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VISION STATEMENT

Rancho Cordova will be a community free of natural and manmade hazards. The City will emphasize proper planning, innovative design, and extensive improvements as a way of ensuring long-term safety for all. Quality design will increase actual and perceived safety, allowing residents to enjoy the City at all hours of the day and night and improving the City's image.

INTRODUCTION

Safety is an important aspect in ensuring the general well being of City residents, and it encompasses the response to many manmade and naturally occurring hazards. Rancho Cordova currently faces a range of safety issues including traffic hazards, airport safety, neighborhood policing, and flooding. The City's response to these issues will determine its success in maintaining and attracting residents and businesses. Rancho Cordova will create an enjoyable environment that keeps all residents, employees, and visitors safe from harm.

PURPOSE

This Safety Element seeks to recognize and remedy both present and anticipated concerns about the on-going well being of City residents, employees, and visitors. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from fires, floods, earthquakes, landslides, and other hazards. Additionally, this Element addresses safety and hazards related to airport land use, groundwater contamination, traffic and pedestrian accidents at interfaces with rail lines, the potential release of hazardous materials into the community, and general issues related to police and fire protection services.





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RELATED PLANS AND PROGRAMS

The Safety Element relates to several other plans and programs, including the following:

- **Plans and activities of the Federal Emergency Management Agency (FEMA).** FEMA is the federal agency charged with preparing the nation for all hazards and effectively managing federal responses and recovery efforts following any national incident (e.g., major flood, earthquake, tornado, hurricane). FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration. FEMA will coordinate with the City's designated emergency responders.
- **Governor's Office of Emergency Services (OES).** The OES coordinates overall state agency response to major disasters in support of local government. The office is responsible for assuring the state's readiness to respond to and recover from natural, manmade, and war-caused emergencies, and for assisting local governments in their emergency preparedness, response and recovery efforts. OES Headquarters is located in the City of Rancho Cordova and they will review and support the City's adoption of a local Emergency Management Plan.
- **California Environmental Quality Act (CEQA).** CEQA is the State's environmental review process that requires public agencies to identify the significant environmental effects of a project, including potential safety hazards, and either avoid the significant environmental effects, where feasible, or mitigate the significant environmental effects, where feasible. All qualifying projects within the Rancho Cordova General Plan Planning Area will be subject to environmental analysis consistent with CEQA.

Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The Local Hazard Mitigation Plan (LHMP) for Sacramento County planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities.

The following is a link to the most recent Sacramento County Local Hazard Mitigation Plan:

<https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx>

- **Local Emergency Management Plan.** As provided for in State law, local jurisdictions are required to establish plans and ordinances addressing emergency management operations. This includes identifying hazards that may pose a major threat to the City and how to address these potential threats should an emergency occur. OES provides requirements and guidelines for such plans.

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- **Sacramento Metropolitan Fire District (SMFD) Master Plan.** The SMFD Master Plan provides policy guidance, objectives, and activities in an effort to improve emergency response to the district's citizens, use existing resources more efficiently, and improve district facilities. Goals for Rancho Cordova include goals to improve emergency response time and address deficiencies of existing fire stations and equipment.
- **Local Floodplain Management Plan (FMP).** A local FMP describes how a community will deal with its flooding problems. The current FMP for Rancho Cordova was approved by Sacramento County in 1999 and was adopted by the City at the time of incorporation.
- **Mather Airport Comprehensive Land Use Plan (CLUP/ALUP).** The Mather Airport CLUP/ALUP establishes planning boundaries for height, noise and safety around the airport. The CLUP/ALUP also determines compatibility of surrounding land uses based upon noise levels associated with the airport operations and exposure of persons to crash hazards associated with aircraft and height restrictions. While Mather Airport is not located within the City's current boundaries, the policies are incorporated into the City's General Plan for land within the City and larger Planning Area.
- **Alquist-Priolo Earthquake Fault Zoning Act (1972).** This legislation establishes a series of earthquake fault zones along and around surface traces of active fault lines. Local agencies are required to regulate development within these zones to prevent the construction of buildings used for human occupancy on surface trace of active faults. While there are no active faults within the Planning Area, the General Plan must evaluate the potential.
- **Seismic Hazards Mapping Act (1990).** This legislation addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. It includes specific criteria for approving development projects that occur within a seismic hazard zone. While there are no seismic hazards identified within the Planning Area, the General Plan must evaluate the potential.
- **Plans and Actions of the Federal Environmental Protection Agency (EPA).** The EPA regulates cleanup of groundwater contamination and other pollutants that may be unsafe to humans and the natural environment. There are cleanup sites within the City and Planning Area, which must comply with the regulations of the EPA.
- **Restoration Advisory Board (RAB).** The EPA and the Department of Defense (DoD) developed a joint RAB for public involvement at military installations that require environmental restoration, including Mather. The RAB serves as an oversight



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committee for Superfund sites and operates under a set of Implementation Guidelines with the purpose of ensuring that all stakeholders have a voice and can actively participate in a timely and thorough manner in the review of restoration documents.

- **Urban Level of Flood Protection (ULOP).** ULOP is the level of protection that is necessary to withstand flooding that has a one in 200 chance of occurring in any given year. State law requires cities and counties to provide flood protection consistent with ULOP to areas that meet certain criteria in the Applicable Location Section of the Department of Water Resources November 2013 Urban Level of Flood Protection Criteria document.

