



**ORDER OF THE HEALTH OFFICER OF THE COUNTY OF SACRAMENTO
DIRECTING ALL INDIVIDUALS IN THE COUNTY TO ADHERE TO COVID-
19 SAFETY MEASURES AND CLOSING OR MODIFYING CERTAIN
OPERATIONS**

DATE OF ORDER: April 15, 2021

UNDER THE AUTHORITY OF CALIFORNIA HEALTH AND SAFETY CODE SECTIONS 101040, 101085, 120175, AND 120220, THE HEALTH OFFICER OF THE COUNTY OF SACRAMENTO ("HEALTH OFFICER") HEREBY ORDERS AS FOLLOWS:

1. This order supersedes the March 16, 2021 Order of the Public Health Officer. This Order **shall become effective immediately** and will continue to be in effect until it is rescinded or amended in writing by the Health Officer.
2. The State of California Blueprint for a Safer Economy (<https://covid19.ca.gov/safer-economy/>) is a system of county monitoring and re-opening of businesses, sectors, and activities based on a tiered system corresponding to specific indicators of COVID-19 disease burden. According to this system, Sacramento County has been placed in **Red Tier 2 (substantial)** and is subject to all State of California restrictions and guidance for **Red Tier 2** (https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/COVID-19/Dimmer-Framework-September_2020.pdf).
3. The California Department of Public Health face covering mandate (<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/guidance-for-face-coverings.aspx>) requires all people in California to wear face coverings when they are outside of the home, with specific exemptions.
4. Schools must abide by California Department of Public Health Guidance for K-12 Schools (<https://schools.covid19.ca.gov/>) and

<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/COVID19-K12-Schools-InPerson-Instruction.aspx>)

5. Sports programs must abide by California Department of Public Health Outdoor and Indoor Youth and Recreational Adult Sports Guidance (<https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/COVID-19/outdoor-indoor-recreational-sports.aspx>).
6. The Centers for Disease Control and Prevention (CDC) recommends that guidance for those experiencing homelessness outside of shelters continue to be followed. To maintain public health and safety, local governments are advised to allow people who are living unsheltered, in cars, RV's, and trailers, or in encampments on public property to remain where they are, unless the people living in those locations are provided with a) real-time access to individual rooms or housing units for households, with appropriate accommodations including for disabilities, and b) a clear plan to safely transport those households.

Do not cite persons experiencing homelessness for using cars, RV's, and trailers as shelter during community spread of COVID-19. Do not remove life necessities from people experiencing homelessness, which includes, for example, their shelter (e.g., tents, vehicles, or other living structures), hygiene equipment, food supplies, water, medicines, mobility devices (such as walkers, wheelchairs, crutches, canes), and bicycles used for transportation.

Clearing encampments causes people to disperse throughout the community and break connections with service providers, increasing the potential for infectious disease spread.

Exceptions are encampments that pose a public safety hazard or adversely impact critical infrastructure as designated by local, state, or federal law, regulations, or orders.

7. This Order **will take effect immediately** and will be in effect until it is rescinded, superseded, or amended in writing by the Health Officer of Sacramento County.
8. **Copies of Order.** Copies of this Order shall promptly be: (1) made available at the County Administration Building at 700 H Street, Sacramento 95814, First Floor; (2) posted on the Sacramento County COVID-19 website (COVID19.saccounty.net) and County Health

Department's website (dhs.saccounty.net/PUB); and (3) provided to any member of the public requesting a copy of this Order.

9. **Severability.** If any provision of this Order or the application thereof to any person or circumstance is held to be invalid by a court of competent jurisdiction, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

IT IS SO ORDERED:



Olivia Kasirye, MD, MS
Health Officer of the County of Sacramento

Dated: April 15, 2021

City of Isleton

Planning Commission Staff Report

DATE: May 4th, 2021

ITEM#: 5.A

CATEGORY: New Business

VILLAGE ON THE DELTA FENCING ALTERATION, 700 ANNEMARIE WAY

SUMMARY

The City has received an application to place a new fence along a portion of the perimeter of one of the existing homes in the Village on the Delta development. The Village on the Delta does not have an established Home Owner's Association or agreed upon Covenants, Conditions, and Restrictions (CC&R's) regulating alterations to the Village's design. Staff is presenting proposed alterations to the Architectural Design Review Committee (ADRC) and Planning Commission for approval.

DISCUSSION

The proposed fencing (see attached site plan) will add approximately 75ft. of vinyl wood fencing at a continuous height of 6ft. to the north-east corner of property, analogous to fences put up on other corners lots in the VOD development over the years.

Fencing has previously been admitted on an ad-hoc basis by past officials, but staff going forward would like to have a more formal recorded process using Planning Commission as the reviewing body.

The ADRC reviewed the plans in May and recommended approval of the proposed fence with the maintenance of a gate for fire access, as well as adherence to R-1-7 Zoning development standards concerning corner lot fencing height restrictions (2 ½ ft. for a 25 ft. transect facing the street corner).

As the City has a precedent for approving this type of fencing in the development and the Planned Unit Development (Article 16, Zoning Ordinance 2015-01) allows for flexibility in application of zoning standards, staff is recommending approval of the proposed fence.

FISCAL IMPACT

There is no fiscal impact associated with this action.

RECOMMENDATION

Staff recommends that Planning Commission Approve Village on the Delta fencing alteration for 700 Annemarie Way.

Prepared by: James Gates, Assistant Planner
Reviewed by: Charles Bergson, City Manager
Submitted by: Yvonne Zepeda, Deputy City Clerk

ATTACHMENT

1 – Fencing Site Plan

700 Annmarie Way

Proposed fencing location

Legend

 Path Measure



City of Isleton

Planning Commission Staff Report

DATE: May 4th, 2021

ITEM#: 5.B

CATEGORY: New Business

DRAFT SAFETY ELEMENT, HOUSING ELEMENT UPDATE—PRESENTATION BY CONSULTANT DYNAMIC PLANNING + SCIENCE

SUMMARY

Consultants Dynamic Planning + Science have completed a draft of the 2040 General Plan Safety Element and are presenting a brief overview of the document to Planning Commission for commenting ahead of its presentation to City Council at their May 11th meeting.

Dynamic will also provide updates to the Housing Element, a draft of which will be presented at the May 11th, 2021 City Council where they'll be seeking approval to submit the Housing Element to the State Housing and Community Development Department.

Also attached is the Draft Safety Existing Conditions Memorandum initially made available to Planning Commission and City Council in July of last year.

FISCAL IMPACT

There is no fiscal impact associated with this action.

RECOMMENDATION

Staff recommends that Planning Commission receive presentation and give comment

Prepared by: James Gates, Assistant Planner
Reviewed by: Charles Bergson, City Manager
Submitted by: Yvonne Zepeda, Deputy City Clerk

ATTACHMENT

- 1 – Draft Safety Element
- 2—Draft Safety Existing Conditions Memorandum

CITY OF ISLETON SAFETY ELEMENT



CITY OF ISLETON GENERAL PLAN UPDATE



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SECTION 4. SAFETY ELEMENT

The objective of the Safety Element is to reduce any potential for short and long-term risk of injury, loss of life, property damage, and socioeconomic impacts from floods, levee failures, fires, earthquakes, climate change, and other hazards.

The Safety Element is organized around the following goals:

- Goal SAF-1: Create and maintain a healthy environment.
- Goal SAF-2: Create and maintain a safe environment.
- Goal SAF-3: Minimize the risk to life and property from natural disasters.
- Goal SAF-4: Promote safety through design.

The Section 4.2 is all about creating and maintaining a healthy environment in Isleton. It includes background information on water and wastewater, hazardous material and waste, and access to exercise and food. Section 4.3 aligns with Goal 2, includes background information on fire and emergency response, law enforcement, and community awareness and engagement. Section 4.4 includes background information on natural disasters including flood, levee failure, fire, earthquake, and climate change. Section 4.5 includes background information on safety by design, evacuation routes, and water for fire suppression.

Each of these sections contains a future development section that includes background on anticipated development in the City of Isleton and a vision for how to accommodate growth while reducing risk to life and property.

Goals, policies, and implementation actions are included at the end of this element. These provide guidance on approaching new development and redevelopment with health and safety of Isleton. Implementation actions could be administrative in nature or proposed “physical projects” to provide increased resiliency to natural hazards or crime and improved community health.

A Safety Element Existing Conditions Memorandum was developed prior to the development of the Safety Element. This technical memorandum serves as the foundation for the creation of the Safety Element and contains background information to supplement and support the Safety Element.



4.1 WHY IS HEALTH AND SAFETY IMPORTANT?

Planning for growth and development requires the consideration of a wide range of public safety issues.

Many safety hazards are naturally induced, such as seismic and geologic hazards, flooding, fire, and climate change. Some hazards are the result of natural hazards that are exacerbated by human activity and alteration of the natural environment, such as levee failure, urban fires, and development in sensitive areas such as



Figure 4-1: Tyler Island Levee Failure

Source: Aaron Davis | Bay Area News Group, Tyler Levee Road on the north fork of the Mokelumne River near Isleton, Calif. on Monday, Feb. 13, 2017.

floodplains. Some hazards are manmade, including, hazardous materials and contamination of drinking water from such. In addition to safety issues related to hazardous conditions, the planning process for future development should account for other issues related to community health and safety, such as access to health food and exercise.

Many of the health and safety risks associated with development can be avoided through locational decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the planning and land use regulation process. This element outlines Isleton's strategy for ensuring the maintenance of a healthy and safe physical environment.

Several Safety Element policies are interrelated with topics in the Land Use, Circulation, and Conservation and Open Space Elements. For example, land use maps seek to minimize future development in hazardous areas. Policies to minimize the risks posed from fire and access during fire emergency are found in the fire hazards section of the Safety Element, are also found in the Land Use and Conservation and Open Space Elements. In addition, policies associated with secondary access during a fire emergency are found in the Circulation/ Mobility Element.

It is important to remember, however, that policies in the Safety Element are tailored to address safety-related issues and referenced policies in other Elements should also be reviewed to



CITY OF ISLETON GENERAL PLAN

determine environmental or other types of policies associated with similar locations or types of development.

4.2 CREATE AND MAINTAIN A HEALTHY ENVIRONMENT IN ISLETON

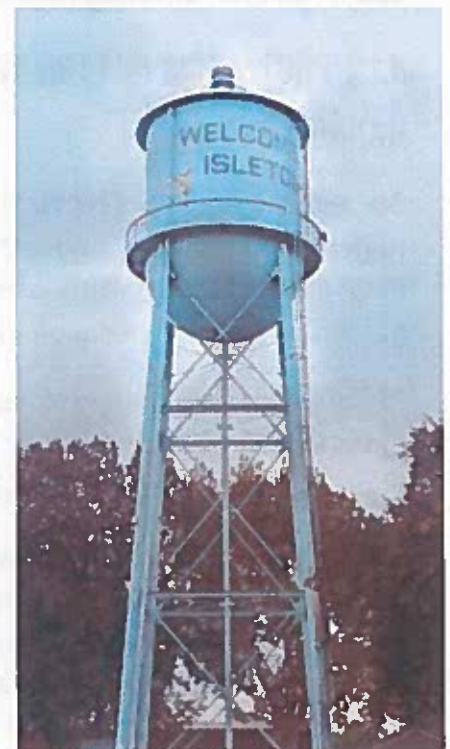
Planning for growth and development requires the consideration of a wide range of public health issues. This element outlines the City's strategy for ensuring the maintenance of a healthy environment. In particular, this section focuses on promoting health in the face of manmade hazard exposures, including hazardous materials and hazardous waste, protecting water and local food resources to sustain a healthy population, and accessing healthy foods, exercise/recreation facilities, and medical services.

Information and policies in this section recognize that the County of Sacramento is the principal provider of health and human services and related facilities. Many of the health-related issues are regional in nature, and the city's general plan is meant to address issues related to future development of the community. Many of the health and safety risks associated with development can be avoided through locational decisions made at the planning stages of development, while others may be lessened through the use of mitigation measures in the planning and land use regulation process.

4.2.1 PROTECTING ISLETON'S DRINKING WATER

California American Water, a private water company, supplies domestic water to Isleton. The water system consists of three wells, pumps, water treatment equipment, water storage, distribution piping, fire hydrants, valves, and other equipment. The Isleton water system is served by wells within the Isleton service area that pump groundwater from aquifers in the area. California American Water uses drinking water treatment technologies to remove naturally-occurring arsenic and manganese from the pumped groundwater. The water is chlorinated to ensure that it meets bacteriological quality standards and is distributed for residential and commercial use. (California American Water, 2016)

A major source of health issues can be contamination of drinking water by manmade pollutants entering ground water sources. The City of Isleton relies upon various agencies to keep pollutants from reaching ground water sources. These agencies include but are not limited to:





- Sacramento County Environmental Management Department
- California Environmental Protection Agency
- California Water Board – Central Valley Regional Water Quality Control Board.

An increasing body of evidence links exposure to certain chemicals to long-term human health impacts. In a number of areas in California, water supplies have been contaminated beyond drinking water standards. Sacramento County and Isleton have not been immune from these potential problems.

The City's involvement in hazardous materials management should minimize the impact of hazardous materials on human health and the environment, including water supplies. GeoTracker is the California Water Board's data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. According to GeoTracker, Isleton has four active cases of ground water contamination sites caused from past activities. Two sites are from leaking underground storage tanks (LUSTs) at historic gasoline stations and two other sites are from industrial contamination. *See* Figure 4-3. It is important to understand the possible contamination on these sites and the ongoing and future clean up required for not only Isleton's drinking water safety but also for future project siting.

4.2.2 PROTECTING ISLETON THROUGH HAZARDOUS MATERIAL STORAGE AND WASTE MANAGEMENT

State and federal laws regulate the production, storage, handling, and disposal/waste of hazardous materials, including industrial wastes, pesticides, radioactive substances, asbestos, and combustible fuels. Hazardous materials commonly used in the home include household cleaners, garden pesticides, used motor oil and filters, paint supplies, car batteries, and pool chemicals.

The storage and handling of hazard materials is regulated differently than the disposal of hazardous material, referred to herein as "hazardous waste." This section discusses hazardous materials in various phases of their life cycle, from production, use, storage, transport to disposal.

The primary concern associated with a hazardous material is the short- or long-term effect to the public from exposure from unintentional releases. Compared to other cities in southern California, Isleton has a relatively low number of sites that generate, use, or store hazardous materials; however, it is still critical to plan for hazardous materials to ensure public safety.



CITY OF ISLETON

CALIFORNIA DWR GEOTRACKER SITES

*Data sources: CA DWR Geotracker
<https://geotracker.waterboards.ca.gov/map/>

MAP LEGEND

LUST CLEANUP SITE

- Open
- Closed

CLEANUP PROGRAM SITE

- Open
- Closed

Figure 4-2: LUST Clean Up Site Programs from Cal EPA



4.2.2.1 HAZARDOUS MATERIAL STORAGE

When evaluating future development, it is important to consider the quantity and location of hazardous materials being generated as part of the project or located near a project. State and federal laws require inventory and reporting for businesses that store more than 55 gallons of hazardous liquids, 500 pounds of solids, or 200 cubic feet of compressed gases, including plans for incident prevention and emergency response and evacuation. All businesses in Isleton that meet the aforementioned criteria are required to prepare a Hazardous Materials Business Plan with the Environmental Compliance Division of Sacramento County. It is important to locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster. See Figure 4-3 for the location of sites generating hazardous waste in Isleton. The location of these sites is important to understand for future siting and quantification of hazards within the community.

4.2.2.2 HAZARDOUS WASTE

The disposal of hazardous waste should be contemplated in development approvals and general plan policies for the health and safety of the community, similar to hazard material storage. The Sacramento County Environmental Management Department (EMD) regulates hazardous waste disposal for both Businesses and Home Generated Waste.

For Businesses

If business require hazard waste permitting for new development Sacramento EMD staff will assist the City of Isleton to obtain such permitting. EMD has staff available to conduct facility walkthroughs to determine a facility's need for permits to ensure proper program categorization. In conjunction with developing a Hazardous Materials Business Plan Program, Environmental Management staff:

- Inspect businesses for compliance with the Hazardous Waste Control Act;
- Verify hazardous waste accumulation, labeling, container and tank management standards, and waste generator status;
- Respond to complaints of illegal disposal of hazardous waste;
- Issue permits and inspects businesses that treat hazardous waste pursuant to permit by rule, conditional authorization, or conditional; and
- Authorize exemptions allowable under federal and state law.



CITY OF ISLETON GENERAL PLAN



CITY OF ISLETON

HAZARDOUS WASTE TRACKING SYSTEM - ACTIVE FACILITIES

*Data sources: CA Department of Toxic Substances Control

MAP LEGEND
HAZARDOUS WASTE
■ Active Facility

Figure 4-3: Hazardous Waste Generator Sites

***For Home-Generated Waste***

Limited quantities of household hazardous waste may be transported to and dropped off at one of four different Household Hazardous Waste (HHW) Drop-Off Centers in Sacramento County. The City of Elk Grove operates a Special Waste Collection Center at their Elk Grove Special Waste Collection Center Facility for residents and businesses. Businesses who qualify as a Conditionally-Exempt Small Quantity Generator (CESQG) must make an appointment to bring hazardous waste materials and must pay fees depending on material types. They accept HHW, tires, needles and other sharps, and unused medications. A Reuse Room is onsite for residents to choose from reusable, free household items including paint, cleaners, pool supplies, and clean wood. This facility also accepts recyclables.

For future health and safety of the community it is important for Isleton to support the operation of programs and recycling centers that accept hazardous substances, such as paint, paint thinner, used waste oil, etc.

4.2.2.3 SOLID WASTE MANAGEMENT

The City of Isleton contracts with Calwaste Recovery Systems for residential and commercial garbage and recycling services. Calwaste Recovery Systems schedules a citywide garbage and recycle pick up for all Isleton residents once a year. The City of Isleton adopted Ordinance 19-06 on February 26, 2019 to regulate construction materials of public works improvements in the City of Isleton. This ordinance requires that all contractors, subcontractors, and employees be responsible for the recycling of construction of demolition debris, including the following materials: inert materials (concrete, asphalt paving, bricks, etc.), wooden pallets, clean wood waste, and corrugated/cardboard boxes.

4.2.2.4 WASTEWATER MANAGEMENT

The City of Isleton provides sewage collection, treatment, and disposal. The City receives domestic and commercial wastewater from the community of Isleton and has a contractual agreement to accept wastewater from the Oxbow Marina Recreational Facility. The City's sewer collection system includes approximately 16,550 linear feet of gravity sewer lines. The collection system conveys the wastewater to the City's lift station, which pumps the wastewater to the treatment plant located along Georgiana Slough southeast of the city near Oxbow Marina. The facility provides only a primary level of treatment.



