This document is a support annex to the Yolo County Multijurisdictional Hazard Mitigation Plan

City of West Sacramento Community Profile

Version 1.0 December 2018

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ACKNOWLEDGEMENTS

The City of West Sacramento would like to thank those Yolo County Operational Area collaborators and partners who participated in the planning and development of this document.

The official Yolo County Operational Area Hazard Mitigation Steering Committee provided the oversight and dedication to this project that was required and without their commitment; this project would not be possible.

As with any working plan, this document represents planning strategies and guidance as understood as of the date of this plan's release. This plan identifies natural hazards and risks and identifies the hazard mitigation strategy to reduce vulnerability and make the City of West Sacramento more disaster resistant and sustainable.

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SECTION 1.0: INTRODUCTION

The City of West Sacramento Community Profile has been prepared in conjunction with the Yolo County Operational Area Hazard Multi-Jurisdictional Mitigation Plan (HMP), establishing an inter-jurisdictional process for the development and implementation of effective hazard mitigation strategies in association with identified hazards that pose real or potential threats to the city of West Sacramento.

1.1 HISTORY

Over four thousand years ago, the Patwin Indians were the first inhabitants of the area now known as the City of West Sacramento. These Native Americans established villages on the west bank of the Sacramento River and their members often numbered in the hundreds. The Patwin Indians took advantage of the abundant natural resources offered by the land and water that surrounded them. They hunted and fished; they also crafted baskets, fishing nets, boats, and rafts from willows, tough grasses, and vines. All of their needs were provided by their environment.

The tranquil lifestyle of the Patwin Indians changed dramatically with the introduction of European settlers during the 19th century. Many hunters and trappers were attracted to the Sacramento Valley by the abundance of fur-bearing animals. Tragically, with the arrival of these European explorers came diseases which decimated the Patwin Indian population. Malaria and smallpox epidemics swept throughout the Patwin and other surrounding Native American villages in 1833 and 1837. By the time the epidemics had been contained, the Native American population in the Sacramento Valley had dropped from 60,000 to 20,000 people. Over time, more and more settlers came to the valley. The few remaining Patwin Indians either became employed or enslaved by the Euro American settlers, thus bringing to a close the Patwin cultural lifestyle.

In 1844, Jan Lows de Swart, a Flemish traveler, was the first Euro-American to permanently settle in the area of West Sacramento. Jan, who came to be known as John Schwartz, built a shack along the west bank of the Sacramento River six miles south of the confluence with the American River. In 1845, Schwartz acquired a land grant from the Mexican Governor Manuel for an area of land one mile wide and twenty miles long. He named his newly acquired property "Rancho Nueva Flandria" after his native homeland. Shortly after settling here, John, with the help of his brother George, established a salmon fishery along the river. Besides drying and pickling the salmon, they also engaged in raising livestock and cultivating potatoes and melons. Little did John and his brother realize that within a few years, the great gold rush of 1848 would begin in California. The announcement of the discovery of gold at Sutter's Mill brought thousands of miners to the area.

In 1846, an adventuresome jack-of-all-trades named James McDowell bought 600 acres of "Rancho Nueva Flandria" from John Schwartz. With his wife, Margaret, and their three daughters, McDowell settled in the area we know today as Broderick. The McDowell family was not untouched by the violence that often marked the tumultuous times of the Gold Rush. In May of 1849, James McDowell was shot and killed in a barroom brawl that he had supposedly instigated. With the loss of the sole supporter of the McDowell family, Margaret had to find the means to support herself and her children. At first, Margaret McDowell took boarders into her home as a means of gaining some income, but she

soon realized that this was not enough. It became apparent that the land she owned was her most valuable asset. In October of 1849, Margaret hired a land surveyor to map out 160 acres, which was subsequently divided into forty one blocks. She sold individual lots within this platted area which she named the Town of Washington. The first lot was sold to August W. Kaye for $500. During the ten years following its creation, the rural Town of Washington experienced a significant increase in business development and shipping activity. One of the earliest companies to be established in the town was the California Steam Navigation Company, which was attracted to the area in 1859 by the close proximity of the Sacramento River. Other economic enterprises that marked early Washington included hotels, saloons, and restaurants catering to the needs of weary travelers. Many travelers making the harsh journey through the marshlands on their way to Sacramento welcomed the rest stop at the Town of Washington.

Other enterprises that found success in the early days of West Sacramento were the fishing and farming industries. Fishermen saw the profitable potential in salmon, sturgeon, catfish, eel, crayfish, and clams. The river community was thriving, supplying fish markets not only in Sacramento, but in San Francisco as well. In addition, the rich soil of the valley produced abundant crops of com, melons, cucumbers, and sweet potatoes. The dairy industry also established roots in West Sacramento around this time. One of the area's most well-known dairy farmers was Mike Bryte. Bryte came to California in 1849 to try his hand at gold mining. Although he did not make a fortune in gold, he bought a dairy farm in 1853 which was very successful. When the California Steam Navigation Company came to Washington, Bryte used the steamships to carry his dairy products to regional markets. Profits from this allowed Bryte to expand his holdings. By 1879, he owned 1,500 acres of land, raised 150 cows and 100 young stock, and farmed 2,500 acres in Sacramento County. Mike Bryte's status in the community was marked by his election to the Yolo County Board of Supervisors and later as sheriff. During the 20th century, Mike Bryte's property was subdivided and became known as the community of Bryte.

With time, the area continued to grow, prosper, and develop. The Town of Washington was renamed Broderick in honor of U. S. Senator David D. Broderick. After 1900, the three communities known as Bryte, Broderick, and West Sacramento were cumulatively known as "East Yolo." From 1900 to 1920, the population of East Yolo doubled from 1,398 to 2,638. These communities are the foundation on which the current City of West Sacramento is built. In June 1963, the Port of Sacramento was opened to deep sea traffic with the completion of the Deep Water Ship Channel. The project had been authorized by Congress in 1946 and construction commenced in 1949. The City of West Sacramento was officially incorporated as a city in 1987. Although the City continues to change and grow even today, its roots are deeply embedded in the community spirit of the past.

1.2 Overview

West Sacramento is a vibrant, innovative and business friendly community located just across the beautiful Sacramento River from California's capital city. The city's redevelopment, growth and increasingly diverse economy are inspired by a community personality and energy all its own. The City maintains a business climate that encourages new business formation and growth. Businesses investing in West Sacramento recognize its many advantages:

- Strategic location within easy reach of West Coast markets and the Pacific Rim
- Comprehensive transportation network including the Port of West Sacramento, air, highway and rail
- Favorable California tax credits in the West Sacramento Enterprise Zone
- Affordable, vacant land and housing communities
- Proximity to University of California, Davis
- Highly-skilled, regional labor force
- Higher education and improved K-12 education system
- Riverfront recreation and regional entertainment destinations

The official elevation of West Sacramento is 20 feet and the total land area within the city limits is 22.8 feet. See Figure 1 for a map of the City of West Sacramento.

Figure 1: Map of the City of West Sacramento

1.3 NEW DEVELOPMENT

There have been several new development projects within the City of West Sacramento since the last hazard mitigation planning effort in 2013.

Promenade (Riverchase)
GBD Promenade Developments, LP received approval on July 21, 2016 from the Planning Commission of a major modification to a previously approved Vesting Tentative Map and Planned Development. The project consists of subdividing 18.3 acres of vacant land into 222 single family lots with 26 lettered lots that include some open space areas. A previously approved conditional use permit was granted in 2014 by the Planning Commission to allow single family construction in a multifamily zone. The project is located at 3151 Southport Parkway in Southport Business Park. House plans are currently under review by the Planning Department.

Bridge District Smart Growth Investors Design Review
Smart Growth Investors submitted an application for design review for their phase 2 apartments located at 980 and 974 Central Street. The phase 2 apartment development proposes 55 units in a massing of 2-4 stories of residential above parking. The majority of the units will be studio or 1 bedroom apartments, with the smallest units being 357 square feet. The 2 story portion of the building is located directly adjacent to the single family townhomes while the 4 story portion is located on the northern half of the lot along Bridge Street. The design includes an interior courtyard and balconies along Central and Bridge Street. The materials include brick veneer, dark grey/black shingle cladding, as well as grey and white plaster.

Alura at Washington Square Tentative Map
Alura Partners LLC is proposing a minor modification to an existing tentative subdivision map that divides six lots totaling 2.74 acres into 68 single family lots. The applicant has removed two single family units and the proposed 3,500 square foot commercial facility from the original design. The project is located in the Washington Specific Plan area at 412-420 6th Street.

Riveredge Apartments
Bridge District Riverfront LLC submitted an application for design review for a mixed use residential/retail building located along the waterfront in the Bridge District at the southeast corner of Riverfront Street and Ballpark Drive. The proposed design is 5 stories in height and would contain 273 residential units and 16,271 square feet of retail space to be wrapped around a 5-story, 447 space parking garage. The design includes linear retail frontage along the entire length of Riverfront Street and the facade will include brick, metal, light grey stucco, large loft windows, and large balconies.