RELATIONSHIP TO OTHER ELEMENTS

The Safety Element works in conjunction with several of the other elements of the General Plan. Most specifically, it relates to the Infrastructure, Services, and Finance Element with the mutual goal of timely public service and infrastructure provision, and to the Land Use and Urban Design Elements, which promote safety through appropriate land use planning and site design. Portions of this element also relate to the Circulation Element when addressing safety at interfaces between different modes of travel.

ISSUES AND CONSIDERATIONS

SAFETY SETTING

Rancho Cordova is a safe community. The vast majority of the community is located outside of the 100-year floodplain, no active earthquake faults are known to exist in the region, and few existing structures pose a significant hazard to the community. Additionally, there are few likely targets for terrorist activities. For these reasons, Rancho Cordova is one of the safest communities in the region and is an attractive place to live, work, and recreate. The following discussion summarizes the safety issues for Rancho Cordova. Additional details can be found in the General Plan Environmental Impact Report.



FLOODING AND DRAINAGE

The General Plan Planning Area's northern boundary follows the centerline of the American River and the southeastern boundary coincides with the 100-year floodplain of the Cosumnes River. Both rivers are considered potential flood hazards. The Elder Creek, Laguna Creek, and Morrison Creek floodplains are also located within the Planning Area. These waterways consist mostly of natural channels or small ditches, but they may be inundated during large storm events. The majority of the Planning Area is outside of the 100-year floodplain, as illustrated in Figure S-1A. Figure S-1B and S-1C depicts the 200-

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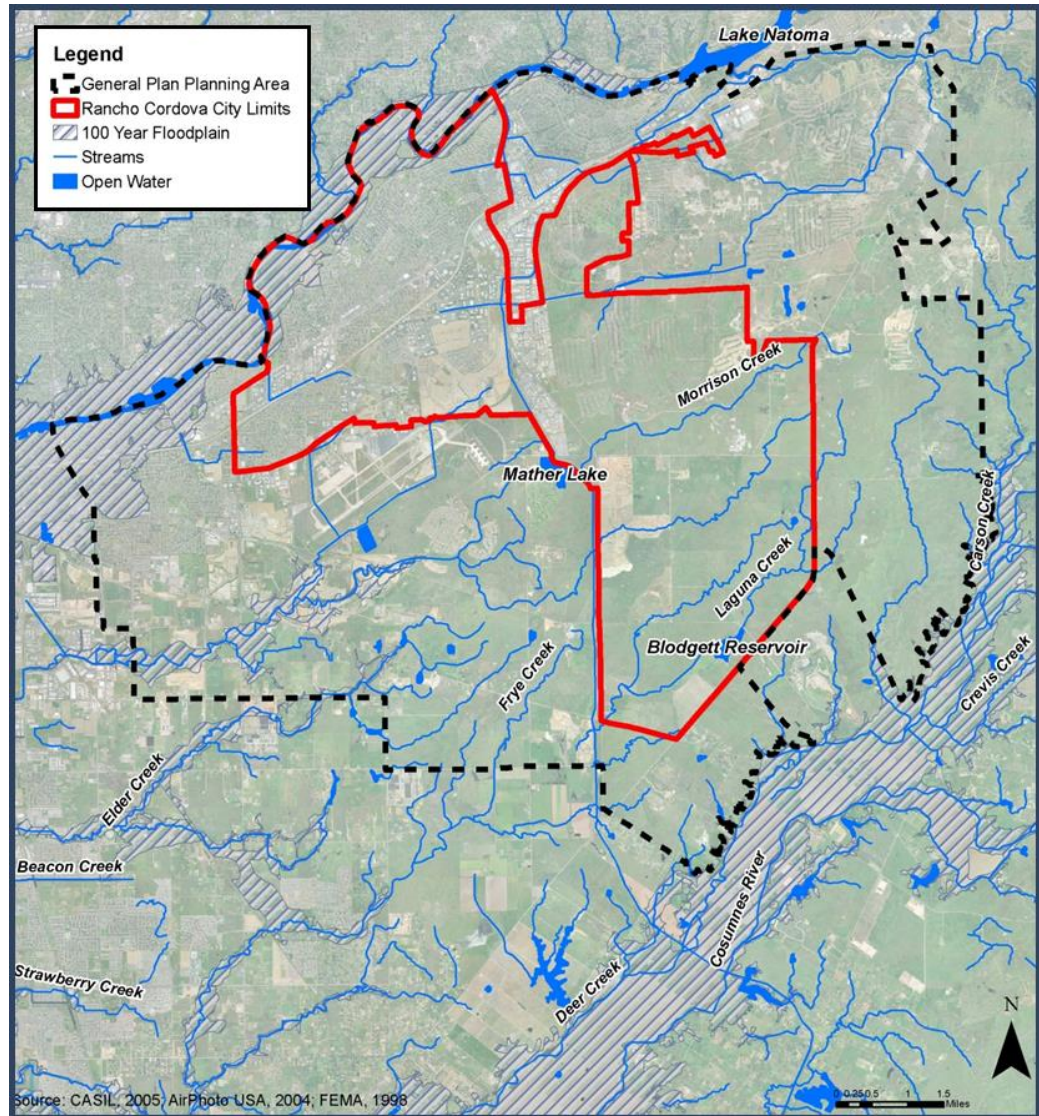


year floodplain as defined by the location criteria under LOC-1 of the Urban Level of Flood Protection Criteria.