4.2.3 PROVIDING ACCESS TO EXERCISE AND FOOD

Community-scale urban-design land use policies and practices involve the efforts of urban planners, architects, engineers, developers, and public health professionals to change the physical environment in ways that support physical activity and access to good quality food sources. To address rising rates of diabetes and the persistence of chronic diseases related to unhealthy eating habits and sedentary behavior, researchers and community members alike have identified creating built environments that support healthy eating and active living as one essential strategy for good health. Specific community factors, such as the availability of parks and walking trails; the presence of retail outlets with affordable, high-quality produce and other healthy foods; and the “walkability” of neighborhoods, appear to have an influence on the choices people make in their daily lives.

4.2.3.1 ACCESS TO EXERCISE VENUES

The physical design of communities can provide environments that support physical activity. Proximity to exercise opportunities such as parks and recreation facilities has been linked to an increase in physical activity among residents. Regular physical activity has a wide array of health benefits including weight control, muscle and bone strengthening, improved mental health and mood, and improved life expectancy. Furthermore, exercise reduces the risk of cardiovascular disease, type 2 diabetes and metabolic syndrome, and some cancers.



Figure 4-4: Picture of Greenbelt

Parks, recreation facilities (e.g., playgrounds, sports areas, and public pools), and open space provide people with a place where they can engage in active play such as sports, leisurely strolls, or bicycle rides along trails and greenways. Outdoor play, particularly among children, is associated with higher levels of physical activity and wellbeing. Playgrounds provide an outdoor environment where children can actively engage in physical activity and participate in more informal, unstructured play experiences.



4.2.3.2 ACCESS TO HEALTHY FOOD

Access to fresh, healthy, and affordable food is essential for the proper nutrition and optimum health for Isleton's residents. Healthy eating helps prevent the risk for developing chronic disease, obesity, and dental caries. Disinvestment and poor land use planning in the Delta region can disproportionately impact low-income neighborhoods and contribute to the creation of "food deserts," leaving residential neighborhoods like Isleton lacking ready access to the components of a fresh and healthful diet. While Isleton has two grocery stores, access to fresh foods is an issue.



Figure 4-5: Example healthy food venue.

Reliance on smaller stores can mean that Isleton residence face higher prices, less variety, and lower quality and quantity of healthy foods, even while some retailers feature affordable produce and ingredients for a variety of cultures in Isleton.

Limited access to food stores within walking distance is further exacerbated by low rates of car ownership among lower income households, yet few public transportation systems have planned their routes to ensure convenient direct access to grocery stores for transit users.

4.2.4 EXISTING AND FUTURE DEVELOPMENT

To successfully address inequities in health and safety for Isleton, the following questions should be considered when maintaining and improving existing development or permitting new development:

- Is the project going to minimize the risk to future drinking water?
- Is the project produce solid or hazardous waste that will harm the community?
- Is the project or building conducive to good health?
- What products are sold and promoted as part of this project and business?
- Are there persistent stressors the project may have to the environment? What is the long-term impact of this stress on community health?

This section and the corresponding goal, policies, and actions in Section 4.6, GOAL SAF-1, are meant to strengthen links between new trends in community design, sustainability, walkability, "smart growth," and improvements in community health.



4.3 CREATE AND MAINTAIN A SAFE ENVIRONMENT IN ISLETON

Promoting the health, safety, and welfare of its residents is a priority for the City of Isleton. The two primary avenues for such protection are through support of the emergency essential services provided to Isleton, and through community awareness and engagement.

4.3.1 FIRE DEPARTMENT AND AMBULANCE SERVICES

The Isleton Fire Department, which consists of one paid fire chief and 20 dedicated volunteers, provides basic life support services, fire suppression, vehicle extrication, and limited hazardous material response 24 hours a day, 365 days a year. The Fire Department also performs fire inspections, fire code plan checks, and provides fire prevention awareness to the community. The department maintains automatic and mutual aid agreements with surrounding departments such as River Delta Fire District, Montezuma Fire District, and the City of Rio Vista to provide blanket emergency services to southern portions of Sacramento County. Ambulance and paramedic services for Isleton are provided through a contract with Medic Ambulance.



Figure 4-6 Isleton Fire Department

4.3.2 LAW ENFORCEMENT



The Sacramento County Sheriff's Office provides law enforcement within Isleton city limits. The sheriff has four deputies patrolling the areas of Wilton, the South Delta, and the City of Isleton. Sheriff Deputies are under the command of the Sheriff's Central Division/South Bureau and are assigned from the Central Division station house located at 7000 65th Street, Sacramento. Deputies are not solely dedicated to the City, and their presence in Isleton is limited because their time is split approximately equally between all their areas within the South Bureau. The County assumes dispatch responsibilities for both emergency and non-emergency requests for service, including SWAT, EOD, K9, and Air Support. The County provides investigative services such as homicide, sexual assault, or robbery. The City is obliged to pay for any requests for services that incur an overtime charge.



4.3.3 COMMUNITY AWARENESS AND ENGAGEMENT

Community engagement is the process of working collaboratively with groups of people to address issues affecting the well-being of those people. Public outreach to Isleton citizens to engage and inform them on safety issues will benefit the community as a whole.

Using signage to communicate where the high water mark will be during a 100-year flood event is an effective measure to help citizens visualize possible flood impacts. Figure 4-7 is an example of what a high water mark sign could look like to help people visualize where flood waters could rise to. Communicating flood risk, potential impacts, and established evacuation routes to citizens is a priority for Isleton given the flood and levee failure risk in Isleton, as detailed in Section 4.4.1.

Promoting awareness about the City's policing and emergency response efforts will build a better partnership with the community. Sponsoring neighborhood watch programs gives citizens an avenue to organize and strengthen the social and economic fabric on the community. Citizen police academy programs are another effective outreach strategy that work to educate citizens about the intricacies of police and emergency response services. This type of program can take different forms with the overall structure consisting of the City organizing with interested citizens to give them a glimpse into the operations of emergency response and an overview of the laws that govern emergency response.

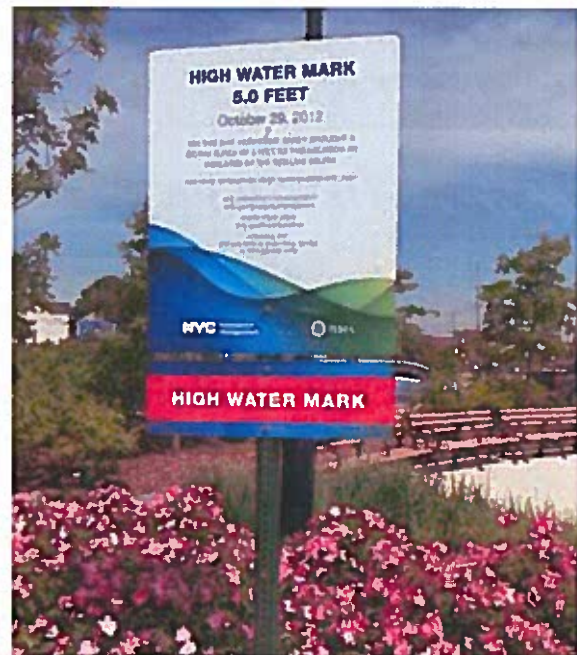


Figure 4-7 High Water Mark Signage

4.3.4 EXISTING AND FUTURE DEVELOPMENT

Evaluation of the presence and capacity of policing and emergency services will be necessary as Isleton experiences growth. New development should include analyses of whether existing emergency services can support projected growth associated with the development. Future development should also include appropriate signage, where necessary, to help inform users of safety considerations that may impact the site.



4.4 MINIMIZE THE RISK TO LIFE AND PROPERTY FROM NATURAL DISASTERS

A primary goal of the Safety Element is to address natural disasters that present risk to the City of Isleton. The policies and implementation actions in this section seek to identify ways to reduce any potential for short and long-term risk of injury, loss of life, property damage, and socioeconomic impacts from natural disasters.

4.4.1 FLOOD & LEVEE FAILURE HAZARD

Isleton is located along the south bank of the Sacramento River, approximately 3.12 miles upstream of its confluence with Steamboat Slough. Isleton's elevation is approximately 5 feet above sea level. The city is confronted with persistent flood hazards due to its iconic location within the California Delta and the surrounding water features such as the Sacramento River, Georgiana Slough, San Joaquin River, and Mokelumne River. Virtually the entire city lies within the 100-year flood zone designated by the Federal Emergency Management Agency (FEMA), as displayed in Figure 4-8.

Isleton has been flooded by the Sacramento/San Joaquin River systems at least five times since its inception as a City. The most recent 1972 flood, caused by a failed levee on the south side of Brannan-Andrus Levee Maintenance District (BALMD) along the right bank levee of the San Joaquin River, left Isleton under as much as eight feet of water.

The Sacramento County Local Hazard Mitigation Plan provides detail on specific Isleton assets that are vulnerable to the impact of flood and levee failure.

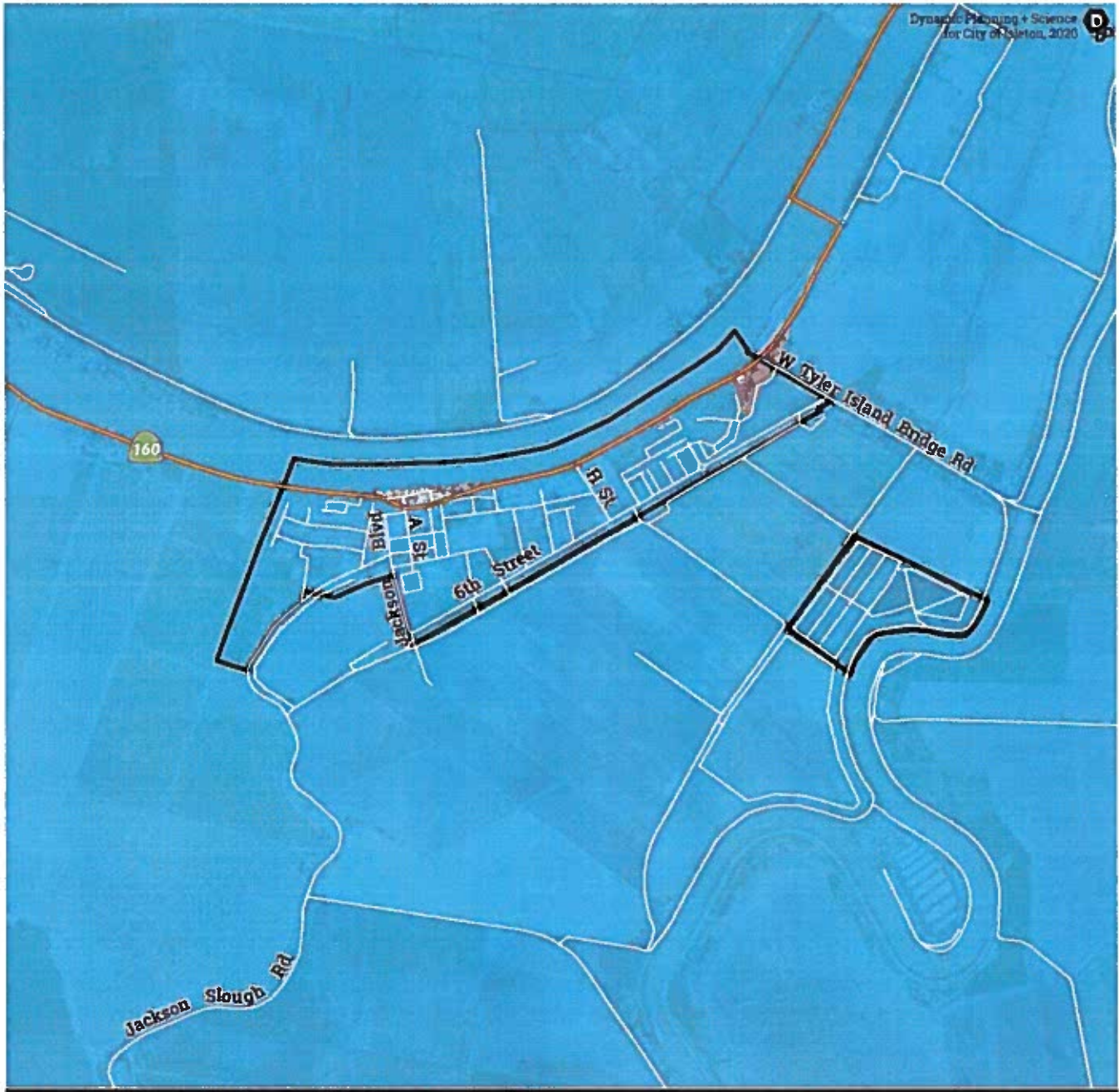
4.4.1.1 FLOOD PROTECTION FACILITIES

The City of Isleton is protected by a system of levees operated and maintained by Reclamation Districts (RD or RDs) 317, 407, 2067, and 556, as displayed in Figure 4-9. Reclamation Districts are the oldest special districts in Sacramento County. Reclamation districts are flood control agencies, and most were formed prior to 1900, and some are over one hundred years old. They are responsible for managing and maintaining the levees, sloughs, canals, pumps, and other flood protection structures within their district.

The Brannan-Andrus-Levee Maintenance District (BALMD) operates and maintains the levee system protecting the City of Isleton. The BALMD was formed by the State Legislature in 1967, consisting of the territory within RDs 317, 407, and 2067 to maintain rights-of-way and easements which they had acquired by maintenance of the respective levees of each District. BALMD staff monitors and maintains the levees on the island and maintains and controls the operations of the seven pumping stations to keep the island dry.



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CITY OF ISLETON FEMA FLOOD EXPOSURE

100YR FLOOD EXPOSURE

*Data sources: FEMA NFHL

NOTE: The City is also fully within the 200-year floodplain as designated by Army Corps of Engineers from the 2002 Sacramento and San Joaquin River Basins Comprehensive Study.

MAP LEGEND

100-YR

Figure 4-8 FEMA 100-Year Flood Zone



CITY OF ISLETON GENERAL PLAN

Levees around Isleton and portions of Brannan-Andrus Tract are classified as project or non-project levees. Project levees are part of the Federal Flood Control Project and are built to higher standards that comply with U.S. Army Corps of Engineers guidelines. Non-project levees, comprising 65 percent of Delta levees, are those constructed and maintained by island landowners or local reclamation districts. These levees are generally built to an agricultural standard and are typically less stable than project levees. (Water Education Foundation, 2021)

There are approximately 26.2 miles of levee that surround the BALMD with 16.2 miles of project levees and 10 miles of non-project levees. In addition, BALMD is separated from Upper Andrus Island (RD 556) by a 0.46-mile cross levee that is owned by RD 556. RD 556 is surrounded by 11.2 miles of project levees. In the event of a levee failure and flood on RD 556, the cross levee would likely overtop and flood BALMD and Isleton (Sacramento County and GEI Consulting Engineers, 2017).

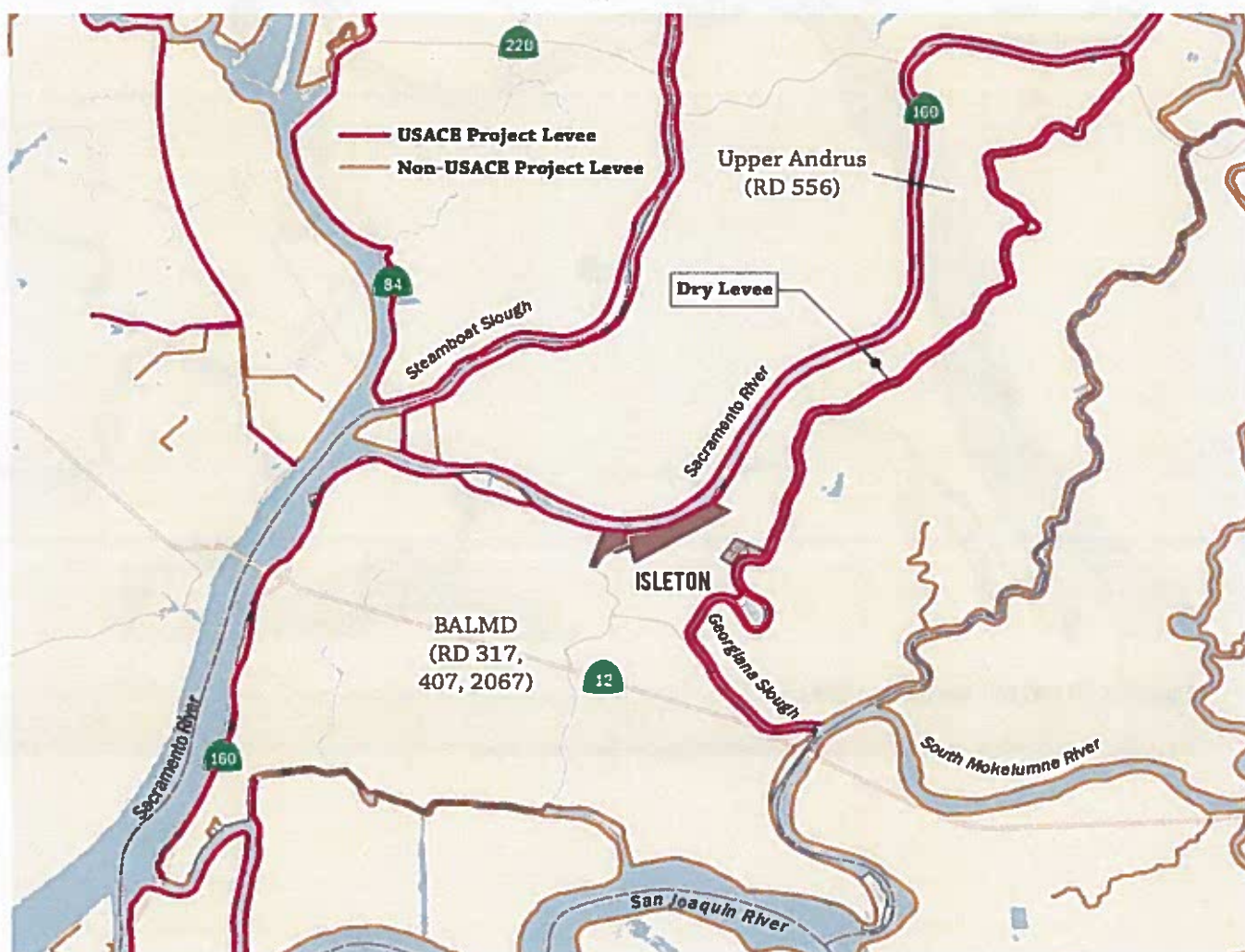


Figure 4-9 BALMD & RD 556 Levee System



Most of the levees surrounding the City do not meet the FEMA 100-year levee standard. As part of the Non-Urban Levee Evaluation (NULE) investigations, in 2017 DWR analyzed the deficiencies associated with Isleton's flood protection. The investigations concluded that some segments of the levees protecting Isleton, Oxbow Marina, and the Delta Loop Recreation Area suffer from under-seepage, through-seepage, landside stability, and geometry deficiencies, as displayed in Figure 4-10 (Lower Sacramento/Delta North Regional Flood Management Plan, 2014).

