development are occurring at the site.

SQSP is not listed on the remaining components of the Cortese List (California EPA 2012), which include:

- ▲ list of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- ▲ list of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the Water Board; and
- ▲ list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

ONSITE EMERGENCY SERVICES

SQSP provides its own onsite fire protection services. The SQSP fire station is located on prison grounds, near the warehouse buildings. A typical shift includes one fire chief, one fire captain, and 15 inmate firefighters (O'Byrne, pers. comm., 2014). Equipment at the station includes three fire engines and one ambulance.

3.8.2 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-significant impact. Hazardous materials would be stored, used, and transported in varying amounts during construction and long-term operation of the project. Construction activities would primarily involve the storage, use, and transport of various household products such as paints, solvents, glues, and cements. Petroleum hydrocarbon products such as gasoline, diesel, and lubricants would be used in heavy equipment and construction vehicles. Under existing conditions, salt, amine, sulfite, and poly phosphate are stored and used in the existing building for water treatment. Storage and use of these chemicals would continue with project implementation (O'Byrne, pers. comm., 2014).

Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol and the California Department of Transportation. Construction workers and SQSP personnel would be required to use, store, and transport hazardous materials in accordance with local, state, and federal regulations, including Cal/OSHA and DTSC requirements and manufacturer's instructions, during project construction and operation. Because the project would be required to implement and comply with existing hazardous material regulations, impacts related to the creation of significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials would be unlikely. Therefore, this impact would be **less than significant**.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-significant impact. Hazardous materials can present a risk to people or the environment through improper handling or use of hazardous materials or hazardous wastes, particularly by untrained personnel; environmentally unsound disposal methods; or fire, explosion, or other emergencies. As noted above, project construction would involve the use of heavy construction equipment that uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. Implementation of applicable local, state, and federal regulations and standards would help ensure that potential public health and environmental hazards would be minimized. Furthermore, CDCR would require the construction contractor to prepare an accidental spill prevention and response plan, which would include specified BMPs for spill control and prevention. With prevention and management in place, potential impacts from construction- and maintenance-related accidental spills of hazardous materials would be **less than significant**.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. There are no existing or proposed schools within 0.25 mile of the project site. The nearest schools include the following:

- ▲ Marin Montessori School – 1.2 miles northwest of SQSP
- ▲ Redwood High School – 1.5 miles west of SQSP
- ▲ San Andreas High School – 1.6 miles west of SQSP
- ▲ Hall Middle School – 1.8 miles west of SQSP
- ▲ Ring Mountain Day School – 2.7 miles southwest of SQSP

Therefore, no impacts would occur related to emissions or handling of hazardous materials in close proximity to schools.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than significant with mitigation incorporated. As noted above, SQSP is listed as a Resources Conservation and Recovery Act large quantity generator of hazardous wastes according to the EPA's Envirofacts website database (EPA 2014). Past operations at SQSP could have resulted in elevated concentrations of hazardous constituents, such as petroleum hydrocarbons, in surface soils and groundwater. Two fuel tanks located on the project site would be removed. Further, lead-based paint and/or asbestos is present in many SQSP structures because of their age, and is therefore likely to be encountered during project construction. Demolition or modification of facilities containing lead or asbestos could expose workers to these materials.

Project construction would involve site grading, excavation, backfilling, demolition of some existing facilities, and construction of a new boiler building. During construction activities, construction workers could come in contact with and be exposed to hazardous materials present in onsite soils, groundwater, and structures. Further, the presence of contaminated soils or groundwater could create a significant public health or environmental hazard if left in place. Therefore, this impact would be **potentially significant**.

Mitigation Measure HAZ-1: Prepare and implement a health and safety plan.

CDCR will prepare a Health and Safety Plan before initiating any demolition, grading, or other earthmoving activities. This plan will outline measures that will be employed to protect construction workers and the public from exposure to hazardous materials during demolition and construction activities. These measures could include, but would not be limited to, posting notices, limiting access to the site, air monitoring, watering, and installation of wind fences. Contractors will be required to comply with state health and safety standards for all demolition work. If necessary, this will include compliance with OSHA and Cal/OSHA requirements regarding exposure to lead-based paint and asbestos.

In addition, the plan shall include procedures to follow in the event that contaminated soil and/or groundwater or other hazardous materials are generated or encountered during construction. Such procedures could include, but would not be limited to, the following:

- ▲ all work shall be halted in the affected area and the type and extent of the contamination shall be determined.
- ▲ the project contractor will notify CDCR if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation.
- ▲ any contaminated areas will be remediated in accordance with recommendations made by RWQCB and DTSC.
- ▲ remediation activities could include but would not be limited to the excavation of contaminated soil areas and hauling of contaminated soil materials to an appropriate offsite disposal facility, mixing of onsite soils, and capping (i.e., paving or sealing) of contaminated areas.

Before demolition of any structure, or removal of building materials, lead- or asbestos-containing materials will be removed by a California licensed contractor who will be monitored by an accredited State inspector in accordance with U.S. EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials will comply with Cal/OSHA asbestos worker construction standards. The lead- or asbestos-containing materials will be disposed of properly at an appropriate offsite disposal facility.

Implementation of Mitigation Measure HAZ-1 would reduce this impact to a **less-than-significant** level because potential hazards associated with contaminated soil and/or groundwater or other hazardous materials would be avoided by preparing a Health and Safety Plan that identifies any necessary remediation

activities, including appropriate removal of lead and/or asbestos, excavation and removal of contaminated soils, and redistribution of clean fill material on the project site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No impact. The nearest public airport is San Rafael Airport, approximately five miles north of SQSP. Because the project site is not located in an airport land use plan or within two miles of a public airport, there would be no potential safety hazards associated with airports. **No impact** would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact. The project site is not located within the vicinity of a private airstrip. As such, there would be no potential safety hazards for people working in the project area. **No impact** would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. SQSP has an Emergency Response Plan that covers such topics as security, escape, utility issues/problems (water, sewer, gas), hazardous materials spill/leak, stormwater runoff/discharge, emergency communications, and generators. Additionally, SQSP employs a full-time Associate Hazardous Materials Specialist who works in conjunction with the firehouse staff. The existing SQSP Emergency Response Plan would be updated to address elements of the project. Therefore, project implementation would not physically interfere with or impair implementation of SQSP's Emergency Response Plan. There would be **no impact**.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less-than-significant impact. There are no wildlands on or adjacent to the site; therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Adequate fire protection is available onsite. SQSP provides its own onsite fire protection services, consisting of one fire chief, one fire captain, and 15 inmate firefighters. Three fire engines and one ambulance are also located onsite. This impact would therefore be **less than significant**.

3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunamis, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.9.1 Environmental Setting

The project site covers less than one acre and lies in a completely developed area within SQSP. The site has been graded and developed as a result of prior construction and operation of the prison and associated facilities. Areas surrounding the site have also been developed, thus modifying the natural watershed

structure and function. Runoff from the project site and surrounding prison area eventually drains into San Francisco Bay.

There are no creeks or streams flowing through SQSP property. The nearest water bodies are San Francisco Bay to the south and Corte Madera Creek, approximately one mile to the west. Various combinations of overland flow, open channels, and culverts convey stormwater within SQSP.

The most recent Federal Emergency Management Agency Flood Insurance Rate Map for Marin County (Number 06041C0478D) (2009) indicates that the project site lies outside a delineated floodplain, in Zone D, which signifies an area in which flood hazards are undetermined, but possible.

3.9.2 Discussion

a) Violate any water quality standards or waste discharge requirements?

Less-than-significant impact. The project would result in surface disturbance through demolition activities, ground scraping, grading, trenching, and compaction associated with conventional development activities. Although the project site is relatively flat and the potential for erosion is considered low, peak stormwater runoff could result in short-term suspension of construction-related contaminants and/or sheet erosion in areas of exposed or stockpiled soils. These constituents could enter the storm drainage system and could adversely affect the water quality of San Francisco Bay (discharge point). Because the area of ground disturbance affected by project construction (approximately 1.03 acres) and use of staging areas would be more than one acre, CDCR would be subject to the requirements of the statewide NPDES stormwater permit for construction activity.