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FIGURE S-1A
100-YEAR FLOODPLAIN IN AND AROUND RANCHO CORDOVA



Note: For a more detailed discussion of flooding hazards in Rancho Cordova, please see the Hydrological Resources Existing Conditions Report that accompanies this General Plan.



FIGURE S-1B
200-YEAR FLOODPLAIN (WEST/SUNRISE SIDE)

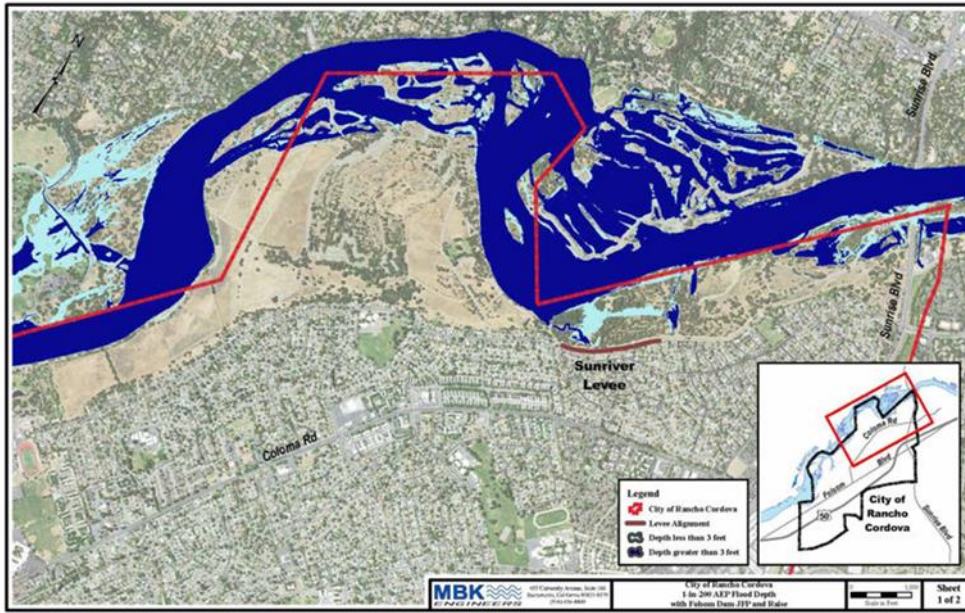


Figure 14a. 1-in-200 AEP Flood Depth with Folsom Dam JFP and Raise, City of Rancho Cordova, Upstream

FIGURE S-1C
200-YEAR FLOODPLAIN (EAST/KASSIS SIDE)

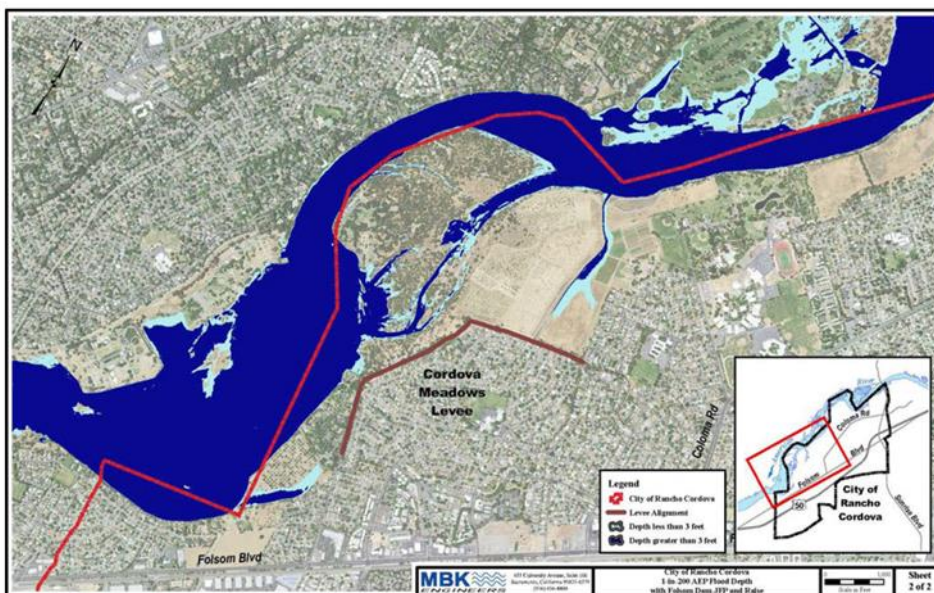


Figure 14b. 1-in-200 AEP Flood Depth with Folsom Dam JFP and Raise, City of Rancho Cordova, Downstream



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REGIONAL SEISMIC ACTIVITY/GEOLOGICAL HAZARDS

Based on the soil characteristics and depth to groundwater in the Planning Area, the potential for seismic activity and related damage is considered to be low. There are no known active faults or Alquist-Priolo earthquake hazard zones in Rancho Cordova or Sacramento County.

Traffic and Pedestrian Accidents at At-Grade Railroad Crossings

Several at-grade railroad crossings exist within the Planning Area. They are primarily located along the light rail and heavy rail lines that parallel Folsom Boulevard. All light rail crossings and the majority of all heavy rail crossings are signalized with crossing arms, lights, and bells that alert drivers and pedestrians to oncoming rail traffic. Most crossings feature stop light preemption, which activates a green traffic light for vehicles crossing the rail lines in advance of arriving rail traffic. This allows crossing traffic to clear the rail crossing in a safe and timely manner.