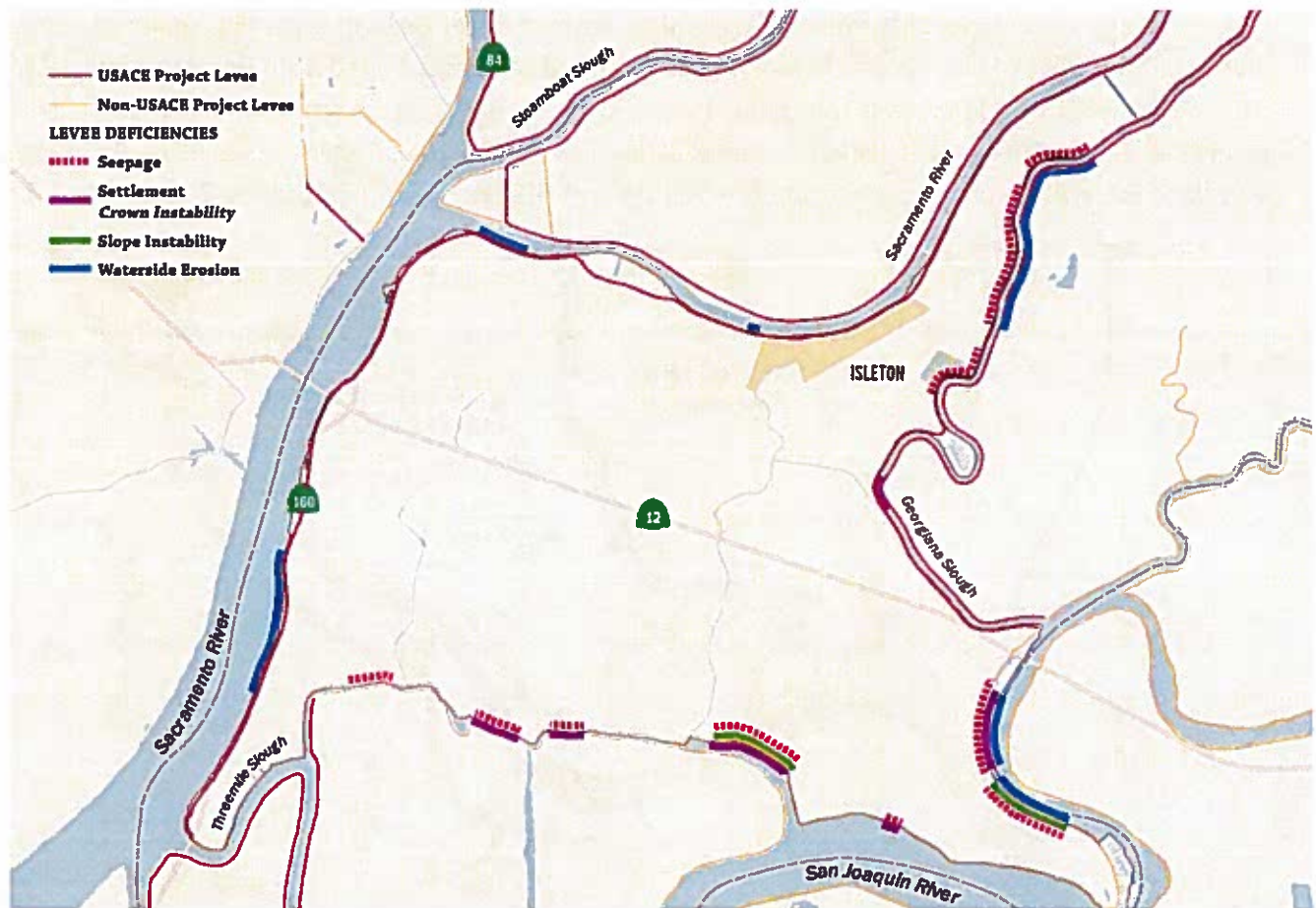


Figure 4-10 BALMD Levee Deficiencies

Source: (Lower Sacramento/Delta North Regional Flood Management Plan, 2014)



4.4.1.2 EXISTING AND FUTURE DEVELOPMENT

All future development in the City of Isleton will take place in the 100-year flood zone and will be required to comply with the City's floodplain ordinance (Chapter 15.52 of Isleton's Municipal Code, 2020). Isleton's floodplain ordinance regulates development to minimize loss of public and private property due to flood conditions.

Future development in Isleton that is constructed beyond the requirements of the City's floodplain ordinance will minimize the potential impact of future flooding. Flood mitigation if implemented before a flood occurs can save thousands of dollars of flood damage for residents and building owners and can save a homeowner at least 4 dollars for every dollar spent in flood mitigation. Floodproofing residential utility systems is considered a moderate-cost measure with an expected life ranging from 15-20 years. (FEMA, 2015)

An important flood mitigation consideration for future development is the positioning and elevation of utilities in relation to the base flood elevation (BFE). It is ideal to elevate utilities one or two feet beyond base flood elevation to provide additional protection against flooding. There are several outdoor and indoor methods to flood proofing.

Figure 4-11 displays an example of elevated outdoor utilities and construction material. The utilities such as air condensing units and power meters have been elevated to provide the owner protection during flood events. Also, building materials at the lower elevation are meant to withstand wet conditions and will not produce mold after a flood event. The venting in the lower area allows the flood waters to exit the crawlspace after flood waters recede.



Figure 4-11 Elevated Outdoor Utilities

Source: https://www.fema.gov/media-library-data/1489005878535-dcc4b360f5c7eb7285acb2e206792312/FEMA_P-348_508.pdf



Floodproofing indoor building utilities is another mitigation measure that can be achieved through a variety of techniques to reduce flood damage. Figure 4-12 details an indoor passive utility floodproofing system that does not require human assistance. This system relies on watertight closure panels and water sealing to protect indoor utility systems.

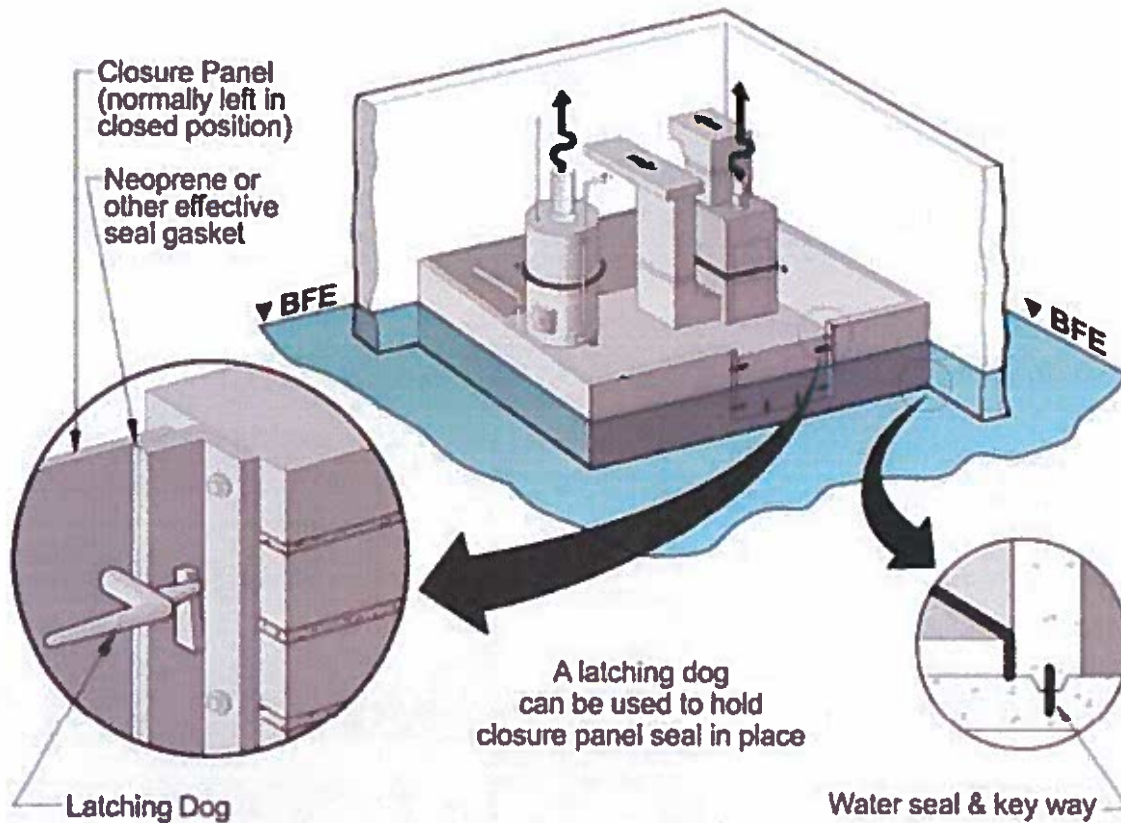


Figure 4-12 Indoor Utility Floodproofing Detail

Source: <https://www.fema.gov/media-library-data/1443014398612->

Elevating the utilities to base flood elevation does not provide complete protection against flooding. Importantly, BFEs change over time and existing BFEs are based on hydrologic mapping that is a snapshot in time. Due to the impacts such as climate change and sea level rise, BFE's will likely be elevated in the City and it will be important to anticipate this.



4.4.2 EARTHQUAKE HAZARD

The City of Isleton is susceptible to earthquakes, which may cause ground shaking, liquefaction, utility failure, or additional land subsidence. The City’s policies and actions focus on mitigating impacts from earthquakes before they occur and ensuring the community is as prepared as possible for such an occurrence.

Probability of earthquake events is based on the approximate location of earthquake faults in close proximity to the City of Isleton. The Uniform California Earthquake Rupture Forecast, Version 3 (UCERF3) is a comprehensive model of earthquake occurrence for California. It represents the best available science for authoritative estimates of the magnitude, location, and likelihood of potentially damaging earthquakes in California. According to UCERF3, and as shown in Figure 4-13, the Hayward and Green Valley faults have the highest probability (8% to 100% probability of occurrence within 30 years) of affecting the City of Isleton.

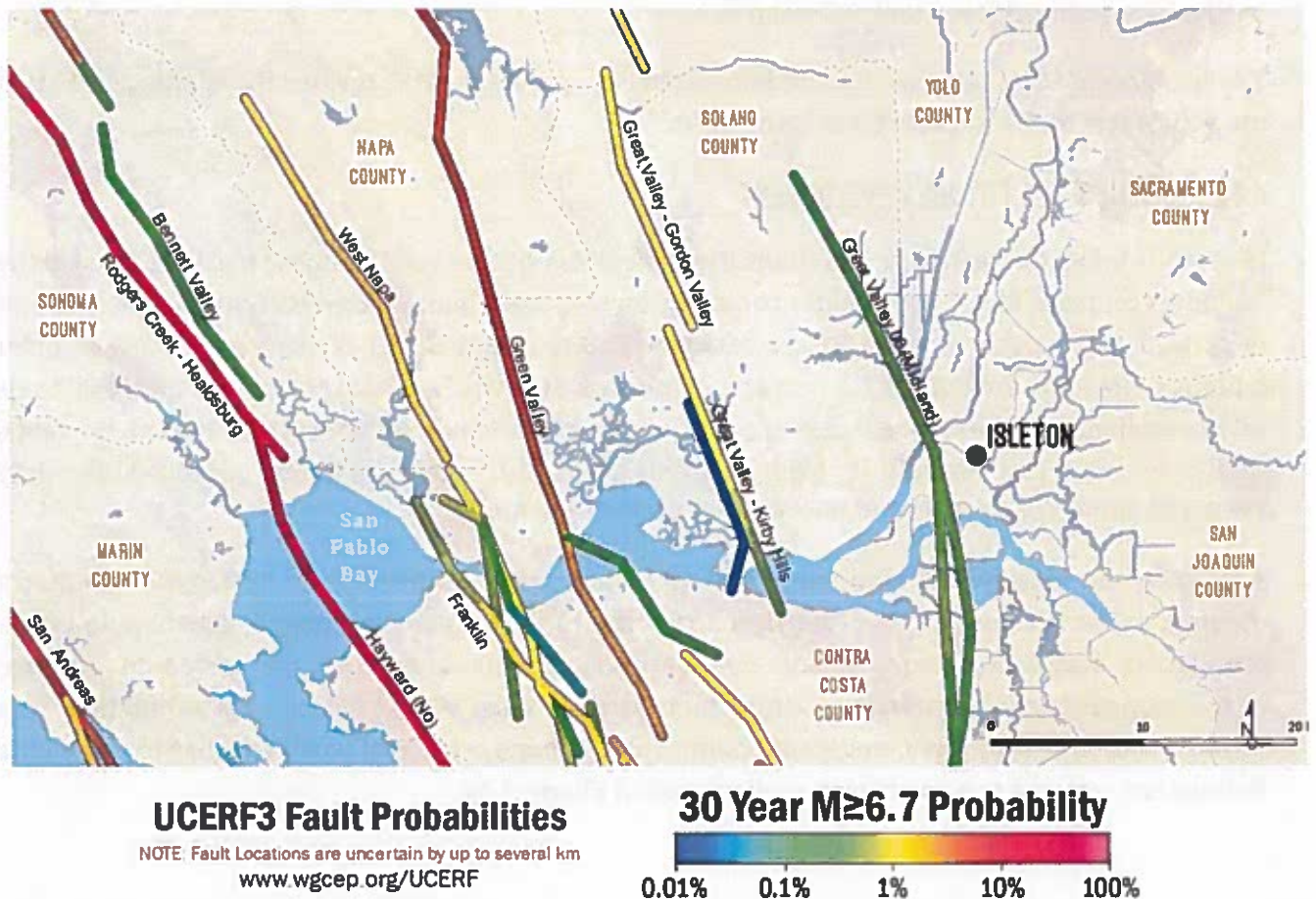


Figure 4-13 Fault Probability Map for Isleton



The San Andreas fault also has a significant potential for activity and is striking distance to Isleton. For comparison, the 1989 Loma Prieta earthquake, 6.0 M, damaged the Isleton City Hall to the point of requiring total replacement, even though its epicenter was approximately 120 miles away.

The occurrence of a major earthquake poses serious potential for soil liquefaction, levee failure, and related flooding. Many levees consist of uncompacted weak local soils that may be unstable under seismic loading. The presence of sand and silt in the levees and their foundations indicates that liquefaction is also a possibility. Although there have been no significant quakes in or closely adjacent to the Delta since high levees were originally constructed, there are at least six major faults within the vicinity of Isleton, detailed in Figure 4-13, capable of generating peak ground acceleration values that would likely lead to levee failures. (Sacramento County, 2016) Because the land surrounding the Isleton planning area contains levees which are more elevated than the City's elevation, foundational engineering is critical to avoiding the damage that can occur from earthquake-induced levee and soil failures.

The Sacramento County Local Hazard Mitigation Plan provides detail on specific Isleton assets that are vulnerable to the impact of a seismic event.

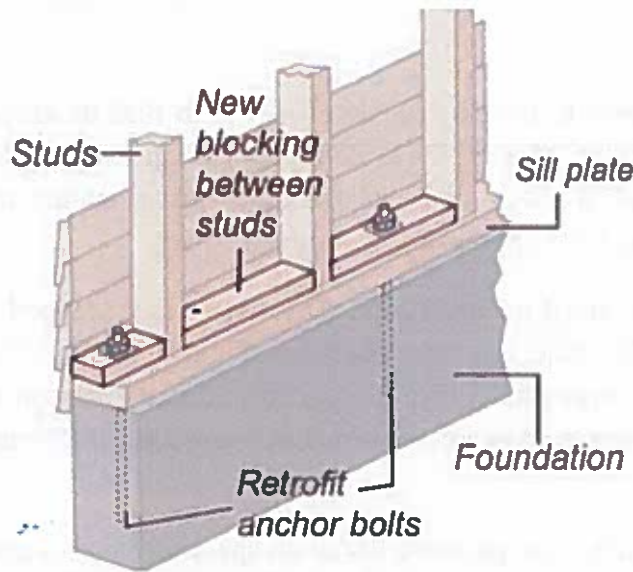
4.4.2.1 EXISTING AND FUTURE DEVELOPMENT

Isleton is known for its historic buildings that reflect its Chinese and Japanese heritage. Most of the buildings on Main Street are of older construction that were built around 1926, after a historic fire destroyed two blocks of Main Street between H Street and E Street. Redevelopment of older buildings presents challenges for property owners as they will be required to bring their buildings into compliance with existing building codes, which may include seismic rehabilitation. However, implementing seismic retrofits to older buildings has many benefits including improved life safety for the building's occupants and lower repair costs in the future.

Assessing the presence of foundation bolting is an important measure to determine whether a commercial or residential structure needs retrofits to prevent the building from shaking off its foundation during a seismic event. Foundation bolts are bolts that are added to improve connections between the wooden framing members of a building and its concrete foundation. This retrofit technique typically consists of adding bolts through a piece of wood that lies on top of the foundation, referred to as a sill plat, as displayed in Figure 4-14



Step 1



Step 2

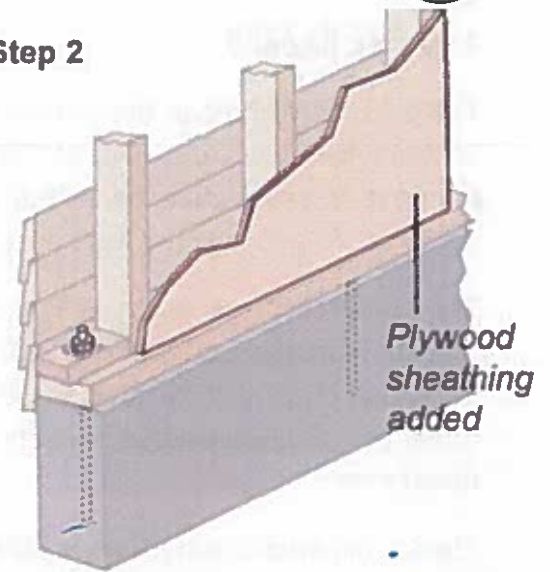


Figure 4-14 Seismic Anchor Bolting Detail

Credit Paul Duginski, LA Times; <https://www.latimes.com/local/lanow/la-me-ln-chance-dying-earthquake-20160518-snap-htmlstory.html>

Foundation bolting, as displayed in Figure 4-14, is a technique used for wood framed structures. Many buildings in Isleton are of masonry construction which will require different techniques to secure the walls to the building's foundation. Unreinforced masonry (URM) construction includes structures built of masonry, such as brick, hollow concrete block, stone, or adobe, that do not have any reinforcement, steel rebar or bolting, within the cavity of the masonry (FEMA, 2009).

Unreinforced masonry walls need to be tied horizontally to the roof and floors to provide protection against the walls shifting off the foundation during a seismic event. There are many techniques to anchor the walls to the diaphragm¹. Bolting with large bearing plates on the exterior, combined with epoxy or grout in the URM, as displayed in Figure 4-15, will provide tensile and shear resistance for the anchor and is one of the most widely used methods. Implementing seismic retrofits can go a long way to increase the resiliency of historic structures and increase life safety for the building's occupants (Hensen, 2012).