As described in Section 2.8, “Environmental Protection Measures,” CDCR or its designated construction contractor would prepare a stormwater pollution prevention plan (SWPPP) for project construction. The objectives of the SWPPP are to identify pollutant sources from construction activities that may affect the quality of stormwater discharge, implement practices to reduce pollutants in stormwater runoff from the project site, and protect receiving water quality. Implementation of a SWPPP would ensure that appropriate BMPs would be implemented to prevent water quality degradation. With a SWPPP in place, this impact would be **less than significant**.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

No impact. SQSP receives its potable water supply from Marin Municipal Water District (MMWD) (see Section 3.17, “Utilities and Public Service Systems,” below). The primary water source for MMWD is rainfall, which is then stored in seven reservoirs. To supplement the reservoir supply, MMWD has an agreement with Sonoma County Water Agency for the delivery of up to 14,300 acre feet per year (afy) of water, primarily from Lake Sonoma via the Russian River. Because the project would not rely on groundwater and would not result in substantial new impervious surfaces, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table level. As such, **no impact** would occur.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?

No impact. The project site contains both pervious (dirt and gravel) and impervious areas (buildings and paved areas). The new boiler building, measuring approximately 4,500 square feet, would replace an

existing building and related structures, resulting in a minimal change in impervious surface coverage of the site. The remainder of the boiler building and LPG facility sites (less than one acre) would involve minimal paving (compared to the approximately 432 total acres at SQSP). The existing drainage system is adequate to ensure that stormwater would be properly directed to existing facilities, thereby inhibiting any erosion or siltation from occurring on or offsite. No changes to the existing drainage system would occur. As such, **no impact** would occur.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?

No impact. Project implementation would not substantially alter land use or drainage patterns within SQSP. The new boiler building and LPG facilities would be constructed on previously disturbed sites. No natural, undeveloped lands would be paved or developed. As such, the project would not generate increased stormwater volumes compared with existing conditions. Storm drainage would be routed through the existing storm drainage system that discharges to San Francisco Bay, specifically via an existing large outfall at the old abandoned dock west of the old warehouse and west of the Neumiller Building. Because no increased stormwater volumes would be generated, neither capacity within the existing SQSP storm drainage system would be affected, nor the potential for on- or offsite flooding. **No impact** would occur.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No impact. See responses to items “c” and “d,” above. Because no increased stormwater volumes would be generated by the project, capacity within the existing SQSP storm drainage system would not be affected. **No impact** would occur.

f) Otherwise substantially degrade water quality?

No impact. See responses to items “a” through “e,” above. Because the project site is already developed and/or disturbed, construction of the new boiler building and LPG facilities would not substantially alter the types, quantities, and timing of contaminant discharges in stormwater runoff. Further, CDCR would comply with federal and state stormwater management regulations, and would incorporate appropriate BMPs into project design to prevent long-term water quality degradation. **No impact** would occur.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact. The project is not located within the 100-year flood zone. Therefore, project implementation would not place housing in a 100-year flood hazard area. **No impact** would occur.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

No impact. The project is not located within the 100-year flood zone. Therefore, project implementation would not place structures in a 100-year flood hazard area that would redirect flood flows. **No impact** would occur.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No impact. The project is not located within a levee or dam inundation area. Therefore, project implementation would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of a levee or dam failure. **No impact** would occur.

j) Result in inundation by seiche, tsunami, or mudflow?

Less-than-significant impact. Tsunamis, or seismic sea waves (often referred to as tidal waves), have been recorded in San Francisco Bay following many seismic events. The highest recorded event was 7.5 feet at Fort Point, following the 1964 Alaskan Earthquake. Because these waves must pass through the narrow channel beneath the Golden Gate Bridge, much of their energy is dissipated before they reach more distant points around the perimeter of San Francisco Bay. It has been common to assume that tsunami effects would be minor within most of the bay. However, a map of potential tsunami inundation areas has recently been published by the California Geological Survey, the California Emergency Management Agency, and the University of Southern California (2009, cited in Kleinfelder 2013) that includes the project site. Based on this map, the potential area of tsunami flooding at the site covers virtually all areas below approximate elevation +12. The map also indicates the site is located on the margin of the inundation zone. As such, there is a potential for inundation by a tsunami from large distance and near-source seismic events. This is an existing risk, however, and the project would not alter this risk; nor would it expose more people to the risk. Therefore, this impact would be **less than significant**.

3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Land Use and Planning. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 Environmental Setting

SQSP is separated from most surrounding land uses by San Francisco Bay on the south and the prominent undeveloped (i.e., open space) ridgeline of San Quentin Ridge on the north. San Quentin Village, a small residential community with approximately 40 residences, is located immediately northeast of the prison’s East Gate. The project site is separated from this residential area by intervening topography and the existing main prison facilities, including a wall. San Quentin Village is the closest offsite residential community to the project site.

LAND USE DESIGNATIONS

The project site is located in unincorporated Marin County. Land uses in this area are guided by the *Marin Countywide Plan* (Marin County 2007a). The *Marin Countywide Plan* separates the county into seven planning areas. The project site is located in the Lower Ross Valley Planning Area. Policy PA-5.2 states:

San Quentin is expected to remain a state prison for the duration of this Countywide Plan and is therefore designated Public Facilities, reflecting its current use. No other designation or policy is established by this plan. However, should non-prison uses become feasible in the future, consideration could be given to development that is less than or equal to the energy and resource consumption and traffic generation of the current prison use.

The project site is currently designated as “PF” (Public Facilities) by the *Marin Countywide Plan* (Marin County 2007a). The project site is zoned A-2:B-2, which corresponds to light agricultural use (Marin County 2007a). Institutional uses are not specifically listed as an allowed use in this zone. However, CDCR as a state agency is generally exempt from local zoning and land use regulations and has used SQSP for prison uses since the 1850s.

SHORELINE RESOURCES

The San Francisco Bay Conservation and Development Commission (BCDC) is charged with regulating all filling and dredging in San Francisco Bay, and also regulating development within the first 100 feet inland from the bay to ensure that maximum feasible public access to the bay is provided. A portion of the project site (where the existing modular buildings would be demolished at the LPG facility site) is located near, but outside, this 100-foot zone. Because the proposed project is outside of this zone, BCDC staff has confirmed that a BCDC permit is not necessary for the project (Buehmann, pers. comm., 2014).

3.10.2 Discussion

a) Physically divide an established community?

No impact. The project site is located within existing prison grounds. Thus, the project would not divide an established community and **no impact** would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The project site is currently designated as “PF” (Public Facilities) by the *Marin Countywide Plan* (Marin County 2007a). The project site is zoned A-2:B-2, which corresponds to light agricultural use (Marin County 2007a). Institutional uses are not specifically listed as an allowed use in this zone. However, CDCR as a state agency is generally exempt from local zoning and land use regulations and has used SQSP for prison uses since the 1850s.

As stated in Policy PA-5.2 in the *Marin Countywide Plan*, San Quentin is expected to remain a state prison for the duration of the Countywide Plan. This policy further states that “should non-prison uses become feasible in the future, consideration could be given to development that is less than or equal to the energy and resource consumption and traffic generation of the current prison use.” Because the County has designated the project site for public facilities (and acknowledged its continued use as a state prison) and the project would involve the continuation of an existing use at the project site, the project is consistent with land use designations for the site, and would not conflict with any adopted environmental plans, policies, or goals.

As noted above, the 100-foot shoreline zone of San Francisco Bay is regulated by the BCDC. The LPG facilities would be constructed outside of this 100-foot area, so this project activity would not require a BCDC permit, as confirmed by BCDC staff (Buehmann, pers. comm., 2014). **No impact** would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No impact. There are no habitat conservation plans or natural community conservation plans applicable to the project or project area. Thus, the project would not conflict with such plans and **no impact** would occur.

3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.11.1 Environmental Setting

The *Geology, Mineral Resources and Hazardous Materials Technical Background Report* (Marin County 2005) indicates that the project site does not contain any natural economic mineral resources.