At-grade crossings are generally considered safe; however the planned growth of the community, and the associated increase in traffic, has the potential for increasing the number of accidents that occur next to at-grade crossings within the Planning Area.

Note: At-grade crossings are also discussed as part of the Noise and Circulation Elements.

Potential Release of Hazardous Materials

Several businesses and industrial land uses in the Planning Area use and transport hazardous materials as a part of their operations. Existing land uses that may have a hazardous material component include mining operations, heavy and light industrial uses, propane tanks at Bradshaw and Folsom Boulevard, and commercial and retail operations. Additionally, US 50 and several major surface routes are used for the transportation of hazardous materials throughout the region and State. As traffic and population increase, the potential for accidents involving hazardous materials also increases.



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Mather Airport Operations



Mather Airport is a full-service airport with 24-hour air traffic control and an 11,300-foot runway, one of the longest in California. The airport, a fixed base operator, offers aircraft rentals, fueling, pilot services, and aircraft maintenance services and facilities. Over 200 acres of land are available for new construction at Mather Airport.

The Mather Field Comprehensive Land Use Plan (CLUP) establishes the airport's planning area boundaries and provides land use guidelines to determine compatible uses. The policies of the CLUP place additional development conditions on new residential uses within the General Plan Planning Area's geographic boundaries. These policies provide additional protection to the airport and the surrounding land uses. The three components of the Mather Airport CLUP are:

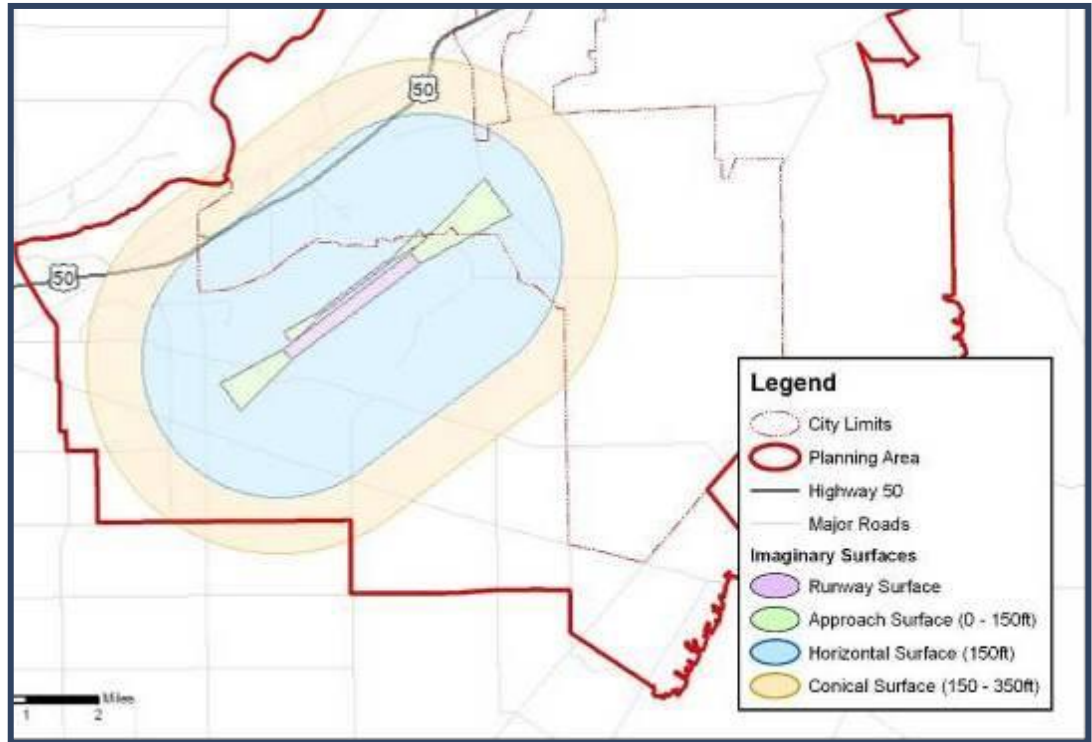
- Airport Height Restrictions (Federal Airport Regulations Part 77), which limit the height of structures based on the distance from the runway through a series of imaginary surfaces (Figure S-2). In most cases, the height limitations established in the Land Use Element are less than the restrictions as prescribed by the imaginary surfaces, with the exception of the Downtown area. While the Land Use Element does not provide a height maximum for uses in the Downtown, Federal regulation limits the height as defined by the Imaginary Surface. Figure S-3 illustrates the imaginary surfaces for the Downtown.
- Airport Noise Compatibility (Airport Noise Contours and land use compatibility guidelines for noise), based on the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study. This identifies appropriate uses for land surrounding the airport.
- Airport Safety Restriction Area (Clear Zone, Approach-Departure Zone, and Over flight Zone), which is the area around the airport that is exposed to the possibility of aircraft accidents. The safety zones are depicted on the Land Use Map in the Land Use Element and as Approach Surface (0 to 150 feet) in Figure S-2.