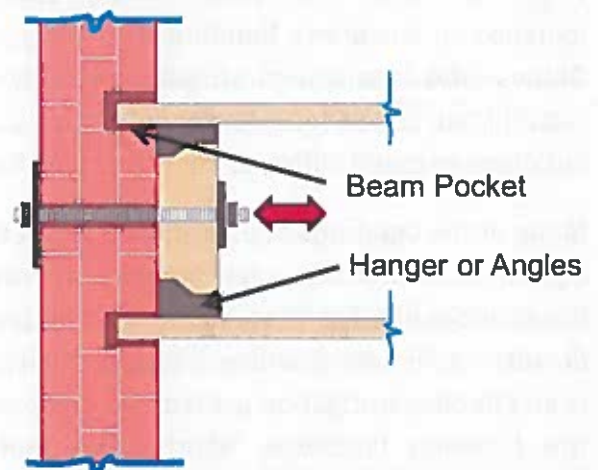


Figure 4-15 URM Wall Anchor Detail

Credit: Sam Hensen, Simpson Strong-Tie

¹ The diaphragm is the structural element that transfers the lateral loads (floor and roof) to the vertical elements of a structure (walls).



4.4.3 FIRE HAZARD

The possibility of urban fire poses a threat to the City of Isleton. A fire in 1926 destroyed most of Isleton’s downtown and all of its Chinatown. Most of the buildings in Isleton today were built over the next 20 years after the 1926 fire. As a result, many of the buildings in Isleton are of older construction and may not have adequate fire suppression systems installed.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning based on topography, fire history, and climate. Isleton has no fire threat per CALFIRE wildfire severity zones, as it is located outside of any CALFIRE designated fire threat area.

The Sacramento County Hazard Mitigation Plan provides detail on specific Isleton assets that are vulnerable to the impact of fire. The City of Isleton has limited vulnerability to wildfire.

4.4.3.1 EXISTING AND FUTURE DEVELOPMENT

As Isleton redevelops, new buildings will be required to comply with the California Building Code (CBC), including fire suppression system requirements. Section 0 of this Safety Element provides an overview of fire protection and fire suppression for the City of Isleton. Metal siding is present on most buildings in downtown Isleton today, as shown in Figure 4-16. This prevalent metal siding was installed on downtown buildings following the fire of 1926. Chinese and Japanese communities quickly organized and rebuilt Main Street, following the 1926 fire, and covered the buildings in metal siding to slow the spread of future fires.

Many of the buildings in downtown Isleton are built either right next to or within a few feet of each other, increasing the chances of a fire to spread to surrounding buildings in downtown. Noncombustible materials such as metal siding is an effective mitigation measure to prevent the spread of fire between buildings. Maintaining metal siding on downtown buildings as Isleton redevelops has the benefit of honoring Isleton’s history while also providing the fire mitigation necessary to help preserve Isleton’s historic past.

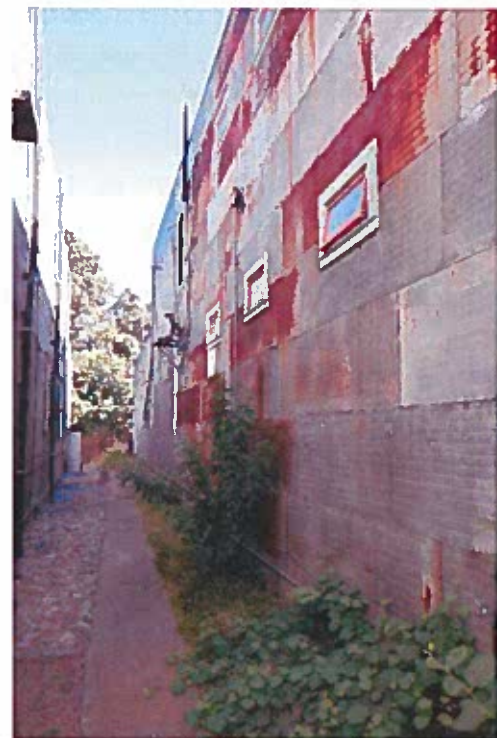


Figure 4-16 Fire Resistant Metal Siding



4.4.4 CLIMATE CHANGE HAZARD

Climate change refers to any distinct change in measures of climate lasting for a long period of time, more specifically major changes in temperature, rainfall, snow, or wind patterns. Climate change may be limited to a specific region or may occur across the whole Earth. Climate change may result from:

- Natural factors, such as changes in the sun's energy or slow changes in the Earth's orbit;
- Natural processes within the climate system, such as changes in ocean circulation, or
- Human activities that change the atmosphere's make-up, and the land surface, such as burning fossil fuels, cutting down forests, planting trees, or building developments in cities and suburbs.

Changes in extreme weather and climate events, such as heatwaves and droughts, are the primary way that most people experience climate change. Human-induced climate change has already increased the number and strength of these extreme events. Over the last 50 years, much of the U.S. has seen regional increases in prolonged periods of excessively high temperatures, heavy downpours, severe floods, and droughts. California has also seen increased average temperatures, more extreme heat days, fewer cold nights, a lengthening of the growing season, shifts in the water cycle with less winter precipitation falling as snow, decreased summertime fog, and snowmelt running off earlier in the year. (Cal OES, 2018)

Populations considered to be disadvantaged will face the greatest challenges in responding to or mitigating against the impacts of climate change due to low socio-economic status, language barriers, educational status, social connection, political participation, shelter security, and limited mobility (Sacramento County & Ascent Environmental, 2017). Median household income and educational attainment in Isleton are significantly lower than the State of California as a whole, making Isleton residents particularly vulnerable to the impacts of climate change. (U.S. Census)

The Sacramento County Climate Action Plan and Climate Change Vulnerability Assessment provides additional detail and analysis on assets and population that are most vulnerable to the impacts of climate change.

4.4.4.1 HIGH HEAT

Heat waves are periods of abnormally hot weather lasting days to weeks. The number of heat waves has been increasing in recent years across the country and locally, and climate change will continue to cause extreme heat events more often. By 2050, the number of extreme heat days are



projected to grow from four a year to 23 in Isleton under a “business as usual” scenario.² (CalAdapt, 2021)

High heat can cause illness and death, especially in populations most vulnerable and in households with less means to cool homes. Residents particularly vulnerable to high heat include the young and elderly, persons with pre-existing chronic diseases (e.g. respiratory, cardiovascular, diabetes), pregnant women, and those who are socially isolated and those who have a disability. Workers in outdoor jobs with regular exertion, such as agriculture, construction, firefighting, warehousing, delivery, and service work, are also susceptible to high heat health impacts. (Id.)

High heat and heat waves are exacerbated by the presence of impervious surfaces in the urban environment. Urban areas, where these structures are highly concentrated and greenery is limited, become “islands” of higher temperatures relative to outlying areas, referred to as “heat islands.” Building density, design and materials, heat from industrial operations, machinery, air conditioners and vehicles, road pavement, and lack of vegetation all contribute to the creation of heat islands. (California Climate Action Team, 2013) The heat island effect can result in daytime temperatures in urban areas about 1–7°F higher than temperatures in outlying areas and nighttime temperatures about 2–5°F higher (EPA, 2020).

4.4.4.2 SEA LEVEL RISE

Sea-level rise, a direct result of climate change, has the potential to inundate homes, businesses, and infrastructure located near shorelines and low lying areas of coastal deltas. The sea levels have risen during the 20th century, and observations and projections suggest that it will rise at a higher rate during the 21st century. Sea level rise will affect more than just coastlines and poses a significant threat to the City of Isleton, as it will affect the Sacramento River and threaten the levee system that protects the city.

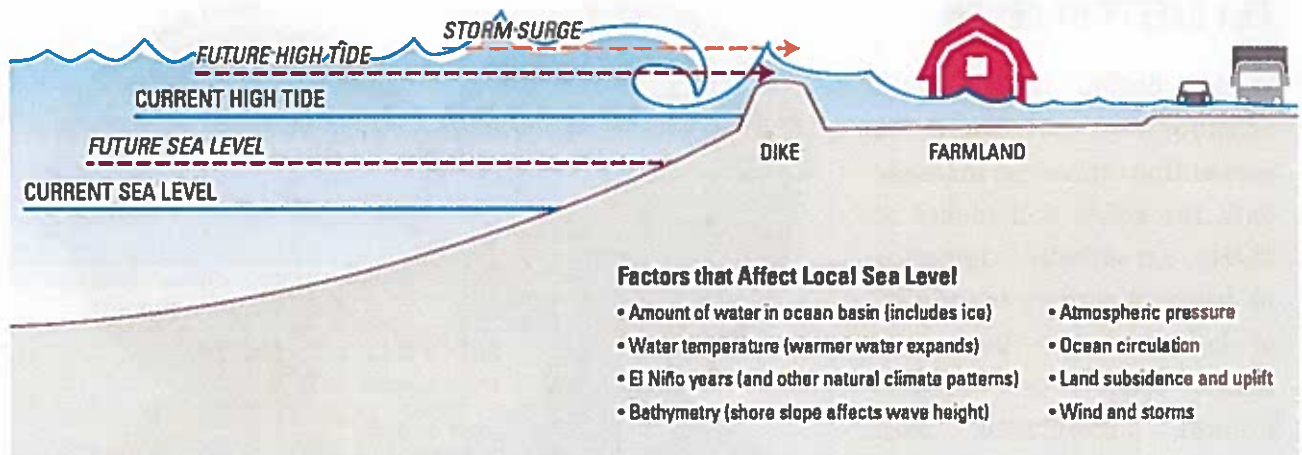
Sea level can vary up to 18 inches just based on factors such as large North Pacific rain events, making sea level rise predications complex. Storm surge can significantly elevate sea levels, as illustrated in Figure 4-17. Moreover, given large natural variation, small changes in the average annual sea level can have a large impact on storm surge and ultimately on coastal flooding and low lying areas such as those in the California Delta. A 12-inch increase in sea level turns a 100-year coastal storm event into a 10-year coastal storm event, while a 24-inch increase in sea level turns a 100-year coastal storm event into an annual coastal storm event (Skagit Climate Science Consortium, 2015).

² Extreme heat is defined as a day in a year when the daily maximum/minimum temperature exceeds the 98th historical percentile of daily maximum/minimum temperatures based on observed historical data from 1961–1990 between April and October. A “business-as-usual” scenario is Representative Concentration Pathway (RCP) 8.5.



CITY OF ISLETON GENERAL PLAN

The San Francisco Bay and Sacramento-San Joaquin Delta System (bay/delta) is subject to high river discharge and high storm-forced sea levels (storm surge). Both of these factors can severely impact the more than 1,700 km of levees that protect Isleton and the integrity of the Sacramento-San Joaquin Delta islands and hydraulic system. (Bromirski & Flick, 2008) The delta levees are likely more vulnerable when extremes in river discharge and storm surge occur concurrently during extreme high tides in winter months.



NOTE: Sea, tide, and storm surge levels are for illustrative purposes only and do not depict actual or projected levels.

Figure 4-17 Impact of Sea Level Rise on Storm Surge

Source: Skagit Climate Science Consortium

4.4.43 EXISTING AND FUTURE DEVELOPMENT

Section 4.4.1.2 details the implications of development and redevelopment in Isleton in the presence of high flood risk. The mitigation techniques and considerations for developing in a flood zone are similar to those of developing in an area that may be impacted by sea level rise. Refer to Section for 4.4.1.2 for specific mitigation techniques that will make future development in Isleton more resilient to sea level rise.

Isleton is impacted by the urban heat island effect, despite it being a small city located next to a body of water. Increasing the tree canopy in the city will help reduce the urban heat island effect, as trees and other plants help cool the environment. Future development in Isleton should focus landscaping efforts on increasing the tree canopy to help cool the city. Trees and vegetation are most useful as a mitigation strategy when planted in strategic locations around buildings or to shade pavement in parking lots and on streets.



4.5 PROMOTE SAFETY THROUGH DESIGN IN ISLETON

Land use decisions have a direct impact on emergency access and evacuation in the event of a major disaster. Poor planning, design, and maintenance of road networks can severely hinder both emergency response and resident evacuation in the event of a natural disaster. A properly-designed and well-maintained street network that considers existing population densities and projected future growth is integral to saving lives and minimizing property damage.

4.5.1 SAFETY BY DESIGN

Proper design of the built environment can assist in preventing crime and increase both the sense and reality of safety. An effective deterrent to criminal activity is the risk of being caught. Design of public spaces that creates natural surveillance, with more eyes on the street and limited access points, can create safer environments.

Strategies for Crime Prevention Through Environmental Design (CPTED) include increasing pedestrian and bicycle traffic, locating windows to overlook sidewalks and parking lots, and installing fencing, landscaping, or lighting to control access around public spaces and common areas.

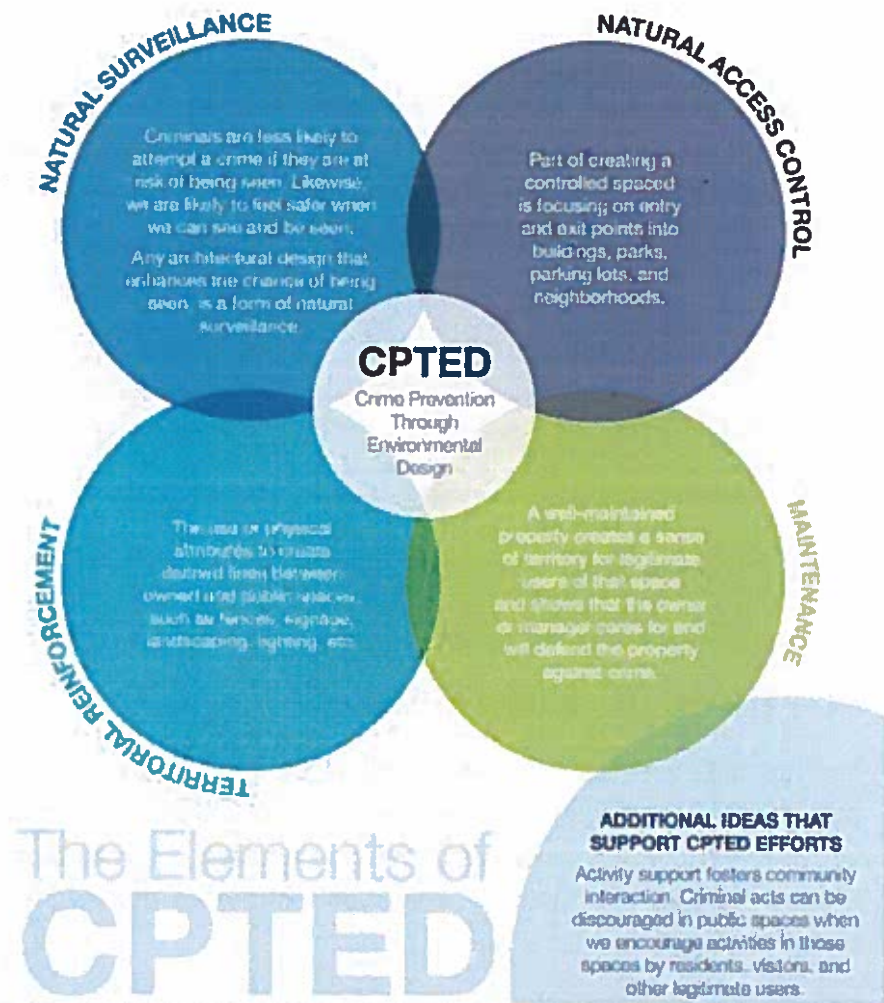


Figure 4-18 Elements of CPTED

Image Credit: Cityofalbany.net

Figure 4-18 displays the elements of CPTED. The physical condition and maintenance of properties can signal whether an area is cared for or neglected; signaling care and maintenance may in turn deter criminal activity. Programs to address community condition may include graffiti removal, litter clean ups, and beautification. (International CPTED Ass'n, 2020).



4.5.2 EVACUATION ROUTES

River Road. and Jackson Slough Road are essential west and east evacuation routes for Isleton residents in the event of a natural disaster. River Road. will facilitate evacuation to the Rio Vista Bridge, 6 miles to the west of Isleton, and to the Isleton bridge, 2 miles east of Isleton. The Rio Vista Bridge is a critical point to access in the event that Isleton residents need to evacuate to the west of the Sacramento River, while the Isleton Bridge is a critical point to access in the event that Isleton residents need to evacuate to the north of the Sacramento River. Tyler Island Bridge Road is essential for facilitating the evacuation of Isleton residents to east side of the Georgiana Slough.



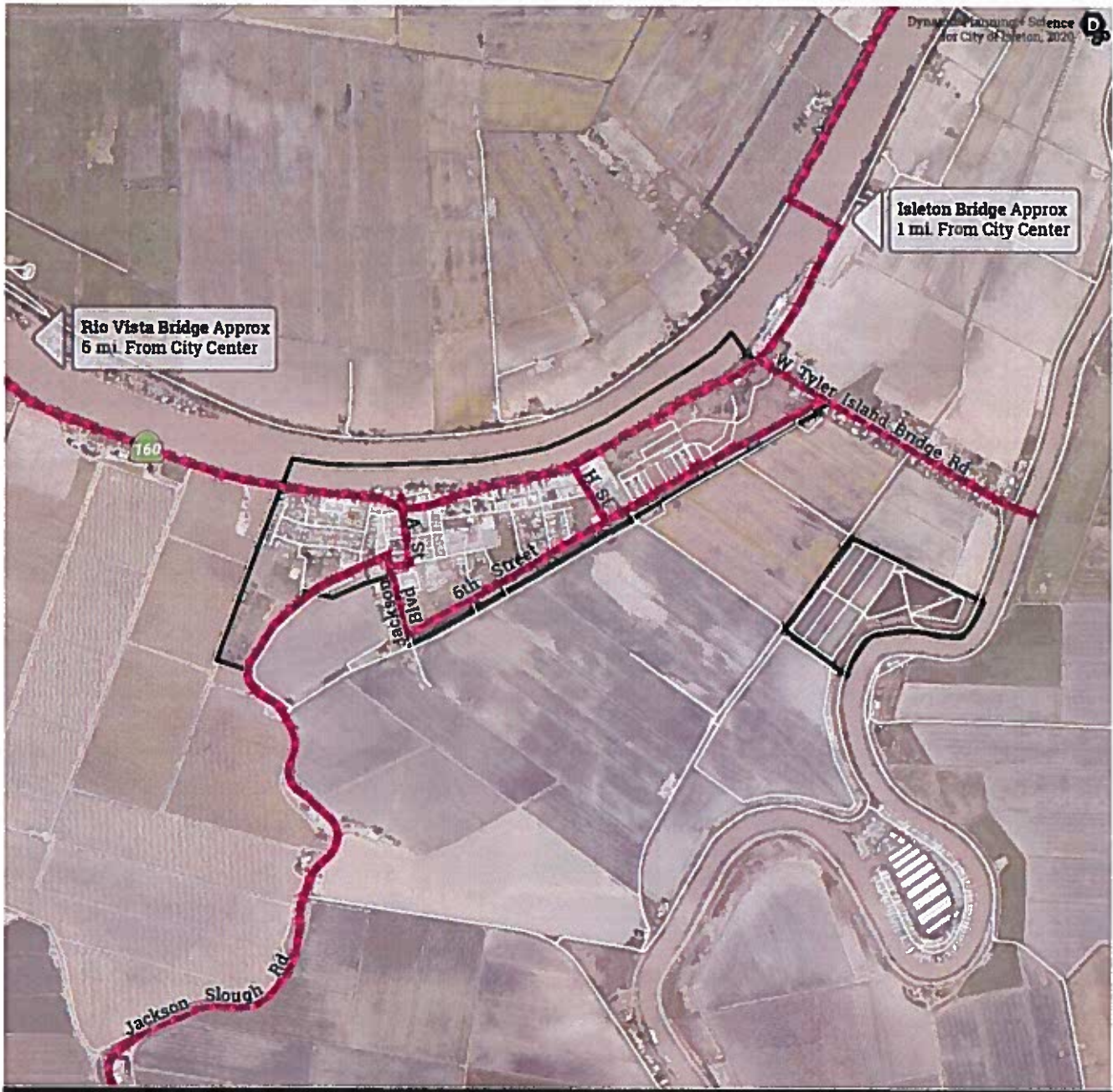
A Street, 6th Street, and H Street are some of the more importance local streets that will facilitate access to broader regional connections in the event an evacuation. These streets will be used to evacuate people from Isleton in all directions to access broader connections outside of the City limits. Figure 4-19 displays evacuation routes and intersections.

