## CHAPTER SIX

# CULTURAL RESOURCES

# 6. Cultural Resources

Placer County has inherited a rich legacy of cultural heritage resources. Cultural resources are defined as buildings, structures, sites, features, or other artifacts that may have archaeological, historical, architectural, and/or scientific importance. A number of laws, regulations, and statutes have been instituted at the federal and state levels to provide for the protection and management of cultural resources. The Placer County General Plan has a number of policies protecting cultural resources.

Much of the county's heritage is linked to its historical railroad and mining roots. The preservation of Placer's heritage is important for many reasons. Heritage resources are non-renewable and once lost, can never be regained. A well preserved heritage contributes to a sense of permanence and continuity. The preservation of heritage resources provides a vital link with the past and a foundation for planning the future, enabling these important assets to continue to contribute to the identity, character, vitality, economic prosperity and quality of life of the community as a whole.

Heritage is more than just old buildings and monuments. It also includes heritage trees, natural features, and traditions that define the culture of a place. The definition of heritage has indeed been broadened in recent years to include a diversity of resources, including tangible and intangible.

Cultural resources are not necessarily restricted to, structures such as buildings, groups of buildings, monuments, bridges, fences and gates; sites associated with an historic event; natural heritage features such as landscapes, woodlands, and riparian areas, streetscapes, flora and fauna within a defined area, parks, scenic roadways and historic corridors; artifacts and assemblages from an archaeological site or a museum; and traditions reflecting the social, cultural, or ethnic heritage of the community. The adoption of the term "cultural resources" reflects this evolution and promotes the need for a more holistic approach to heritage planning.

An important part of what makes Sheridan a special place is its unique built heritage. Built heritage is the most common and most recognizable type of heritage resources and includes one or more significant buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community. The preservation of the historical resources that represent this history can help foster civic and neighborhood pride and lends to Sheridan's character.

## 6.1 GOAL AND POLICIES

The goal and policies which follow are intended to assure that future generations will have the opportunity to form a sense of community pride and identify from the achievements of the people that lived before them.

### GOAL

1. Preserve all significant cultural resource sites to the maximum extent possible.

### POLICIES

1. Emphasize protection and stabilization of existing cultural resource sites and features over removal or replacement.
2. Encourage retention, integration, and adaptive reuse of significant historical resources.
3. Encourage the listing of historical sites or structures on the Placer County, State Register of Historic Landmarks, and/or National Register of Historic Landmarks.

## 6.2 HISTORY OF SHERIDAN

The economic development of western Placer County has been greatly influenced by its resources: minerals, water, trees, soils, climate, and topography. Up until recent years, its three major industries have always been mining, lumber, and agriculture. The Sheridan area has a rich history.[3] It began with the initial inhabitation by the Maidu Indians and continued through the Gold Rush era when miners, farmers, and business moved into the area to seek their fortune.

### Native Americans

Indigenous people occupied the Sacramento Valley region and foothills of the Sierra Nevada for thousands of years prior to the arrival of Euro-American settlers in the mid-1800s. The earliest evidence of prehistoric human occupation of the area comes from a single, deeply buried site in the bank of Arcade Creek, north of Sacramento, containing grinding tools and large, stemmed projectile points. The points and grinding implements suggest an occupation date of sometime between 6000 and 3000 B.C.

Sheridan is within the ethnographic territory of the Penutian-speaking Nisenan, one of three Maiduan-speaking tribelets inhabiting the northeastern half of the Sacramento Valley and the adjoining western slopes of the Sierra Nevada. The Nisenan, also known as the Southern Maidu, lived along the main stems and tributaries of the American, Yuba, and Bear Rivers, as well as the lower reaches of the Feather River. Their territory extended from above the junction of the Feather and Sacramento rivers on the north to a few miles south of the American River in the

[3] Much of the information in this section was compiled by Jerry Logan's report, *A History of Sheridan, Indian Era to 1980.*

south. The Sacramento River bounded the territory on the west and extended close to Lake Tahoe in the east. The Nisenan Indians usually built their villages on low rises along streams. The Valley Nisenan lived mainly along the Sacramento River in large villages with populations of several hundred each. There have been at least nine distinct settlements identified along the Bear River. Between there and the foothills, the grassy plains were largely unsettled, used mainly as a foraging ground by both valley and hill groups.

The Spanish came to the Central Valley around 1769, and by 1776 the Miwok territory bordering the Nisenan on the south had been explored by Jose Canizares. In 1808 Gabriel Moraga crossed Nisenan territory, and in 1813 a major battle was fought between the Miwok and Spaniards near the mouth of the Cosumnes River. Though the Nisenan appear to have escaped the removal of tribes into the Spanish missions, they were not spared the ravages of diseases introduced by the Europeans. In 1833 an epidemic, probably malaria or smallpox, raged through the Sacramento Valley, killing an estimated 75 percent of the native population.

When John Sutter erected his fort at the present site of Sacramento, he had no problem getting the few Nisenan survivors to settle nearby. The discovery of gold in 1848 near the Nisenan village of Colluma (and present town of Coloma) drew thousands of miners into the area and led to the widespread killing and virtual destruction of traditional Nisenan culture.

In the 1850s there were still accounts of Indian camps in the Sheridan area. But as groups they were slowly breaking up and being absorbed into the white man's economy, or retreating into the remoter hills where they could try to hang onto their old customs. Reservations soon became available, including in Auburn.

By the time of the Great Depression, no Nisenan remained who could remember the days before the arrival of the whites.

## Gold Rush History

The earliest routes (trails) in western Placer County were formed by miners trying to get to the gold fields on the American River and immigrants moving down from the Sierras along the Bear River to reach the Sacramento Valley. Mining trails later became wagon roads.

High quality granite was quarried in and around Penryn, Rocklin, and Lincoln. A low grade of coal was mined in Lincoln and was reportedly responsible for the discovery of clay in that area. Copper was mined north of Lincoln in the Mt. Pleasant, Thermalands, and Camp Far West areas. Each of these minerals in turn became the mainstay of a local economy and contributed to the growth of Sheridan, Lincoln, Rocklin, Penryn, and other communities.

Agriculture in western Placer County began about 1845 when Theodore Sigard planted wheat on the south side of the Bear River. Claude Chana, who discovered gold on Auburn Ravine in 1848, is

credited with planting Placer County's first fruit trees in 1846 along the Bear River flood plain. By the 1850's, a few enterprising men had realized it might be more profitable supplying fruits, vegetables, and flour to the mining camps than actually working a claim.