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FIGURE S-2
IMAGINARY SURFACES AROUND MATHER AIRPORT

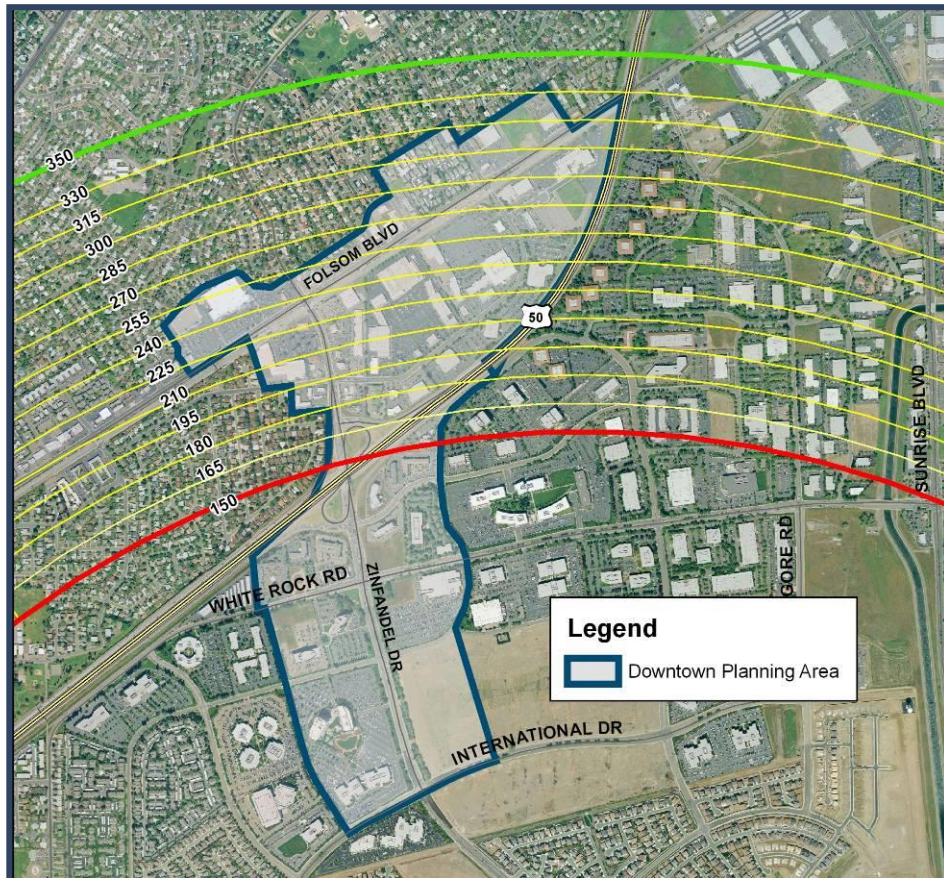
Note: Heights listed are maximums for structure located within that surface area.



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FIGURE S-3
IMAGINARY SURFACES AROUND MATHER AIRPORT,
WITHIN THE DOWNTOWN





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Groundwater Contamination

Due to groundwater contamination issues, the US Environmental Protection Agency (EPA) has designated two Superfund Sites in the Planning Area that contain hazardous waste likely to affect local ecosystems or people. These sites include Aerojet property and Mather Air force Base. Regulated cleanup activities are underway on both sites.

Law Enforcement

The Rancho Cordova Police Department is contracted through the Sacramento County Sheriff's Department to provide patrol, traffic enforcement, investigations, and administrative services to the City. Portions of the General Plan Planning Area outside the current City limits are within the Sacramento County Sheriff Department's jurisdictional boundaries.

Fire Protection

The Sacramento Metropolitan Fire District (SMFD) provides fire protection and prevention, fire safety education, and emergency medical response services to the citizens of Rancho Cordova. The City cooperates with SMFD to ensure adequate service levels for the City's residents.

In addition to fire related hazards from structures in urbanized areas, the main source of wildland fire in the Planning Area occurs where natural resource and habitat areas interface with urbanized development (e.g., along the American River Parkway and northern boundary of the Planning Area). Additionally, several of the new and proposed developments in the Planning Area contain large wetland preserves with natural vegetation, which have the potential to ignite and pose safety risks to adjacent and surrounding developments.

ISSUES THIS ELEMENT ATTEMPTS TO SOLVE

This Element provides goals, policies, and actions that address the following issues, many of which were raised at public meetings during creation of the General Plan:

- Developing precautions to prevent flooding and drainage issues when possible, and measures to minimize damage from flooding when preventative actions are insufficient.
- Managing geologic and seismic hazards through rehabilitation and renovation of older buildings, and using inspection as a way to ensure new structures will be safe in the event of any likely geologic or seismic hazards.

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- Minimizing the likelihood of traffic and pedestrian accidents by at-grade railroad crossings.
- Preparing to respond to major emergencies both within the City and region wide events that could threaten the community and its residents.
- Creating procedures to decrease the likelihood of harm to humans or the ecosystem in the event of a release of toxic or hazardous materials.
- Reducing land use incompatibilities in and around Mather Airport.
- Preventing further groundwater contamination while cleaning existing contaminated areas to minimize harm to humans and the ecosystem.
- Providing adequate police and fire protection in all areas of the City.
- Addressing both real and perceived safety concerns within the community through design of public and private projects, as well as enhanced activities and services.

GOALS, POLICIES, AND ACTIONS

The goals of this element are as follows and are listed subsequently with corresponding policies and actions.