4.5.3 WATER FOR FIRE SUPPRESSION

Water pressure adequate for fire suppression is an important design component in new or rehabilitated development. Water pressure for fire suppression should be available at flows in the range of 1,250 gpm (for all residential areas) to 3,000 gpm (for commercial, industrial, and institutional areas) for a period of 120 minutes over and above normal community water uses. The City Fire Chief establishes specific fire suppression plans for new development, including the need for automatic sprinkler systems in multi-family residential and single family residential developments and the need for above-ground storage to assure capacity for required periods of fire flow if they cannot be obtained with the City's water system.



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for City of Isleton, 2020



CITY OF ISLETON EVACUATION ROUTES

JACKSON SLOUGH - JACKSON BLVD - 6TH ST - H ST - W TYLER ISLAND BRIDGE RD - A ST

MAP LEGEND

 EVACUATION ROUTE

Figure 4-19 Isleton Evacuation Routes



4.5.4 EXISTING AND FUTURE DEVELOPMENT

Future development in Isleton should be designed to accommodate emergency access and facilitate evacuation in the event of an emergency. Incorporating emergency access and evacuation into site design includes designing access roads and future right-of-way to facilitate emergency vehicle access and turn around space for large emergency vehicles such as fire apparatus. There are a variety of ways to design right-of-way and private development to accommodate emergency access.

Figure 4-20 details generally-accepted turn around design standards that will accommodate access and turn around space for large fire apparatus. These designs are accepted fire apparatus turn around for a private drive from the Sacramento Metropolitan Fire District.

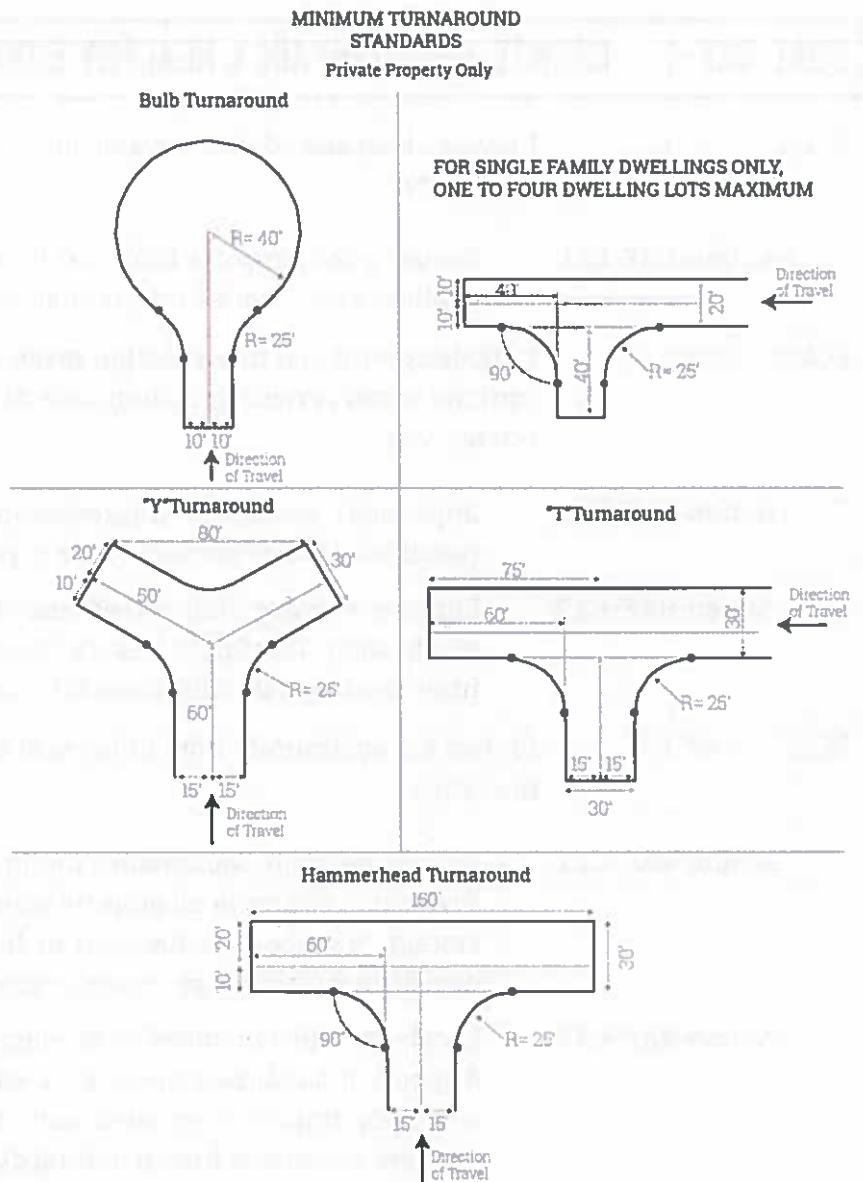


Figure 4-20. Minimum Turnaround Standards



4.6 GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

GOAL SAF-1 CREATE AND MAINTAIN A HEALTHY ENVIRONMENT IN ISLETON.

POLICY-SAF-11	Provide clean and adequate water supplies for current and future populations.
• Action-SAF-1.1.1	Ensure public reports from Cal Water are made available to the public via City-owned information sources.
POLICY-SAF-12	Provide current and future Isleton residents and businesses with adequate sanitary sewer service including collection, treatment, and disposal of wastewater.
• Action-SAF-1.2.1	Implement necessary improvements to the City's wastewater treatment facility to meet needs of projected population growth.
• Action-SAF-1.2.2	Improve existing ring levees and other flood protection around Wastewater Treatment Plant's sediment ponds to protect them from flooding and infiltration into surrounding groundwater.
POLICY-SAF-13	Protect the community from impacts of the release of hazardous materials.
• Action-SAF-1.3.1	Coordinate with Sacramento County Environmental Compliance Division in review of all projects which require the production, use, storage, transport, or disposal of hazardous materials to ensure necessary measures are taken to protect public health and safety.
• Action-SAF-1.3.2	Locate facilities involved in production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.
• Action-SAF-1.3.3	Continue to support the operation of programs and recycling centers that accept hazardous materials, such as paint, paint thinner, used waste oil, etc.
• Action-SAF-1.3.4	Support efforts to identify and remediate soils and groundwater contaminated with toxic materials, and to identify and eliminate sources contributing to any contamination.
• Action-SAF-1.3.5	Assess the feasibility of financing a code enforcement department that will include, among other responsibilities, monitoring and



enforcement of businesses and residences that violate laws regulating storage and disposal of hazardous materials.

POLICY-SAF-1.4 Provide the community proper access to exercise and health foods.

- **Action-SAF-1.4.1** Provide a range of quality recreational facilities that are well maintained, have adequate lighting, signage, hours of operation and represent the multicultural needs of the community.
- **Action-SAF-1.4.2** Enhance public access to and encourage development of water-dependent sports and recreation activities, such as kayaking, sailing, sail and kite boarding, swimming, and fishing along Isleton’s shoreline to encourage environmental awareness and improve public health and fitness.
- **Action-SAF-1.4.3** Promote the availability of fresh fruits and vegetables and quality foods, especially for underserved residents.
- **Action-SAF-1.4.4** Collaborate with local urban agriculture advocates to identify sites with urban agriculture potential.
- **Action-SAF-1.4.5** In collaboration with the Sacramento County Health Department and community organizations, develop and implement a program to encourage new and existing convenience stores, supermarkets, liquor stores and neighborhood and ethnic markets to stock fresh produce, meats and dairy, 100% juices and whole-grain products. Identify stores that are willing to participate in the program (Healthy Food Store Incentives Program).



GOAL SAF-2 CREATE AND MAINTAIN A SAFE ENVIRONMENT IN ISLETON.

POLICY-SAF-2.1 All lines which are part of the domestic water distribution system should be looped to assure adequate pressure in the event of major fire, earthquake, or explosion. Emergency standby power generation capability should be available at all water wells to assure water availability in the event of a major power failure. (*Source: 2000 General Plan*)

- **Action-SAF-2.1.1** Require new development to loop any water lines that are associated with the project.

POLICY-SAF-2.2 Provide adequate policing and fire protection services to serve the existing and projected population of Isleton. (*Source: 2000 General Plan, modified*)

- **Action-SAF-2.2.1** Continue to provide policing services to needed capacity, including through contracting services with County Sheriff’s Office.
- **Action-SAF-2.2.2** Assess the feasibility of financing and need for a local Police Department to identify the requisite expenses of reinstating the Police Department in Isleton.
- **Action-SAF-2.2.3** Coordinate with Sacramento County Sheriff’s Department and the California Highway Patrol regarding Highway 160 enforcement.
- **Action-SAF-2.2.4** Initiate bi-annual meetings with the Sheriff’s Department to review their workload, response times, discuss crime statistics, and discuss strategies to improve policing services.

POLICY-SAF-2.3 Engage Isleton residents in public safety initiatives.

- **Action-SAF-2.3.1** Promote public safety programs by establishing business, neighborhood, and school watches and promoting public education on crime prevention.
- **Action-SAF-2.3.2** Make crime statistics and response times available to the Isleton Citizens bi-annually
- **Action-SAF-2.3.3** Create opportunities for community policing through partnerships with businesses and residents
- **Action-SAF-2.3.4** Incentivize a variety of uses in a neighborhood that will be active throughout the day and night.
- **Action-SAF-2.3.5** Inform the public about the specific risks of living in flood-prone areas and provide residents instructional information on how to take steps to reduce their exposure to flood damages.



GOAL SAF-3 MINIMIZE THE RISK TO LIFE AND PROPERTY FROM NATURAL DISASTERS.

POLICY-SAF-3.1 Implement the Sacramento County Multijurisdictional Hazard Mitigation Plan (HMP), which includes Isleton.

- **Action-SAF-3.1.1** Update the HMP regularly and as required to stay in compliance with relevant FEMA and state requirements.
- **Action-SAF-3.1.2** Prioritize and apply for funding through the FEMA Hazard Mitigation Assistance grant program for mitigation actions identified in the HMP.
- **Action-SAF-3.1.3** Adopt an Earthquake Disaster Plan in coordination with Sacramento County and local special districts (school, levee maintenance, reclamation and irrigation). The Plan should identify hazards that may occur as the result of an earthquake of major magnitude, and should designate evacuation routes and means to coordinate all local government agencies in assisting local residents in the event of a major earthquake, fire or explosion, or hazardous chemical spill or release of hazardous airborne gas. (*Source: 2000 General Plan*)

POLICY-SAF-3.2 Protect the citizens of Isleton and existing and future development from the hazards of flooding. (*Source: 2000 General Plan, modified*)

- **Action-SAF-3.2.1** Coordinate with the Brannan-Andrus Levee Maintenance District (BALMD) to achieve FEMA levee accreditation for protection against the 100-year flood event for all levees surrounding Isleton. Achieving this accreditation may require the construction of new levees and improving existing levees to meet additional freeboard requirements.
- **Action-SAF-3.2.2** Obtain necessary easements and implement additional setback requirements on new development along waterways to provide space for levee widening and maintenance access.

POLICY-SAF-3.3 Continue participation in the National Flood Insurance Program (NFIP).

- **Action-SAF-3.3.1** Participate in FEMA's Community Rating System (CRS) to better educate Isleton residents about the flood risk and provide discounted flood insurance premiums to Isleton residents.



- **Action-SAF-3.3.2** Conduct an annual meeting with City staff to review effectiveness of the floodplain management ordinance and identify areas for improvement.

POLICY-SAF-3.4 Require new development to demonstrate the proposed development will not increase peak stormwater runoff or raise base flood elevation.

- **Action-SAF-3.4.1** Amend the land use code to require analysis of stormwater discharge from proposed development and the effect of proposed development on base flood elevation, conducted by a professional engineer.
- **Action-SAF-3.4.2** Investigate and implement land use code amendments to allow for installation of dual plumbing and rainwater capture systems to allow for use of recycled water and captured rainwater generated on site.
- **Action-SAF-3.4.3** Require new development to demonstrate the proposed development will not increase peak stormwater runoff or raise base flood elevation under future climate change projections.
- **Action-SAF-3.4.4** Require new development to implement stormwater best management practices to reduce stormwater runoff. Some examples of stormwater best management practices for site development include:
 - Use natural hydrology as a design element.
 - Avoid alteration, modification, or destruction of natural drainage features.
 - Revegetate the site as soon as possible after disturbance, preferably with native vegetation.
 - Minimize impervious surfaces.
 - Protect areas that provide important water quality benefits.

POLICY-SAF-3.5 Educate the public about the flood hazard in Isleton.

- **Action-SAF-3.5.1** Distribute an annual letter to local realtors and lending institutions detailing the flood risk in Isleton and the availability of federally sponsored floodplain insurance for Isleton residents.



- **Action-SAF-3.5.2** Create and maintain a "Flood Hazard" page on the City's website to educate the public about the flood hazard in Isleton. The page could include the following information to better educate residents about the flood hazard:
 - Floodplain maps for the City of Isleton displaying the Special Flood Hazard Area (SFHA) locations in Isleton.
 - Links to the USGS water gages for the Sacramento River and Georgiana Slough.
 - NFIP participation information and links to the NFIP web page and, if applicable, the City's participation in CRS.
 - Links to the City's floodplain management ordinance.
 - A map of evacuation routes for major flood events.
 - Links to future climate change projects and impacts to Isleton.

POLICY-SAF-3.6 Ensure that all buildings in Isleton are prepared to withstand the impacts of an earthquake.

- **Action-SAF-3.6.1** Identify and prioritize seismic retrofits needed on existing public buildings.
- **Action-SAF-3.6.2** Require new building construction to conform to the latest seismic requirements of the Uniform Building Code as a minimum standard. A building height limit of 50 feet shall be maintained, with a maximum of four stories. (*Source: 2000 General Plan*)
- **Action-SAF-3.6.3** Require soil compaction tests and geotechnical analysis of soil conditions and behavior under seismic conditions for subdivisions and commercial, industrial and institutional structures over 6,000 square feet in area (or in the case of institutional structures, those which hold 100 or more people). (*Source: 2000 General Plan*)
- **Action-SAF-3.6.4** Inventory all buildings which are unsound under conditions of moderate seismic activity; buildings having questionable structural resistance should be considered for either rehabilitation or demolition. Structures determined by the City's Building Official to be structurally unsound are to be reported to the owner and recorded with the County Recorder to ensure that future owners are made aware of hazardous conditions and risks. (*Source: 2000 General Plan*)



- **Action-SAF-3.6.5** Implement a change of use permit that triggers application of California Building Code (CBC) seismic bracing requirements for non-structural building components.

POLICY-SAF-3.7 Protect the community from unreasonable fire risk.

- **Action-SAF-3.7.1** Include the Fire Marshall in review for building permits or remodels, as applicable, to ensure that appropriate fire safety mitigation is considered.
- **Action-SAF-3.7.2** Amend the Zoning Code to require a change of use permit for any change in use for a structure or site, which will include review of adequate ingress, egress, and fire suppression systems to serve the new use.
- **Action-SAF-3.7.3** Maintain a street system which is capable of providing access to any fires that may develop within the urban area, and which is capable of providing for the adequate evacuation of residents in the event of an emergency condition of magnitude. (*Source: 2000 General Plan*)

POLICY-SAF-3.8 Prepare the City for Increased Safety Impacts from Climate Change

- **Action-SAF-3.8.1** Incorporate climate change considerations into City processes and planning.
- **Action-SAF-3.8.2** Actively participate in regional discussions on infrastructure improvements and adaptation strategies.
- **Action-SAF-3.8.3** Incorporate climate change effects and impacts into public emergency preparedness education programs, with special consideration given to effective methods communicate the issue to a general audience.



GOAL SAF-4 PROMOTE SAFETY THROUGH DESIGN IN ISLETON.

POLICY-SAF-4.1 The City will maintain an adequate fire flow standard of 3,000 gpm for all commercial and industrial areas, and 1,250 gpm for residential areas for a period of 120 minutes over and above normal community water use.
(Source: 2000 General Plan)

- **Action-SAF-4.1.1** Require new development to perform a fire flow test and demonstrate that adequate fire flow is available to serve their development.

POLICY-SAF-4.2 Ensure that City-owned properties, facilities, trails, and parks meet the needs of the community while maximizing public safety for all users.

- **Action-SAF-4.2.1** Design and maintain parks, waterfronts, docks, and other recreational facilities to meet the recreational needs of the community and maximize public safety and access concerns, such as through the following approaches:
 - Locate lighting to ensure visibility at night;
 - Provide clear access points;
 - Maintain vegetation to maximize visibility and demonstrate active attention to the site; and
 - Use signage to clearly convey site ownership and rules.
- **Action-SAF-4.2.2** Provide adequate street lighting and maintain landscaping to maximize visibility and demonstrate an evidence of care.
- **Action-SAF-4.2.3** Use signage on City-owned facilities to communicate ownership and pertinent regulations.

POLICY-SAF-4.3 Require new development to fully accommodate emergency access.

- **Action-SAF-4.3.1** Include the Fire Marshall and Sacramento County Sheriff's Department in development review, as applicable, to ensure development is designed to facilitate access and turn around areas for emergency vehicles.
- **Action-SAF-4.3.2** Require new development to incorporate existing evacuation routes in their design and define new evacuation routes, if needed.