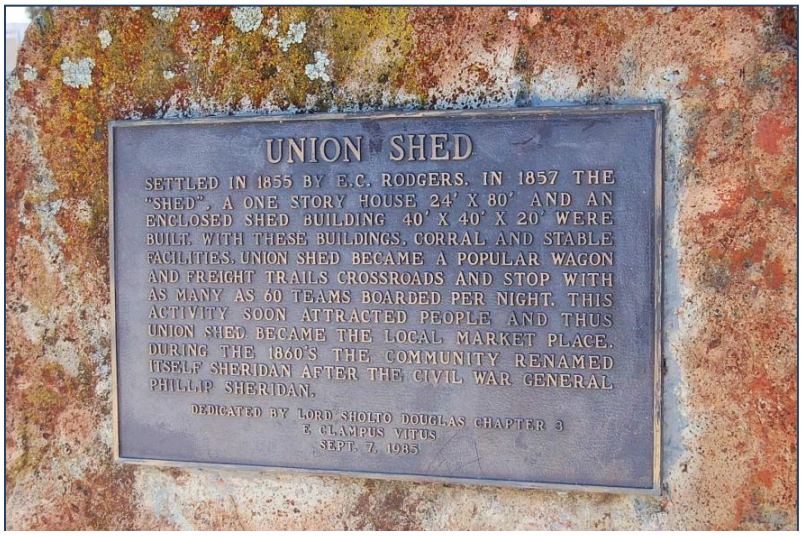



*Figure 6.2.1: Historical Marker, 13th Street, February 2012.*

Sheridan was first settled in 1855 by E.C. (Eugene) Rogers and was originally called "Union Shed" or simply "Shed." The name was derived from the ranch house and its attached shed which provided shelter to the freight teams and travelers following the Sacramento and Nevada Road. At "Union Shed," the road split to four directions. One road ran westerly toward Nicholaus; another northwesterly to Marysville via Kompton's Crossing of the Bear River; one northeasterly towards Grass Valley via McCourtney's Crossing of the Bear River; and the fourth running easterly to Auburn via Danetown (also known as Daneville, a few miles east of Sheridan at the present McCourtney and Fleming roads). The "Shed" was approximately 1,000 feet to the south of the current Sheridan townsite.

Four or five years after its settlement, two stages passed the "Shed" daily and the number of big freight teams during that period ranged from forty to sixty per day. Freight wagons and stagecoaches could stop here and be sheltered from the rain or hot sun. Horses or oxen could rest, drink water, and eat while the driver or passengers went inside to eat and drink. It was at the "Shed" that these teams laid in supplies to last during their journeys, this settlement became a market place at which the farmers of the area congregated for the purpose selling their wheat, oats and barley.

When Lincoln was founded and began to thrive in 1861, Rogers' Shed lost some of it purpose. The new railroad ended at Lincoln however, and any freight or passengers heading north of Lincoln had to continue past the Shed by wagon or stagecoach, keeping Rogers in business.

By 1865, the thriving little town surrounding the Shed boasted a public school, several trading establishments, a post office, an express office, and one hotel. In 1868, the Shed and adjacent buildings were burned.

The "Yuba Railroad" from Lincoln to Wheatland was completed in 1866. The first depot building constructed at Sheridan was near the Shed. After the 1868 fire, the depot was moved some sixty

rods to the village where a small cluster of homes was developing. This site, across 13th Street between G and H streets, where a main road and the new rail line converged, was a prime location for a town or village. Mark Hopkins and his brother Mose owned over 1,000 acres in the vicinity. Surveyors laid out a town plan and nine blocks had been staked out by 1871.

A post office was established on July 10, 1868. The post office and town needed a name. "Sheridan" was chosen in honor of Union General Phillip Sheridan of Civil War fame. Sheridan was a trading point for a considerable population of farmers and ranchers. A flouring mill was built in 1870 for Daniel Click near what would be the corner of 'E' Street and 13th Street. The mill was steam-powered using wood from the foothills and well water. The capacity of the mill was approximately 175 barrels of flour per day and utilized nearly all of the grain raised within a radius of ten miles.

The old depot that was moved into town from the site of Roger's Shed was replaced in 1874 with a new depot provided by the railroad. In August of 1875 the old freight depot and woodshed were destroyed by fire. A bridge across the Bear River to Wheatland was completed in December 1877.

By 1881, Sheridan boasted a population of 125 and counted among its commercial establishments three stores, one drug store, two blacksmith shops, Click's flour mill, one shoe shop, two hotels and three saloons. The community was also home to two clergymen, one doctor, one teacher and two temperance organizations.

On August 25, 1891, nearly Sheridan's entire business district burned down. The fire started in the Parrott Hotel (previously named the Sheridan Hotel) that was located at the southeast corner of Riosa and 13th Street. There was no fire department in a small unincorporated town like Sheridan in the 1890s. Just one commercial building survived, the Sheridan Cash Store, which still stands today.

Many merchants could not afford to rebuild and many of them left Sheridan for Lincoln or other towns. Sheridan was never to be the social and commercial gathering spot it had been before the railroad was built. Total collapse of the town was avoided by the survival of the flour mill complex, the main warehouse, the general store, and a few small businesses outside the town center. It continued to survive as an agricultural community providing homes and services to the ranchers from surrounding areas.

In contrast to Sheridan, Lincoln was growing steadily and attracting Sheridan residents and businesses. The Gladding, McBean & Co. clay pottery was expanding rapidly. Sheridan's population decline through the 1890s was reflected in the number of school graduates in 1900: one.

The 1920s brought a wave of Russian immigrants to the Sheridan area. They had left Russia after the political upheaval and religious persecution before and after the revolution there (1917-18). Many settled in the San Francisco Bay area, saved money and then moved to the Central Valley. The patriarch of this group was reported to be Max Popoff, whose son James was already living in the Sheridan area. Most of these colonists were related to Popoff and belonged to the Sheridan Molokan Church.

In the late 1950's a disease called 'pear decline' virtually brought the industry to a halt. Pear decline and the ability of the large Central Valley farms to produce higher yields than the small ranches in Placer County also contributed to the demise of Placer's once thriving fruit industry.

During the years following the decline of the fruit industry, the county supported an important dairy industry with many of the county's fruit ranches being converted to dairies. By 1961, population in Sheridan was approximately 250. According to published accounts, Sheridan at the time had one general store, the post office, a hardware store, two gas stations with garages, one second-hand store, one tavern, an old vacant warehouse, a modern school, three churches (one Russian), one turkey ranch, a roadside seasonal market, many old houses, cabins, and several new homes.

Today, rather than orchards and farms, the Sheridan area has become a haven for people seeking a "place in the country." Homes and ranchettes are being built amongst old orchards, farms, and ranches. Farmers are typically now growing rice or walnuts instead of wheat.

## Railroad History

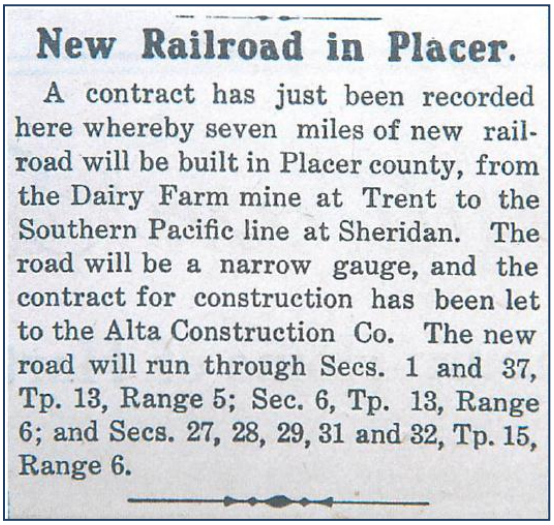
In the 1860s, the railroad came to Placer County. The Central Pacific Railroad completed track to Roseville in 1864 and to Auburn in 1865. Sheridan greeted its first train from Sacramento to Wheatland, via Junction (now Roseville) and Lincoln in 1866. This was the first segment of Southern Pacific's Shasta Route through northern California to Portland. It left the main line at Roseville and passed northward through Lincoln and Sheridan serving the farming and clay

*Figure 6.2.2: Sheridan Station and freight warehouse. Oddfellows Hall, right. Circa-1900. Image Courtesy of Placer County Museums*

industries. The railway extension from Lincoln north was first called the Yuba Railroad. In 1868 the Central Pacific Railroad rescued the financially strapped Southern Pacific and completed the line to Marysville in 1869. By the late 1870s the line extended into Oregon.