- **Goal S.1: Establish Rancho Cordova as a safe community and environment for all persons.**
- **Goal S.2: Reduce the possibility of a flooding or drainage issue causing loss of life or damage to property.**
- **Goal S.3: Reduce the risk of adverse effects to residents or businesses as a result of geologic or seismic instability.**
- **Goal S.4: Safe railroad crossings for pedestrians, bicyclists, or motorists.**
- **Goal S.5: Reduce the possibility of serious harm to residents, employees, or the environment as the result of an accidental release of toxic or hazardous substances.**
- **Goal S.6: Protect the community from potential harm associated with Mather Airport operations.**



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- **Goal S.7: Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property.**
- **Goal S.8: Maintain effective and community-oriented law enforcement.**
- **Goal S.9: Reduce the probability of fire damage to all of the City's structures.**

GOAL S.1 – ESTABLISH RANCHO CORDOVA AS A SAFE COMMUNITY AND ENVIRONMENT FOR ALL PERSONS.

Policy S.1.1 - Maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Rancho Cordova.

- **Action S.1.1.1** – Conduct an evaluation, as part of the CEQA process, of the potential safety hazards of proposed development within the City and mitigate impacts as appropriate and practical to ensure a reasonable level of safety for residents, workers, and property owners.

Policy S.1.2 – Cooperate with other local, regional, state, and federal agencies and with rail carriers in an effort to secure the safety of all residents of Rancho Cordova

- **Action S.1.2.1** - Participate in State mutual aid agreements with neighboring cities and counties; State and federal emergency relief agencies; and private enterprises such as Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and first aid operations. Encourage cooperation among adjacent communities to provide backup fire suppression and law enforcement assistance in emergency situations.
- **Action S.1.2.2** – Collaborate with Folsom Cordova and Elk Grove Unified School Districts, Cordova Park and Recreation District, the faith based community, and other public entities to continue to offer public safety education classes, including but not limited to personal safety, fire safety, traffic safety, and bicycle safety.

Policy S.1.3 – Prepare for emergencies and disasters prior to their occurrence.

- **Action S.1.3.1** – Create, adopt, and update, as needed, a local Emergency Management Plan identifying leadership, representatives, coordination, and action for responding to emergencies in a timely and efficient manner.
- **Action S.1.3.2** – Participate in the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS), and comply with the State of California Emergency Services Act

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- **Action S.1.3.3** - Develop and adopt a pre-disaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy and building moratorium criteria, fee waivers and deferrals, and expedited permitting procedures for repair and reconstruction.

Policy S.1.4 – Ensure plans are kept current to maintain Rancho Cordova as a safe community in the region.

- **Action S.1.4.1** – Develop and update as necessary risk assessments and emergency management provisions to maintain or improve the safety rating of Rancho Cordova as a community with low risk of disruption.

Policy S.1.5 - The City shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

GOAL S.2 - REDUCE THE POSSIBILITY OF A FLOODING OR DRAINAGE ISSUE CAUSING LOSS OF LIFE OR DAMAGE TO PROPERTY.

Policy S.2.1 – Support and encourage efforts to limit and reduce the potential for community flooding from the Cosumnes or American Rivers.



- **Action S.2.1.1** - Support the construction of flood control projects when clear dangers to life and property exist.
- **Action S.2.1.2** – Participate in the National Flood Insurance Program by updating the floodplain management ordinance as necessary to help reduce future flood damage. Participation in the National Flood Insurance Program makes federally backed flood insurance available to homeowners, renters, and businesses owners in Rancho Cordova.
- **Action S.2.1.3** - Participate with the City of Sacramento, the Army Corps of Engineers, and other Federal, State, and local governments and agencies to develop policies to finance, construct, and plan flood improvements to eliminate flooding in the City.



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- **Action S.2.1.4** – Support a one in 200-year level of flood protection for urban consistent with the Urban Level of Flood Protection Criteria.

Policy S.2.2 - Manage the risk of flooding by discouraging new development located in an area that is likely to flood.

- **Action S.2.2.1** - Disapprove new projects that would result in new or increased flooding impacts on adjoining parcels or upstream and downstream areas, unless it can be shown that the existing drainage facilities are being improved to mitigate such impacts.
- **Action S.2.2.2** - Preclude development within the 100-year floodplain, as determined by the most recent floodplain mapping available from the Federal Emergency Management Agency (FEMA) or other acceptable source, unless otherwise approved by the City floodplain administrator based on site-specific mitigation.
- **Action S.2.2.2.1** – Preclude development within the 200-year floodplain, as determined by the most recent 200-year mapping adopted by the City, such development may be allowed when otherwise approved by the City floodplain administrator based on site-specific mitigation. This may result in amending the zoning ordinance pursuant to California Government Code §65860.1 to provide consistency with amendments made to the general plan pursuant to California Government Code §65302.9 for flood risk management.
- **Action S.2.2.3** - On flood-prone parcels, locate development on portions of the site that are not subject to flooding, consistent with other policies of this General Plan or provide an approved grading plan showing no-net-loss of floodplain storage.
- **Action S.2.2.4** - Require every residential lot to have buildable area sufficient to accommodate a residence and associated structures outside the 100-year and 200-year floodplain. Discourage the use of fill to create buildable area within the 100-year floodplain, except in extreme circumstances consistent with all other applicable policies and regulations, and after review to determine potential impacts on wildlife, habitat, and flooding on other parcels.
- **Action S.2.2.5** - Require vehicular access to the buildable area of all parcels to be at or above the ten-year floodplain elevation.
- **Action S.2.2.6** - Preclude the creation of lots whose access will be inundated by flows resulting from a ten-year or greater storm event. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations.