POLICY-SAF-4.4 Design the right-of-way and maintain a street system to facilitate emergency access and evacuation to all residents. (*Source: 2000 General Plan, modified*)

- **Action-SAF-4.4.1** Include the Fire Department and Sacramento County Sheriff's Department in all capital improvement projects to ensure that emergency access is prioritized as a design consideration.

POLICY-SAF-4.5 Maintain a record of all addresses in the City to ensure that emergency vehicles can access all properties in the City.

- **Action-SAF-4.5.1** Maintain a GIS database of all addresses in the City of Isleton and update as lots develop or redevelop.
- **Action-SAF-4.5.2** Implement design standards for address numbering to ensure that all properties have visible and consistent addressing.

EXISTING CONDITIONS MEMORANDUM SAFETY ELEMENT



CITY OF ISLETON GENERAL PLAN UPDATE



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Section 1. Introduction

The objective of the Safety Element is to reduce any potential for short and long-term risk of injury, loss of life, property damage, and socioeconomic impacts from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. It is a required element of General Plans in California.

The Safety Element directly relates to the land use, conservation, open space, housing, and environmental justice sections of the General Plan as well. Flooding is one clear linkage, emphasized in the Safety Element and threaded throughout the General Plan. California State legislation in 2007 provided requirements on how cities must address flood management in the Land Use, Conservation, Safety, and Housing Elements of their General Plans. Requirements include:

- Areas subject to flooding, as identified by federal and State maps of floodplains, must be identified in the Land Use Element for annual review.
- Rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for specified purposes must be identified in the Conservation Element.
- Flood hazard zones must be identified and policies developed to avoid or minimize the unreasonable risks of flooding are established in the Safety Element, by the next Housing Element review on or after January 1, 2009.
- Areas where the flood management infrastructure is inadequate and housing development is impractical must be excluded from the determination of land suitable for urban development in the Housing Element analysis.

The City of Isleton's General Plan was last updated in 2000. The Plan focused on flooding, urban fire, and seismic hazards. Since then, the City of Isleton has experienced growth and change, and the City has a greater understanding of hazard risks and approaches to reducing impacts. The 2020 update will expand upon the existing Element to include changes in development and changes in environmental conditions. It will also include emphasis on climate change, as well as public safety. The existing conditions and regulatory environment regarding these hazards are discussed in more detail below.

1.1 Purpose of Safety Element Existing Conditions Memo

The purpose of this technical memorandum ("memo") is to support the City of Isleton's update to the Safety Element of the General Plan. This memo presents existing conditions and trends specific to land use in the City of Isleton and serves as a foundation for the Safety Element to proceed. It will also serve as a resource for the associated Environmental Impact Report (EIR) that will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). This Background Report will also be a resource for future planning projects, studies, and reports.



1.2 Safety Element Requirements

Safety Element Requirements must adhere to the provisions outlined in Government Code Section 65302(G). These provisions are designed for the protection of the community from any unreasonable risks associated with the effects of:

- Seismically induced surface rupture, ground shaking, ground failure;
- Tsunami, seiche, and dam failure;
- Slope instability leading to mudslides and landslides;
- Subsidence;
- Liquefaction;
- Other seismic hazards identified pursuant to Chapter 7.8 (beginning with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body;
- Flooding;
- Wildland and urban fires; and
- Climate change.

Safety elements must include mapping of seismic and other geologic hazards, discussion of evacuation routes, an outline of peakload water supply requirements, and a description of minimum road widths and clearances as they relate to wildfire and geologic hazards. Cal. Gov. Code § 65302(g)(1)

Climate Change adaption and resilience must be addressed in the safety element of all general plans in California. This is in accordance with the requirements of Senate Bill 379, codified in Government Code section 65302(g)(4). g. As climatic systems shift away from a historically predictable paradigm, planning policy should adapt to better incorporate the associated impacts of these anticipated environmental shifts. Further, all major policy documents in a jurisdiction should discuss climate adaptation and resilience, as both an input to and implementation of the jurisdiction's general plan. This will lead to consistency within a jurisdiction's policy framework and ensure implementations of policies are occurring in an efficient and appropriate manner.

Requirements also stipulate that specific information be included relating to flood hazards and the development of associated goals, policies, and objectives for the protection of the community from the unreasonable risks of flooding. Safety Elements must also consequently establish a set of feasible implementation measures designed to ensure that the goals, policies, and objectives for flood protection are carried out.

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The Safety Element must be reviewed and updated in a timely and as needed basis in order to address the risk of fire for land which is classified as state responsibility areas and land which is classified as very high fire hazard severity zones. However, no state responsibilities areas are present in the City,

There are unique consultation obligations as well. Each city and county should consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District. Cities and Counties should consult these entities prior to the periodic review of their general plan and prior to preparing or revising its safety element.

Cities and counties must also provide a draft of their safety element or any amendment of their safety element to the California Geological Survey of the Department of Conservation prior to adoption. Safety Elements must be reviewed in order to determine if all known seismic and other geologic hazards are addressed (Gov. Code § 65302.5)(a). A city or county that contains a state fire responsibility area or a very high fire hazard severity zone must provide a draft of its safety element or amendment of its safety element to the State Board of Forestry and Fire Protection for review before adoption. Again, the City has no state responsibilities nor very high wildfire severity zones. However, the State Board may recommend changes regarding uses of land, policies, or strategies for reducing fire risk (Id. at § 65302.5)(b) as a review body.

Cities and counties located in the Sacramento and San Joaquin Drainage District must provide a draft of its safety element or amendment of its safety element to the Central Valley Flood Protection Board prior to adoption, and the Board may provide recommended changes regarding uses of land, policies, or strategies for reducing flood risk and protecting areas subject to flooding (Id. at § 65302.7).

1.3 Description of Isleton

1.3.1 City Overview

The City of Isleton is located in the southwestern corner of Sacramento County in the Sacramento-San Joaquin Delta (Delta), adjacent to the Sacramento River. Once a great marsh, the Delta now is a network of channels and sunken "islands" that cover—together with Suisun Marsh—about 1,300 square miles. These islands and channels have been built over with the infrastructure of a twenty-first century economy: water supply conduits; major arteries of the state's electrical grid; natural gas fields, storage facilities, and pipelines; highways and railways; and shipping channels, all surrounded by an increasingly urban landscape. Water from the vast Delta watershed, spanning over 45,000 square miles (30 million acres), fuels both local economies and those in export areas hundreds of miles away.



The City has an historic district which has been preserved in order to typify the region's unique history. An aspect of Isleton's distinctive history is its connection to Chinese and Japanese immigrant communities. There was a mass migration of Chinese immigrants to Isleton and the Delta in the latter half of the 19th century due to an availability in occupation regarding railroad construction, levee construction, and in agriculture. The two blocks of Main Street, which were Isleton's original Chinatown and Japantown, were placed on the National Register for Historic Places in 1991. The metal siding that is present on these historic buildings today was constructed following the fire in 1926 that destroyed these two blocks. Chinese and Japanese communities quickly rebuilt Main Street following the fire and covered the buildings in metal siding to slow the spread of future fires. Today, Isleton's residential areas are in the western portion of the city, passed City Hall and the Fire Station, and south of downtown surrounding Isleton Elementary School. The Isleton Trailer Park is located off of River Road to the west of Delta Avenue. The age of Isleton's housing structures can be dated to the median year that Isleton's homes were built, which is 1959. The greatest proportion of Isleton's homes were built in 1939 or earlier at approximately 33 percent of all existing homes.

1.3.2 Transportation and Circulation

The main transportation and circulation services connecting Isleton with the region include State Route 160, Tenninous Road, State Route 12, Walnut Grove Road and Twin Cities Road. State Route 160 is a levee highway along the Sacramento River. It runs through the City, providing access to Rio Vista and other points to the west in Solano County (via State Route 12), to Antioch in San Joaquin County and to Walnut Grove and other communities to the north along the Sacramento River. Terminous Road connects the City with State Route 12; State Route 12 connects the Isleton area with Interstate 80 at Fairfield, with Interstate 5 north of Stockton and with State Route 99 at Lodi. Access to Interstate 5 is also provided by Walnut Grove Road between Rio Vista and Thornton, and by Twin Cities Road north of the town of Locke.

1.3.3 Seismicity and Flooding

The seismicity of the Isleton area is primarily related to the San Andreas Fault system. Major faults of this system include the Midland and the Tracy-Stockton faults, which are considered inactive, and the San Andreas, Hayward, Calaveras and Green Valley-Concord faults, which have the greatest potential. There is also a blindthrust fault which exists in close proximity to Isleton that trends southward. The Isleton planning area is especially vulnerable because its land area are below the levees which surround it. Foundation engineering becomes critical to avoiding the damage that can occur from earthquake-induced levee and soil failures due to the decomposition and liquefaction of soils.



The elevation of the City is five feet below average sea level at its highest point, making it vulnerable to flooding. Past flooding in the City of Isleton area has been due to levee failures caused by the separate or coincidental occurrence of very high tides and high stream outflow through the delta region, or from unexplained levee failures apparently not related from high tides and/or high stream outflow can reasonably be expected, such failures cannot be reliably predicted.

1.3.4 Public Safety and Emergency Services

The City's fire and police protection services consist of the River Delta Fire District, the Isleton Fire Department, and the Sacramento County Sheriff's Department. The River Delta Fire District comprises an area of approximately 30 square miles. And is located near Highway 12 and Highway 160 near the City of Rio Vista and Isleton. Both highways are major commute and truck routes to and from the San Francisco Bay area and San Juaquin Valey. The Isleton Fire Department is an all risk organization which provides basic life support services, fire suppression, vehicle extraction, and limited hazardous material response 24 hours a day, 365 days a year The district serves a population of 1,800 residents which increases during the summer months when the delta area becomes a destination to thousands of recreators.

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Section 2. Flooding

2.1 Existing Conditions

The City of Isleton is located at the north end of Andrus Island, with an elevation of only five feet below mean sea level at its highest point, which is located at the base of the levee along the Sacramento River. The Sacramento River levee is a Project Levee of the U.S. Army Corps of Engineers. It has a height of about 18 feet above mean sea level. The community is underlain by as much as 10 feet of organic peat soils, which increases to more than 40 feet at the southern end of Andrus Island.

The most devastating flooding of the City of Isleton resulted from failure of a levee at the southern end of Andrus Island. The levee failed from unknown causes during the night of June 21, 1972. There had not been any antecedent rainfall and the tidal cycle was not on the higher side, but high winds had been occurring prior to the break. Approximately 200,000 acre-feet of water from the San Joaquin River inundated Andrus and Brannan Islands. Activities to fight floods to protect the City of Isleton proved to be ineffective, and most of the city was flooded. The entire population was evacuated. Approximately one-half of the housing units in the city were damaged or destroyed. Damage from the flood event on the islands and in the City of Isleton totaled approximately \$30 million.

The Delta has a long history of flooding, but little definitive data on specific flood events are available. Andrus, Brannan, and Twitchell Islands, have all experienced historical floods. Large areas of the delta were inundated during floods, and it is probable that the City of Isleton was damaged or seriously threatened. As described above, FEMA issues FIRMs that identify areas that are subject to flooding. Areas that have a 1 percent chance of flooding in any given year are designated as a 100-year flood zone and considered a Special Flood Hazard Area. Areas that have a 0.2 percent chance of flooding in any given year are designated as a 500-year flood zone. FEMA mapping also indicates areas that are protected from the flood zone by a levee. The entire City of Isleton lies within a 100-year flood zone. The flood zones as mapped by FEMA are shown on **Error! Reference source not found**. The entire community is located within the 100 year flood plain mapped by the Federal Emergency Management Agency (FEMA) with the exception of the higher elevation banks of the Sacramento River levee. Table 1 depicts the available data for flooding in Southern and southwestern portions of Sacramento County from 1996 until present. These regions include the city of Isleton.

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Date	Location	Event
2/26/2000	Southern Sacramento Valley (Zone)	Flood
2/11/2000	Carquinez Strait And Delta (ZONE)	Flood
2/11/2000	S Solano/S Napa/X SW Sacramento/NW San Joaquin (ZONE)	Flood
2/10/2000	Southern Sacramento Valley (ZONE)	Flood
1/23/2000	S Solano/S Napa/X SW Sacramento/NW San Joaquin (ZONE)	Flood
1/23/2000	Southern Sacramento Valley (ZONE)	Flood
2/2/1998	Carquinez Strait And Delta (ZONE)	Flood
2/2/1998	Southern Sacramento Valley (ZONE)	Flood
2/2/1998	Carquinez Strait And Delta (ZONE)	Flood
2/2/1998	Southern Sacramento Valley (ZONE)	Flood
1/1/1997	Southern Sacramento Valley (ZONE)	Flood
1/1/1997	Carquinez Strait And Delta (ZONE)	Flood
12/12/1996	Southern Sacramento Valley (ZONE)	Flood

Table 1: Southern and Southwestern Sacramento County Flood Events since 1996

Source: National Oceanic and Atmospheric Administration, Storm Events Database

2.1.1 Levee Failure

Much of the levee system protecting Isleton prior to 1982 had insufficient freeboard to provide adequate protection against high tides which was aggravated by poor foundation conditions involving consolidation and subsidence of the peat soils which underlaid much of the levee system. In an EIS (environmental impact statement) prepared in 1982, the Corps estimated the probability of levee failure through slope failure/instability -or overtopping of levees to be approximately 4%. Since 1982, however, the levee system has been significantly improved, meeting the HMP one-foot freeboard standard in 1991, and now approaching satisfaction of the Corps one and one-half foot standard established under Public Law 84-99. Other significant improvements include the installation of trench drains to better handle seepage problems and stability berms have been constructed in critical areas.

Andrus and Brannan Islands are protected by about 19.2 miles of Federal Project levees and about 6.2 miles of non-project levees. Project levees were constricted or enlarged as part of Federal flood control projects and the Sacramento River deep water ship channel project. These levees are maintained to Federal standards by the State of California directly, or by contract under State supervision. Non-project levees are either private levees (i.e., privately constructed, owned and maintained) or direct-agreement levees repaired or restored by the Corps of Engineers following major floods and maintained by agreement with the Federal Government.

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Figure 1. Isleton City FEMA 100-Year Floodplain
Source: Sacramento County Flood Management Plan, 2001

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2.2 Isleton 2000 General Plan

The City of Isleton General Plan includes the following goals and policies relating to flood hazards:

Executive Summary

- **Goal No. 6:** Existing and future development are to be protected from the hazards of flooding.

Part VI, Section A - Safety

- **Goal No. 4:** In the event that any part of the levee system protecting Isleton was to fail, the most expedient evacuation routes would be east and north along the Sacramento River levee roads toward Walnut Grove, and then east toward Interstate 5.

Part II, Goals and Major Policies of the General Plan

- **Goal No. 6: Protections from Flood Hazards:** It is essential that existing and future urban development be protected from the hazards of flooding. Several options should be evaluated and kept open, including but not limited to the reconstruction of levees which surround Brannan Island or by the construction of a new cross levee at an appropriate location south of Isleton. Such levees are to be constructed to applicable state and federal standards. Any relocation of State Route 160 below its existing levee alignment should be built to standards which will assure flood protection of the areas between the relocated highway and the Sacramento River as well as by elevation of the highway itself if necessary in order to protect the highway's function as a means of evacuation under emergency conditions.
- **Policy No. 4:** While development may occur over a 20 to 30-year period, the rate of development will be determined in part by the availability of public services and facilities, including adequate school facilities. Growth in the City's population will not occur until the City is able to provide capacity for wastewater treatment and disposal and assure adequate flood protection. The rate of growth to be allowed in any given year may vary considerably, to be determined by the City. A fixed annual percentage in the rate of population and housing growth is to be discouraged in favor of variable rates which assures that the public facilities and services needed by the new population will be in place at or close to the time of housing occupancy.

2.3 Existing Regulatory Environment

This section describes the regulatory framework and existing conditions related to flooding in the Planning area. There are federal, State, and local agencies, plans, and regulations that affect hazards in the planning area.



2.3.1 National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

Additionally, FEMA has developed requirements and procedures for evaluating earthen levee systems and mapping the areas affected by those systems. Levee systems are evaluated for their ability to provide protection from 100-year flood events, and the results of this evaluation are documented in the FEMA Levee Inventory System (FLIS). Levee systems must meet minimum freeboard standards and must be maintained according to an officially adopted maintenance plan. Other FEMA levee system evaluation criteria include structural design and interior drainage.

City of Isleton joined the NFIP in 1978 and is required to regulate development to minimum standards set by FEMA. NFIP Insurance data indicates that as of February 29, 2004, there are 173 flood insurance policies in the City of Isleton. There have been 19 claims paid for properties located within the mapped floodplain for a total of \$457,109.

As required by the FEMA regulations, all development constructed within the Special Flood Hazard Zone¹ (SFHA) (as delineated on the FIRM) must be elevated so that the lowest floor is at or above the base flood elevation level. The term "development" is defined by FEMA as any human-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.

Per these FEMA regulations, if development in the SFHA occurs, a hydrologic and hydraulic analysis must be performed prior to the start of development, and must demonstrate that the development does not cause any rise in base flood elevation levels, as no rise is permitted within regulatory floodways. Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision, as soon as practicable, but not later than six months after such data becomes available. See subsection 2.3.1.1 for NFIP information specific to Isleton.

¹ The land area covered by the floodwaters of the base flood is the Special Flood Hazard Area (SFHA) on NFIP maps. The SFHA is the area where the National Flood Insurance Program's (NFIP's) floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.



2.3.2 Brannan-Andrus Levee Maintenance District

The Brannan-Andrus-Levee Maintenance District (BALMD) operate and maintains the levee system protecting the City of Isleton. The BALMD was formed by the State Legislature in 1967, consisting of the territory within Reclamation Districts 317, 407, and 2067 to maintain rights-of-way and easements which they had acquired by maintenance of the respective levees of each District. There are approximately 26.2 miles of levee that surround the BALMD with 16.2 miles of project levees and 10 miles of non-project levees. Additionally, approximately 16.2 miles of US Army Corps of Engineers (USACE) levees protect Brannan-Andrus island, constructed for flood control and the Sacramento River deep water ship channel project. Project levees are maintained to Federal standards by the BALMD under contract with the Department of Water Resources (DWR). DWR also provides limited financial assistance to the BALMD for maintenance of the island's levee system.

2.3.3 Central Valley Flood Protection Board

The Central Valley Flood Protection Board (CVFPB), formerly known as the California State Reclamation Board, is the regulating authority over flood risk management in the Central Valley, and the Sacramento-San Joaquin Drainage District. In addition, CVFPB is charged with the review and adoption the Central Valley Flood Protection Plan (CVFPP). The CVFPB's governing body consists of seven Governor-appointed and Senate-confirmed members. The board works in close partnership with the Department of Water Resources (DWR), the US Army Corp of Engineers (USACE), and stakeholders to implement the CVFPP. The CVFPB also works closely with the California Department of Fish and Wildlife, US Fish and Wildlife, and the National Marine Fisheries Service to evaluate the environmental impacts of flood control.