By the early 1900s copper mining had entered the county. The 1910 State Mineralogist Report defined the mining districts associated with western portion of Placer County at the time. The Dairy Farm (Van Trent) district included the copper and gold mines in the region about eight miles northeast of the Sheridan townsite. Amphibolite and diabase are the prevailing formations in this area. Active mines included Dairy Farm (copper), Valley View (copper), and Bobtail (gold and copper).

In 1913, interests representing the American Smelting and Refining Company (ASARCO) purchased the Dairy Farm mine along the Bear River northeast of Sheridan. Ore from the copper, gold and silver mine was hand sorted then brought to a stockpile near Sheridan for transfer to the Southern Pacific Railroad.



**New Railroad in Placer.**

A contract has just been recorded here whereby seven miles of new railroad will be built in Placer county, from the Dairy Farm mine at Trent to the Southern Pacific line at Sheridan. The road will be a narrow gauge, and the contract for construction has been let to the Alta Construction Co. The new road will run through Secs. 1 and 37, Tp. 13, Range 5; Sec. 6, Tp. 13, Range 6; and Secs. 27, 28, 29, 31 and 32, Tp. 15, Range 6.

*Figure 6.2.3: Placer Herald, July 25, 1914.*
*Image Courtesy of Placer County Museums*

As mining activity increased, it became necessary to improve shipping facilities at the mine. Previously, wagon trains hauled the copper ore to Sheridan for shipment by rail to Bay Area smelters. In 1914, the Alta Construction Company began construction on a three-foot gauge railroad from the mine to just north of Sheridan.

The sidings and spurs off the Southern Pacific were located just west of Lichty Road. It was named Jester after the owner of the land there. The unloading site featured an inclined narrow-gauge spur in the center with standard-gauge tracks on each side below the loading chutes. The ore cars could release their loads down

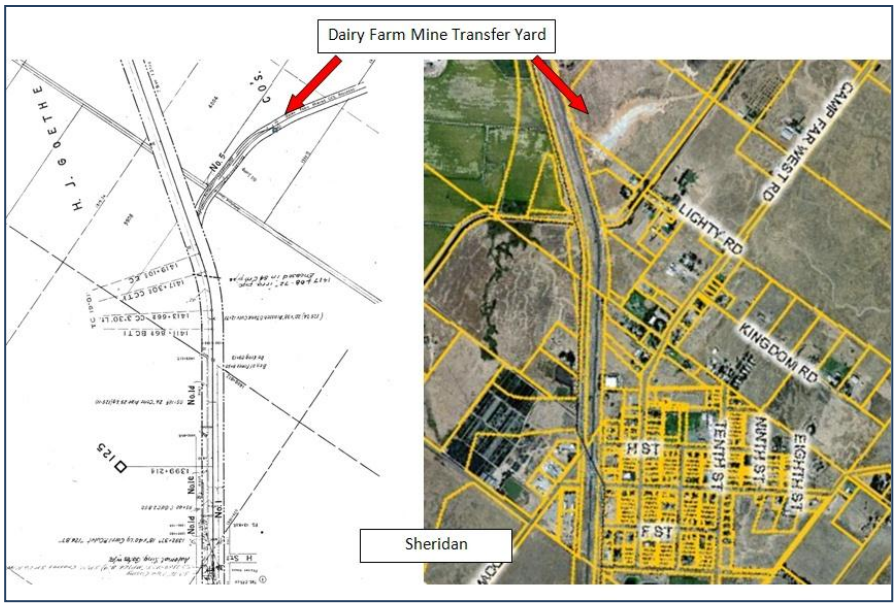



*Figure 6.2.4: Dairy Farm Mine Transfer Yard. Southern Pacific Railway Right-of-Way map left. 2010 aerial with parcel map, right.*

chutes to the waiting Southern Pacific cars. The route from the mine to Sheridan covered approximately 8.5 miles and ran roughly parallel to Camp Far West Road. Then it turned easterly up a gentle grade and curved in a loop towards Van Trent along what is now McCourtney Road.

Dairy Farm Mine was the only producing copper mine in Placer County in 1915 and continued until September 1917 when the entire plant shut down. In January 1918 the mining and railroad equipment consisting of two locomotives and ten cars was sold and the right-of-way reverted to the original owners. Little remains to mark its passing but the scarring from the transfer location along the Southern Pacific rail line can be seen from aerials (see Figure 6.2.4).

## 6.3 REGULATORY FRAMEWORK

A variety of California laws and local ordinances have been passed in the last few decades that are designed to protect cultural resources. Key legislation is summarized below. Several California public resource codes make it illegal to damage objects of historical or archaeological interest on public or private lands or to disturb human remains.

### Summary of California Laws Protecting Cultural Resources

**California Environmental Quality Act ("CEQA")**
CEQA requires that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects on historical resources.

**Health and Safety Code, Section 7052 (Stats. 1939, C.60:672)**
This code section establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

**Penal Code, Section 622.5 (Stats. 1939, D.90:1605, 5.1)**
This code provides misdemeanor penalties for injuring or destroying objects of historical or archaeological interest located on public or private lands. It specifically excludes the landowner.

**Public Resources Code, Section 5097.5 (Stats. 1965, C.11362792)**
An additional code defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands.

**Public Resources Code, Section 5097.9**
It is contrary to the free expression and exercise of Native American religion to interfere with or cause severe or irreparable damage to any Native American cemetery, place of worship, religious or ceremonial site or sacred shrine.

**Health and Safety Code, Ch. 1492 (SB 297)**
The Health and Safety Code requires that the Governor's Native American Heritage Commission be consulted whenever Native American graves are found. It makes it illegal to possess remains or artifacts taken from Native American graves. If human remains are discovered, all work should stop in the immediate vicinity of the find and the county coroner must be notified, according to Section 7050.5 of the Health and Safety Code.

**Public Resources Code, Sections 5024 and 5024.5**
These code sections require State agencies to inventory and protect historical structures and objects under their jurisdiction. The State Historic Preservation Officer must be consulted before any such structure or object is altered or sold.

## 6.4 CULTURAL RESOURCE INVENTORY

There are no local, state or federally-listed Landmarks in the Community Plan area. A Historical, Architectural, and Archaeological survey of unincorporated Placer County was completed in 1992. The purpose of the survey was to identify properties that are important to the history of Placer County, including Sheridan. The information obtained by such a survey provides unique insights into a community's past, and can form the basis for making sound judgments in community planning. Survey data can be used to create a preservation plan in which significant historic resources are recommended for preservation. It can lead to an increased understanding and public awareness of a community's historic landmarks and a greater commitment to preserving them.

The survey undertaken by the professional consulting firms Ogden Environmental and Energy Services, Archeological Services, Foothill Resources, and Steward/Gerike Consultants was prepared for the Placer County Department of Museums. It identified one historical resource in Sheridan, the Sheridan Cash Store, and five potential historical resources.

