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L.C.

policies and
recommendations

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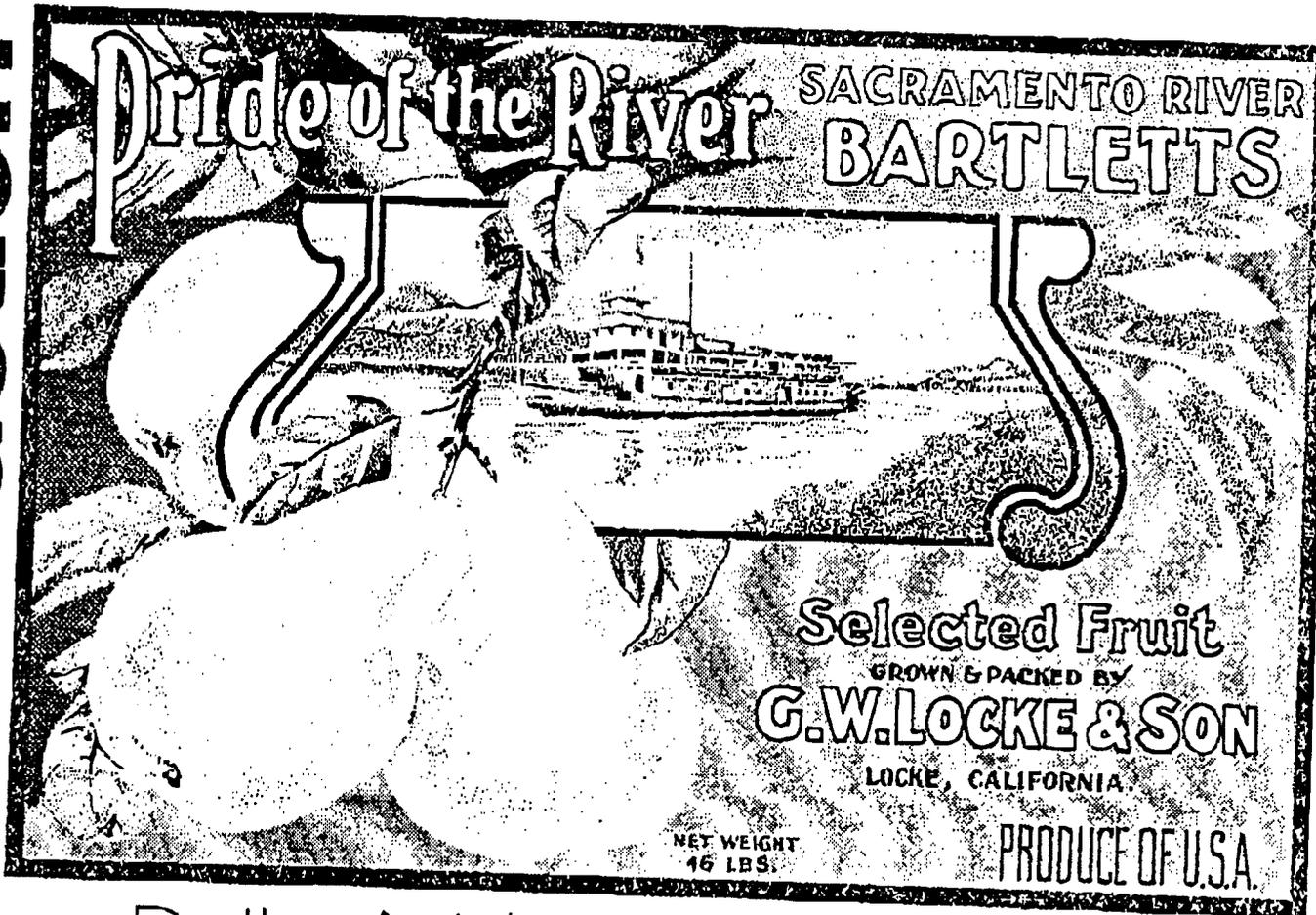
FOR PUBLIC REVIEW--

TO BE CONSIDERED FOR
ADOPTION AFTER HEARINGS,

WATER RESOURCES
CENTER ARCHIVES

UNIVERSITY OF CALIFORNIA
BERKELEY

delta action plan



Delta Advisory Planning Council

VII. Delta Resource Management

A. GOAL

Government programs and private developments should be guided by consistent use of coordinated standards and project evaluation systems.

B. OBJECTIVES

1. Governmental programs should be more thoroughly coordinated to reduce fragmentation, overlap, and inconsistency between programs.
2. The Delta Plan should be a basis for all decisions and actions in the Delta.

C. RECOMMENDATIONS

1. FOR LOCAL GOVERNMENTS

a. Urban and residential expansion and related services (sewers, roads, electricity, water) should not be extended into the "Rural Delta" (See glossary for definition and map on page 35.) except in presently authorized growth areas adjacent to existing towns, settlements, and cities.

b. The following growth or potential growth areas (listed in a clockwise sequence around the Delta) should receive special attention:

(1) Freeport. The land between Interstate 5 (in Sacramento City) and Freeport (in Sacramento County) should be left in open space, farming, or park land. The rural identity of Freeport (as well as all villages) should be preserved.