Smart Growth Investors Phase II Single Family Homes
Smart Growth Investors II submitted an application for a Tentative Map and Design Review for a 21-lot single family home development in the Bridge District Specific Plan Area. The homes are a combination of two and three bedrooms with modern style elevations. The façade features stucco siding (white and gray combination) and a mixture of grays and two shades of browns for either accent pieces or railings. All 21 units will be three stories in height overall. The vehicular access for each 2-car garage will be accessed from the rear loaded alleys as art of the first floor of each unit. The square footage of the units range from 1,505 sq. ft. (along Central Street) to 2,227 sq. ft. along Riverfront Street. Each unit features a terrace either facing Central/Riverfront Streets or an internal greenway. The project site is situated on ±.86 acres which is a portion of a 1.56 acre area that is comprised of four lots lot in the Bridge District Specific Plan area. The project encompasses four

address; 978 and a portion of 972 along Riverfront Street on the east side and 981 and a portion of 975 on the west side of the project site (APN's 058-330-046, 047, 048 and 049).

Myer Ranch Subdivision
Evergreen Communities submitted an application for a tentative subdivision map on a 15.7 acre site located east of Jefferson Boulevard and south of Perkins Road in the Southport area of West Sacramento. The project site includes sixteen individual lots that were created as part of an old subdivision map that was recorded in 1913. The project will reconfigure the lots to create sixteen new lots, each 0.98 acre in size, for the development of ranchette single family homes. All of the lots will be served by public water and sewer.

1.4 DEMOGRAPHICS

This section summarizes historical population trends in the city of West Sacramento. Analyzing past trends can provide important insight about future population growth. Population statistics are from SACOG Population and Housing Estimates, the State of California Department of Finance Population Estimates, the 2000 and 2010 U.S. Census, the 2013 5-year American Community Survey and 2007 California Department of Finance (DOF) estimates.

The West Sacramento area experienced its most dramatic growth during the 1950s, as population more than doubled from about 11,900 to over 25,000. Since 2000 (2000 to 2015), the city's population grew by more than 62 percent, from 31,615 to 51,272. Overall, West Sacramento's population grew nearly five-fold since 1950 (11,906 residents in 1950 to 51,272 residents in 2015). Population growth in the city lagged behind Yolo County and the Sacramento-Yolo Consolidated Metropolitan Statistical Area (CMSA) for the following time periods: 1970-1980, 1980-1990, and 1990-2000. However, since 2000, the city's population grew faster than Yolo County and the Sacramento-Yolo CMSA (60.8 percent in the city, 22.6 percent in the county, and 5.7 percent in the Sacramento-Yolo CMSA).

Southport is projected to include approximately 12,200 more housing units at buildout, suggesting that this area of West Sacramento will absorb a large portion of the city's future growth.

The West Sacramento area experienced its most dramatic growth during the 1950s, as the population more than doubled, averaging an annual growth rate of 11.0 percent. The area's population rose to almost 27,400 in 1970, and then declined to about 24,000 by 1975. It took until 1990, when the population reached 28,900, for the area to exceed its 1970 population. The U.S. Census Bureau reported a 2000 population of 31,615, an increase of 9.4 percent since 1990. Since 2000 (2000 to 2007), the city's population has increased by more than 62.2 percent to 51,272 residents in 2015.

1.4.1 POPULATION CHARACTERISTICS

Between 2000 and 2010, the age distribution of city residents included a majority of residents being working age (18 to 59 years old), which is important from a labor force perspective.

- Nearly half (46.4 percent) of West Sacramento households in 2010 were married couples and 34.2 percent of households included children.
- The educational attainment of West Sacramento residents suggests a largely "working class" community, with a majority (75.9 percent) of the population having less than a bachelor's degree in 2010. Yolo County had only 62.2 percent of residents in this group.
- In 2000, Yolo County's median household income was 30 percent higher than the median household income in West Sacramento, which corresponds to the educational attainment of

city versus county residents. As of 2013, West Sacramento has a higher median household income than Yolo County.

- West Sacramento experienced a 37.8 percent growth in real income from 2000 to 2013, while growth in real income for Yolo County was a mere 1.4 percent.
- 75.7 percent of residents in West Sacramento had a commute of less than 30 minutes in 2013. The average commute time for West Sacramento residents in 2013 was 22.6 and was 21.6 in Yolo County.

1.4.2 Population Projections

According to SACOG, West Sacramento's population is projected to increase by 74 percent from 2014 to 2035, to more than 88,600 residents by 2035.

- West Sacramento is projected to account for more than half (53 percent) of projected growth in Yolo County from 2014 to 2035.

1.4.3 Development Trends

According to the General Plan Background report in 2015 on Demographics and Economic Conditions, the growth between 2000 and 2007 for the West Sacramento retail, office, and industrial submarket grew by 22.1 percent, with the office market experiencing the largest increase. However, at a 19.2 percent vacancy rate (compared to 11.8 percent for the Sacramento regional market), the office market is over-supplied while the retail and industrial markets appear under-supplied with very-low- to low-vacancy rates (1.4 percent retail and 5.8 percent industrial vacancy rates compared to 6.1 percent retail and 8.4 percent industrial vacancy rates for the Sacramento regional market).

Assuming a 5 percent vacancy rate, the 28,314 households projected by 2030 for West Sacramento will create demand for approximately 29,804 housing units. New housing demand totals 12,238 units, which amounts to nearly a 70 percent increase over the city's current housing stock. Current (2012) housing units are split approximately 68 percent single-family and 24 percent multi-family. Detached and attached single-family units constitute the single-family category, and all other units (apartments, condominiums, and mobile homes) comprise the multi-family category.

1.5 Infrastructure

Citizens and businesses that live and operate within the City of West Sacramento function in an increasingly complex environment marked by interconnection and interdependence across many facets. This complexity requires that owners and operators of critical infrastructures manage their operational risks in an all-hazards environment across the full spectrum of prevention, protection, response, recovery, and reconstitution activities. The City has come to understand that protection of critical infrastructures is an important component of managing infrastructure risk.

1.5.1 Communications

Telephone and DSL service is West Sacramento is provided by AT&T. Cable television services is provided by Wave Broadband. The community access channel 21 was developed primarily to provide a forum for non-profit and other organizations to share information and programs that may be of interest to the community. Topics can deal with items such as the arts, business, cultural events, health, music, news, event promotion, public service announcements, religion, science and sports. Broadcast media is provided by KCRA, KVIE, KXTV, KBTV, KUVS, KMAX, XKTV, Fox 40, and West

Sacramento Media Access. Print media is provided by the West Sacramento Press and Sacramento Bee.

1.5.2 TRANSPORTATION

Interstate 80 and U.S. Highway 50/Interstate 80 Business run through West Sacramento with the junction of these two major roadways sitting just inside town. State Route 84 also serves as a primary north-south road through city. Interstate 5 is just across the Sacramento River in Sacramento. West Sacramento is connected to the city of Sacramento via three main bridges over the Sacramento River. The I Street Bridge is a two level bridge built in 1911; cars travel over the upper two lane level while the Union Pacific railroad tracks cross the lower level. The Tower Bridge is a four lane car bridge while the U.S. Highway 50/Interstate 80 Business bridge is a multi-lane highway bridge.

Sierra Northern Railroad is the local rail freight operator. Both Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railroad (BNSF) provide long haul service to and from West Sacramento. UP has a double-track, main line running east-west through West Sacramento from Oakland to Salt Lake City. Both UP and BNSF operate main lines in Sacramento that run from the Northwest U.S. to the Southwest U.S.

Yolobus connects West Sacramento to other cities in Yolo County. There are four local West Sacramento Yolobus lines.

The inland, deep water ship channel called the Port of West Sacramento is located at the geographic center of the city of West Sacramento and handles bulk and break-bulk cargoes through five berths. The 47-mile Deep Water Ship Channel has clear draft of 30 feet and connects the West Sacramento harbor to the San Francisco Bay and the Pacific Ocean. International shipping access is provided via San Francisco's Golden Gate, 80 nautical miles southwest of the Port. Primary cargoes include exported rice and wood chips, and imported fertilizer, logs and lumber.

General Purpose Foreign Trade Zone #143 located at the Port of West Sacramento allows companies to admit foreign and domestic merchandise into the zone for storage, exhibition, assembly, manufacture and processing without being subject to formal customs entry procedures, payment of customs duties, or federal excise taxes. Customs duties and excise taxes are deferred until the merchandise is transferred from the foreign trade zone.

1.5.3 UTILITIES

There are four significant underground transmission pipelines in the City of West Sacramento area:

- Kinder-Morgan Pipeline (liquid petroleum)
- Chevron Pipeline (liquid petroleum)
- Wickland Pipeline (liquid petroleum)
- PG&E Pipeline (natural gas pipeline)
- SMUD (natural gas pipeline)

Natural gas and electrical service is provided by Pacific Gas & Electric.

The Bryte Bend water treatment plant diverts water from the Sacramento River and provides treatment at the recently upgraded and expanded, state-of-the-art, facility, which was designed to serve the city's expanding needs. In addition to the plant, the city operates several water tanks to provide additional storage for fire and emergency needs. The City of West Sacramento runs and maintains a sewer collection system consisting of 12 sewer pump stations along with all underlying sewer pipes across the city. The collected sewage is then delivered to the Sacramento County Regional Sanitation District (SRCSD) via the 19-mile pipeline - Lower Northwest Interceptor (LNWI) for treatment. The City of West Sacramento contracts with Waste Management for solid waste removal.

1.5.4 Health Care

There are several Hospitals/Medical Centers in West Sacramento:

- Arnold Greenberg, Inc
- Greater Sacramento Medical Clinic
- Harbor Medical Clinic
- River Bend Medical Associates, Inc
- Sacramento Family Medical Center
- Sacramento Occupational Medical Group
- US Health Works Medical Group
- West Sacramento Medical Center
- West Sacramento Pediatrics Medical Group, Inc

1.5.5 Education

Washington Unified School District serves an ethnically diverse and growing population of 7,421 students, with a staff of 400 certificated employees and 350 classified employees. The district currently operates seven elementary schools (six K-8 schools and one Transitional Kindergarten-5 school), a comprehensive high school, an alternative high school, an independent study program, and an adult education program. At least one additional elementary school is planned for the future to accommodate growth.