3.11.2 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No impact. The project site is not located within a mapped mineral resource zone. Therefore, development of the project would have no effect on the availability of known mineral resources that would be of value to the region and the residents of the state, and **no impact** would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No impact. There are no locally important mineral resource recovery sites delineated on a local general plan, specific plan, or other land use plan that include the project site. Therefore, development of the project would have no effect on the availability of known mineral resources, and **no impact** would occur.

3.12 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Noise. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.12.1 Environmental Setting

Existing noise conditions are governed by the presence of noise-sensitive receptors, the location and type of noise sources, and overall ambient noise levels. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where a quiet setting is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, schools, historic sites, cemeteries, and recreation areas are also generally considered sensitive to increases in exterior noise levels. Places of worship and transit lodging, and other places where low interior noise levels are essential are also considered noise-sensitive. Those noted above are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The project site is located within the grounds of the existing SQSP (see Exhibit 2-1). The inmate housing, located approximately 45 feet south of the boiler building footprint would be the nearest sensitive receptors.

Primary noise sources in the project vicinity include freeway and road traffic from surrounding roads such as Interstate 580 (I-580) and U.S. Highway 101 (U.S. 101). Other noise sources that contribute to the existing noise environment include activities at SQSP (e.g., truck deliveries, public address system, pass-by trips by watercraft on adjacent San Francisco Bay).

Various private and public agencies have established noise guidelines and standards to protect the public from potential hearing damage and other adverse physiological and social effects associated with noise. Applicable policies and regulations are contained in the *Marin Countywide Plan (2007a)* and the Marin County Municipal Code as described below. However, and as noted throughout this IS, CDCR as a state agency is generally exempt from local policies and regulations, but has considered such policies in determining whether a significant noise impact would occur as a result of the proposed project.

MARIN COUNTYWIDE PLAN

The *Marin Countywide Plan (2007a)* includes the following policies and standards related to noise that are applicable to the project.

- ▲ **Policy NO-1.1. Limit Noise from New Development.** Direct the siting, design, and insulation of new development to ensure that acceptable noise levels are not exceeded.
- ▲ **Policy NO-1.3. Regulate Noise Generating Activities.** Require measures to minimize noise exposure to neighboring properties, open space, and wildlife habitat from construction-related activities, yard maintenance equipment, and other noise sources, such as amplified music.

In addition to the policies listed above, the *Marin Countywide Plan* includes noise performance standards for stationary sources, shown in Table 3-3.

Table 3-3 Benchmarks for Allowable Exposure from Stationary Noise Sources		
	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Leq, dB	50	45
Maximum Level, dB	70	65
Maximum Level, dB (Impulsive Noise)	65	60

Notes: Leq (“Equivalent Sound Pressure Level”) is the constant sound energy that would produce the same noise level as actual sources that are fluctuating during the specified time period (one hour).

dB = decibel

- 1 The measurements are made at the property line of the receiving land use. The effectiveness of noise mitigation measures should be determined by applying the standards on the receptor side of noise barriers or other property line noise mitigation measures.
- 2 The nighttime standards apply only when the receiving land use operates or is occupied during nighttime hours.
- 3 Sound-level measurements to determine maximum level noise shall be made with “slow” meter response.
- 4 Sound-level measurements for impulsive noise sources shall be made with “fast” meter response. Impulsive noises are defined as those that have sharp, loud peaks in decibel levels but that quickly disappear. Examples include a dog’s bark, a hammer’s bang, and noise with speech or music content.
- 5 The allowable noise level standard shall be raised to the ambient noise level in areas where the ambient level already exceeds the standards shown in this table. For example, if the neighborhood already experiences daytime hourly noise levels of 60 A-weighted decibels (dBA) as an ambient condition, the noise level standard shall be raised to 60 dBA.
- 6 The allowable noise level shall be reduced 5 dB if the ambient hourly Leq is at least 10 dB lower than the noise-level standard shown in this table. For example, if the neighborhood experiences daytime hourly noise levels of 40 dBA as an ambient condition, the noise level standard shall be lowered to 45 dBA.

Source: Marin County 2007a

MARIN COUNTY MUNICIPAL CODE

Title 6.70.020 Enumerated Noises of the Marin County Municipal Code outlines various noise generating acts that the county has determined to be loud, disturbing, and unnecessary. Violation of Title 6 is enforceable as an infraction, punishable by fines, administrative civil action, or misdemeanor punishable by fines or jail time or both.

Section 5 Construction Activities and Related Noise has specific restrictions and exemptions for construction-related noise, as outlined below.

- a. Hours for construction activities and other work undertaken in connection with building, plumbing, electrical, and other permits issued by the community development agency shall be limited to the following:
 - i. Monday through Friday: 7 a.m. to 6 p.m.;
 - ii. Saturday: 9 a.m. to 5 p.m.;
 - iii. Prohibited on Sundays and holidays (New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day).
- b. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced at a construction site for permits administered by the community development agency from 8 a.m. to 5 p.m. Monday through Friday only.
- c. Special exceptions to these limitations may occur for:
 - i. Emergency work as defined in Section 22.130.030 of this code provided written notice is given to the community development director within 48 hours of commencing work;
 - ii. Construction projects of city, county, state, other public agency, or other public utility;
 - iii. When written permission of the community development director has been obtained, for showing of sufficient cause;
 - iv. Minor jobs (e.g., painting, hand sanding, sweeping) with minimal/no noise impacts on surrounding properties;
 - v. Modifications required by the review authority as a discretionary permit condition of approval.

3.12.2 Discussion

a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

Less-than-significant impact. The project would result in demolition of existing facilities, as described in Chapter 2, "Project Description and Background," as well as construction of a new boiler building and associated stationary equipment (e.g., motors, steam pipes, economizers, deaerators, utilities, electrical improvements, LPG facilities). Operation of the project would result in the commissioning of three new boilers and associated equipment that would be located within the new boiler building and the decommissioning of four existing boilers, three of which are operational, located in the existing boiler building within the project site. Noise from project construction activities and operations is discussed separately below.

Construction

Demolition and construction associated with onsite improvements would result in the loudest noise levels. Noise would result from the use of heavy construction equipment during the demolition of existing structures, which would include the removal of existing buildings, fuel tanks, and underground utilities. Construction activities would include installation of new utilities, electrical infrastructure, site improvements

including grading, paving, fencing, and construction of a new boiler building with three new boilers and an LPG tank and associated facilities.

The site preparation phase of construction typically generates the most substantial noise levels because the onsite equipment associated with grading, compacting, and excavating generates the most noise. Proposed site preparation activities include demolition, grading, paving, and concrete pouring for the new building pad. These activities would require some earth movement and truck hauling. Therefore, noise-generating equipment that would likely be used includes bulldozers, haul trucks, and loaders. Reference noise levels for these types of equipment are shown in Table 3-4, and noise level estimates are shown in Appendix B.

Type of Equipment	Noise Level (L_{max}) at 50 feet
Bulldozer	85
Dump Truck	84
Front End Loader	80

Source: Data compiled by Ascent Environmental in 2014

Noise generated from these pieces of equipment would be intermittent and short in duration as their typical use is characterized by short periods of full-power operation followed by extended periods of operation at lower power, idling, or powered-off conditions. However, as a worst-case scenario, if these pieces of equipment were to operate at full capacity for an entire hour, noise levels could reach up to 88 dBA L_{max} 50 feet from the construction site. A more typical, hourly average noise level could reach up to 84 dBA L_{eq} at 50 feet from the construction site.

However, Section 6.70.020 Enumerated Noises of the County's Municipal Code, exempts construction-related noise, provided that construction activities do not take place before 7 a.m. or after 6 p.m. on Monday through Friday, before 9 a.m. or after 5 p.m. on Saturdays and no construction on Sundays and holidays. Construction activities would be limited to the daytime hours between 7 a.m. and 6 p.m. Monday through Friday and 9 a.m. and 5 p.m. Saturday, and there would be no construction on Sunday, consistent with the limitations of the Municipal Code. In addition, inmates are awakened at 5:30 a.m. at SQSP and mealtime begins at 6 a.m. Therefore, short-term onsite construction noise would not result in the exposure of persons to or generation of noise levels in excess of applicable standards, or a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project. This impact would be **less than significant**.