**Table 6.4.1**

**Identified Historical Resources in Sheridan**

| 5740 13th Street | Sheridan Cash Store |
|---|---|
| **Description-** One-story, false-front building with formal pediment, entablature, corbelling, with vaulted arches in an Italianate Classic revival style.<br>**Construction Date-** 1879<br>**Significance-** The only identified commercial brick building remaining in Sheridan. The structure was built by Oliver Perry Richardson and a partner named Sparks in 1879. | |

*Source: Historical, Architectural, and Archaeological Resources of Placer County, 1992*

### Sheridan Cash Store

Oliver Perry Richardson, a wealthy landowner with many properties, and a partner named Sparks, built the brick store at its present site at 5740 13th Street in 1879. The Placer Herald newspaper reported in 1880 that the store was named the "Sheridan Cash Store." On August 24, 1891, Sheridan's entire business district burned down. Oral history accounts state that the general store was the only building to survive the

*Figure 6.4.1: 5740 13th Street, February 2012.*

disastrous fire. The store was the center of community life as it housed a Wells Fargo office and Post Office.

This six-course American Bond Brick structure has an Italianate commercial false front consisting of a stepped parapet with a denticular cornice, which hides a corrugated metal gable roof.

*Figure 6.4.2: 5740 13th Street, February 2012.*

In April 1989, then owner of the property Donald Rankin applied to demolish the structure to construct a retail plaza on the site. The County's Design/Site Review Committee denied the application and the applicant appealed that decision to the Board of Supervisors.

On August 14, 1989, the Board of Supervisors voted to uphold the decision to deny the demolition of the 1879 structure. The date "1879" appears on the building to this day. The building is currently vacant (Figures 6.4.1 and 6.4.2).

Development has caused historical properties to be lost over time. According to the 1992 survey, the following have physical integrity, and may have historical importance. Research is recommended to determine complete historical context.

**Table 6.4.1**

**Historical Resources in Sheridan**

| | |
|---|---|
| **4871-81 'H' Street** | **private residence** |
| **Description-** The 1-½ story house is composed as a side-gabled units with a central, front-facing roof dormer and a full-width, dropped, hip-roofed front porch. Detailing includes eave and gable fascia and friezeboards, cornice returns and gable ornament. **Construction Date:** circa-1875 | |
| **5415 Ranch House Road** | **private residence** |
| **Description-** This property consists of a main dwelling, five sheds, a shop and garage. Detailing includes boxed eaves and gables with friezeboards and molded gable fascia. Porch detailing includes lathe-turned posts and alternating spindlework and stick railing. **Construction Date:** circa-1875 | |
| **Ranch House Road** | **Sheridan Cemetery** |
| **Description-** The Odd Fellows Sheridan Cemetery is located at the southern terminus of Ranch House Road. Zinc, marble and granite grave markers are primarily divided into family named lots and date to as early as 1896. Potentially landmark trees on the site include Italian cypress and cedar. | |

**Ranch House Road** **concrete culvert**

**Description-** This reinforced concrete culvert carries Ranch House Road over an unnamed seasonal stream. The deck of the culvert measures approximately 20 feet long by approximately 20 feet wide. Only one of the two concrete railings remains, the other has been replaces with a wooden-post and galvanized steel guard rail.
**Construction Date:** circa-1915

**"Sheridan Jail"** **concrete bunker**

**Description-** This reinforced structure is located near the corner of E. Riosa Road and Highway 65. The building was a holding cell, one of several jails constructed in outlying towns in the county. It was said to have a "dial, same as a on a safe, to open it." The structure was relocated to its present location from the east side of Highway 65 some time ago. The building is intact with two small grated windows and a door opening.
**Construction Date:** circa-1910

*Source: Historical, Architectural, and Archaeological Resources of Placer County, 1992*

## Historical Resources in Sheridan

*Sheridan Jail, Wildflower Place*

*5415 Ranch House Road*

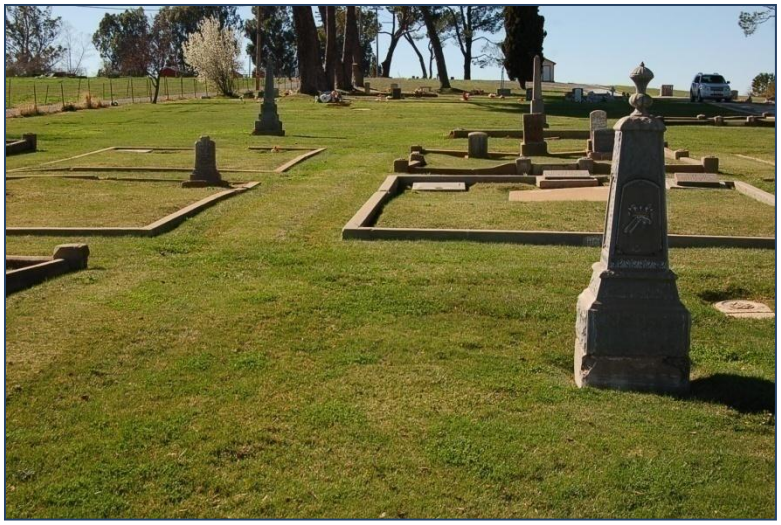
*Ranch House Road Culvert*

*4871-81 'H' Street*

*Figures 6.4.3 – 6.4.6.*

## Sheridan Cemetery

Quincy Stanclift, a settler from Missouri working in Sheridan, died after a short illness and was buried on E.C. Rogers property, located on a hill on the eastern outskirts of Sheridan in 1857. Family members of the Stanclift family later moved to Sheridan and also were buried on the plot. It was the beginning of the Sheridan Cemetery.



*Figures 6.4.7 and 6.4.8: Sheridan Cemetery.*

Most of the earliest residents of the Sheridan area were buried at Manzanita, Western Placer's first cemetery begun in the early 1850s. In 1888, the International Order of Odd Fellows (IOOF) bought two acres from Rogers, adjacent to and east of the Stanclift plot for a cemetery. This opened the site to more of Sheridan's residents. The acre holding the Stanclift plot was deeded to the IOOF cemetery in 1906. The Stanclift-Rogers gravestones are at the top of the hill.

In 1921, the Russian Colony in Sheridan (estimated at 17 families) was refused permission to bury one of its members in the IOOF cemetery. They formed their own cemetery on a one-acre site north of the IOOF site.

In 1928, the three-acre IOOF cemetery was deeded to Public Cemetery District #1, later named Placer County Cemetery District #1. The Russian cemetery, known as both the Russian Colony Cemetery and the Sheridan Molokan Church Cemetery, was deeded to the Placer County Cemetery District #1. Burials continue in the cemetery.

## 6.5 PRESERVATION INCENTIVES

A number of State and Federal financial and technical tools are available to help give new life to historic properties. Programs assist in the restoration, maintenance, rehabilitation, and adaptive reuse of historic resources. The Federal government offers rehabilitation tax credits to qualified projects and properties.

**California State Register –** Besides the recognition of owning an historically significant property, listing on the California Register may qualify the owner to benefit from historic preservation grants and other preservation programs such as the Mills Act (see below). The rights and responsibilities of owners of historic properties are the same as those of owners of non-historic properties. There are no restrictions on the use, treatment, or transfer of private property.

If a resource meets the criteria for registration, it may be nominated by any individual, group, or local government to any program at any time. Registered landmarks are eligible for directional markers on State highways.

**National Register –** The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Listing in the National Register of Historic Places provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state. National Register listing places no obligations on private property owners. There are no restrictions on the use, treatment, or transfer of private property. Residential homeowners do find that property values increase when historic preservation standards are used in rehabilitating their homes.