In addition to a quality K-12 education program, Washington Unified School District offers a variety of additional educational opportunities to meet the needs of our student population. These additional programs include preschool programs, English as a second language education, special education, a Gifted and Talented Educational (GATE) program, an Advancement via Individual Determination (AVID) program, and an opportunity program.

West Sacramento is also home to the Sacramento City College West Sacramento Center, as well as many charter schools.

1.5.6 Critical Facilities

The following list of facilities has been determined to be critical to the ability of the City of West Sacramento to fulfill the requirements of its mission during an emergency:

CSAC #	Name	Address	Function	Special Equipment/Amenities/Notes
325	Fire Station #42	3585 Jefferson Boulevard	Fire Station	1 Engine, 1 Brush truck
326	Fire Station #43	1561 Harbor Boulevard	Fire Station	1 Engine, 1 Brush truck
327	Fire Station #44	905 Fremont Street	Fire Station	1 Engine, 1 Brush truck
329	COWS Police Department	550 Jefferson Boulevard	Police Station	
330	PW and Parks Maintenance Office	1951 S. River Road	Office/Warehouse	Sludge Dewatering Building
335	Parks Maintenance Building	1991 S. River Road	Office	Digester & Pump Room, Caustic Feed Facility, Electric Building, Polymer Building, Blower Building, Sulfur/Chlorine Building, Return Sludge & Pump, Machine Shop
349	Club West Teen Center	1125 Riverbank Road	Community Center	
352	PSIP Water Treatment Plant	1380 Enterprise Boulevard	Well	Pump Building, Wells, Chlorine Building
354	Fire Station #41	132 Fifteenth St.	Fire Station	2 Engines, 1 Squad, 1 Water Tender, 1 Boat
355	George Kristoff Water Treatment Plant	400 N. Harbor Boulvard	Lab/Mechanical Building	Actiflo Basins, Chemical Storage, Low-lift Station, Filter Control Building, Operations and Chemical Feed Building
362	Bryte Pump Station Building	1600 Citrus	Pump Station	Structure - No phone
363	South Pump Station	1966 Park Boulevard	Pump Station	Structure - No phone
364	Coke Lift Station	Coke Street/Evergreen	Pump Station	Structure - No phone
365.01	Water Well #22 & Storage	964 Oak Street	Pump Station	Structure - No phone
366	Deerwood Pump Station	Deerwood St./Lakewood	Pump Station	Structure - No phone
367	Storm Drain Lift Station	Fifth Street and C Street	Pump Station	Structure - No phone
368	Iron Triangle Pump Station	1021 Triangle Court	Pump Station	Structure - No phone

369	Sewer Pump Station	3930 Industrial Boulevard	Pump Station	Structure - No phone
370	Jefferson Pump Station - Control Room	601 Jefferson Boulevard	Pump Station	Structure - No phone
371	Southport Water Reservoir & Pump	Linden Road at Touchstone	Pump Station	Structure - No phone
373	Lighthouse Pump Station	310 B Street Between 3rd and 4th Street	Pump Station	Structure - No phone
376	Washington Underpass Storm Wat	Riske Lane/I-275	Pump Station	Structure - No phone
377	Linden Park	2601 Summerfield Drive	Park	Park Space - No phone
378	Touchstone Park	2598 Independence	Park	Park Space - No phone
379	Elkhorn Park	820 Cummins Way	Park	Park Space - No phone
380	Sam Combs Park	205 Stone Boulevard	Park	Park Space - No phone
381	Memorial Park	18th St. and Delaware	Park	Park Space - No phone
382	Summerfield Park	2950 Linden Rd.	Park	Park Space - No phone
383	Meadowdale Park	3625 W. Capitol Avenue	Park	Park Space - No phone
384	Bryte Park	425 Todhunter Avenue	Park	Park Space - No phone
385	City Property	422 "C" Street	Development Property	Vacant Lot
386	Central Water Tank	Industrial & Stone	Water Tank	Structure - No phone
388	Northeast Water Tank	Fourth & B Street	Water Tank	Structure - No phone
389	Raley's Storm Drain Pump Station	2nd Street/F Street	Pump Station	Structure - No phone
474	Harbor Boulevard Storm Drain Pump Station	Harbor Boulevard/Rice Avenue	Pump Station	Structure - No phone
492	West Sacramento Civic Center	1110 West Capitol Avenue	Government Building	

495	Golden Gate Sewer Lift Station	3400 Golden Gate Drive/Half Moon Bay Circle	Station	Structure - No phone
496	Southport Sewer Lift Station	2500 Jefferson Boulevard	Sewer Lift Station	Structure - No phone
497	Carlin Pump Station	2930 Oates Street	Pump Station	Structure - No phone
499	Washington Fire Station	317 3rd Street	Fire Station (Vacant)	Vacant Structure
560	Bridgeway Lakes Boathouse and Concession Stand	3650 Southport Parkway	Community Center	
562	Bridgeway Island Sewer Pump Station	4099 Otis Avenue	Sewer pump station	Structure - No phone
586	Fire Station 45	Lake Washington Boulevard	Fire Station	2 Ladder Trucks, 2 Engines, 1 Boat
590	City Property	520/540 Harbor Boulevard	Warehouse	
617	Allen Sewer Pump Station	Allen/Linden Road	Pump Station	Structure - No phone
619	Rec Center	2801 Jefferson Boulevard	Sports Center	
622	In-Line Booster Pump Station	2320 Washington Boulevard	Pump Station	Structure - No phone
623	Bryte Bend Flouride Facilities	400 N. Harbor Boulevard	Flouride Facility	Structure - No phone
657	Community Center/Transit Center	1075 West Capitol Avenue	Community Center	
671	Largo Sewer Pump Station	4099 Southport Park	Pump station	
720	Old Town Inn	826 West Capitol Avenue	Development Property	Vacant Lot
724	Port of West Sacramento - Fire Training Tower	2901 Industrial Boulevard	Government Training Facility	Port Front Gate
	Yara International	3961 Channel Dr	HazMat Facility	

	Buckeye Petroleum	1700 S River Rd	HazMat Facility	
	Chevron Pipeline	West Sacramento	Petroleum Pipeline	
	Farmers Rice Cooperative	2224 Industrial Blvd	Rice Storage	
	Federal Express Freight	4075 Channel Dr	Parcel Shipping	
	Kinder Morgan Pipeline	West Sacramento	Petroleum Pipeline	
	UPS	1380 Shore St	Parcel Shipping	
	McKesson Corp	3775 Seaport Blvd	Prescription Drug Warehouse	
	Nor Cal Beverage	2286 Stone Dr	Beverage Manufacturing	
	PG&E Deep Water Substation	3000 Thorpe Rd	Electrical Substation	
	PG&E Oak St Substation	900 Oak St	Electrical Substation	
	Raley Field	400 Ball Park Dr	Baseball Park	
	Raley's Production Bakery	3952 Seaport Blvd	Bakery	
	Shell Oil Products	1509 S River Rd	HazMat Facility	
	Sierra Chemical	788 Northport Dr	HazMat Facility	
	SMUD Pipeline	West Sacramento	Gas Pipeline	
	Regional Sanitation	300300 S River Rd	Waste Transfer	
	Port of West Sacramento	2895 Industrial Blvd	Port	
	Wickland Pipeline	3992 Commerce Dr	Petroleum Pipeline	
	Verizon	2820 KOVR Dr	Telecommunications	
	Level 3 Communications	1075 Triangle Ct	Telecommunications	
	CalSTRS	100 Waterfront Pl	State Building	
	California DGS	707 3rd St	State Building	
	CHP Academy	3500 Reed Ave	CHP Academy	

	US Post Office	3775 Industrial Blvd	Post Service	
	Tony's Fine Foods	3575 Reed Ave	Food Distribution	
	IKEA	700 IKEA Ct	Retailer	
	Walmart	755 Riverpoint Ct	Retailer	
	Union Pacific Railroad	West Sacramento	Railroad	

Table 1: City of West Sacramento Critical Facilities

1.6 Weather and Climate

The Central Valley climate can be described as Mediterranean. During the hot, dry, sunny summers, temperatures can exceed 100 degrees Fahrenheit on some days, however more often summer temperatures are in the low 90s. The Sacramento River Delta breeze usually cools overnight temperatures into the 60s. Spring and fall has some of the most pleasant weather in the state. Table 2 shows the City of West Sacramento weather averages.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
High Temp	55	62	67	74	82	89	94	93	89	79	64	55
Low Temp	41	45	47	50	54	58	61	61	59	54	46	40
Precipitation	4.18	3.77	3.15	1.17	.6	.18	.05	.05	.37	1	2.59	2.76

Table 2: City of West Sacramento Weather Averages

1.7 Economics

West Sacramento is a vibrant, innovative and business friendly community located just across the beautiful Sacramento River from California's capital city. The city's redevelopment, growth and increasingly diverse economy are inspired by a community personality and energy all its own. The City maintains a business climate that encourages new business formation and growth.

It is envisioned for the future that West Sacramento will continue to build on its successes since incorporation, as a vibrant city where people can live, work and play. As the City grows and develops, it will work to expand on its most recognized characteristics.

The West Sacramento Riverfront will be a well-known regional destination and attraction. The river's edge will be a gathering point for people of the Sacramento region and beyond with both active social appoints of activities and quiet, natural opportunities to enjoy the river.