Operational

The project would replace the four existing boilers and boiler building with a new building that would house three new boilers and would construct an LPG tank and associated facilities. In addition, all associated infrastructure such as plumbing and electrical would be replaced.

Based on manufacture specifications for the proposed boilers, one boiler could reach 90 dBA L_{max} (i.e., at high fire) at the source of the noise (Cleaver Brooks, n.d.). If all three boilers were to operate at their peak, they would result in a maximum noise level of 95 dBA L_{max} at the source. However, the total combined noise from all three boilers operating at maximum capacity would attenuate to approximately 62 dBA L_{max} at the nearest inmate housing located approximately 45 feet south of the new boiler building. This noise level would be below the Marin County noise standard for stationary noise sources of 70 dBA L_{max} during the daytime (i.e., 7 a.m. to 10 p.m.) and 65 dBA L_{max} during the nighttime (i.e., 10 p.m. to 7 a.m.).

Further, all buildings provide some exterior-to-interior noise reduction. A building constructed of steel, such as the proposed boiler building, typically provides an exterior-to-interior noise reduction of 30–40 dB with the windows and doors closed (California Department of Transportation 2002). Thus, assuming the more conservative attenuation of 30 dB from the steel building that would house the boilers, the maximum

combined noise level from all three of the proposed boilers would be reduced to approximately 32 dBA L_{max} at the nearest prison housing located approximately 45 feet south of the new boiler building. In addition, the inmate housing is completely enclosed and would provide additional attenuation. Thus, considering the noise level at 45 feet from the new boiler building, and the attenuation provided by the steel boiler building and the inmate housing, noise from the new boilers would be virtually inaudible. In addition, the LPG facilities are expected to generate little to no long-term noise and the nearest sensitive receptor is approximately 200 feet from these facilities. This impact would be **less than significant**.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No impact. The project would involve the use of some heavy-duty construction equipment for demolition and construction. These activities would include the demolition of existing structures and the site preparation/site grading for the new boiler building and LPG facilities, as well as some additional improvements for utilities, pipe connections, and electrical infrastructure. No heavy impact equipment such as for drilling or blasting would occur. The types of proposed construction activities include minimal site disturbance and are not the types of activities that would result in excessive ground vibrations. Therefore, the project would not expose people or structures to excessive ground vibration. **No impact** would occur.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less-than-significant impact. The project would result in the construction of a new building that would house three, 1,200 horsepower boilers and associated stationary equipment (e.g., motors, steam piping, deaerators). The new boilers would replace the four existing boilers in the existing adjacent boiler building and, therefore, would not result in a net increase in stationary noise sources in comparison to existing conditions. In addition, the LPG facilities are expected to generate little to no long-term noise.

Proposed noise-generating equipment (e.g., boilers, motors, pumps) would be similar to the equipment that would be replaced and therefore noise levels would also be similar to existing conditions. In fact, it is likely that new upgraded boilers, motors, deaerators, and other necessary equipment would be more efficiently designed, and thus produce less noise in comparison to existing equipment. Further, as indicated above under item "a," the proposed stationary noise sources would comply with all Marin County noise standards for stationary noise sources. Implementation of the project would not result in any additional noise sources or permanent increases in ambient noise levels in the project vicinity above existing levels without the project. This impact would be **less than significant**.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less-than-significant impact. As discussed under item "a," above, the project would involve the use of some noise-generating construction equipment. These types of noise-generating equipment would not operate for extended periods of time and would not exceed any applicable Marin County noise standards, during the daytime or the nighttime. Therefore, this temporary increase in ambient noise would not result in a significant increase in noise levels at sensitive receptors. This impact would be **less than significant**.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

and

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

Less-than-significant impact. The project site is not located within the vicinity of a private airstrip or within an airport land use plan, and is approximately five miles from the closest airport, San Rafael Airport. In addition, the project would not locate any new residences or commercial land uses where people would live or work in close proximity to an airport or private airstrip. Thus, the project would not expose anybody to excessive noise levels from airports or airplanes. This impact would be **less than significant**.

3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Environmental Setting

Approximately 124 employee houses are provided onsite within the northern portion of San Quentin Village. However, the majority of employees live in the surrounding counties including Solano, Contra Costa, Marin, Sacramento, and Sonoma because of the high cost of living in Marin County (CDCR 2007). Table 3-5 shows the 2013 population and housing estimates for each of these counties.

County	Population	Housing Units
Solano	424,788	153,886
Contra Costa	1,094,205	404,132
Marin	258,365	111,547
Sacramento	1,462,131	558,807
Sonoma	495,025	205,696

Source: U.S. Census Bureau 2014

3.13.2 Discussion

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No impact. Construction of the project would require an average of 10 to 15 workers onsite at any given time during the 24-month construction period. Because of the small number of construction workers needed and the relatively short duration required for construction, the project is not expected to result in employees relocating to the surrounding area. In addition, implementation of the project would not result in a direct or indirect increase in the inmate population of SQSP or the population of the surrounding community. Because the project would replace an existing use, no new employment opportunities would be created that could

indirectly increase the population within San Quentin Village or the surrounding community. Therefore, **no impact** to population growth would occur.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

No impact. The project site is located within the perimeter of the existing SQSP. No homes would be displaced as a result of project construction or operation. Therefore, **no impact** would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No impact. The project site is located within the perimeter of the existing SQSP and the project would not displace any people, necessitating the construction of replacement housing. Therefore, **no impact** would occur.

3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Environmental Setting

Fire protection, emergency medical services, and ambulance transport service are provided onsite by SQSP. The SQSP fire station is staffed by 21 personnel who provide prompt response to fires reported on prison grounds. A typical shift for the firehouse is one fire chief, one fire captain, and 15 inmate firefighters. This fire department would serve the project. Three fire trucks and one ambulance currently serve SQSP. The Ross Valley Paramedic Authority, as part of the Ross Fire Department, provides back-up ambulance service to SQSP (O’Byrne, pers. comm., 2015).

CDCR staffs correctional facilities with fully armed officers who are equipped to manage security. CDCR handles all law enforcement needs at its facilities and rarely requires assistance from city police or county sheriff departments. However, Marin County Sheriff’s Department also provides law enforcement services for SQSP and the surrounding area, when needed. Two Sheriff’s deputies are assigned to patrol central Marin County, including the area around SQSP (Harrington, pers. comm., 2015). The Central Marin Police Authority is the closest physical station to SQSP (approximately two miles away) and is located at 250 Doherty Drive in Larkspur.

The nearest school to the project site is the Montessori School of Central Marin located at 317 Auburn Street, in San Rafael, approximately one mile northwest of SQSP. The nearest park to the project site is Remillard Park, which is owned by the City of Larkspur, and is located approximately one-half mile northwest of SQSP.

3.14.2 Discussion

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

Fire protection?

Less-than-significant impact. The existing SQSP fire station is located adjacent to the proposed location of the boiler building and would provide primary fire response services to the project. Although construction and operation of a new structure within SQSP has the potential to increase demand for fire protection services, the new boiler building and LPG facilities would replace existing buildings. Liquid propane gas is a volatile substance, and therefore its use on the project site could increase the existing fire risk. However, the removal of the existing fuel oil tanks that supply the existing boiler building would lessen this risk somewhat. Further, all tanks would be designed with appropriate safety features and they would be located away from habitable structures. Therefore, the project is not expected to increase the demand for fire protection services, and the existing fire station is adequately staffed and equipped to provide the level of service needed for the project. Operation of the project would not require the construction of new or alteration of existing on- or offsite fire protection facilities or services. Therefore, the project would have a **less-than-significant** impact on fire protection services.

Police protection?

No impact. The project would be within SQSP, which employs onsite staff to monitor inmates and visitors. In addition, the project would not increase the inmate population or number of employees that could require police protection. Therefore, **no impact** to police protection would occur.

Schools?