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- **Action S.2.2.7** - Discourage additional crossings of natural creeks in order to reduce potential flooding and access problems, except as needed to provide roadway and trail connections and preserve natural resource areas.
- **Action S.2.2.8** – Regulate new and modified bridge structures that will cause an increase in water surface elevations of the 100-year floodplain and 200-year floodplains.

Policy S.2.3 – Discourage the creation of new parcels when the presence of easements, floodplain, marsh, or riparian habitat, and/or other features would leave insufficient land to build and operate structures. This policy shall not apply to open space lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage, or wetland maintenance.

Policy S.2.4 – Ensure that adequate drainage exists for both existing and new development.

- **Action S.2.4.1** - Require all new urban development projects to either incorporate runoff control measures to minimize peak flows of runoff or otherwise implement Comprehensive Drainage Plans.
- **Action S.2.4.2** - Maintain drainage facilities in order to ensure their proper operation during storms.
- **Action S.2.4.3** - Prepare a Comprehensive Drainage Plan for all streams and their tributaries prior to any development within the 100-year floodplain.

GOAL S.3 - REDUCE THE RISK OF ADVERSE EFFECTS TO RESIDENTS OR BUSINESSES AS A RESULT OF GEOLOGIC OR SEISMIC INSTABILITY.

Policy S.3.1 - Support efforts by federal, State, and local jurisdictions to investigate local seismic and geologic hazards and support those programs that effectively mitigate these hazards.

- **Action S.3.1.1** – Continue to implement the Uniform Building Code to ensure that structures meet all applicable seismic standards.

Policy S.3.2 - Ensure that new structures are protected from damage caused by geologic and/or soil conditions to the greatest extent feasible.

- **Action S.3.2.1** – Continue to require that all new construction projects complete a geotechnical report or conduct other appropriate analysis to determine the soils characteristics and associated development constraints and impose appropriate



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measures for geologically sensitive areas. This would include necessary measures to address expansive soil conditions.

- **Action S.3.2.2** - Impose the appropriate mitigation measures for new development located in seismic and geologically sensitive areas.

GOAL S.4 - SAFE RAILROAD CROSSINGS FOR PEDESTRIANS, BICYCLISTS, OR MOTORISTS.

Policy S.4.1 - Take appropriate measures to ensure that all heavy and light rail crossings in the City are made as safe as possible.

- **Action S.4.1.1** - Coordinate with Regional Transit and companies with railways in the City to ensure that they implement all appropriate safety measures.

- **Action S.4.1.2** - Investigate improvements in crossing gates and warning devices on a regular basis.

- **Action S.4.1.3** - Make information on railroad crossing safety available at City Hall and on the City's website to encourage safe practices by City residents and businesses.



Policy S.4.2 - Support the use of grade separations (which may elevate the light rail line above the roadway and/or depress it below grade) on the Regional Transit light rail line to promote safety and improve traffic flow.

- **Action S.4.2.1** – Evaluate the potential for grade separations at Mayhew Road, Bradshaw Road, Routier Road, Mather Field Road, and Zinfandel Drive roadway crossings.

- **Action S.4.2.2** - Work with RT to design grade separations appropriate for each location.

- **Action S.4.2.3** - Include the grade separations specified in Action S.3.3.1 in the Capital Improvement Plan, and collect fees to help fund their construction.

GOAL S.5 - REDUCE THE POSSIBILITY OF SERIOUS HARM TO RESIDENTS, EMPLOYEES, OR THE ENVIRONMENT AS THE RESULT OF AN ACCIDENTAL RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES.

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Policy S.5.1 - Work with public agencies and private companies to identify and work towards elimination of potential hazardous releases through compliance with State and Federal law.



Policy S.5.2 Consider the potential impact of hazardous facilities on the public and/or adjacent or nearby properties posed by reasonably foreseeable events. The City considers an event to be “reasonably foreseeable” when the probability of the event occurring is greater than one in one million per year.

- **Action S.5.2.1** - Adopt, and update as necessary, local standards for maximum acceptable exposure for the evaluation of hazardous facilities for potential to create hazardous physical effects at offsite locations that could result in death, significant injury, or significant property damage.

Policy S.5.3 - Regulate the storage of hazardous materials and waste consistent with State and Federal law.

- **Action S.5.3.1** - Regularly review the City’s codes to ensure that City regulations reflect the most up-to-date standards for the storage, handling, and use of hazardous and toxic materials.
- **Action S.5.3.2** - During the review and approval process for development plans and building permits, ensure that secondary containment is provided for hazardous and toxic materials.
- **Action S.5.3.3** - Require all sites that are suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations.

Policy S.5.4 - Ensure that all industrial facilities are constructed, maintained, and operated in accordance with current safety and environmental protection standards.

- **Action S.5.4.1** - Support the continued enforcement of permitting requirements for radioactive materials.
- **Action S.5.4.2** - Enforce public safety standards for the use of radioactive materials, including the placarding of transport vehicles.

Policy S.5.5 - Separate hazardous or toxic materials from the public.