Both sides of the river will be a part of a strong, vibrant, healthy, transit-oriented, and sustainable metropolitan downtown core that will provide a world-class urban experience for workers, visitors and a large residential population.

The City will remain a powerful job center for the region and continue to have a strong and diverse economy, maintaining its current strengths as a global food hub and in distribution, adding significant

new employment in manufacturing and office occupations. The City will continue to retain a job surplus. As the city's downtown, West Capitol Avenue will find new life as an active and attractive mixed-use commercial and residential core.

The City will continue to approach planning and investments that provide community-wide benefit such as the Civic Center, Community Center, River Walk, Barge Canal Access, and bridges that join the north and south areas as well as streetcar and bridges east across the river to downtown Sacramento.

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SECTION 2.0: HAZARD IDENTIFICATION AND RISK ASSESSMENT

The City of West Sacramento identified hazards that affect the city and developed natural hazard profiles based upon the countywide risk assessment, past events and their impacts (see Figure 2).

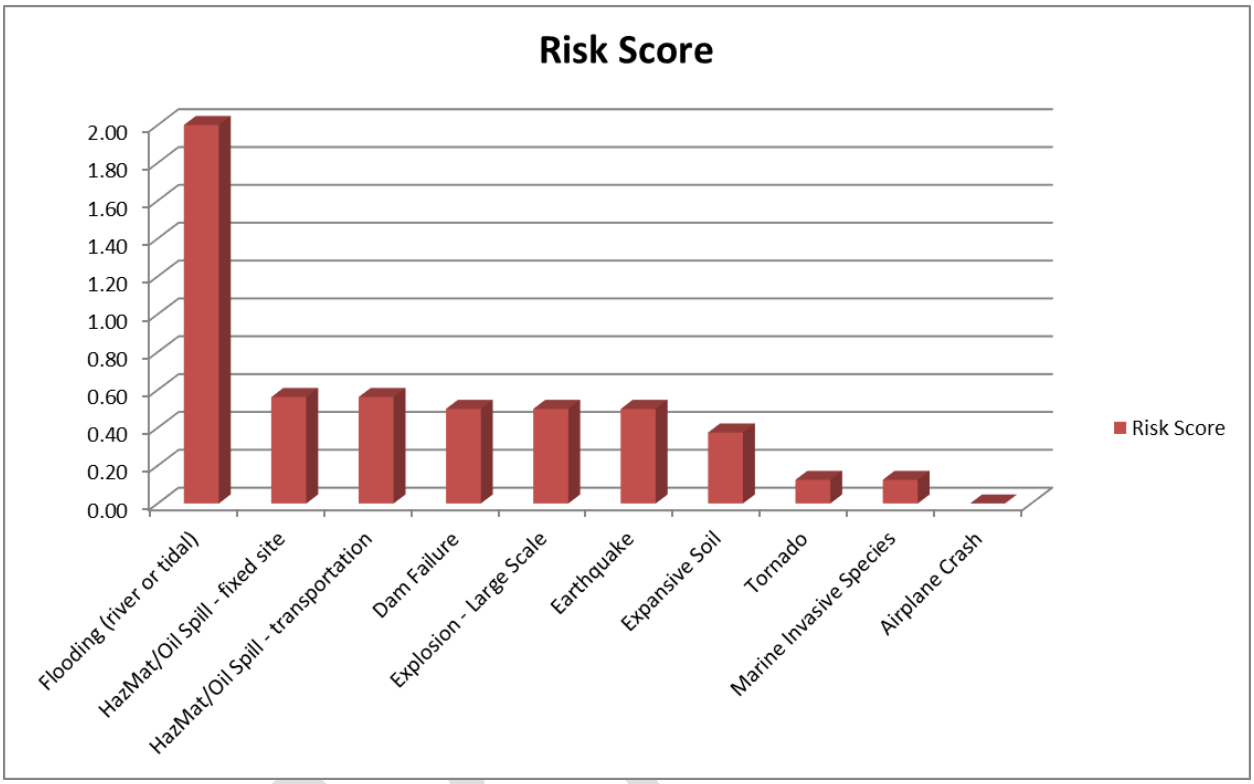

Figure 2: City of West Sacramento Risk Assessment

Definitions for the rankings and a detailed explanation of the hazards can be found in the Hazard Identification and Risk Assessment of the Yolo County Hazard Mitigation Plan (HMP).

2.1 NATURAL HAZARDS

Of the natural hazards profiled in the Yolo County HMP for the Yolo County Operational Area, landslide has been omitted for the City of West Sacramento. There are no landslide prone areas within the City limits. See Table 3 for the probability and extent of each natural hazard profiled for West Sacramento.

Hazard	Probability of Occurrence	Geographic Extent & Potential Magnitude
Flooding	Likely	Catastrophic

Hazard	Probability of Occurrence	Geographic Extent & Potential Magnitude
Dam Failure	Unlikely	Critical
Levee Failure	Unlikely	Catastrophic
Earthquake	Unlikely	Critical
Land Subsidence	Likely	Negligible
Severe Weather - Fog	Highly Likely	Catastrophic
Severe Weather - Tornado	Occasional	Critical
Severe Weather – High Wind	Highly Likely	Critical
Severe Weather – Extreme Heat	Highly Likely	Critical
Severe Weather - Freeze	Likely	Critical
Volcano	Unlikely	Catastrophic
Wildfire	Likely	Limited
Drought	Likely	Critical
Climate Change	Likely	Critical

Table 3: Probability and Extent for Natural Hazards in the City of West Sacramento

2.1.1 FLOODING

Flooding is identified as the top hazard for the City of West Sacramento. Flooding in West Sacramento could result from a 100-year or greater flood event, localized drainage problems, or dam and levee failure. All of West Sacramento lies within the natural floodplain of the Sacramento River. It is

reclaimed land protected from floods by levees and the Yolo and Sacramento Bypasses, which divert water flood flows around the city to the west.

Local drainage within the northern portion of the city, which contains primarily residential and commercial development, is controlled with a piped storm drain system; drainage in the rural southern portion of the area is controlled by earth-lined drainage channels. Existing drainage problems are discussed in the General Plan.

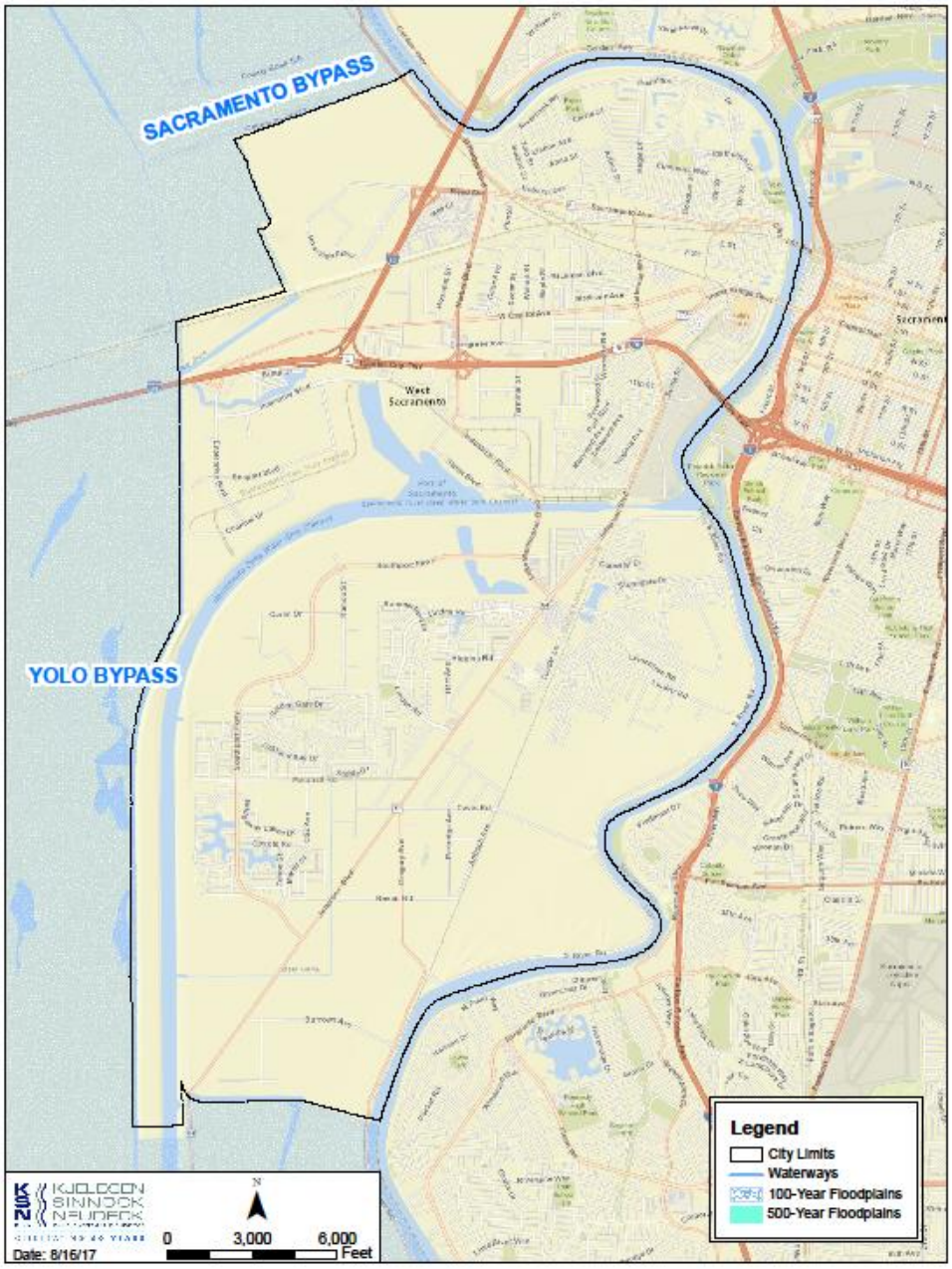

Figure 3: City of West Sacramento Floodplain

2.1.2 DAM FAILURE

In the area of the City there are dams of various types of construction. The failure of any one would cause some degree of flooding in West Sacramento. Failure of a dam structure may result due to impact from strong ground motion, such as following a major earthquake. Below are some of the dams that could affect the city:

- Shasta Dam — Sacramento River
- Oroville Dam — Feather River
- Folsom Dam — American River

Maps associated with each dam show specific inundation areas. In most cases, areas requiring evacuation are many minutes to days downstream.