2.3.3.1 Assembly Bill No. 1061 Amendment: Sacramento and San Joaquin Drainage District Powers

The Sacramento-San Joaquin Drainage District, which includes the jurisdiction of the City of Isleton, under management of the CVFPP, is authorized to acquire, own, hold, use, and enjoy any and all properties necessary for the proposes of the district in order to carry out specified flood management activities. All moneys collected upon sales or otherwise be deposited in the Sacramento and San Joaquin Drainage District Fun. Similarly, moneys in the Sacramento and San Joaquin Drainage District Fund be paid out upon warrants of the Controller and requires the Controller to issue warrants upon the funds whenever drafts of the board are presented. Amendments in 2015-16 authorized the district to sell, lease rent, or otherwise dispose of a right-of-way, easement, or property, as specified, and to take, receive, and apply for purposes of flood control the income, profit, and revenue received from the lease or rental of the property.



2.3.4 Central Valley Regional Water Quality Control Board

The Regional Water Quality Control Board (RWQCB), Central Valley Region, regulates surface water pollution (wastewater discharge and stormwater runoff), dredging, and filling. RWQCB issues permits and requires monitoring for all activities that could impair the beneficial use of the receiving waters. The Central Valley Region, Region 5, includes the County of Sacramento and the City of Isleton. This grants authority to regulate waste discharge requirements, National Pollutant Discharge Elimination Systems, and water monitoring, among other powers, for the City of Isleton.

2.3.5 Central Valley Flood Protection Plan

The CVFPP was adopted by the CVFPB in August, 2017. The CVFPP update includes recommendation on investments and policies to support comprehensive flood risk management actions locally, regionally, and systemwide. The CVFPP proposes a State Systemwide Investment Approach (SSIA) for sustainable, integrated flood management in areas currently protected by facilities of the State Plan of Flood Control (SPFC). The CVFPP is in part dedicated to planning for increased urban growth in areas which created levees originally intended to only protect rural-agricultural areas. With increased urbanization, cities such as Isleton may need to prepare by modernizing their flood facilities.

2.3.6 The Delta Stewardship Council and the Delta Plan

The State created the Delta Stewardship Council (Council) in 2009 to help achieve the State-mandated coequal goals for the Delta². The Delta Reform Plan, adopted by the Delta Stewardship Council on May 16, 2013, is a comprehensive long-term management plan for the Sacramento-San Joaquin River Delta. The Delta Plan includes rules and recommendations that support the State's goals for the Delta to: (1) improve water supply; (2) protect and restore a vibrant and healthy Delta ecosystem; and (3) preserve, protect, and enhance the unique agricultural, cultural, and recreational characteristic of the Delta. The 14 regulatory policies in the Delta Plan are enforceable through regulatory authority included in the Delta Reform Act, enacted as part of Senate Bill X7. These policies address flood protection for residential development and limit encroachment in floodplains.

In May 18, 2016, the Council revised the Plan to include quantified or otherwise measurable targets associated with achieving reduced Delta reliance, decreasing environmental harm from invasive species, restoring more natural flows, and increasing water supply reliability, in accordance with the

² Coequal goals' means the two goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystem. The coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place." (CA Water Code §85054)



Delta Reform Act, as well as to promote options for water conveyance and storage systems. In addition to the relevance of water supply reliability for Isleton City, the Delta Plan assures a healthy Delta. Agricultural pesticide runoff, nutrient pollution, toxic discharges, dredging, and loss of wetland habitat compound flooding issues.

2.3.7 Delta Protection Commission

The Delta Protection Commission was created by the Delta Protection Act of 1992 (Act), codified in the Public Resources Code (PRC) beginning with section 29700, and most recently amended by SBX7-1 in November 2009. The Act declared that the Delta is a natural resource of statewide, national, and international significance, containing irreplaceable resources, and that it is the policy of the State to recognize, preserve, and protect those resources of the Delta for the use and enjoyment of current and future generations, in a manner that protects and enhances the unique values of the Delta as an evolving place (PRC sections 29701-2).

2.3.8 Senate Bill 5 and Assembly Bill 162

Senate Bill (SB) 5 requires a 200-year level of flood protection from urban and urbanized areas within the Central Valley. Per SB 5, all cities and counties in the Central Valley are required to incorporate the data and analysis of the CVFPP into their General Plans and Zoning Ordinances. The City of Isleton will be required to include CVFPP data relating to the following categories as they are relevant to flood-specific outcome categories: public safety outcomes, ecosystem vitality, and economic stability outcomes. Under SB 5, development in moderate or special hazard areas within the Central Valley is permitted if the local agency can provide substantial evidence that the development would be subject to less than 3 feet of flooding during a 200-year flood event.

Assembly Bill (AB) 162 was approved by the Governor in 2007, and amended Sections 65302, 65303.4, 65352, 65584.04, and 65584.06, and added Sections 65300.2 and 65302.7, to the Government Code. The new and amended sections require cities and counties to address flood management in the Land Use, Conservation, Safety, and Housing Elements of their General Plans. This ensures that flood management is addressed in General Plans in the following ways:

- Requires that areas subject to flooding, as identified by federal and State maps of floodplains, are identified in the Land Use Element for annual review.
- Requires that rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for specified purposes are identified in the Conservation Element, upon the next Housing Element review on or after January 1, 2009.



- Requires that flood hazard zones are identified and policies to avoid or minimize the unreasonable risks of flooding are established in the Safety Element, by the next Housing Element review on or after January 1, 2009.
- Permits areas where the flood management infrastructure is inadequate and housing development is impractical to be excluded from the determination of land suitable for urban development in the Housing Element analysis.

2.3.9 Local Floodplain Management Plan for the Sacramento County Flood Control District

The Sacramento County Floodplain Management Plan is a comprehensive plan which describes how the community will deal with its flooding problem(s) and protect the natural and beneficial functions of its floodplain. The plan identifies the major watershed and watercourses within the unincorporated area of Sacramento County, the problems associated with those watercourses, and the measures taken to minimize the flood risk for each watercourse. It also identifies the FEMA 100-year floodplain for the Isleton planning area.

2.3.10 City of Isleton Municipal Code

Methods of Reducing Flood Losses § 5.52.040

The City includes provisions for the following:

- Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion of flood heights or velocities;
- Requiring that uses which are vulnerable to flood, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- Controlling the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters;
- Controlling filling, grading, dredging, and other development which may increase flood damage; and
- Preventing or regulating the construction of flood barriers which will unnaturally divert flood waters, or which may increase flood hazards in other areas.

Basis for Establishing the areas of Special Flood Hazard § 5.52.070

The areas of special flood hazard, identified by the Federal Insurance Administration (FIA) of the Federal Emergency Management Agency (FEMA) in a scientific and engineering report entitled



"Flood Insurance Study for City of Isleton dated July 2, 1987, with an accompanying flood insurance rate map," and all subsequent amendments and/or revisions, were adopted by reference and declared to be a part of the Isleton Municipal Code. The flood insurance study is the minimum area of applicability of and may be supplemented by studies for other areas which allow implementation of chapter 5.52 of the Isleton Municipal Code and which are recommended to the city council by the floodplain administrator.

Standards of Construction: Elevation and Floodproofing § 5.52.200

City Code includes, but is not limited to, the following provisions:

- New construction and substantial improvement of any residential structure shall have the lowest floor, including basement, elevated to or above the base flood elevation.
- Nonresidential construction shall either be elevated in conformance with subsection 5.52.200.A or together with attendant utility and sanitary facilities:
 - Be floodproofed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water;
 - Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and
 - Be certified by a registered professional engineer or architect that the standards of this subsection are satisfied. Such certifications shall be provided to the floodplain administrator.
- Require, for all new construction and substantial improvements, that fully enclosed areas below the lowest floor that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for this requirement should meet the following criteria:
 - Either a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to the flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves or other coverings or devices provided that they permit the automatic entry and exit of floodwaters; or
 - Be certified to comply with a local floodproofing standard approved by the Federal Insurance Administration.
- Manufactured homes must also meet the standards in section 5.52.230 (Standards for Manufactured Homes).



Section 3. Urban/ Grassland Fires

3.1 Existing Conditions

The City of Isleton covers man-made structural or chemical (urban) fires. The City is serviced by the Isleton Fire Department which is an all risk organization which provides basic life support services, fire suppression, vehicle extraction, and limited hazardous material response 24 hours a day, 365 days a year. They also perform fire inspections, fire code plan checks, and provide fire prevention awareness to the community. Fire facilities are located on Jackson Boulevard and at the intersection of Jackson Boulevard and Second Street. Fire Department. Facilities include one engine bay building and one fire house building.

Pressurized water for fire suppression are required to be available at flows in the range of 1,250 gpm (for all residential areas) to 3,000 gpm (for commercial, industrial, and institutional areas) for a period of 120 minutes over and above normal community water uses. The City Fire Chief establishes specific fire suppression plans for new development, including the need for automatic sprinkler systems in multi-family residential and single family residential developments, and the need for above-ground storage to assure capacity for required periods of fire flow.

Structures in the urbanized areas of Sacramento County include single family dwellings, apartment complexes, shopping malls, commercial structures, warehouses, hotels, hospitals and care facilities, high-rise buildings and many other types. Any time there is fire some level of evacuation must be considered. Most building fires are likely to lead to low-level of evacuation emergency while a wildland fire has the potential for a medium or high-level evacuation. Homes have been evacuated in the recent past due to nearby grass fires highlighting the risk of weed and debris, and the need for adequate abatement measures. Table 1 depicts all fires which have occurred in the County of Sacramento from 2008 through 2019 which have been greater or equal to 100 acres.

Date	Name	Size in Acres	Cause
7/26/2017	Latrobe Fire	1,286	Unknown
9/3/2015	Apple Fire	110	Unknown
7/19/2013	50 Fire	163	Unknown
11/3/2010	Wetsel Fire	156	Unknown
6/10/2008	Jackson Fire	6,400	Unknown

Table 2: Fire Events in Sacramento County 100 Acres or Greater 2008-2019
Source: Cal Fire



3.2 Isleton 2000 General Plan

The City of Isleton General Plan includes the following goals and policies relating to urban fire hazards:

Safety Goals and Policies

- **Goal No.1:** The City will continue to give priority to the support of police protection, and to fire suppression and prevention functions of the Isleton Fire Department.
- **Goal No.2:** The City will work to maintain a fire flow standard of 3000 gpm for all commercial and industrial areas of the community, and 1000 gpm for residential areas, to assure the capability to suppress urban fires.
- **Goal No.3:** The City will maintain a street system which is capable of providing access to any fires that may develop within the urban area, and which is capable of providing for the adequate evacuation of residents in the event of an emergency condition of magnitude.

3.3 Existing Regulatory Environment

This section describes the regulatory framework and existing conditions related to urban and grassland fires in the Planning area. There are State and local agencies, plans, and regulations that affect hazards in the planning area.

3.3.1 California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. The CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning based on topography, fire history, and climate. The rankings include no fire threat, moderate threat, high threat, and very high threat. Additionally, CAL FIRE produced the 2010 Strategic Fire Plan for California, which contains goals, objectives, and policies to prepare for and mitigate for the effects of fire on California's natural and built environments.

3.3.2 Health and Safety Code: Fires and Fire Protection: § 13108.5

Section 13108.5 of the Health & Safety Code provides authority to the State Fire Marshal to propose fire protection building standards for roofs, exterior walls, structure projections, including but not limited to, porches, decks, balconies, and eaves, and structure openings, including, but not limited to, attic and eave vents and windows of buildings in fire hazard severity zones, including very high hazard



severity zones. This subsection is referred to in section 4290 of the Pub. Res. Code for determining fire protection building standards.

3.3.3 California Fire Code

The California Fire Code (CFC) includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Similar to the CBC, the CFC is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. The CFC includes instruction for the necessary information which all local governments should include in their Fire Safety Plans.

3.3.4 The River Delta Fire District

The River Delta Fire District comprises an area of approximately 30 square miles. And is located near Highway 12 and Highway 160 near the City of Rio Vista and Isleton. Both highways are major commute and truck routes to and from the San Francisco Bay area and San Joaquin Valley. The district serves a population of 1,800 residents which increases during the summer months when the delta area becomes a destination to thousands of recreators.

3.3.5 City of Isleton Municipal Code

Fire Inspection Services § 5.48.010

The City Fire department will inspect at, least once a year, for Uniform Fire Code enforcement purposes any building and premises used for commercial purposes.

Water Supply and Fire Suppression § 11.08.200

Subdividers are mandated to make arrangements with Citizens Utilities Company for the installation of water mains and fire hydrants which are to be connected to its water system. The design, lay-out, and locations of such facilities will be approved by Citizens Utilities Company and the city engineer, with approval of the number and location of the fire hydrants determined by the XXX chief.

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Section 4. Seismic Safety

4.1 Existing Conditions

The seismicity of the City of Isleton is principally related to the San Andreas Fault system. Regional fault lines include the Midland and Tracy-Stockton faults. These faults are considered to be inactive for lack of geomorphic evidence of recent faulting. A blindthrust fault also exists in close proximity to Isleton which trends southward toward Vacaville and Winters that caused the Winters-Vacaville earthquake of December 1892. The San Andreas, Hayward, Calaveras and Green Valley-Concord faults have the greatest potential. For comparison, the Loma Prieta earthquake near Watsonville that occurred in October, 1989 was felt in the Isleton area with a magnitude of approximately 6.0, and in the City of San Francisco at near 7.0. This quake resulted in millions worth of damage within Santa Cruz County and the southern half of the San Francisco Bay Region, and a loss of life. Isleton's City Hall was seriously damaged by the Loma-Prieta Quake to the point where total replacement is required.

Because the land surround the Isleton planning area contains levees which are more elevated than their surroundings, foundational engineering is critical to avoiding the damage that can occur from earthquake-induced levee and soil failures due to the decomposition and liquefaction of soils.

Isleton's location and underlying soils make it more susceptible to earthquakes than any other part of Sacramento County. Table 3 and Table 4 respectively depict local earthquakes and fault lines.

Table 3: Earthquakes Near the City of Isleton 4.5 Magnitude or Greater Since 2000

Date	Location	Magnitude
08/24/2014	South Napa	6.0
10/31/2007	San Francisco Bay Area	5.5
08/03/2006	Northern California	4.5
09/03/2000	Northern California	4.9

Source: USGS Earthquake Catalogue

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Table 4: Major Faults Affecting the Isleton Planning Area

Fault	Approximate Distance from Isleton (Miles)	Maximum Credible Earthquake *	Maximum Probable Earthquake**
San Andreas	60	8.25-8.5	7.8-8.25
Hayward	42	7.0-7.5	7.25
Calaveras	38	6.75-7.3	6.75
Concord-Green Valley	36	6.5-7.25	6.7
Antioch	22	5.75-6.6	6.6
Greenville	35	6.9	6.8
Ortogonalita	47	6.7	6.7
Midway	26	6.3	6.3
Midland	3	7.0	N/A

Source: California Division of Mines and Geology

Note: * Maximum credible earthquake (Richter Scale) is the max earthquake that might reasonably occur under conditions presently known. ** Maximum probable earthquake is the maximum earthquake that can reasonably be expected within the next 100 year period.

4.2 Isleton 2000 General Plan

The City of Isleton General Plan includes the following goals and policies relating to seismic Safety:

Seismic Safety Goals and Policies

- **Policy 1:** Inventory all buildings which are unsound under conditions of “moderate” seismic activity; buildings having questionable structural resistance should be considered for either rehabilitation or demolition. Structures determined by the City’s Building Official to be structurally unsound are to be reported to the owner and recorded with the County Recorder to ensure that future owners are made aware of hazardous conditions and risks.
- **Policy 2:** All new building construction shall conform to the latest seismic requirements of the Uniform Building Code as a minimum standard. A building height limit of 50 feet shall be maintained, with a maximum of four stories.
- **Policy 3:** Soil compaction tests, and geotechnical analysis of soil conditions and behavior under seismic conditions shall be required of all subdivisions and of all commercial, industrial and institutional structures over 6,000 square feet in area (or in the case of institutional structures, those which hold 100 or more people).
- **Policy 4:** The City should adopt an Earthquake Disaster Plan in coordination with Sacramento County and local special districts (School, levee maintenance, reclamation and irrigation). The Plan should identify hazards that may occur as the result of an earthquake of major magnitude,



and should designate evacuation routes and means to coordinate all local government agencies in assisting local residents in the event of a major earthquake, fire or explosion, or hazardous chemical spill or release of hazardous air-borne gas.

- **Policy 5:** All lines which are part of the domestic water distribution system should be looped to assure adequate pressure in the event of major fire, earthquake, or explosion. Emergency standby power generation capability should be available at all water wells to assure water availability in the event of a major power failure.

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4.3 Existing Regulatory Environment

This section describes the regulatory framework and existing conditions related to seismic safety in the Planning area. There are State regulations that affect hazards in the planning area.

4.3.1 Alquist-Priolo Earthquake Fault Zoning Act and Seismic Hazards Mapping Act (1972)

The 1971 San Fernando Earthquake resulted in the destruction of numerous structures built across its path. This led to passage of the Alquist-Priolo Earthquake Fault Zoning Act in 1972. This Act prohibits the construction of buildings for human occupancy across active faults in the State of California. Similarly, extensive damage caused by ground failures during the 1989 Loma Prieta Earthquake focused attention on decreasing the impacts of landslides and soil liquefaction. This led to the creation of the Seismic Hazards Mapping Act, which increases construction standards at locations where ground failures are probable during earthquakes.

4.3.2 2016 California Building Standards Code

The 2016 California Building Code, adopted by the City of Isleton, includes materials requirements, construction methods, and maintenance standards for earthquake protection and resiliency.

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Section 5. Climate Change

5.1 Existing Conditions

While the climate of Isleton and of Sacramento County is semi-arid, Isleton is not as typical of most of the Sacramento Valley where summer temperatures are known to exceed 100 degrees F. for more than a week at a time. The Isleton area is influenced seasonally by marine breezes which flow through the Carquinez Strait and generally follow the course of the Sacramento River in the Delta. Average annual rainfall varies considerably, from less than 7" during dry years to over 20 " during wet years.

The Western Regional Climate Center maintains data on extreme temperatures in the County. Past record highs from the Sacramento 5 ESE Weather Station by month are depicted in Table 5.