**Federal Historic Preservation Tax Credit –** A 20 percent income tax credit is available for the rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be "certified historic structures." The California Office of Historic Preservation and the National Park Service reviews the rehabilitation work to ensure that it complies with the Secretary's Standards for Rehabilitation.

Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit. The credit is only available to income-producing properties (commercial, industrial, agricultural, and residential rentals), not for owner-occupied housing.

**State Historical Building Code –** The California Historical Building Code is a performance-based code that recognizes older buildings often have additional needs in meeting fire and life safety

requirements. Owners of qualified historic properties are entitled to use the State Historical Building Code (SHBC) for rehabilitation of structures. The SHBC, found in the California Code of Regulations, Title 24, Part 8, supplants the Uniform Building Code (UBC) and is particularly useful in code issues related to requirements for plumbing, electrical, structural, seismic, fire safety, energy requirements, and disabled access. The SHBC in most cases does not allow code standards to be waived. Instead, the SHBC provides for alternative methods to achieve reasonable levels of safety.

**Mills Act –** The Historical Property Contract (Mills Act) Program provides property tax abatement to qualified properties. The Mills Act Program is administered and implemented by local governments (cities and counties) that establish their own criteria and determines how contracts will be implemented in their jurisdiction. Local governments enter into contracts with owners of qualified historic properties who actively participate in the restoration and maintenance of their historic properties while receiving property tax relief. Owner-occupied family residences and income-producing commercial properties may qualify for the Mills Act program. Placer County has not adopted a Mills Act program.

**California Heritage Fund Program -** The California Heritage Fund grant program is funded under the State Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond Act of 2000. Grants may be used for acquisition, rehabilitation, restoration, or interpretation projects and are available for any product, facility or project designed to preserve a historic resource that is listed in or determined eligible for listing in the National or state registers. This program requires a 50 percent match from the grantee. The program is administered by the State Office of Historic Preservation, and there are two grant funding cycles per year.

**Placer County Register of Cultural and Historic Resources –** Private property owners may seek placement of their property on the Placer County Register. Section 15.60.010 of the Placer County code provides for the protection, enhancement, perpetuation, and use of historic structures and/or other cultural resources officially designated by the Board of Supervisors. The alteration, reconstruction, demolition, or destruction in whole or part, of a designated cultural/historic resource or a site in a designated cultural/historic district is prohibited unless permission is granted by the planning director or their designee.

Ordinary maintenance and repair of any exterior feature of any structure on property listed in the official register is permitted; however, such maintenance or repair may not involve a change in the design or result in the modification, demolition, or removal of any architectural feature of the property.

**Preservation Easements/Acquisition of Property –** Preservation easements on the facades of buildings, or elsewhere on any site, or acquisition of property deemed valuable as a cultural/historic resource, may be acquired by the County or an appropriate nonprofit group through purchase, donation, or condemnation pursuant to California Civil Code § 815.

Adopted in June 2000, the **Placer Legacy Open Space and Agricultural Conservation** program seeks to protect and conserve open space, agricultural lands, and other resources. The program has been developed to implement the goals and policies of the 1994 Placer County General Plan. One of the key objectives of the program is to "retain important scenic and historic areas."

Placer Legacy calls for an evaluation of historical resources and development of incentive-based programs to protect these resources. Historical locations and structures that warrant protection are to be identified and the County will seek to work with property owners and where appropriate, willing sellers to protect these resources. Due to the rich cultural heritage present in the County, there may be circumstances in which an acquisition solely for the purpose of protecting a unique cultural/historical resource may be appropriate, particularly when that resource is immediately threatened. To date, one historical property has been acquired, the Gould Park site in Cisco Grove, which contains an historic stand of trees and two historic stone structures located on Hampshire Rocks Road.

## 6.6 ARCHEOLOGICAL RESOURCES

In order to prevent vandalism and unauthorized artifact collecting and to protect landowners from trespass, the locations of cultural resources are kept confidential. California Government Code Section 6254.10 exempts archaeological site information from the California Public Records Act, which requires that public records be open to public inspection. Location information is restricted and is not circulated as part of public documents, but is used for planning purposes only. The North Central Information Center (NCIC), California State University at Sacramento maintains a record of archaeological sites in Placer County including Sheridan. Records are available to qualified researchers for use during the land development process. An on-the-ground archaeological field survey was not performed as part of the Community Plan update.

*Figure 6.6.1: 4871-81 'H' Street*

## CHAPTER SEVEN

# HEALTH AND SAFETY

# 7. Health and Safety

The Health and Safety section establishes policies to protect the community from natural and manmade hazards. It is intended to guide land use planning by providing pertinent data regarding noise, seismic, fire and flood hazards. The main purpose of this section is to provide standards for reducing the risk of exposure to the hazards. When distilled, the rules are quite simple: build above the floodwaters, where the fire fuel is low, and on stable ground. Police protection is discussed in Chapter 10.

Natural hazards are processes such as earthquakes, flooding, and wildfires, and have been occurring for thousands, even millions of years. These natural processes have played an essential role in shaping the topography and landscape of Placer County, and become "hazards" when they disrupt or otherwise affect the lives and property of people.

This Health and Safety section is closely linked to the Land Use and Natural Resources chapters of the Community Plan. The Land Use section designates the general distribution of land uses within the planning area, as well as standards for population density and building intensity. To avoid unreasonable public risk, the Land Use section must take into account the public safety hazard identification and evaluation in the Health and Safety chapter. By limiting development density in areas that may be subject to significant geologic and other safety hazards, the risk of loss of life and property can be minimized. One of the purposes of the Natural Resources chapter is to preserve open space for public health and safety, including areas that require special management and regulation because of hazardous or special conditions (e.g., flood plains and high fire risk areas).

## 7.1 NOISE

A Noise Element is a mandatory component of General Plans pursuant to the California Government Code Section 65302(f). The Placer County General Plan recognizes the guidelines adopted by the Office of Planning and Research pursuant to Section 46050.1 of the Health and Safety Code. The purpose of this Noise chapter is to set forth policies that regulate the ambient noise environment and to protect residents from exposure to excessive noise.

*Figure 7.1.1: Union Pacific crossing at Sheridan Lincoln Boulevard.*

Noise is primarily a concern with respect to noise sensitive land uses such as residences and schools. Places of worship and meeting facilities are noise sensitive with respect to interior conditions, but are generally not sensitive to exterior noise levels.

Noises vary widely in their source and volume ranging from individual occurrences such as a "warning horn blast" from a passing train, to intermittent disturbances of overhead aircraft, to fairly constant noise generated by vehicular traffic on highways.

The principle noise source in Sheridan is related to vehicular traffic on Highway 65 and the Union Pacific railway crossing at Sheridan Lincoln Boulevard. Other noise sources include overflights from the Lincoln airport and Beale Air Force Base, and agricultural operations in and around the Plan area. Noise produced by industrial or commercial activity has a negligible effect on the Community's ambient noise environment.

The need for increased attention to noise in the planning process is a consequence of the potential for continued elevation of ambient noise levels, the spread of noise producing activities into formerly quiet areas, and heightened awareness of the impact of noise on human health. Noise affects both physiological and psychological well-being. In addition to causing hearing loss, noise interferes with activities such as communication, sleep, and thought. Noise can be a source of great annoyance for many persons and may be a contributing factor in stress-related health disorders.

The Noise Element in the General Plan provides a systematic approach to identifying and appraising noise problems in the community; quantifying existing and projected noise levels; addressing excessive noise exposure; and community planning for the regulation of noise.