For other than catastrophic failure of a dam, notification of a potential problem would be initiated by the agency responsible for maintaining the dam in question. Depending upon the dam, that notification might be provided directly to Yolo County. For a catastrophic failure, notice could come as described above, from citizens or even from news media. The more lead time available the more chance that notifications would come from normal sources.

The following is more detailed information about the dams, the times and areas given for potential inundation are the best available estimates. Actual inundation times and areas may vary.

Shasta Dam

Shasta Dam is a concrete gravity dam. The reservoir (Lake Shasta) has a maximum storage capacity of 4,552,000 acre-feet. The dam is located in Shasta County. Dam failure would result in varying degrees of inundation to eastern and northeastern Yolo County including the City of West Sacramento.

Oroville Dam

Oroville Dam is an earth-filled dam. The reservoir (Oroville Lake) has a maximum storage capacity of 3,500,000 acre-feet. The dam is located in Butte County.

Folsom Dam

Folsom Dam is a concrete and earth dam. The lake has a maximum storage capacity of 977,000 acre-feet. The dam is located in Sacramento County, on the American River. Dam failure would result in some degree of inundation to the City.

Nimbus Dam

Nimbus Dam is a concrete gravity dam. The reservoir (Lake Natoma) has a maximum storage capacity of 8,760 acre-feet. The dam is located in Sacramento County. All actions relating to a failure of Nimbus Dam would be identical to those required by a failure of Folsom Dam except the resulting inundation would be less severe.

The extent of local damage and destruction associated with failure of a major dam will range from catastrophic to marginal. The sudden failure of an earthen or concrete dam of any significant size would result in the release of hundreds of thousands of acre-feet of water, depending upon the level

of impoundment at the time of failure. It would be anticipated that areas directly downstream from the face of a failed dam would be immediately inundated and that devastation would be substantial. The further a location is from the dam would the more reduced impact over time, although geography and the placement of diversionary facilities and other improvements would play a part in how floodwaters would be channeled.

There are no specific local government mitigation actions relating to a possible failure of any of the dams affecting West Sacramento. Dam safety is a comprehensive and long-term process that continues throughout the life span of any dam. Appropriate site maintenance, continuous inspection and monitoring, and implementation of periodic site improvements will improve the safety of most dam facilities.

From a local perspective, any mitigation efforts would be directly related to downstream flood plain management activities, which would include land use regulations, engineered flood control improvements, flow-monitoring devices, and other activities not directly associated with the dam itself.

From a response perspective, the immediate concerns for local government in preparation for or in response to a dam failure would normally include:

- Timely dissemination of warning to those areas potentially affected by a sudden dam failure
- Evacuation of populations at risk from flooding to areas of high ground
- Mobilization of response resources in preparation for search and rescue missions
- Restoration of critical infrastructure systems damaged or destroyed by rapid flooding associated with dam failure

2.1.3 LEVEE FAILURE

The potential for flooding in the West Sacramento area depends on the adequacy of the levee system and magnitude of flood hazards. Inundation of West Sacramento could occur if the levees failed or were over-topped by flood waters. The area of greatest concern is along the west bank of the Sacramento River south of the barge canal. A report prepared for the Corps found low stability of levee materials in this area. During the 1986 floods, some slumping of a section of levee occurred near the intersection of Davis Road and South River Road. Other areas that have experienced levee slumping and spreading are located on the east side of the Yolo Bypass. Levee slumping has occurred in areas just south of Highway 80, between Highway 80 and the Southern Pacific railroad tracks, and the levee from the Sacramento Bypass to the railroad tracks. The levee section between the railroad tracks and Highway 80 is now stable after repairs in 1983 and showed no problems during the 1986 floods. The area from the railroad tracks to the Sacramento Bypass has experienced not only slumping and spreading, but also damage from wave action during the 1986 floods. Although much remedial work has been completed, more work is proposed by WSAFCA in conjunction with the Corps to meet the City's 200-year level of protection goal.

2.1.4 EARTHQUAKE

Earthquakes can occur anywhere in West Sacramento, though the city lies along the far eastern boundary of the Coast-Sierran Block Boundary (CRSBB) where most earthquakes in Yolo County

would primarily originate from. While direct impacts from a major earthquake in this area would not be as extensive in West Sacramento as in other areas of the county further west, seiches or oscillations in local bodies of water could overtop and damage levees around this city. This could cause water to inundate surrounding areas. The bodies of water most susceptible to seiches in or near West Sacramento are the Sacramento River, Yolo and Sacramento Bypasses, and the Deep Water Ship Channel. The danger of seiches during seismic events is limited to those periods when the Yolo and Sacramento Bypasses and Sacramento River are full during the flood season. Overtopping of levees during this period could cause a limited amount of flooding; however, the risk of this happening is greatly reduced by the very limited time with which the Sacramento and Yolo and Sacramento Bypasses are at these stages.

A major earthquake also has the potential to compromise any of the connecting bridges to Sacramento, jeopardizing the safe evacuation of West Sacramento residents and hindering the response of neighboring emergency responders.

2.1.5 Land Subsidence

Land subsidence could essentially occur anywhere in West Sacramento, though lower expansive soils are primarily found in the city. See the Yolo County HMP for maps of expansive soils and causes of land subsidence in Yolo County. For West Sacramento, higher expansive soils are primarily found on the southern edges of the city. These areas are closer to agricultural fields where there is a higher instance of groundwater pumping, a primary cause of land subsidence. Land subsidence would have minimal impacts for the area of West Sacramento where it primarily occurs as this area is primarily agricultural, but the expansion of housing in the area could result in the future settling of homes.

2.1.6 Severe Weather

High Wind

High wind could occur anywhere in West Sacramento and could be compounded by atmospheric river events. High winds can fell trees, which can cause subsequent damages to cars and structures as well as critical infrastructure such as power lines and water mains throughout West Sacramento. The California Highway Patrol Airport in West Sacramento is also susceptible to high winds, which can cause damages to aircraft and affect response operations.

Fog

Fog can be prevalent throughout West Sacramento as it is located in the valley of Yolo County where fog is more apt to form. Impacts from fog can be compounded in West Sacramento due the presence of two major highways, Interstate 80 and Interstate 80 Business/U.S. Highway 50, which run through the City. The potential for serious accidents exist due to fog, which could result in injuries and fatalities to motorists and first responders. A major traffic accident on Interstate 80 involving 70 vehicles occurred in West Sacramento due to fog in 1984, causing multiple injuries.

Tornado

A tornado could touch down anywhere in West Sacramento. Though tornados in the Central Valley of California are often rare and of low intensity (EF-0 or EF-1), the potential exists for an EF-2 tornado to touch down in West Sacramento as it did in Sacramento in 1978. While unlikely, impacts from

such a tornado could be extensive depending on where the tornado touches down and how long it travels. Roofs of structures could be significantly damaged, trees could be knocked over, and cars could be overturned. A less intense EF-0 or EF-1 tornado could cause flying debris and damage to fences. Tornados can also produce hail, which can be damaging to cars and buildings.

EXTREME HEAT

Extreme heat can occur at any location in West Sacramento due to its location in the valley of Yolo County. Temperatures can feel warmer in the city due to the widespread presence of concrete and asphalt, which stores heat longer. Heat waves can cause power outages and can sicken people who are exposed to high temperatures too long, particularly infants and the elderly.

FREEZE

Freezing temperatures can occur at any location in West Sacramento. Prolonged exposure to the cold can cause frostbite or hypothermia and can become life-threatening. Infants and the elderly are most susceptible. Pipes may freeze and burst in homes or buildings that are poorly insulated or without heat. Extreme cold can disrupt or impair communications facilities.

2.1.7 VOLCANO

West Sacramento is not located close to any active volcanoes where there is the threat of a lahar flow. West Sacramento could be impacted by ash fall, however, if there were to occur a significant eruption of any of the active volcanoes located throughout the state. Particular areas of concern include the Mt. Shasta, Lassen Volcanic Center, Medicine Lake, and the Clear Lake/Mt. Konocti Volcanic Field. People susceptible to respiratory illnesses would be most impacted by ash fall.

2.1.8 WILDFIRE

West Sacramento does not have a wildland urban interface similar to those in the western, more mountains areas of the county where large wildfires are more apt to occur. As the city is not heavily forested, West Sacramento would primarily experience grass fires that could threaten homes and infrastructure. Grass fires in West Sacramento along Interstate 80 and Interstate 80 Business/U.S. Highway 50 could cause traffic issues as well.