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- **Action S.5.5.1** - Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the Planning Department.
- **Action S.5.5.2** - Consider the impact of proposed industrial development projects with respect to transport of hazardous materials within the city. Locate uses requiring substantial transport of hazardous materials to direct such traffic away from the city's residential and commercial areas.

Policy S.5.6 - Ensure that procedures are in place to reduce the chance of accidents in the transport of hazardous materials.

- **Action S.5.6.1** - Continue to coordinate with the State Office of Emergency Services, the State Department of Toxic Substances Control, the State Highway Patrol, County of Sacramento, the Sacramento Metropolitan Fire District, the Rancho Cordova Police Department, and other appropriate agencies in hazardous materials route planning and incident response.
- **Action S.5.6.2** - Request that state and federal agencies that regulate the transportation of hazardous materials review regulations and procedures, in cooperation with the City, to determine means of mitigating the public safety hazard in urbanized areas.

GOAL S.6 – PROTECT THE COMMUNITY FROM POTENTIAL HARM ASSOCIATED WITH MATHER AIRPORT OPERATIONS.

Policy S.6.1 – Promote safe air operations at Mather Airport through cooperative implementation of the Mather Airport CLUP and similar plans and programs.

- **Action S.6.1.1** – Limit the height of structures consistent with Federal Aviation Regulation (FAR) Part 77 regulations.
- **Action S.6.1.2** – Site new land uses consistent with the CLUP for noise impacts and safety restrictions.

GOAL S.7 - DESIGN NEIGHBORHOODS AND BUILDINGS IN A MANNER THAT PREVENTS CRIME AND PROVIDES SECURITY AND SAFETY FOR PEOPLE AND PROPERTY.

Policy S.7.1 - Use Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings.



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- **Action S.7.1.1** – Adopt and periodically update development standards and design guidelines consistent with current Crime Prevention through Environmental Design (CPTED). Specifically, incorporate provisions to address the following:
 - Natural Surveillance. Intended to keep intruders easily observable, natural surveillance provisions maximize visibility of people, parking areas, and building entrances (e.g., doors and windows that look out on to streets and parking areas, pedestrian-friendly sidewalks and streets, front porches, adequate nighttime lighting).
 - Territorial Reinforcement. Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. This design concept is implemented by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences.
 - Natural Access Control. A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk for offenders. This design concept is achieved by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes, and also by discouraging access to private areas with structural elements.
 - Target Hardening. This is accomplished by adding features that prohibit entry or access, including window locks, dead bolts for doors, and interior door hinges.
- **Action S.7.1.2** – Adopt and implement a City of Rancho Cordova Uniform Security Code to ensure all structures meet applicable security standards.
- **Action S.7.1.3** - Adapt transit-oriented development guidelines to the needs of crime prevention to the extent possible.



GOAL S.8 – MAINTAIN EFFECTIVE AND COMMUNITY-ORIENTED LAW ENFORCEMENT.

Policy S.8.1 - Monitor and review the level of police staffing provided in the City to ensure that sufficient staffing and resources are available to serve local needs.



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- **Action S.8.1.1** – Complete a review of police services in the City on an annual basis and provide funding for additional services as needed and in conjunction with increased development.

Policy S.8.2 - Develop law enforcement programs through community partnerships, which reduce, as well as prevent, crime.

Policy S.8.3 - Plan and develop law enforcement facilities according to overall need and the distribution of growth within the City.

Policy S.8.4 - Use education and crime prevention as integral parts of the practice of law enforcement.

GOAL S.9 – REDUCE THE PROBABILITY OF FIRE DAMAGE TO ALL OF THE CITY’S STRUCTURES.

Policy S.9.1 - Cooperate with the Sacramento Metropolitan Fire District (SMFD) to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response.

- **Action S.9.1.1** – Continue to review new development for adequate water supply and pressure, fire hydrants, and access to structures by fire fighting equipment and personnel.

- **Action S.9.1.2** – Continue to review projects for compliance with the Fire Code as part of the building permit process.

- **Action S.9.1.3** - Work with SMFD to develop high visibility fire prevention programs, including those that provide voluntary home inspections and increase awareness of home fire prevention measures.

- **Action S.9.1.4** - Require on-site fire suppression systems for new commercial and industrial development, as well as multi-family residential development with five or more units, to reduce the dependence on fire department equipment and personnel.

- **Action S.9.1.5** - Continue to maintain, periodically update, and test the effectiveness of the City’s Emergency Management Plan.

- **Action S.9.1.6** - Require the installation of earthquake-triggered automatic gas shut-off sensors in high-occupancy facilities and in industrial and commercial structures.

- **Action S.9.1.7** – Continue to enforce all existing codes and ordinances regarding fire protection, including building inspection and vegetation management.

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- **Action S.9.1.8** – Coordinate the design and installation of traffic control and calming measures to minimize impacts on emergency vehicle responses.
- **Action S.9.1.9** - The City shall require that future projects are not initiated without assurance from the Sacramento Metropolitan Fire District that sufficient service capacity exists for fire protection and emergency medical services. Service capacity considers the proximity of fire stations, availability of personnel and equipment, water flow and pressure to the site, and adherence to Fire District construction and design requirements

Policy S.9.2 - Provide infill development with adequate off-site improvements to meet on-site fire flow requirements.

Policy S.9.3 - Consider establishing mitigation fees to fund adequate fire protection and emergency medical response facilities, if such fees are critical and necessary to meet the facility funding needs of SMFD and existing methods of financing are inadequate.