No impact. The project would be within SQSP and the nearest school is approximately one mile from the site. Therefore, the project is not expected to have a direct effect on schools. The project would not increase the number of employees working at SQSP and would not increase the population in the communities surrounding SQSP. Because there would be no direct effects on schools or an increase in the student population, **no impact** on schools would occur.

Parks?

No impact. The project site is located approximately one-half mile away from the nearest park. The project would be within SQSP and would have no direct impact on parks. The project would not add staff or increase the inmate population. Therefore, the project would not require the construction of parks or other public facilities or alterations to existing facilities to maintain performance objectives. Therefore, **no impact** on parks would occur.

Other public facilities?

No impact. The project would be located within SQSP and no public facilities would be affected by construction or operation of the project. In addition, because the project would replace an existing facility, it would not expand the building footprint or the inmate capacity. Therefore, **no impact** on other public facilities would occur.

3.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 Environmental Setting

As discussed above in Section 3.14, “Public Services,” the nearest park to the project site is Remillard Park, which is owned by the City of Larkspur, and is located approximately one-half mile northwest of SQSP. Remillard Park is a wildlife sanctuary and provides bay fishing from the levee (City of Larkspur 2014a).

3.15.2 Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. The project would not increase the number of employees or inmates, so the use of existing neighborhood and regional parks or other recreational facilities would not change as a result of the project. Because the project would not result in the physical deterioration of public recreational facilities, **no impact** would occur.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No impact. The project would not increase the inmate population or generate any new employment opportunities. Therefore, the project would not require construction of new homes or infrastructure, including parks and recreational facilities. **No impact** would occur.

3.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.1 Environmental Setting

Regional access to SQSP is provided by I-580 and U.S. 101. Direct access to SQSP is provided by Main Street at the East Gate entrance of SQSP through the residential community of San Quentin Village and by Sir Francis Drake Boulevard at the West Gate entrance. The East Gate currently serves as the main access point for staff and visitors of SQSP, while the West Gate provides access for commercial vehicles, the delivery of goods and material, and residents living in onsite housing at SQSP. Construction access to the project would be via the West Gate entrance. Both the East and West Gates are staffed by correctional officers 24 hours a day, seven days a week (O’Byrne, pers. comm., 2015).

Golden Gate Transit currently provides regional fixed-route bus service in San Francisco, Marin, and Sonoma counties. Limited service is also available between San Rafael in central Marin and the El Cerrito/Del Norte Bay Area Rapid Transit station in the East Bay (Contra Costa County) via Golden Gate Transit. Limited local service is provided within Marin County, under a contract with the Marin County Transit District. Golden Gate Transit’s Bus Route 29 provides local daily bus (fixed-route) service to SQSP, stopping at a bus stop located at the intersection of Sir Francis Drake Boulevard and the West Gate entrance to SQSP (Golden Gate Transit 2012).

Golden Gate Ferry currently provides daily ferry service between the Cities of San Francisco and Larkspur in central Marin County, and between San Francisco and Sausalito in southern Marin County. The Larkspur Ferry Terminal is located approximately two miles west of SQSP (Golden Gate Transit 2012).

The existing bicycle facilities map, as illustrated in the *2008 Marin County Bicycle and Pedestrian Master Plan*, identifies Sir Francis Drake Boulevard as a major bicycle facility in the vicinity of the project site. Sir Francis Drake Boulevard provides bike paths and bike lanes, and a segment of the road is designated as a bike route (Marin County 2008).

SQSP provides several designated, paved, and unpaved parking areas. In general, staff and visitor parking areas are provided near the East Gate entrance. A total 623 designated spaces are provided near the East Gate and include the main employee parking lot, visitor parking lot, overflow parking lot, maintenance and emergency vehicles parking lot, and staff and personnel parking lot with handicap parking spaces. There are also 218 designated parking spaces located near the West Gate entrance. In general, these spaces provide parking for prison-related vehicles and staff vehicles associated with prison facilities located in the western portion of SQSP. On-street parking is permitted along Sir Francis Drake Boulevard immediately adjacent to the West Gate entrance (O'Byrne, pers. comm., 2015).

MARIN COUNTY CONGESTION MANAGEMENT PLAN

The Marin County Congestion Management Agency manages and administers a countywide Congestion Management Plan (CMP). The purposes of the CMP are to establish level of service (LOS) standards for designated freeways, highways, and local arterials, and to maintain or achieve those standards by increasing capacity of designated roads and/or managing travel demand on those roads. In the project vicinity, I-580, U.S. 101, and Sir Francis Drake Boulevard are part of the CMP's designated roadway network. The CMP has established minimum service standards for all of the roadways within its network.

Significant impacts at CMP-designated intersections would occur when the addition of project traffic causes the LOS to drop below:

- ▲ LOS E for freeways and rural expressways (U.S. 101, I-580), and
- ▲ LOS D for urban and suburban arterials.

The Marin County CMP identifies several roadway segments in the project vicinity that are operating at an unacceptable LOS, but that are excluded from local government requirements to maintain the adopted LOS standards as part of any new development approval process. These roadway segments include U.S. 101 between Sir Francis Drake Boulevard and I-580, I-580 between Sir Francis Drake Boulevard and Bellam Boulevard, and Sir Francis Drake Boulevard between U.S. 101 and Larkspur Landing Circle (Transportation Authority of Marin 2013).

CITY OF LARKSPUR GENERAL PLAN

The goal of the Circulation Element in the *City of Larkspur General Plan* (City of Larkspur 1990) is to provide safe and efficient transportation facilities that operate at acceptable LOS, while not degrading the quality of life in the community. The Circulation Element provides policies and programs for roadways, highways, and freeways.

Significant impacts at intersections located in the City of Larkspur would occur when the addition of project traffic causes:

- ▲ the performance of intersections to fall below acceptable LOS standards (i.e., LOS D for signalized intersections and LOS C for unsignalized intersections), or otherwise significantly further reduce the system performance if it is already below the acceptable LOS, or when the addition of project traffic causes a significant degradation in service levels for the affected intersection at its peak traffic periods; or

- ▲ an increase in traffic volumes on any roadway segment or intersection approach by more than 10 vehicles during the peak hour or one percent of the existing volume, whichever is less.

The City is currently updating its general plan and the Draft 2030 General Plan contains the same thresholds.

CITY OF SAN RAFAEL GENERAL PLAN

The key circulation improvement strategy of the *City of San Rafael General Plan 2020 (2013)* is to create a safe and well-managed transportation network that provides greater choice for the traveler and limits, or even reduces congestion on its roads. The Circulation Element provides policies and programs for roadways, transit, pedestrians, bicyclists, and parking.

Significant impacts at intersections located in the City of San Rafael would occur when the addition of project traffic causes:

- ▲ an unsignalized intersection with baseline traffic volumes operating at acceptable LOS (i.e., LOS A, B, C, D, or E) to deteriorate to an unacceptable condition (i.e., LOS F), or
- ▲ an unsignalized intersection operating at unacceptable conditions (i.e., LOS F) to increase the average vehicle delay by five seconds or more.

3.16.2 Discussion

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less-than-significant impact. Traffic impacts to the LOS standard for I-580, U.S. 101, and Sir Francis Drake Boulevard are evaluated based on comparisons with the LOS standards specified in the Marin County CMP, City of Larkspur General Plan, and City of San Rafael General Plan. LOS is a qualitative description of a roadway's operating condition and is designated by a letter grade ranging from A (free-flow conditions with little or no delays) to F (jammed conditions with excessive delays). As discussed above, the Marin County CMP, City of Larkspur General Plan, and City of San Rafael General Plan all specify LOS standards for roadways in the project vicinity. The most conservative standards are intersections that fall below acceptable LOS standards (i.e., LOS D for signalized intersections and LOS C for unsignalized intersections) or an increase in traffic volumes on any roadway segment or intersection approach by more than 10 vehicles during the peak hour or one percent of the existing volume.