2.1.9 DROUGHT

Drought can increase risk of grass fires and the occurrence of dry wells, especially in the agricultural areas of the City. Prolonged drought conditions can also cause trees to be more susceptible to pest infestations such as Mountain Pine Beetle, Emerald Ash Borer, Asian Long-Horned Beetle and Shot Hole Borer. All of these pests can cause detrimental or fatal consequences to an Urban Forest.

2.1.10 CLIMATE CHANGE

The City of West Sacramento has a Climate Action Plan. The City has joined with other Cities around the world to make a commitment to reducing greenhouse gas emissions which threaten to bring devastating impacts to the world. The municipal organization of the City of West Sacramento is committed to lead by example in reducing greenhouse gases. From energy use management at the water treatment plant to minimize energy use during those peak usage hours where oil and gas fired

electrical generation is at its peak, to the purchase of hybrid vehicles for pool cars, use of recycled materials in parks, more efficient management of public landscape watering, the adoption of a Green Purchasing Policy, a Transportation Management Plan for City Hall employees, and the construction of high energy efficiency buildings with its new Fire Stations and Community Center, and many other actions across departments, the City organization has begun to systematically reduce its carbon footprint. West Sacramento plays a critical role in the regions efforts to reduce greenhouse gases. The City's location near the regional core makes it a special location for transit oriented, urban development which can be significantly superior in terms of the carbon footprint of new development. The City's long standing planning commitment to this kind of neighborhood development along the northeast riverfront in the Bridge District, Washington and Pioneer Bluffs and West Capitol Avenue makes it a leader in the region. The City Council has for years recognized the creation of a Green and Sustainable Strategy as a high priority. The Climate Action Plan quantifies organizational and community emissions, sets targets for reductions and pulls together the measures which will allow the city to reach their goals.

2.2 Hazard Risk Assessment – Technological and Human-Caused Hazards

The City of West Sacramento is not a risk to agricultural pests and diseases or urban conflagration.

2.2.1 Epidemic/Pandemic

West Sacramento can experience the same epidemics and pandemics that occur throughout the rest of Yolo County. See the Yolo County Hazard Mitigation Plan for more information.

2.2.2 HazMat Incidents

Radiological

The City does not have any meaningful exposure to a nuclear power plant. It could be affected, however, by a transportation accident, a terrorist incident or war.

Chemical

Chemical spills or fires may present serious health risks as well as environmental damage. Necessities such as safe drinking water and clean air may be affected.

Biological

A biological incident or attack would cause a strain on the emergency health system including emergency response, local hospitals and other health care facilities.

2.2.3 Transportation Accidents

Vehicle Accidents

Several major highways pass through West Sacramento, including Interstate 80 and US 50. The potential exists for a major vehicle accident to occur on any of these highways, resulting in a mass casualty and/or hazmat incident. A major traffic accident on Interstate 80 involving 70 vehicles occurred in West Sacramento due to fog in 1984, causing multiple injuries.

TRAIN ACCIDENTS

Several major rail lines pass through West Sacramento. The Union Pacific Railroad as well as the Burlington Northern and Santa Fe railroad both operate freight trains through the city. Amtrak operates passenger trains through the city though there are no stops. The Sierra Northern Railroad operates freight traffic to and from the Port of West Sacramento. They also operate the Sacramento River Train, which can carry dozens of people at a time.

AIRPLANE ACCIDENTS

There are no major airports in West Sacramento, though the city lies in close proximity to the Sacramento International Airport and there are several flight pathways over the city. The California Highway Patrol Academy does have an airstrip on its property that is located within the City.

SHIP ACCIDENTS

The Port of West Sacramento handles large freight vessels that transport mainly rice and concrete, which are noncombustible materials. There is the potential for future shipment of ammonium nitrate that could increase risk to the city from a potential ship accident. The vessels are regulated by the International Maritime Organization and the U.S. Coast Guard, who inspect the vessels approximately 30-40 percent of the time they are in port.

2.2.4 POWER/UTILITY FAILURE

In the event of a power/utility failure, the City relies on redundant systems for utility power in coordination with the utility companies that support the City of West Sacramento. During the Wind Storms of 2008, the City was without electrical power for more than six hours in some locations and emergency response plans and protocols were used to provide support where critical.

2.2.5 COMMUNICATIONS/IT FAILURE

In the event of a communications/IT failure, the City relies on a redundant system for internet, phone, and radio access.

2.2.6 TERRORISM

Terrorism in West Sacramento can occur in many forms, including from a car bomb to an incident at Raley Field. In 2017, the West Sacramento SWAT team responded to a terrorism incident near the Tower Bridge (see Figure 4).

Figure 4: 2017 Terrorism Incident in West Sacramento
Source: Sacramento Bee

2.2.7 CIVIL DISTURBANCE

Civil disturbance in West Sacramento can occur as a result of numerous different activities including from a police shooting to an event at Raley Field.

2.3 PARTICIPATION IN THE NATIONAL FLOOD INSURANCE PROGRAM

The City of West Sacramento has been in the National Flood Insurance Program since the City was incorporated in 1987, and prior to incorporation was in the National Flood Insurance Program as part of Yolo County. The City began participation in the Community Rating System in 2010, receiving a Class 8 rating in 2011. The City maintains a Class 6 rating today. An emphasis in future planning and mitigation actions will be placed on continued compliance with the National Flood Insurance Program as well as the Community Rating System.

Below is the NFIP policy and claims statistics for the City of West Sacramento as of March 2013. The NFIP claims statistics are historical back to 1982/1983 when NFIP started collecting this data.

Community	Total Premium	Current Policies	Total Coverage	Flood Losses	Dollars Paid Historical
West Sacramento	$1,125,568	2,117	$678,840	35	$28,179

As of 2017 there is one repetitive loss properties and zero severe repetitive loss properties in the City of West Sacramento. Total RL payouts are $3,759.16.

Pre-FIRM

	Policies in Force	Premium	Insurance in Force	Number of Closed Paid Losses	$ of Closed Paid Losses	Adjustment Expense
A01-30 & AE Zones	2	$2,144	$621,000	0	$0.00	$0.00
A Zones	1	$927	$100,000	0	$0.00	$0.00
AO Zones	0	$0	$0	0	$0.00	$0.00
AH Zones	0	$0	$0	0	$0.00	$0.00
AR Zones	0	$0	$0	0	$0.00	$0.00
A99 Zones	0	$0	$0	9	$24,187.36	$2,425.00
V01-30 & VE Zones	0	$0	$0	0	$0.00	$0.00
V Zones	0	$0	$0	0	$0.00	$0.00
D Zones	0	$0	$0	0	$0.00	$0.00
B, C & X Zone	1,063	$471,817	$348,795,800	4	$9,766.63	$2,220.00
Standard	17	$33,707	$5,858,800	0	$0.00	$0.00
Preferred	1,046	$438,110	$342,937,000	4	$9,766.63	$2,220.00
Grand Total	1,066	$474,888	$349,516,800	13	$33,953.00	$4,645.00

Post-FIRM

	Policies in Force	Premium	Insurance in Force	Number of Closed Paid Losses	$ of Closed Paid Losses	Adjustment Expense
A01-30 & AE Zones	0	$0	$0	0	$0.00	$0.00
A Zones	0	$0	$0	0	$0.00	$0.00
AO Zones	0	$0	$0	0	$0.00	$0.00
AH Zones	0	$0	$0	0	$0.00	$0.00
AR Zones	0	$0	$0	0	$0.00	$0.00
A99 Zones	0	$0	$0	1	$2,447.81	$275.00
V01-30 & VE Zones	0	$0	$0	0	$0.00	$0.00
V Zones	0	$0	$0	0	$0.00	$0.00
D Zones	0	$0	$0	0	$0.00	$0.00
B, C & X Zone	1,647	$689,163	$522,526,900	0	$0.00	$0.00
Standard	263	$120,427	$50,242,900	0	$0.00	$0.00
Preferred	1,384	$568,736	$472,284,000	0	$0.00	$0.00
Grand Total	1,647	$689,163	$522,526,900	1	$2,447.00	$275.00

Table 5: Insurance Policies in West Sacramento by Zone

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SECTION 3.0 MITIGATION STRATEGY

3.1 CAPABILITY ASSESSMENT

Capabilities are the programs and polices currently in use to reduce hazard impacts or that could be used to implement hazard mitigation activities. The capability assessment is divided into five sections: regulatory, administrative and technical, fiscal, outreach and partnerships, and other mitigation efforts.

3.1.1 REGULATORY CAPABILITY

The legal and regulatory capabilities of each jurisdiction are shown in the table below, which presents the existing ordinances and codes that affect the physical or built environment of each jurisdiction. Examples of legal and/or regulatory capabilities can include: a jurisdiction's building codes, zoning ordinances, subdivision ordnances, special purpose ordinances, growth management ordinances, site plan review, general plans, capital improvement plans, economic development plans, emergency response plans, and real estate disclosure plans.