The purpose of this section of the Sheridan Community Plan is to establish a policy framework for the identification and reduction of potential noise sources. Noise, often described as unwanted sound, can be an intrusive part of our daily lives. Therefore, it is important to determine critical noise areas and provide a means to achieve noise-compatible land uses in the vicinity of existing or planned noise producing sources.

Sound is defined as any pressure variation in the air that the human ear can detect. If the pressure variations occur frequently enough, they can be heard and hence are called sound. The decibel scale is used to measure sound. The hearing threshold is defined as 0 dB. Other sound pressures are then compared to this reference pressure and a logarithm is taken to keep the numbers in a practical range.

For planning purposes, noise is a measure using a weighted scale. Sound levels are then expressed in terms of dBA. Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise associated with a given environment;

it usually is a composite of sounds from many sources, near and far. It is desirable to control ambient noise level to reduce the adverse effects of noise.

A common statistical tool to measure ambient noise levels is the average or equivalent sound level over the period of an hour. This average is expressed as Leq. A further refinement of the community noise measurement process is the day-night average level (Ldn) which is based on a 24-hour noise level average, with weighting given to nighttime noise, given the increased sensitivity to nighttime noise.

According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 Community Noise Equivalent Level (CNEL) or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures.

### Railroad Noise

Rail operations on the Union Pacific Railroad line contribute to the ambient noise level in Sheridan. According to Union Pacific officials, between 20 and 25 freight trains per day pass through Sheridan which consists of one track that crosses Sheridan Lincoln Boulevard north of Riosa Road. The passing of trains is randomly distributed throughout the day and nighttime hours and speeds at the crossing range from 20 mph up to 65 mph.

*Figure 7.1.2: Union Pacific crossing at Sheridan Lincoln Boulevard.*

Existing and planned residential development and other noise-sensitive land use development within 1,000 feet of the Union Pacific line could be potentially exposed to unacceptable noise levels associated with passing freight trains. Exposure to unacceptable noise levels can be counteracted by the implementation of land use designs that factor in noise concerns. Berming, landscaping, site planning, improvements to building facades, and windows or other effective measures may be used to achieve required interior and exterior noise level standards. Policies in this Chapter establish criteria for noise sensitive land uses to ensure that exposure to noise levels will not exceed acceptable levels.

## Traffic Noise

Vehicular traffic on Highway 65, Sheridan Lincoln Boulevard, and Riosa Road is a significant contributor to the ambient noise environment in Sheridan. Traffic noise depends on the speed of traffic, the road surface type, and the percentage of truck traffic. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. There are also unpaved roads in the western portion of the Plan area that can be both noisy and dusty when traveled upon. In addition, trucks and automobiles produce engine and exhaust noise. Trucks also generate wind noise. While tire noise from autos is generally located at ground level, truck noise sources can be located as high as 10 to 15 feet above the roadbed due to tall exhaust stacks and higher engine placement.

Along the Highway 65 bypass, soundwalls were not considered at isolated rural residences on large lots because they did not meet the Caltrans/FHWA reasonableness criteria. Soundwalls for rural and single family residences would not be reasonable from a cost perspective because the cost of the soundwall per residence was too high.

## Industrial and Commercial Noise Sources

Noise is inherent at many industrial, mining, or commercial enterprises, even when the best available acoustical technology is applied. The noise levels within an industrial facility are controlled by Federal and State employee health regulations (OSHA and Cal-OCHA). Exterior noise levels are governed by County ordinance. Noise produced by industrial and commercial sources has a negligible effect on Sheridan's ambient noise environment.

*Figure 7.1.3: Light Industrial uses along Riosa Road.*

New industrial development within Sheridan could bring additional noise issues. Design review and site specific mitigation should be identified and follow the guidelines set forth in this Chapter.

## Agricultural Noise Sources

There are active agricultural uses both within and adjacent to the Community Plan area. Due to the wide array of equipment types and conditions under which that equipment is used in the agriculture industry, noise generated by agricultural processes varies substantially.

Placer County adopted a Right-to-Farm Ordinance (Ord. 5.24.040) to reduce the loss of the county's commercial agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. The Ordinance in part reads:

> *No agricultural activity, operation, or facility, or appurtenances thereof, conducted or maintained for commercial purposes, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than one year if it was not a nuisance at the time it began.*

## Noise Nuisances

Excessive sound and vibration are a serious hazard to the public health and welfare, safety, and the quality of life. Placer County prohibits unnecessary, excessive, and offensive sounds. At certain levels, such sounds become noise and are detrimental to the health and welfare of the citizenry and, in the public interest, are systematically proscribed. Therefore, in 2004 the County established local community standards for noise regulation (Ord. 5280-B, 2004) to work in concert with and supplement Penal Code Section 370 (Public Nuisances) and Section 415 (Disturbing the Peace).

The Noise Ordinance set limits for sensitive receptors and made it unlawful for any person at any location to create any sound that:

- Causes exterior sound level when measured at the property line of any affected sensitive receptor to exceed the ambient sound level by five dBA; or,
- Exceeds the sound level standards set forth in Table 7.1.1

**Table 7.1.1**

**Sound Level Standards (on-site)**

| Sound Level Descriptor | Daytime (7 AM to 10 PM) | Nighttime (10 PM to 7 AM) |
|---|---|---|
| **Hourly Leq, dB** | 55 | 45 |
| **Maximum Level (Lmax) dB** | 70 | 65 |

*See Ordinance 5280-B, 2004 for additional information.*

### 7.1.1 GOALS AND POLICIES

#### GOAL

1. Provide for the health, safety and welfare of the Sheridan residents by providing a livable environment free from excessive noise.

#### POLICIES

1. Encourage the use of greenbelts or natural areas along roadways as a design feature of any development in order to mitigate noise impacts. In keeping with the rural character of the community, noise attenuation walls shall not be allowed in the Plan area. Other practical design-related noise mitigation measures should be integrated into the project as a means of achieving noise standards.
2. Ensure compliance with noise standards adopted in the General Plan Noise Element.
3. Avoid the interface of noise-producing and noise-sensitive land uses.
4. Where proposed non-residential land uses are likely to produce noise levels exceeding County performance standards of the General Plan at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. The requirements for the content of an acoustical analysis are contained in the General Plan.
5. The County shall employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.
6. Protect Placer County's agricultural resources from noise complaints that may result from routine farming practices, through the enforcement of the Placer County Right-to-Farm Ordinance.

## 7.2 SEISMIC SAFETY

The purpose of this section is to identify and appraise seismic hazards in the area and recommend goals and policies to reduce the loss of life, injuries, damage to property, and economic and social dislocations resulting from future seismic activity. Seismicity refers to an area's propensity for earthquakes. Seismicity can be evaluated based on the occurrence of faults, both active and inactive. According to the 1977 Placer County Seismic and Safety Element, "the fault history of Placer County began about 140 million years ago with the folding, crushing, and faulting of marine sedimentary and volcanic deposits."

The area is considered to be in a high geologic and seismic hazard category. Sheridan is within Zone 3 in the Uniform Building Code, the second highest seismic risk category. The closest active seismic source is the Foothill-Melones Fault System located along the Sierra Nevada Mountain front. Faults within the System include the Cleveland Hills, Swain Ravine, Wolf Creek, and Spenceville faults. The Spenceville Fault is located approximately four miles northeast of Sheridan. Seismic activity has occurred on some of these faults within the last 100,000 years. The maximum credible earthquake for the Foothill-Melones Fault System is thought to be a 6.5 Richter Magnitude event.