(2) Stone Lakes-Morrison Creek area. The Stone Lake basin west of I-5, east of SPRR, and south to the proposed Highway 148 alignment, and all adjacent flood-prone areas should be managed as open space.

(3) Lodi-Stockton Corridor. Growth should not be allowed to link the two cities into one urban complex. The "prime" land between the cities should be protected by adequate buffers to permit continued farming.

(11) Montezuma Hills. A portion will be industrialized but a study, due in 1977, will determine how much satellite industry will be added to the authorized Dow and proposed Arco plants. A port and power plant have also been proposed. The hills are a significant scenic resource, and development should preserve that quality by use of good design and setting, with maximum mitigation measures.

(12) Sacramento Deep Water Channel-Lindsay-Cache Slough Area. Industry should remain clustered to the north in the vicinity of the port. "Strip industrialization" of the manmade channel should not occur. Residential growth from West Sacramento southward should emphasize skipped-over lands and should not be allowed to intrude upon the juncture of Jefferson Boulevard and the deep water channel.

(13) Isleton. A city flooded in 1971, Isleton should be provided 100-year protection. In determining the most appropriate system, consideration should be given to cost benefits, amount of area to be protected, loss of agricultural lands, and pressures for urbanization.

(14) Agriculture Related Industry. Because of cannery needs for isolation and large areas for waste disposal, these industries will seek the outer portions of the Rural Delta near intersecting railroad lines and roads. A high degree of care should be taken in the location of these uses to mitigate adverse impacts on water quality, agricultural production, traffic increases, urbanization, and nearby lands identified for recreation or preservation.

c. Significant resource areas (historic, natural, recreational, and production) as identified in the Delta Plan and any future local and/or state inventories, should be given a high level of protection from adverse alterations, with the most extensive feasible mitigation when an adverse impact is unavoidable.

d. The character of Delta rural towns and settlements (recognized as "regional cultural resources") should be protected by all possible means, such as zoning, design review procedures, use permits, community plans, specific plans (see Government Code Section 65450), and planned unit developments. Methods of reviewing building permits for cultural and esthetic values should be considered. Examples of such towns are: Freeport, Courtland, Walnut Grove, Locke, and Ryde (Sacramento County); Clarksburg (Yolo County); Woodbridge and Thornton (San Joaquin County); and Byron (Contra Costa County).

e. The Delta local governments should identify the types of uses that should be subject to special review in the Rural Delta. Standards for review, which promote compatibility with the surrounding setting, should be developed, using the Delta Action Plan and the Delta Waterways Use Program as a guide.

f. The Delta Waterways Use Program (see the 1976 Delta Master Recreation Plan, The Resources Agency, and Appendix B of this document) should be studied carefully by local governments with any proposed refinements addressed to the Resources Agency. Thereafter the program should be considered for adoption by all local boards as the standards for waterways use management, with revisions made periodically as necessary.

g. The DAPC Delta Plan should be endorsed and used by all local agencies as a guideline for decision making in the Delta.

h. A Delta advisory planning organization should coordinate multi-agency programs, amend the Delta Plan as necessary, and implement its recommendations as feasible.

2. FOR OTHER AGENCIES

a. An existing agency should be designated to coordinate the administration of federal, state and local permits through a "Delta Permit Forum." Such an intergovernmental forum should be convened at regular intervals to provide a one-time review of all proposed multiple-permit projects. Each permit and review agency would continue to exercise its present assigned function, but with the advantage of full information and coordination at one time.

b. Significant resource areas (historic, natural, recreational, and production) as well as natural hazard areas, should be more thoroughly inventoried in a multi-agency state, local, and regional effort, aided with state funding and coordinated by the Resources Agency. (See Appendix A for a preliminary inventory of these areas). (All agencies).

c. Projects using public funds or requiring state or federal permits should be conditioned to mitigate adverse impacts according to the following guidelines, as well as those already established by law (i.e., EIR sufficiency):

DELTA WATERWAYS USE PROGRAM

The following set of standards for guiding the use and development in, on, over, and abutting the Delta waterways was developed jointly from the Delta Action Plan and the Resources Agency Delta Master Recreation Plan. It is only advisory although the Army Engineers often relies heavily on regional and state plans for issuing its permits. However, the Resources Secretary can make these standards mandatory upon its own member units, and the Governor can do the same for the entire executive branch. But only the legislature can make these standards mandatory for local governments and special districts. Each County can enact ordinances which implement this program in its own jurisdiction, but great care must be taken to use the same terms and standards to avoid compounding the Delta history of conflicting plans and programs — and this was the very reason for initiating the Delta waterways use effort. If changes become necessary, the mechanism for amendment of this program through the Resources Secretary should be used. To facilitate reference, the identical copy of this program which is in the 1976 Delta Master Recreation Plan has been used in this document, including the reliance on "shall" as a mandatory directive to appropriate state agencies. It is recognized that the DAPC plan cannot make these decisions. The few differences in language requested by DAPC have been added in italics. The program is organized as follows:

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