City of West Sacramento Regulatory and Planning Capabilities

Regulatory Tools	YOA	WLD	DAV	WSAC	WIN	YDH
Building code	√	√	√	√	√	√
Zoning ordinance	√	√	√	√	√	√
Subdivision ordinance or regulations	√	√	√	√	√	
Special purpose ordinances (floodplain management, storm water management, hillside or steep slope ordinances, wildfire ordinances, hazard setback requirements)	√	√	√	√	√	√
Growth management ordinances (also called "smart growth" or anti-sprawl programs)	√	√	√	√	√	√
Site plan review requirements	√	√	√	√	√	√
General or comprehensive plan	√	√	√	√	√	
A capital improvements plan	√	√	√		√	√
An economic development plan	√	√	√	√	√	√
An emergency response plan	√	√	√	√	√	√
A post-disaster recovery plan				√		√

Regulatory Tools	YOA	WLD	DAV	WSAC	WIN	YDH
A post-disaster recovery ordinance						
Real estate disclosure requirements	√	√	√	√	√	
Habitat Management Plan	√	√	√	√	√	
Master Drainage, Sewer, Water, & Reclaimed Water	√	√	√	√	√	√
Redevelopment Master Plan	√	√	√	√	√	

Source: Steering Committee

Municipal Ordinances

Title 17 of the City of West Sacramento Municipal Code is the local code that refers to local mitigation and associated land use practices and policies.

Chapter 18.04 of the City's Municipal Code establishes provisions to restrict, prohibit, or control development of uses that could increase or cause flood damage. This chapter of the Municipal Code also establishes the community development director as the floodplain administrator. The duty of the floodplain administrator is to review development permits for consistency with criteria in the City Municipal Code, and other State and Federal requirements.

The City of West Sacramento has fully adopted the California Building Standards. Title 15 of the West Sacramento Municipal Code includes amendments to the Building Standards to provide more specific requirements within the city. This includes an amendment stating that where the standards of the Code for required water supply for fire protection cannot be implemented, such as in rural areas where access to the public water supply is not available, a fire sprinkler system deemed acceptable by the fire chief may be installed. This does require connection to the public water supply.

Emergency Management & Preparedness

The West Sacramento Fire Department serves as emergency management coordinator for the City of West Sacramento and is the lead agency that fulfills the city's requirements under the Emergency Services Act (Government Code Section 8550 et. seq.). This office works with all city departments and other partners having emergency management responsibilities including, the Yolo County Office of Emergency Services (OES) and surrounding jurisdictions.

3.1.2 Administrative and Technical Capability

The **Administrative and Technical Capability** table identifies the city personnel responsible for activities related to mitigation and loss prevention in the City of West Sacramento. Many positions are full time and/or filled by the same person. A summary of technical resources follows.

City of West Sacramento Personnel Capabilities

Personnel Resources	Department/Position
Engineer and/or Planner with knowledge of land development/land management practices	Community Development; Public Works Department
Professional trained in construction practices related to buildings and/or infrastructure	Community Development; Building Official, Public Works Department
Full time Building Official	Community Development; Building Official; Public Works
Full time Fire Marshal	Fire Department
Floodplain Manager	Public Works Department; Flood Management
Emergency Manager	City Manager's Office, Fire Department
Grant Writer	Various Departments
Other Personnel Resources	Various Departments

Source: Steering Committee

3.1.3 ADMINISTRATIVE AND TECHNICAL CAPABILITY

The **Fiscal Capability** table shows specific financial and budgetary tools available to the jurisdictions such as community development block grants; capital improvements project funding; authority to levy taxes for specific purposes; fees for water, sewer, gas, or electric services; impact fees for homebuyers or developers for new development; ability to incur debt through general obligations bonds; and withholding spending in hazard-prone areas.

City of West Sacramento Available Financial Tools and Resources

Financial Resources	YOA	WLD	DAV	WSAC	WIN	YDH
Community Development Block Grants	√	√	√	√	√*	
Capital improvements project funding	√	√	√	√	√	
Authority to levy taxes for specific purposes	√	√	√	√	√**	
Fees for water, sewer, gas, or electric service	√	√	√	√	√	
Impact fees for homebuyers or developers for new developments/homes	√	√	√	√	√	
Incur debt through general obligation bonds	√	√	√	√	√**	

Financial Resources	YOA	WLD	DAV	WSAC	WIN	YDH
Incur debt through special tax and revenue bonds	√	√	√	√	√**	
Incur debt through private activity bonds	√	√	√	√	√**	
Withhold spending in hazard-prone areas	√	√	√	√	√	

* Subject to grant from State
** Subject to voter approval

Source: Steering Committee

3.1.4 COMMUNITY OUTREACH

In times of emergency or disaster, agencies like the West Sacramento Fire and Police Departments will turn to citizen volunteers for assistance, especially in the first hours of an event. Both public safety agencies have been training citizens through their respective volunteer organizations such as the Community Emergency Response Team (CERT) or the Volunteers in Policing Services (VIPS). Both programs train residents in basic disaster response skills. These programs can make a positive difference when citizens may need to be on their own temporarily.

The City works with the Bryte and Broderick Community Action Network (BBCAN) which implements and supports programs and projects to meet the aspirations of the diverse community by working with the City, non-profit and faith-based organizations, schools, and businesses toward sustaining a healthy, informed, and engaged community, in which planning and mitigating against future disasters is an area of focus.

3.2 FUTURE DEVELOPMENT TRENDS

Lighthouse Charter School

Leaders & Scholars Two, LLC has submitted an application for a TK-8 public charter school to be located at 841 Bryte Avenue and 1444 Hobson Avenue on a site which totals 4.2 net acres. The school is proposed to accommodate 300 students in TK-5th grade at opening and the student body size is anticipated to increase to approximately 600 students in grades TK-8th grade by the 2022-23 school year. The campus is proposed to be 46,120 square feet in size and will include TK-8th grade classrooms, art, band, music, and science rooms as well as a learning center, media center, and office. A multi-purpose building with a gym, stage, bathrooms, and warming kitchen will also be constructed. The main entrance for the school will be on Bryte Avenue and there will be over 750 linear feet on on-site car stacking for pickup/drop off of students.

Riverpark

Sun M is proposing the revision of a previously approved development in Southport which would consist of up to 2,732 residential units and a 10 acre K-8 school along with several parks. The proposed project requires approval of a General Plan amendment, Specific Plan, Amendment of the Southport Framework Plan, rezoning, Conditional Use Permit, and a vesting master tentative map. This project is located in the Northwest Village of the Southport Framework Plan area and includes approximately 373.5 acres. It is bounded on the east/south by the Sacramento River levee system, on the north by Davis Road, and on the west by the Clarksburg Branch Line Trail.

Liberty
The Paik family is proposing the development of a new community in Southport which would consist of up to 1,503 residential units, a 17 acre K-8 school, up to 10,000 square feet of retail commercial, plus parks, greenbelts, and trails. The proposed project requires approval of a General Plan amendment, Specific Plan, Amendment of the Southport Framework Plan, rezone, Conditional Use Permit, and a vesting master tentative map. This project is located in the Northwest Village of the Southport Framework Plan area and includes approximately 340 acres, and is bounded on the east by the Sacramento River levee system, on the south by Davis Road, on the west by the Clarksburg Branch Line Trail, and on the north by Linden Road.

Newport Villas
Seecon Financial & Construction has submitted an application requesting approval of a tentative map for a subdivision consisting of 36 single family residential lots, one lot for pedestrian access to the project, and one lot for landscaping/entry. The applicant also submitted an application for design review of the project.

Bridge District Phase 4 Vesting Tentative Map & Design Review
Smart Growth Investors II, LP has submitted an application requesting approval of a tentative map to create 14 lots for the development of 11 single family homes, 6 condo units, and a 69-unit apartment building. The applicant has also submitted an application for design review of the project. The application is currently being reviewed for completeness and a public hearing date has not yet been set. The project is located west of Riverfront Street, north of Mill Street, and east and west of Central Street.

Delta Lane Multi Family Housing
KTGY Architects has submitted an application for Design Review for a 256-unit market rate multi-family housing project. The project would be located east of Grand Street, west of 5th Street, south of Delta Lane, and north of the proposed Casey Street.

The Savoy
Kuchman Architects submitted an application requesting approval of entitlements for a 25 unit small lot residential infill project called The Savoy. The project is located within the Washington District at 641 5th Street and consists of a mix of single family and duplex homes. The applicant is seeking approval of a vesting tentative subdivision map to divide the property into 22 lots, design review, and deviations from the Washington District Specific Plan.

Port Towne
Andrews BTE Company, Inc. has submitted an application requesting a two year time extension for the Port Towne Vesting Tentative Subdivision Map. The project is located a 3250 Bevan Road and consists of 132 residential lots on a 12.9 acre site. The project was originally approved in 2007 and due to the economic downturn had been grated legislative time extensions on the map.

3.3 Mitigation Goals

The City of West Sacramento has adopted the hazard mitigation goals and objectives from the Yolo County Hazard Mitigation Plan:

Goal 1:	Protection of life during and after the occurrence of disasters from identified hazards;
Goal 2:	Preventing loss of life and reducing the impact of damage where problems cannot be eliminated
Goal 3:	Protection of emergency response capability
Goal 4:	Protection of developed property, homes and businesses, industry, educational opportunities and the cultural fabric by combining hazard loss reduction with the community's environmental, social and economic needs
Goal 5:	Promoting public awareness of community hazards and mitigation measures and encouraging public participation in the planning objectives
Goal 6:	Preserving or restoring natural mitigation values such as flood plains.
Goal 7:	Protection of natural resources and the environment.

Planning Process Objectives

The following objectives are meant to serve as a metric upon which the Yolo Operational Area Hazard Mitigation Plan can be evaluated. Meeting these objectives assures the Multi Hazard Mitigation Plan as a functional document that identifies short-and long-term strategies, and describes each measure including:

Objective 1:	Identification of individuals, agencies or organizations responsible for project implementation.
Objective 2:	Projecting a realistic and doable time frame for project implementation.
Objective 3:	Explanation of how the project will be financed including the conditions for financing and implementation as information is available.
Objective 4:	Identification of alternative measures, should financing not be available.
Objective 5:	Maintain consistent support for the implementation of existing hazard mitigation planning goals and objectives for the operational area.
Objective 6:	Base mitigation strategies on hazards as identified within the Yolo OA Risk Assessment.
Objective 7:	Provide significant potential for the effective reduction of damage to public and/or private property, or to costs associated with local, state, and federal recovery from future potential impacts.