The project is expected to result in a maximum of 20 truck trips per day, the majority of which would use the West Gate entrance off of Sir Francis Drake Boulevard. A recent traffic study prepared for the *City of Larkspur Smart Station Area Plan Environmental Impact Report* indicates that traffic volumes along Sir Francis Drake Boulevard are the highest during the p.m. peak period with 1,427 eastbound trips and 976 westbound trips (City of Larkspur 2014b). Sir Francis Drake Boulevard is the most congested roadway in the project vicinity and is identified by the Marin County CMP as currently operating at an unacceptable LOS. Although some roadway segments in the project vicinity are operating at unacceptable LOS, the project would add a minimal amount of additional truck trips and those trips would be distributed throughout the workday. Even under the most conservative scenario of all trips being added to the p.m. peak hour, the project would only account for 0.02 percent of the traffic volume on Sir Francis Drake Boulevard, which is well below the threshold of increasing the peak hour traffic by one percent of the existing volume. In addition, because the trips would be distributed throughout the day, construction would not exceed more

than 10 vehicles during the peak hours. The increase in traffic would only be associated with construction and would therefore, be temporary. No long-term increases in traffic would be generated as a result of project operations. Therefore, although there would be an increase in traffic on some roadway segments in the project vicinity, this increase would be minimal and temporary. This impact would be **less than significant**.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less-than-significant impact. Although project construction would add traffic to roadway segments in the project vicinity that are currently operating at an unacceptable LOS, these roadway segments are identified in the Marin County CMP as being excluded from local government requirements to maintain the adopted LOS standards as part of any new development approval process. Therefore, because these roadway segments are not required to meet the adopted standards, project construction would not result in a conflict with an applicable CMP or LOS standard. This would be a **less-than-significant** impact.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. The project would not include any uses that could have any adverse effects on air traffic patterns. Therefore, there would be **no impact**.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No impact. The project site is located within the existing SQSP grounds. Existing roadways within SQSP were designed to safely serve the existing facility. The project would not include any changes in roadway design, and appropriate access to the project site would be provided by the existing roadway network. In addition, the project does not include design features that would increase hazards such as sharp curves or dangerous intersections. Because project construction and operation would not increase hazards because of a design feature or incompatible use, there would be **no impact**.

e) Result in inadequate emergency access?

Less-than-significant impact. Existing emergency access to the project site is adequate. Project construction activities would occur entirely on the existing grounds and would not change or impair emergency vehicle access to the facility. Project operation would result in the generation of an average of approximately 20 daily trips, which would not affect emergency access. Because emergency access is and would remain adequate, this impact would be **less than significant**.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No impact. The project would be located within the perimeter of SQSP and would not conflict with adopted policies, plans, or programs supporting alternative transportation. There would be **no impact**.

3.17 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.17.1 Environmental Setting

WATER

SQSP receives its potable water supply from MMWD via a 16-inch pipeline that conveys water along Sir Francis Drake Boulevard. CDCR has a contracted water entitlement with MMWD of 861.2 afy for SQSP (Engleheart, pers. comm., 2014b).

MMWD provides potable water to approximately 190,000 people in an area of Marin County that covers 147 square miles, including SQSP. In 2010, the water demands for Marin County were 22,471 afy (MMWD 2011). The operational yield of MMWD's existing system is 28,500 afy (MMWD 2011). The primary water source for MMWD is rainfall captured on the western slopes of the coastal range in a watershed north of Mount Tamalpais. This water is stored in seven reservoirs. Five reservoirs are on Mount Tamalpais (Lagunitas, Phoenix, Alpine, Bon Tempe, and Kent) and two reservoirs are located in West Marin (Nicasio and Soulajule). MMWD's total reservoir storage capacity is approximately 80,000 acre-feet (MMWD 2011).

To supplement the reservoir supply, MMWD has an agreement with the Sonoma County Water Agency for the delivery of up to 14,300 afy of water, primarily from Lake Sonoma via the Russian River. In addition to this annual delivery limit, the following seasonal limitations apply to this water supply: in winter the maximum

delivery rate is 23 million gallons per day (mgd), and in the summer total deliveries are limited to 12.8 mgd (MMWD 2010).

WASTEWATER

Wastewater from SQSP is collected through a network of gravity sewers and small pump stations that convey wastewater to a larger onsite pump station, located within SQSP, west of the project site (O'Byrne, pers. comm., 2015). From the onsite pump station, the combined SQSP and San Quentin Village wastewater flow is pumped through the 18-inch-diameter force main pipeline in SQSP that is operated and maintained by the Ross Valley Sanitary District. This 18-inch main pipeline connects to the 54-inch-diameter force main pipeline in Ross Valley, located approximately one-half mile west of SQSP along Sir Francis Drake Boulevard. The 54-inch force main is maintained by the Central Marin Sanitation Agency (CMSA) and conveys the wastewater to the regional wastewater treatment plant (WWTP) located less than one mile north of SQSP. Current wastewater discharge from SQSP is 0.42 mgd (Engleheart, pers. comm., 2014b).

The CMSA is responsible for wastewater treatment services for SQSP and the surrounding vicinity, including the San Rafael and Ross Valley areas of central Marin County (CMSA 2014). Approximately 10 mgd are treated and discharged into San Francisco Bay.

SOLID WASTE

Solid waste generated at SQSP is transported to the Marin Resource Recovery Center (transfer station), located in San Rafael. The Marin Resource Recovery Center is operated by the Marin County Sanitary Service. After recycling materials including newspaper, cardboard, glass, and metals have been removed from the waste stream, the remaining solid waste is hauled to the Redwood Sanitary Landfill for disposal.

The Redwood Sanitary Landfill, owned by Waste Management, Inc., is located approximately 3.5 miles north of the City of Novato in Marin County. The landfill covers approximately 420 acres and has a permitted disposal area of approximately 223 acres. The Redwood Sanitary Landfill is a permitted Class III solid waste facility that can receive nonhazardous solid wastes and treated sewage sludge (Waste Management, Inc. 2014). The maximum permitted capacity of the landfill is 19.1 million cubic yards and it can accept a maximum of 2,300 tons of solid waste per day. The Redwood Sanitary Landfill has a remaining capacity of approximately 12 million cubic yards (California Department of Resources Recycling and Recovery 2014).

ELECTRICITY AND NATURAL GAS

Existing electrical facilities at SQSP include two overhead 12-kilovolt transmission lines, one from the San Rafael Substation and one from the Greenbrae Substation. The existing 12-kilovolt transmission lines are capable of supporting SQSP's existing 3.3-megawatt load. The transmission lines connect to an onsite substation located in the southeastern portion of SQSP. In 2014, SQSP used approximately 1,087,584 kilowatt-hours of electricity per month (Engleheart, pers. comm., 2015).

Natural gas at SQSP is purchased from Pacific Gas and Electric Company (PG&E). A distribution line that is six inches in diameter and contains 25 pounds per square inch of natural gas serves SQSP. The distribution pipeline enters SQSP near the West Gate and runs east to the existing main meter house located about three-quarters of a mile inside the prison at the intersection of the H-Unit building and Valley Road. The main meter for SQSP has been relocated to the West Gate as of 2008. Gas distribution piping radiates from the main meter house to various points throughout SQSP. In 2014, SQSP used approximately 140,623 therms of natural gas per month (Engleheart, pers. comm., 2015).

Electricity and natural gas service in Marin County is provided by PG&E. PG&E provides electric and natural gas service to approximately 16 million people throughout a 70,000-square mile service area in northern and central California. The service area stretches from Eureka in the north to Bakersfield in the south, and from the Pacific Ocean in the west to the Sierra Nevada in the east. PG&E's electrical power comes from a

diverse mix of generating sources including fossil-fueled plants, hydroelectric powerhouses, and a nuclear power plant. PG&E also buys power from independent power producers and other utilities. PG&E's natural gas service facilities include over 42,000 miles of natural gas pipelines that serve four million gas customer accounts. PG&E's gas piping system delivers natural gas from three major sources: Canada, Southwestern United States, and California (PG&E 2014).

3.17.2 Discussion

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No impact. Current wastewater discharge from SQSP is 0.42 mgd to the CMSA conveyance systems, and CDCR is required to operate in compliance with the NPDES permit for SQSP. In addition, the CMSA WWTP is required to operate in compliance with its NPDES permit, thereby ensuring wastewater treatment requirements are met.