Month	Temperature	Date	Month	Temperature	Date
January	74°	1/31/1976	January	114°	7/18/1925
February	80°	2/18/1899	February	111°	8/13/1933
March	90°	3/31/1966	March	109°	9/01/1950
April	98°	4/26/2004	April	102°	10/2/1952
May	107°	5/28/1984	May	86°	11/1/1966
June	112°	6/30/1934	June	72°	12/15/1958

Table 5: Record High Temperatures -Sacramento 5 ESE Weather Station (1877-2015)
Source: Western Regional Climate Center Data (replicated from Sacramento County Hazard Mitigation Plan)

Emissions from the City of Isleton in 2005 accounted for 0.2% of overall GHG emissions for Sacramento County in 2005. City of Isleton 2005 per capita GHG emissions are 25 metric tons of CO₂e, compared to county-wide per capita emissions of 10.0 metric tons and ARB target 2020 goal of 9.7 metric tons. Isleton per capita emissions are much higher than other cities because of the highway VMT traveled in Isleton: approximately 97% of total VMT and associated GHG emissions in Isleton are due to travel on highway miles located in the City of Isleton. The number of highway miles located in Isleton per capita is much higher than for other cities: Isleton has 0.06% of the total Sacramento County population but 0.5% of total highway miles within its city limits. Table 6 indicates the percentage of GHG emissions for each sector as it relates to the total for the City.

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Sector	CO ₂ e (metric tons)	Percent
Residential	1,298	6.4
Commercial and Industrial	769	3.8
Industrial Specific	0	0.0
On-Road Transportation	17,363	85.2
Off-Road Vehicle Use	343	1.7
Waste	167	0.8
Wastewater Treatment	80	0.4
Water Related	19	0.1
Agriculture	11	0.1
High GWP GHGs	332	1.6
Total	20,382	100.0

Table 6: 2005 GHG Emissions for the City of Isleton
 Source: GHG Inventory for Sacramento County, 2009

5.2 Isleton 2000 General Plan

The 2000 City of Isleton General Plan does not include regulatory information relating to climate change.

5.3 Existing Regulatory Environment

There are very few formal regulations that pertain directly to climate change for the City of Isleton Planning Area. The City and County are, however, obligated to comply with state and federal regulation.

5.3.1 California Sustainable Communities and Climate Protection Act of 2008

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) looks to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Regional targets are established for GHG emissions reductions from passenger vehicle use by the sustainable communities strategy (SCS) established by each metropolitan planning organization (MPO). The SCS is an integral part of regional transportation plans (RTP) and contains land use, housing, and transportation strategies to meet GHG reductions targets.

SB 375 also supports state requirements that a City or County General Plan contains a Safety Element in addition to a Hazard Mitigation Plan. AB 2140 also requires a vulnerability assessment, adaptation goals, policies and objectives, and a set of feasible implementation measures.



5.3.2 California, Global Warming Solutions Act, AB 32

AB 32 requires the state of California, and all local and regional jurisdictions, to reduce greenhouse gas (GHG) emissions to 1990 levels by the year 2020. This is the first step towards meeting the longer term goal of 80% reduction in GHG emissions below 1990 levels by 2050.

5.3.3 California Executive Order B-55-18

California Executive Order B-55-18 establishes a new statewide policy to achieve carbon neutrality (i.e., the point at which removal of carbon pollution from the atmosphere meets or exceeds emissions) no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The EO calls on CARB to address this goal in future Scoping Plans, which affect other major sectors of California's economy, including transportation, agriculture, development, industrial, and others.

5.3.4 Land Use: General Plans: Safety Element, and Climate Adaption, SB 379

California SB 379 requires all cities and counties to include climate adaptation and resiliency strategies in the Safety Elements of their General Plans upon the next revision beginning January 1, 2017. The bill requires the climate adaptation update to include a set of goals, policies, and objectives for their communities based on the vulnerability assessment, as well as implementation measures, including the conservation and implementation of natural infrastructure that may be used in adaptation projects.

5.3.4.1 Land Use: General Plans: Safety Element, and Climate Adaption SB 1000

Senate Bill 1000 amends SB 379, which required all cities and counties to include climate adaptation and resiliency strategies in the safety elements of their general plans upon the next revision beginning January 1, 2017. SB 1000 has four basic requirements, whether those requirements are combined into a single environmental justice element or distributed throughout other existing elements, including:

- identifying disadvantaged communities,
- incorporating policies to reduce the environmental health impacts that adversely affect residents in disadvantaged communities,
- incorporating policies to include residents of disadvantaged communities in decision-making processes, and
- incorporating policies that prioritize improvements and projects in disadvantaged communities.

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5.3.5 Sacramento County Climate Action Plan

The Sacramento Climate Action Plan presents a framework for reducing greenhouse gas (GHG) emissions and managing water and other resources to best prepare for a changing climate. This framework includes all cities in Sacramento, including Isleton. Its overall strategy includes the reduction of GHG emissions associated with the County's own operations, addressing projected vulnerabilities associated with climate change where cost-effective or required, and working collaboratively with other jurisdictions and leveraging existing programs and resources.

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Section 6. Public Safety

6.1 Existing Conditions

The City of Isleton has planned evacuation routes, street requirements and limitations, and peak water supply requirements. The City utilizes the services of the Sacramento County Sheriff's Office, which provides law enforcement within the Isleton city limits. The sheriff has four deputies patrolling the areas of Wilton, the South Delta, and the city of Isleton. Sheriff Deputies are under the command of the Sheriff's Central Division/South Bureau and are assigned from the Central Division station house located at 7000 65th Street, Sacramento. Deputies are not solely dedicated to the City, and their presence in Isleton is limited because their time is split approximately equally between all their areas within the South Bureau. The County assumes dispatch responsibilities for both emergency and non-emergency requests for service, including SWAT, EOD, K9, and Air Support. The County provides investigative services (such as homicide, sexual assault, or robbery).

State Highway 160 (River Road) runs east/west through the northern end of Isleton. The majority of Highway 160 is on the levee adjacent to the Sacramento River, although part of the highway descends from the levee, primarily in the portion north of Delta Avenue to E Street. Highway 160 creates safety issues as it passes through Isleton, particularly at the intersection with A Street and 2nd Street. The intersection configuration can create confusion, and many drivers are traveling above the posted 30 mph speed limit as they enter downtown. While there are crosswalks at three of the five intersections, they are not well-marked and there are no other signs warning travelers to watch for pedestrians.

State Route 160 has its highest ADT (average daily traffic) of about 2,500 vehicles just west of its intersection with Tyler Island Bridge Road, utilizing two lanes in each direction. At its intersection with "A" Street, ADT is about 1,900. ADT has been expected to be under 5,000 vehicles, by 2020, through Isleton, assuming resort development east of H Street and a doubling of the City's population to about 1,700. The need to expand the current 2-lane facility to four lanes was not expected prior to 2020. However, some sections may require a continuous left-turn lane, and some intersections warrant signalization.

In 1988, the City adopted a General Plan amendment and approved an EIR on the proposed realignment of Route 160 east of H Street. The EIR was approved as a supplement to the EIR for the Isleton Redevelopment Plan. The realignment of Route 160 east of H Street as shown on the General Plan Diagram as amended in 1988 was approved by Caltrans in a project report entitled "Route 160 Isleton Landing Project Realignment" The purpose of the project was to create Sacramento River frontage for land now separated from the River by the State highway, permitting greater flexibility



and amenity in property design and development, and eliminating hazards to pedestrians and motorists resulting from pedestrians crossing the highway to reach the river.

Current evacuation routes for levee failure run east and north along the Sacramento River levee roads toward Walnut Grove, and then east toward Interstate 5.

6.2 Isleton 2000 General Plan

The City of Isleton General Plan includes the following goals and policies relating to Public Safety Requirements:

Open Space for Health, Welfare, and Well-Being

- **Policy No. 1:** The City should continue to seek improvement in the quality of its drinking water through appropriate improvements to the domestic water system.
- **Policy No. 2:** The City should continue aggressively its efforts to improve its sewer collection system and enlargement of sewerage treatment capacity in order to meet the needs of urban expansion.
- **Policy No. 3:** The City should adopt standards which require industrial process analysis before the fact of site and building permit approval to assure compliance with State water and air quality standards. Standards should provide for periodic monitoring of industrial processes which could have an adverse impact on water or air quality, including impacts that could result from a break-down in equipment designed to control emissions or the pre-treatment of industrial liquid waste.
- **Policy No. 4:** Industrial process review that may be required to determine conformance with industrial performance and air quality standards should be conducted by an engineer licensed in the State of California having demonstrated experience in the type of industrial process involved. Such review should be provided initially as part of the environmental assessment process and prior to any approval under Site Plan Review.
- **Policy No. 5:** The City should require positive control of dust particles during project construction activities, including watering or use of emulsions, parking of heavy equipment on paved surfaces, prohibition of land grading operations during days of high wind (beginning at 15 mph, with gusts exceeding 20 mph), and prohibition of burning on vacant parcels.



Safety Goals and Policies

- **Policy No. 2:** The City will work to maintain a fire flow standard of 3000 gpm for all commercial and industrial areas of the community, and 1000 gpm for residential areas, to assure the capability to suppress urban fires.
- **Policy No. 3:** The City will maintain a street system which is capable of providing access to any fires that may develop within the urban area, and which is capable of providing for the adequate evacuation of residents in the event of an emergency condition of magnitude.
- **Policy No. 4:** In the event that any part of the levee system protecting Isleton was to fail, the most expedient evacuation routes would be east and north along the Sacramento River levee roads toward Walnut Grove, and then east toward Interstate 5.

6.3 Existing Regulatory Environment

This section describes the regulatory framework and existing conditions related to seismic safety in the Planning area. There are local regulations that affect hazards in the planning area.

6.3.1 Sacramento County Evacuation Plan

Sacramento County has a three-tiered approach to evacuations. Generally, there are low, medium, and high-level evacuation emergency scenarios and associated plans. A low-level evacuation emergency includes localized fires or flooding and the response includes assisted evacuation of special needs persons or groups, as well as traffic control. Medium-level includes, but is not limited to, large wildfires and includes a response involving long term evacuation emergency protocols, as well as a declaration of a local emergency. High level scenarios include uncontrolled large wildfires or massive levee breaches and dam failure. The associated response involves coordination with State and Federal agencies.

6.3.2 City of Isleton Municipal Code

Provisions for Street and Highway Width § 11.04.030

The City of Isleton includes provisions for the following as they relate to street and road requirements:

- Freeways, limited-access and unlimited state highways shall conform to the standards of the state division of highways, department of public works, and where same are involved in any subdivision, they shall receive special attention. Said standards of the division of highways shall be deemed to be the minimum standards that will be acceptable.



- Major thoroughfares shall not be less than 100 feet wide.
- Secondary thoroughfares shall not be less than 80 feet wide.
- Local Streets shall be not less than 60 feet wide.
- Minor and cul-de-sac streets shall not be less than 50 feet wide except where special conditions might justify a lesser width. The radius at the terminus of the cul-de-sac shall be not less than 40 feet. Cul-de-sac and minor streets shall receive special consideration.

Adoption of Sacramento County Code § 5.44.010

Chapter 4.18 (sections 4.18.000 through 4.18.145) of the Sacramento County Code regulating ambulance service as adopted by Ordinance No. 578, passed December 13, 1983, is hereby adopted for the purpose of enacting a regulatory system for licensing ambulance services, fixing rates, determining service requirements and establishing affirmative service obligations for ambulance services operating within the city.

Discharge Permits Regarding Reduced Peak Flow § 9.04.140

The City regulates water discharges as they relate to commercial or industrial sewage. One of the conditions by which the City may deny or grant discharge permits, is whether an applicant may need to construct and use tanks designed to equalize flow and reduce peak water flows.

**ADMIN DRAFT
7/2020**

City of Isleton

Planning Commission Staff Report

DATE: May 4th, 2021

ITEM#: 5.C

CATEGORY: New Business

ZONE VARIANCE 01-20, REVOCATION FOR VIOLATION OF CONDITIONS, 622 UNION STREET

SUMMARY

In March of 2020 Zone Variance 01-20 was granted to Peter Lowe, owner of 622 Union Street, to exempt a proposed residential development from the standards of the RM-2 Multifamily Residential Zoning District. One of the conditions of the variance was that the lot be cleared of outstanding multiple nuisance conditions within 90 days of the variance's granting.

It has been over a year since the granting of the variance and the same nuisance conditions remain on site. As this constitutes a violation of the variance's conditions and can be considered grounds for revocation, Staff is presenting the violation to Planning Commission for direction.

DISCUSSION

Condition no. 6 of Zone Variance 01-20, as established by Resolution PC 06-20, reads as follows

“Any outstanding nuisance conditions apparent on the project site shall be abated within 90 days of the granting of Zone Variance 01-20.”

As the Variance was granted on March 17th, 2020, well over 90 days have elapsed constituting a violation of the permit.

A Zoning Exception allowing development under the standards of the RM-2 Multifamily Residential Zoning District was granted concurrently with the permit. Revoking Zone Variance 01-20 would not affect Zoning Exception 01-20, but would not allow the site to be developed as initially proposed unless the property owner re-applies for a variance and is approved by Planning Commission.

If revoked, the property owner may make appeal to City Council within 10 days of Planning Commission's decision. Owner may alternatively re-apply for a variance.

FISCAL IMPACT

There is no fiscal impact associated with this action.

RECOMMENDATION

Staff recommends that Planning Commission revoke Zone Variance 01-20 on the grounds of a violation of condition no. 6 per Resolution PC 06-20.

Prepared by: James Gates, Assistant Planner

Reviewed by: Charles Bergson, City Manager

Submitted by: Yvonne Zepeda, Deputy City Clerk

ATTACHMENT

1 – Resolution PC 06-20

ATTACHMENT 1
Planning Commission Resolution PC 06-20
Peter Lowe, Owner, 622-628 Union Street

RESOLUTION PC 06-20

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ISLETON GRANTING
ZONE VARIANCE 01-20 FOR REDUCED SIDE YARD SETBACKS FOR FOUR PROPOSED
SINGLE FAMILY RESIDENTIAL STRUCTURES AT THE PROPERTIES ADDRESSED
622,624,626, AND 628 UNION STREET, ISLETON, CA 95641**

The Planning Commission of the City of Isleton hereby finds as follows:

WHEREAS, Section 604.F.3.C states: "Where construction involves more than one story, the side yard shall be increased by five (5) feet for each additional story provided, however, that the side yard on the street side of a corner lot, that is not a reversed corner lot, need not be greater than five (5) feet." The proposed structures are two stories tall, making the required side yard setback 10 feet. The proposed setbacks are 3 feet; and

WHEREAS, Section 704.G states: "The minimum distance between a dwelling unit and another structure shall be ten (10) feet." Distances between buildings proposed is 6 feet; and

WHEREAS, February 1st, 2020, Peter Lowe, submitted a variance application in accordance with the Municipal Code for a variance on side-yard setback requirements proscribed by Sections 604.F.3.C and 704.G of the Isleton Zoning Code for four proposed dwelling units at the properties addressed as 622, 624, 626, and 628 Union Street, Isleton, Ca 95641 in the R-1-7 Single Family Residential Zoning District; APN #157-0052-034, 157-0052-035, 157-0052-036, and 157-0052-037.

WHEREAS, Planning Commission granted a zoning exception at their March 17th Special meeting to this project to allow it to develop these properties within the standards of the RM-2 Multifamily Residential Zoning District.

WHEREAS, the Lowe Application includes the required information to demonstrate that the Project is consistent with State Law and City ordinances; and

WHEREAS, the City's General Plan designates the project site as residential, and the proposed use would be consistent with the General Plan; and

WHEREAS, In accordance with Section 1805 of the Zoning Code, the Planning Commission finds that the proposed project, under this zone variance, is consistent with the following:

1. That there are special circumstances or conditions applicable to the property involved, such that strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties classified in the same zoning district.

2. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the vicinity and in the same zoning district.

WHEREAS, adequate public noticing was made for the Project in accordance with the Municipal Code; and

WHEREAS, on March 17th, the Planning Commission conducted a public hearing on this Zone Variance.

NOW, THEREFORE, BE IT RESOLVED that the City of Isleton Planning Commission that:

Section 1. The Planning Commission adopts the above Recitals as its findings with respect to the Project; and

Section 2. The Planning Commission grant Peter Lowe Zone Variance 01-20 for a reduction side-yard setback requirements prescribed by Sections 604.F.3.C and 704.G of the Isleton Zoning Code for four proposed dwelling units at the properties addressed as 622, 624, 626, and 628 Union Street, Isleton, Ca 95641; APN #157-0052-034, 157-0052-035, 157-0052-036, and 157-0052-037., subject to the following Conditions of Approval:

1. This application for Zone Variance 01-20 was submitted, in accordance with the Municipal Code for a variance on side-yard setback requirements proscribed by Sections 604.F.3.C and 704.G of the Isleton Zoning Code for four proposed dwelling units at the properties addressed as 622, 624, 626, and 628 Union Street, Isleton, Ca 95641 in the R-1-7 Single Family Residential Zoning District; APN #157-0052-034, 157-0052-035, 157-0052-036, and 157-0052-037.

2. The applicant/developer/operator shall agree to indemnify, defend, and hold harmless the City or its agents, officers and employees from and against any and all claims, actions, demands or proceeding (including damage, attorney fees, and court cost awards) against the City or its agents, officers, or employees to attach, set aside, void, or annul an approval of the City, advisory agency, appeal board, or legislative body concerning the permit or entitlement when such action is brought within the applicable statute of limitations. In providing any defense under this Paragraph, the applicant, business operator, property owner, developer shall use counsel reasonably acceptable to the City. The City shall promptly notify the applicant, business operator, property owner, developer of any claim, action, demands or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the developer/operator of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the developer/operator shall not thereafter be responsible to defend, indemnify, or hold the City harmless as to that action. The City may require that the developer/operator to post a bond, in an amount determined to be sufficient, to satisfy the above indemnification and defense obligation. Developer/operator understands and acknowledges that City is under no obligation to defend any claim, action, demand or proceeding challenging the City's actions with respect to the permit or entitlement.

3. The applicant/developer/operator shall be responsible to pay all sales, use, business and other applicable taxes, and all license, registration, or other fees and permits required under federal, state and local law.

4. A special zoning exception or amendment shall be approved by Planning Commission and City Council for the project site prior to its development according to Zone Variance 01-20.

5. A final site plan shall be submitted for site plan review by Planning Commission prior to the issuance of a building permit for this project, and fire hazard mitigation measures reviewed and approved by the City's Fire Chief shall be incorporated into this final site plan.

6. Any outstanding nuisance conditions apparent on the project site shall be abated within 90 days of the granting of Zone Variance 01-20.

7. All conditions of Zone Variance 01-20 are necessary to protect the general health, safety and welfare of the public. If any condition of this entitlement is held to be invalid by a court, then the whole entitlement shall be invalid. The Planning Commission specifically declares that it would not have approved this entitlement unless all of the conditions herein are held as valid; and

PASSED AND ADOPTED by the Planning Commission of the City of Isleton this 17th day of March 2020, by the following vote:

AYES: _____
NOES: _____
ABSTAIN: _____
ABSENT: _____

Jack Chima, Planning Commission Chairman
City of Isleton

ATTEST:

Yvonne Zepeda, Deputy City Clerk