Objective 8:	Establish and maintain a benchmark for identifying the most practical, cost effective, socially acceptable, and environmentally sound mitigation solution after consideration of available alternatives.
Objective 9:	Address a repetitive problem, or one that has the potential to have a major impact on an area, reducing the potential for loss of life, loss of essential services and personal property, damage to critical facilities, economic loss, hardship or human suffering.
Objective 10:	Meet applicable permit requirements.
Objective 11:	Develop mitigation standards for development in hazardous areas.
Objective 12:	Contribute to both the short-and long-term solution to the hazard vulnerability risk problem.
Objective 13:	Assuring the benefits of a mitigation measure is equal to or exceeds the cost of implementation.
Objective 14:	Have manageable maintenance and modification costs.
Objective 15:	When feasible, be designed to accomplish multiple objectives including improvement of life safety, damage reduction, restoration of essential services, protection of critical infrastructure, security of economic development, recovery, and environmental sustainability.
Objective 16:	Whenever feasible, use existing resources, agencies and programs to implement the project.
Objective 17:	Include regional hazard mitigation concerns and strategies

3.4 MITIGATION PROJECTS

The following mitigation projects were identified based on the hazard vulnerability and risk analysis for the City of West Sacramento:

MITIGATION PROJECTS					
Mitigation Project	**Jurisdiction/ Responsible Agency**	**New/ Existing or Completed/ Deleted**	**Estimated Cost and Potential Funding Source**	**Timeframe of Completion**	**Comments/ Progress**
ALL HAZARDS					
All Hazards Public Awareness and Disaster Preparedness	All / Yolo County Office of Emergency Services (OES)	Existing (2005)	Yolo County OES General Fund	Ongoing	Important element of CRS program

MITIGATION PROJECTS					
Mitigation Project	**Jurisdiction/ Responsible Agency**	**New/ Existing or Completed/ Deleted**	**Estimated Cost and Potential Funding Source**	**Timeframe of Completion**	**Comments/ Progress**
ALL HAZARDS					
Integrate Local Hazard Mitigation Plan into Safety Element of General Plan	Yolo County and the Cities of Davis, West Sacramento, Winters, and Woodland / Yolo County OES	Existing (2013)	Yolo County OES General Fund	Ongoing	Ongoing
Community Warning System	All / Yolo County OES	COMPLETED (2005)	Yolo County OES General Fund	Completed	These systems are continually updated due to changing technology
2018 Yolo County Hazard Mitigation Plan Update	All / Yolo County OES	NEW (2016)	PDM, HMGP	2018	Five-year required update
DROUGHT					
Drought Contingency Plan	All / Yolo County OES	Existing (2013)	PDM, HMGP	2018	Ongoing
Drought Mitigation Plan	All / Yolo County OES	NEW (2017)	PDM, HMGP	2018	Includes effects of climate change
EARTHQUAKE					
Non-Structural Mitigation Outreach Program	All / Yolo County Community Services Department	Existing (2013)	Yolo County OES General Fund	Ongoing	Ongoing
FLOODING/LEVEE FAILURE					
Promote Flood Insurance (Cont'd participation in the NFIP)	Yolo County and the Cities of Davis, West Sacramento, Winters, Woodland / Yolo County OES	Existing (2013)	Yolo County OES General Fund	Ongoing	Ongoing

MITIGATION PROJECTS					
Mitigation Project	**Jurisdiction/ Responsible Agency**	**New/ Existing or Completed/ Deleted**	**Estimated Cost and Potential Funding Source**	**Timeframe of Completion**	**Comments/ Progress**
FIRM Map Updates	Davis / Public Works Department	NEW (2017)	PDM, FMA	Ongoing	To include H Street Pump Station
FLOODING/LEVEE FAILURE					
Flood Response Planning Project to Include GIS Mapping	Yolo County / Yolo County OES, West Sacramento / Public Works Department	Completed (2013)	DWR Grants	Completed	Completed
Levee Improvements	West Sacramento / Public Works Department	Existing (2005)	DWR Grants	Ongoing	Ongoing
Promote Flood Insurance (Cont'd participation in the NFIP)	Yolo County and the Cities of Davis, West Sacramento, Winters, Woodland / Yolo County OES	Existing (2013)	Yolo County OES General Fund	Ongoing	Ongoing
RD 537 Pump Station Upgrades	City of West Sacramento / Yolo County / RD 537	New	$2.2 million HMGP	2023	
West Sacramento Storm Drain Master Plan Update	City of West Sacramento	Existing	$2.2 million HMGP	2023	
Localized Flooding Reduction Project	City of West Sacramento	Existing	$13.5 million HMGP	2028	

SECTION 4.0: PLAN REVIEW, EVALUATION AND IMPLEMENTATION

The strategies presented are deemed appropriate and effective by recommendation of the City of West Sacramento.

4.1 PLAN ADOPTION

Upon submission to the California Office of Emergency Services (CalOES) for review, and subsequent approval by the Federal Emergency Management Agency (FEMA), the Yolo County Hazard Mitigation Plan will be presented to local government for formal adoption. As appropriate, the adopted plan and accompanying City of West Sacramento Community Profile will then be incorporated into local general plans for integration into organizational policy.

4.2 PLAN MONITORING

The process of hazard mitigation does not end with the completion, approval, and adoption of the Yolo County Hazard Mitigation Plan and the City of West Sacramento Community Profile. Within the lifespan of these documents (five years), local government along with community-based organizations will ensure that the mitigation goals and strategies identified are monitored, that plan administration will continue under a collaborative and cooperative umbrella, and that the document itself will be properly maintained.

The Yolo County Office of Emergency Services, as lead coordination agency for hazard mitigation planning within the Yolo OA, and will assist and support the ongoing collaborative efforts of the City of West Sacramento, through the established Hazard Mitigation Steering Committee. Specific plan maintenance activities by the Yolo County Office of Emergency Services and the City of West Sacramento may include:

- Distribution of the HMP and Community Profile to all interested parties, including both written and digital formats
- Monitoring of the City of West Sacramento mitigation project activities and dissemination of status reports
- Generation of reports relative to plan status, project management, and revision updates to executive leadership
- Preparations for plan eventual revision and updating

4.3 PLAN EVALUATION

Upon approval and adoption by the City of West Sacramento, the prioritized mitigation strategies will be further developed for funding and implementation by the lead agencies. The plan describes the potential sources of Hazard Mitigation Strategy funding, and general procedures to obtain that funding.

The mitigation strategies represented and adopted within this plan are recommendations only, and must be approved and funded in order to be implemented as official mitigation solutions. Ultimately, it is the responsibility of jurisdictional and agency officials within the Yolo Operational Area to undertake project implementation based upon identified mitigation strategies, funding availability, and local need when it arises. The Yolo County Office of Emergency Services will meet with the Hazard Mitigation Steering Committee to evaluate the plan after each update meeting.

4.4 PLAN UPDATE

During the five year update cycle, the Yolo County Office of Emergency Services will hold tri-annual update meetings with the Hazard Mitigation Steering Committee and local stakeholders to discuss revisions to the plan. The Yolo County Office of Emergency Services will continue to hold public meetings after the first and third update meetings annually, and will continue to invite public participation in the update process via updated public surveys.

APPENDIX A: ADOPTION LETTER

RESOLUTION 18-67

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST SACRAMENTO ADOPTING THE YOLO COUNTY OPERATIONAL AREA MULTI-JURISDICTION HAZARD MITIGATION PLAN UPDATE

WHEREAS, the Federal Disaster Mitigation Act of 2000 (DMA 2000) requires all jurisdictions to be covered by a Pre-Disaster All Hazards Mitigation Plan in order to be eligible for Federal Emergency Management Agency pre- and post-disaster mitigation grants and funding; and

WHEREAS, the City of West Sacramento recognizes that no jurisdiction is immune from natural, technological or human-caused hazards, and recognizes the importance of enhancing its ability to withstand hazards as well as the importance of reducing human suffering, property damage, interruption of public services and economic losses caused by those hazards; and

WHEREAS, City of West Sacramento staff participated in a collaborative effort, led by the County of Yolo, involving various local and tribal government jurisdictions, public authorities, special districts and selected community-based organizations; and

WHEREAS, the Yolo County Operational Area Multi-Jurisdiction Hazard Mitigation Plan update focuses on the potential impacts from natural, technological, and human-caused hazards and disasters; and includes an assessment of these hazards, a plan to mitigate them and methods of monitoring, evaluating, and updating the plan at least once every five years.

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of West Sacramento hereby adopts the Yolo County Operational Area Multi-Jurisdiction Hazard Mitigation Plan update, incorporated herein by reference.

PASSED AND ADOPTED this 7th day of November, 2018 by the following vote:

AYES: Johannessen, Ledesma, Orozco, Sandeen, Cabaldon.
NOES: None.
ABSENT: None.

Christopher L. Cabaldon, Mayor

ATTEST:

Kryss Rankin, City Clerk

I hereby certify that, if bearing the seal of the City of West Sacramento (or Redevelopment Agency), this document is a full, true and correct copy of the original on file in this office.
ATTEST: _____ City Clerk