The project would replace the existing boiler building with a more efficient boiler facility and the existing sewer facilities would be replaced with new facilities to provide connections to the new boiler building. The new building would be connected to the existing sewer facilities serving SQSP and the new facilities are expected to have a similar capacity to existing facilities. The LPG facilities are not expected to generate wastewater. In addition, the project would not result in an increase in the number of employees or inmates onsite and is not expected to increase the amount of wastewater generated at the site or SQSP. Therefore, the project would not cause an exceedance of any wastewater treatment requirements and **no impact** would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No impact. As described above under item "a," the project would not result in an increase in the generation of wastewater. Therefore, the existing sewer conveyance systems and CMSA WWTP would have adequate capacity to serve the project's wastewater needs. No new sewage facilities or expansion would be required. Therefore, **no impact** would occur.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No impact. The project would involve replacement of the existing boiler building with a new more efficient boiler facility and construction of the associated facilities. Construction of the new boiler building would require installation of new stormwater infrastructure. However, the new facilities are not expected to generate additional stormwater and the new infrastructure would be similar in capacity to the existing infrastructure. The new boiler building would be within the footprint of the existing pipe fitter's building and fuel tanks, and the LPG facilities would be within the footprint of the existing modular buildings near the West Gate. The existing buildings within these footprints would be removed as part of the project. Therefore, the project would result in little to no increase in impervious surfaces. Therefore, no construction or expansion of stormwater drainage facilities is proposed. **No impact** would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No impact. Currently, CDCR has a contracted water entitlement with MMWD of 861.2 afy for SQSP. The project would include replacement of the existing boiler building with a more efficient system. The project would not increase the number of inmates housed at SQSP or the number of employees at SQSP. Because the proposed project would include construction of more efficient facilities and would not increase the demand for water at SQSP, the existing water supplies are expected to be sufficient to serve the project.

Therefore, CDCR would have enough water supplies under its current water rights contract to serve the project and no new entitlements or facilities would be required. **No impact** would occur.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

No impact. As described above under item "a," the project would not increase the wastewater generated at SQSP. Therefore, the CMSA WWTP would have adequate capacity to serve the project's wastewater needs. **No impact** would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less-than-significant impact. Project construction, including demolition of existing buildings, would result in the generation of solid waste, primarily from demolition of existing concrete and asphalt paving. The current estimated waste is 900 tons spread out over a 30 to 60 day time frame (Boben, pers. comm., 2015). The nearest landfill is the Redwood Sanitary Landfill, which has a maximum permitted capacity of 19.1 million cubic yards and can accept a maximum of 2,300 tons of solid waste per day. The Redwood Sanitary Landfill has a remaining capacity of approximately 12 million cubic yards (California Department of Resources Recycling and Recovery 2014). Therefore, solid waste generated by project construction is expected to be a small percentage of the remaining capacity of the Redwood Sanitary Landfill. In addition, the project would include replacement of an existing use within SQSP, and operations of the new facility would not result in generation of additional solid waste. Because project operation would not generate additional solid waste and the existing landfill would have adequate capacity to accommodate solid waste generated by project construction, this impact would be **less than significant**.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less-than-significant impact. Solid waste from project construction would be collected and disposed of at Redwood Sanitary Landfill, which is permitted to receive municipal solid waste. In addition, as discussed in Section 3.8, "Hazards and Hazardous Materials," any solid waste containing hazardous materials would be disposed of at a facility permitted to accept hazardous materials. Further, the project would comply with all federal, state, and local statutes and regulations related to solid waste. Operation of the project would not generate additional solid waste. Therefore, this impact would be **less than significant**.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.

Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

3.18.1 Discussion

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?**

Less than significant with mitigation incorporated. As evaluated in this IS/Proposed MND, the project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. Environmental protection measures are in place (see Section 2.8 of this IS/Proposed MND) to reduce impacts related to air quality, geology and soils, and hydrology and water quality. Additionally, mitigation measures are listed herein to reduce impacts related to biological resources, cultural resources, and

hazards and hazardous materials. CDCR has agreed to implement all the required mitigation measures, and, thus, this would be a **less-than-significant** impact.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Less-than-significant impact. The project would occur within SQSP, leaving a sufficient buffer zone between prison facilities and surrounding land uses. Cumulative air quality and traffic impacts are considered in Section 3.3, “Air Quality,” and Section 3.16, “Traffic/Transportation,” in this IS/Proposed MND, respectively. As described in the impact analyses in Sections 3.1 through 3.17 of this IS/Proposed MND, no potentially significant impacts would occur with implementation of the project. Mitigation measures are listed herein to reduce impacts related to biological resources, cultural resources, and hazards and hazardous materials. CDCR has agreed to implement all the required mitigation measures. Projects completed within SQSP in the past, such as the Central Health Services Center, have implemented mitigation measures to ensure those projects’ impacts are less than significant. Similarly, CDCR would mitigate potential impacts for any future improvements within SQSP to a less-than significant level. Therefore, the project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region, and this impact would be **less than significant**.

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

No impact. As discussed in the analysis above, the project would not have environmental effects that would cause substantial adverse direct or indirect effects on human beings. **No impact** would occur.

Project implementation would provide a **beneficial impact** by improving the quality of air emissions from the boilers.

4 REFERENCES

ARB. See California Air Resources Board.

BAAQMD. See Bay Area Air Quality Management District.

Bay Area Air Quality Management District. 2009 (October). *Revised Draft CEQA Thresholds Options and Justifications Report*. Available: <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>. Accessed October 21, 2014.

_____. 2010 (May). California Environmental Quality Act Air Quality Guidelines. Available: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Draft_BAAQMD_CEQ_A_Guidelines_May_2010_Final.ashx?la=en. Accessed October 21, 2014.

Blake, M.C., Graymer, R.W., and Jones, D.L. 2000. Geologic Map and Map Database of Parts of Marin, San Francisco, Alameda and Sonoma Counties, California, U.S. Geological Survey Miscellaneous Field Studies Map MF 2337. Available: <http://pubs.usgs.gov/mf/2000/2337/>. Cited in Kleinfelder 2013.

Boben, Robert. PMDB/PD. California Department of General Services, Sacramento, CA. January 14, 2015—email to Nancy MacKenzie of the California Department of Corrections and Rehabilitation regarding confirmation of project details, including an estimate of project construction waste.

Buehmann, Erik. Coastal Program Analyst. San Francisco Bay Conservation & Development Commission, San Francisco, CA. December 18, 2014—email to Gary Jakobs of Ascent Environmental regarding BCDC jurisdiction and confirmation that the proposed project would not require a BCDC permit.

California Air Resources Board. 2010. *Naturally Occurring Asbestos: General Information*. Available: <http://www.arb.ca.gov/toxics/asbestos/geninfo.htm>. Last updated July 2, 1008. Accessed October 21, 2014.

California Department of Conservation. 2012. Farmland Mapping and Monitoring Program, Important Farmland Maps 1984-2013. Data downloaded for Marin County in 2012.

California Department of Corrections and Rehabilitation. 2014. *San Quentin State Prison Boiler Building Project Historic Resources Survey and Evaluation*. Prepared by Ascent Environmental, Inc.

California Department of Toxic Substances Control. 2014. EnviroStor Database. Available: <http://www.envirostor.dtsc.ca.gov/>. Accessed September 8, 2014.

California Department of Transportation. 2002 (January). *California Airport Land Use Planning Handbook*. Prepared by Shutt Moen Associates.

California Environmental Protection Agency. 2012. Cortese List Data Resources. Available: <http://www.calepa.ca.gov/sitecleanup/corteselist/>. Last updated February 16, 2012. Accessed September 8, 2014.

California Geological Survey. 2010. Digital Images of Official Maps of Alquist-Priolo Earthquake Fault Zones of California; CD 2000-003; updated through December 2010. Available: http://www.quake.ca.gov/gmaps/ap/ap_maps.htm. Cited in Kleinfelder 2013.