Under the Alquist-Priolo Earthquake Fault Zoning Act, a fault is considered "active" if evidence of surface rupture in the last 11,000 years is identified. The only fault within the Foothills-Melones Fault System identified as active is a portion of the Cleveland Hills Fault located near Oroville, 44 miles north of Sheridan. Fault rupture is not expected because there are no known active or identified faults of any kind within the Plan area. The area would be subject to moderate ground shaking on nearby and regional faults.

### 7.2.1 Goals and Policies

#### GOAL

1. Protect the lives and property of the citizens of the Sheridan area from unacceptable risk resulting from seismic and geologic hazards.

#### POLICIES

1. Maintain strict enforcement of seismic safety standards for new construction contained in the Uniform Building Code.
2. Review future developments using all available seismic data and considering recommendations from the Health and Safety Chapter of the Countywide General Plan Policy Document.
3. Require soils or geologic reports for construction or extensive grading in identified geologic hazard areas.

## 7.3 FIRE PROTECTION AND EMERGENCY SERVICES

Fire protection, police protection, and emergency services are among the most crucial of community needs. The quality of life within the community is dependent on the adequacy of these services.

*Figure 7.3.1: Sheridan's Fire Station, 4952 Riosa Road.*

Residents of Placer County are well aware of the fire hazard problem and the destruction that uncontrolled wildfires can cause. However, sensitive land use planning and effective development regulations can go a long way toward reducing fire hazard.

Fires can cause significant life, property, and environmental losses, and can occur in both urban and rural settings. Urban fire hazards can be influenced by a variety of factors, including building location and construction characteristics, access constraints, the storage of flammable and hazardous materials, as well as inadequate supplies of fire suppression water, and response time for fire suppression personnel. Fire-related hazards in rural areas generally result from the development of residences in hillside or other areas with dense vegetation.

The combination of highly flammable fuel and long dry summers creates a significant natural hazard of large wildland fires in many areas of Placer County. Wildland fire results in death, injury, economic losses, and a large public investment in firefighting efforts. Woodlands and other natural vegetation are destroyed resulting in the loss of timber, wildlife habitat, scenic quality and recreation. Soil erosion, sedimentation of fisheries and reservoirs, and downstream flooding can also occur.

Weather conditions, the type of construction, preventive measures, and the extent of fire suppression services are the chief factors which determine how far wildland fires spread.

**Fire Safe Measures**

Discretionary permits for new development in fire hazard areas may be conditioned to include the following:

- Creation of defensible space around structures
- Cleared fire breaks and fuel breaks
- Long-term comprehensive fuel management program
- Secondary emergency access

The CDF Fire Hazard Severity Classification System was used to map the extreme, high, and moderate fire hazard areas in Sheridan and throughout Placer County. While there are no extreme hazard ratings, the entire portion of the Community Plan area east of Sheridan Lincoln Boulevard is located in a 'high' hazard area. As development continues in this rural environment, the fire protection needs change. The fire protection issues focus on survivability of structures in the event of a major wildland/urban interface fire.

Fire safety standards adopted by the County include the Uniform Fire Code, National Fire Code, Uniform Building Code and companion codes, and the Zoning Ordinance. In the Subdivision Ordinance, the County already requires that special procedures be followed in fire hazard areas. Subdivision proposals in high hazard areas may be required to assess wildfire potential and construct and maintain fuel breaks or other needed mitigation measures.

### 7.3.1 Goal and Policies

#### GOAL

1. Protect the citizens of the Sheridan area from loss of life while protecting property and natural resources from fire.

#### POLICIES

1. Ensure that all proposed developments are reviewed for compliance with fire safety standards by the applicable fire district per the *California Fire Code,* fire district standards, and County ordinances.
2. Maintain strict enforcement of the Uniform Building Code and the Uniform Fire Code.
3. Continue a program whereby new development pays the cost of new capital improvements necessary to provide the fire district with new fire stations, equipment and apparatus necessary to maintain the desired level of service, and to serve new development in the Sheridan area.
4. Require the modification of vegetation around structures and developments as suggested by Fire Safe Standards.

### Fire Agencies

Placer County Fire and the California Department of Forestry and Fire Protection (CAL FIRE) through its Nevada-Yuba-Placer County Unit cooperatively provide fire protection and emergency response services to the Plan area. Initial response to the Sheridan area is provided by Fire Station 70 located at 1112 Wise Road in Lincoln, seven miles from the Sheridan townsite. A minimum of two full-time staff members are available at this station to provide fire protection and emergency response services 24 hours a day. A minimum of four firefighting personnel are present during fire season on two separate pieces of apparatus, generally May through early November.

Mutual aid with the City of Wheatland is in place under CAL FIRE's dispatching system. Responses times from Placer County Fire agencies south of Lincoln into the Sheridan area have decreased with the completion of the Highway 65 bypass.

Supplemental fire protection services are provided through the Placer County Fire's volunteer fire company based at 4952 Riosa Road near the corner of Sheridan Lincoln Boulevard. Response times vary as volunteers do not stand by in the station, but wear pagers and respond when called.

Currently, Placer County Fire/CAL FIRE provides commercial and residential structural fire protection, wildland fire protection, rescue services, emergency hazardous materials services, emergency medical services, advanced life support paramedic services and basic life support, and a variety of other non-emergency related services.

Paramedic transportation response is provided by American Medical Response (AMR). An engine from Placer County Fire/CAL FIRE Station 70 is also dispatched to medical emergencies.

### Hospitals

Sheridan is served by three high-quality, comprehensive regional hospitals. Rideout Memorial Hospital, more commonly referred to as RMH, is located in Marysville, approximately 16 miles north of Sheridan. It is a member of the Fremont-Rideout Health Group (FRHG) and is the only hospital in the Yuba-Sutter area with an emergency room, which is a Level III trauma center.

*Figure 7.3.2: Sutter Roseville Medical Center.*

Kaiser Permanente and Sutter Roseville Medical Center in Roseville have 24-hour emergency departments and trauma centers. Sutter Roseville is 18.6 miles south of Sheridan. Kaiser Permanente is slightly further at 20 miles. Each has undertaken significant expansion and renovation projects in recent years. Sutter Auburn Faith Hospital is located 20.5 miles east of Sheridan.

## 7.4 FLOOD HAZARDS

Streams and riparian corridors form an integral part of the land and water-related ecosystem and are a critical piece of Placer County's overall open space network. It is the responsibility of the County, in consultation with federal and state agencies, to ensure that the natural heritage features, functions, linkages, and hazards associated with the watercourse corridors are respected.

One of the most important flood control issues facing the County concerns regulation of development in areas prone to flooding. In addition to the policies included in this Community Plan, the Placer County General Plan has policies with respect to watercourse protection and flood plain management. Development and site alteration is not permitted within a floodplain given the risk to public health and safety and/or property damage. Placer County has adopted a General Plan policy to "maintain natural conditions within the 100-year floodplain of rivers and streams" (Policy 8.B.1).

Flood hazards are estimated by the area flooded by the maximum storm event expected over a 100-year period. The Federal Emergency Management Agency (FEMA) and Federal Insurance Administration have assessed flood hazards for most major streams in the county. They have prepared maps showing the areas with a one percent chance of being flooded in any year. These areas are considered a part of the 100-year regulatory floodplain. These areas are usually low lands adjoining a watercourse. In addition to the 100-year floodplains defined by FEMA, there are other local drainageways within the Sheridan area that have 100-year floodplains. For current flood control programs to be effective, it is important that the flood-carrying capacity of streams and floodway areas not be impaired.