California Geological Survey, California Emergency Management Agency, and University of Southern California. 2009 (July 1). Tsunami Inundation Map for Emergency Planning, State of California, San

- Rafael and San Quentin Quadrangles. Available:
http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/Marin/Pages/Marin.aspx. Cited in Kleinfelder 2013.
- California State Water Resources Control Board. 2014. GeoTracker Database. Available:
<http://geotracker.waterboards.ca.gov/>. Accessed September 8, 2014.
- California Department of Resources Recycling and Recovery. 2014. Facility/Site Summary Details. Available:
<http://www.calrecycle.ca.gov/SWFacilities/Directory/21-AA-0001/>. Accessed September 2014.
- Caltrans. See California Department of Transportation.
- CDCR. See California Department of Corrections and Rehabilitation.
- Central Marin Sanitation Agency. 2014. Website. Available: <http://www.cmsa.us/>. Accessed January 2015.
- City of Larkspur. 1990. *Larkspur General Plan*. Larkspur, CA.
- _____. 2014a. Parks. Available: <http://www.ci.larkspur.ca.us/index.aspx?nid=429>. Accessed September 2014.
- _____. 2014b (February). *City of Larkspur Smart Station Area Plan Environmental Impact Report*. SCH No. 2013012020. Prepared by LSA. Berkeley, CA. Available:
<http://www.larkspurcityhall.org/index.aspx?NID=552>. Accessed October 2014.
- City of San Rafael. (2013) *City of San Rafael General Plan 2020*. Adopted November 2004; reflects amendments through January 18, 2013. Available: <http://www.cityofsanrafael.org/commdev-planning-topics-gp2020/>. Accessed December 2014.
- Cleaver Brooks. *Model CBEX ELITE 900-1200 HP User's Manual*. Revision 8-14.
- CMSA. See Central Marin Sanitation Agency.
- Engleheart, Robert. Regional Manager. California Department of Corrections and Rehabilitation, Facility Planning, Construction and Management, Facilities Asset Management Branch, Sacramento, CA. September 16, 2014a—email to Stephanie Rasmussen of Ascent Environmental regarding hazards and hazardous materials associated with the project and project site; October 17, 2014b—emails to Stephanie Rasmussen of Ascent Environmental, Inc. regarding water and wastewater usage at San Quentin State Prison; and January 7, 2015—emails to Sarah Henningsen of Ascent Environmental, Inc. regarding electricity and natural gas usage at San Quentin State Prison.
- Federal Emergency Management Agency. 2009. Flood Insurance Rate Map for Marin County, California. Map Number 06041C0478D. Effective date: May 4, 2009.
- Golden Gate Transit. 2012. Golden Gate Bus & Ferry Service. Available: <http://goldengatetransit.org/services/#TransitService>. Accessed September 2014.
- Golden Gate Transit. 2012. Golden Gate Bus and Ferry Services. Available:
<http://goldengatetransit.org/services/#TransitService>. Last updated 2012. Accessed September 2014.
- Harrington, Scott. Sergeant. Marin County Sheriff's Department, Marin, CA. January 7, 2015—telephone conversation with Sarah Henningsen of Ascent Environmental, Inc. regarding the closest Sheriff's station to the project site and staffing at the station.

- Kleinfelder. 2013 (September 24). *Geotechnical Investigation Report, Boiler Replacement, CDCR San Quentin State Prison, Marin County, California*. Santa Rosa, CA. Report prepared for GHD, Inc. Santa Rosa, CA.
- Larabee, Gregor. Chief. California Department of Corrections and Rehabilitation, Facility Planning, Construction and Management, Environmental Compliance Section, Sacramento, CA. August 6, 2014—email to Anna Woodrow of the California Department of Corrections and Rehabilitation regarding the July 14, 2104 fuel spill incident on Sir Francis Drake Blvd., near SQSP.
- Marin County. 2005. *Geology, Mineral Resources and Hazardous Materials Technical Background Report*. Adopted March 2002; updated November 2005. San Rafael, CA.
- _____. 2007a. *Marin Countywide Plan*. Adopted November 6, 2007. San Rafael, CA. Available: <http://www.marincounty.org/~media/files/departments/cd/planning/currentplanning/publications/county-wide-plan/countywideplan.pdf>. Accessed September 15, 2014.
- _____. 2007b. *Marin Countywide Plan Update Final Environmental Impact Report*. Prepared by Nichols Berman Environmental Planning.
- _____. 2008 (March). *2008 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan*. Prepared for the Department of Public Works. Prepared by Alta Planning + Design. Available: <http://www.walkbikemarin.org/documents.php>. Accessed September 2014.
- Marin Metropolitan Water District. 2011 (June). *2010 Urban Water Management Plan*. Available: <https://ca-marinwater.civicplus.com/DocumentCenter/View/533>. Accessed September 2014.
- MMWD. See Marin Metropolitan Water District.
- OEHHA. See Office of Environmental Health Hazard Assessment.
- Office of Environmental Health Hazard Assessment. 2003 (August). *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. Available: http://www.oehha.ca.gov/air/hot_spots/HRAguidefinal.html. Accessed October 21, 2013.
- O’Byrne, Matt. Associate Construction Analyst. California Department of Corrections and Rehabilitation, San Quentin State Prison, San Quentin, CA. September 16, 2014—email to Stephanie Rasmussen of Ascent Environmental regarding hazards and hazardous materials associated with the project and project site; and January 7, 2015—email to Nancy MacKenzie of the California Department of Corrections and Rehabilitation confirming background information for San Quentin State Prison.
- Pacific Gas and Electric Company. 2014. *Company Profile*. Available: <http://www.pge.com/en/about/company/profile/index.page?> Accessed September 2014.
- PG&E. See Pacific Gas and Electric Company.
- Rice, S.J., Smith, T.C. and Strand, R.G. 1976. *Geology for Planning, Central and Southeastern Marin County, California: California Division of Mines and Geology, Open-File Report 76-02, scale 1:12,000*. Available: <http://www.quake.ca.gov/gmaps/WH/landslidemaps.htm>. Cited in Kleinfelder 2013.
- Transportation Authority of Marin. 2013 (October 15). *Marin County Congestion Management Program 2013 Update*. Prepared by TJKM Transportation Consultants. Pleasanton, CA. <http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=6959>. Accessed October 2014.
- U.S. Census Bureau. 2014 (July 8). *State and County Quick Facts*. Available: <http://quickfacts.census.gov/qfd/states/06000.html>. Accessed September 2014.

- U.S. Environmental Protection Agency. 2014. Envirofacts Database. Available: <http://www.epa.gov/enviro/>. Last updated September 15, 2014. Accessed September 15, 2014.
- U.S. Geological Survey. 2010. Geologic Map and Map Database of Parts of Marin, San Francisco, Alameda, Contra Costa, and Sonoma Counties, California.
- UCMP. See University of the California Museum of Paleontology.
- University of the California Museum of Paleontology. 2014. Localities Search. Available: <http://ucmpdb.berkeley.edu/loc.html>. Accessed September 15, 2014.
- Waste Management, Inc., 2014. Waste Management Website. Available: <http://redwoodlandfill.wm.com/about-us/index.jsp>. Accessed September 2014.
- Witter, R.C., Knudsen, K.L., Sowers, J.M., Wentworth, C.M., Koehler, R.D., Randolph, C.E. 2006. Maps of the Quaternary Deposits and Liquefaction Susceptibility in the San Francisco Bay Region, California; U.S. Geological Survey Open File Report 2006-1037. Available: <http://pubs.usgs.gov/of/2006/1037/>. Cited in Kleinfelder 2013.

5 LIST OF PREPARERS

California Department of Corrections and Rehabilitation

Nancy MacKenzieChief, Environmental Planning Section
Roxanne HenriquezSenior Environmental Planner
Robert Engleheart.....Regional Manager, Facilities Asset Management Branch
Matt O’ByrneAssociate Construction Analyst, SQSP

Ascent Environmental, Inc.

Gary Jakobs..... Principal-in-Charge
Stephanie Rasmussen/Sarah Henningsen Project Manager
Alta Cunningham Architectural Historian
Dimitri Antoniou Air Quality/Noise Specialist
Melinda Rivasplata..... Environmental Planner
Gayiety Lane Document Production
Lisa Kashiwase..... GIS

This page intentionally left blank.