In much of the Sheridan Community Plan area, floodplains are narrow or insignificant. As tributaries converge, flooding becomes a more serious issue west and south of the Plan area. Floodplains exist along drainages north and south of Riosa Road at Andressen Road. Floodplains are located south of Dalby Road, at the Dalby Road/Placer Road intersection, along the Bear River, and a significant 100-year flood plain along Coon Creek.

### 7.4.1 Goal and Policies

#### GOAL

1. Protect the lives and property of the citizens of the Sheridan area from unacceptable risk resulting from flood hazards.

### POLICIES

1. Work closely with the Federal Emergency Management Agency (FEMA), the Central Valley Flood Protection Board, and the Placer County Flood Control and Water Conservation District in defining existing and potential flood problem areas.
2. Evaluate potential flood hazards in an area prior to the approval of any future development.
3. Land development projects should be designed to minimize potential loss of property and threat to human life caused by flooding.
4. Retain natural flow conditions within the 100-year floodplain of all streams except where work is required to maintain the stream's natural drainage characteristics as determined by Placer County Flood Control and Water Conservation District.
5. Discourage new construction within 100 feet of the centerline of permanent streams and 50' of intermittent streams, or within the 100 year floodplain, whichever is greater.

## Flood Control Planning

The Placer County Flood Control and Water Conservation District does not have a comprehensive drainage plan for the Sheridan area to address storm drainage. Therefore, new development within the Community Plan area will address storm drainage changes/impacts during the permit process on a project-by-project basis. The District's Storm Water Management Manual does provide general hydrologic and hydraulic guidelines for all of Placer County.

## Floodplain Management

Climate change is expected to lead to a greater fraction of seasonal precipitation occurring as rain rather than snow and sea levels will rise. These trends appear to be already established and, if they continue as expected, they will put increasing stress on California's flood management system. Floodplain risk assessments and development constraints will likely be adjusted accordingly. For example, the 100-year and 200- year flood events, calculated based on historical flood events, may become larger for many watersheds, with long-term effects on National Flood Insurance Program map ratings, flood insurance costs, floodplain development, and the economic viability of floodplain communities.

Floodplain management involves two different aspects. The first is based on controlling building in the floodplain and the second is based on controlling the changes that are made in the floodplain. Controlling building in the floodplain is based on the assumption that it is better to keep people away from the water rather than keeping the water away from the people. Specific strategies for proper floodplain management include preventing new construction in designated floodplains or floodways. Impervious surfaces created by development, such as parking lots, roads, and roofs, can substantially increase runoff within a watershed and also impede floodwater flow.

The second element of floodplain management involves controlling what changes are made to the stream channels and floodplains. One of the basic guidelines included in the General Plan is that no floodplain clearing or channel improvement will be allowed along any stream without appropriate approvals from the Department of Fish and Wildlife. These streams are designated as natural streams and are to be open channels and are to remain in their natural state as much as possible. The County's Grading Ordinance has specific provisions which address the protection of floodplains from any development activity which would alter the flood characteristics of the stream.

### New California Requirements

Flood legislation passed in October 2007 linked system-wide flood management planning to local land use planning in a direct manner. The passage of Senate Bill 5 requires that urban areas be provided with at least 200-year (0.5% annual chance) flood protection as a condition for further development. A 200-year level of flood protection standard appears to apply to all urban or urbanizing portions of western Placer County defined as areas with existing populations exceeding or projected to exceed 10,000 persons within 10 years. The Department of Water Resources is developing criteria (*Urban Level of Flood Protection Criteria*) to guide local jurisdiction compliance with this requirement for urban, urbanizing and rural areas.

The Central Valley Flood Protection Board*'s Central Valley Flood Protection Plan (2012)* describes a vision for improving integrated flood management in the Sacramento-San Joaquin Valley. It recommends actions that can be taken to reduce flood risks, and describes a framework for implementing future improvements.

The impact from these efforts on the Sheridan Community Plan area is uncertain. The level of flood protection for rural-agricultural areas is expected to remain unchanged.

## Bear River Levee

Improvements are needed along the Bear River levee north of Sheridan. The levee (identified as RD, 1001, Unit 3, Segment 246) is a non-urban project levee on the left bank of **the** Bear River in Yuba and Placer counties. The segment extends from roughly 2 miles east of Wheatland to the confluence of the Bear River and Yankee Slough. Levee heights range from eight to 18' and slopes are typically 2:1 landside and 3:1 waterside.

*Figure 7.4.1: Bear River at Highway 65.*

The Bear River levee was constructed under the Flood Control Act of 1917 and a 1941 map shows the levee as complete. Maps also show that levee sections west and east of Highway 65 were completed to State Plan of Flood Control standards by 1955 and 1964 respectively. River levees of this era were typically constructed of sandy soil dredged out of the rivers and dumped on the natural silty soil levee areas adjacent to the rivers. It is considered unlikely that these levee fills were significantly compacted when they were constructed. The Bear River levee's foundation is believed to consist of hydraulic mining debris which is predominantly sand with some silt and gravel overlying gravel, silt, sand, and minor clay deposits of Pleistocene-age Sierran alluvial fans.

Analysis and history show the levee has a high potential for underseepage, through seepage, and instability/breaches. Based on available information, levee erosion occurred during the 1986 and 1997 floods. Riverbank erosion occurred at two locations during the 1986 flood and a 75' long section eroded during the 1997 flood. Crown damage also occurred when a 4,858' long segment was overtopped during the 1997 flood. Breaches have also occurred along the levee in 1951 and 1993, but no documentation on their potential causes has been found. There are no documented reports of underseepage, through seepage, or slope instability.

# CHAPTER EIGHT

# CIRCULATION

# 8. Circulation

Circulation is one of the most pervasive issues of the Community Plan and is related to land use, community design, noise, air quality and consumption. Transportation issues affect not only the Plan area, but also require coordination with regional and state agencies.

*Figure 8.0.1: Camp Far West Road.*

The purpose of the circulation chapter of the Sheridan Community Plan is to set forth goals, policies and implementation programs that will provide a transportation system that serves the future needs of the community and has the following qualities:

- Accommodates pedestrian, equestrian and cyclist needs
- Establishes level of service goals
- Retains and enhances rural and scenic qualities of the area
- Accommodates new development projects
- Reduces impacts on air quality
- Improves safety
- Balances local and county priorities

The transportation system plays a major role in shaping the form, character and growth of a community. An orderly network of streets and pedestrian facilities are essential for the health and welfare of a community. There is also a strong interaction between the availability of adequate transportation facilities, and decisions about the direction of growth and the uses of land along with their spatial distribution and density of development.

Maintaining a high quality of life within a community is largely dependent upon careful coordination of land use and transportation planning. Highly desirable communities are those where residents are effectively linking with local social and cultural resources, as well as shopping and services by a transportation system that provides a high degree of mobility, supporting, but not dominating the visual character of a community.

It is the purpose of this Circulation chapter to establish a safe transportation system that is consistent with Sheridan's character and needs in terms of the desired quality of life, sense of

place, cost of maintenance, use of lands adjacent to roadways, and desired quality of traffic operations.

Because of the rural low density nature and size of the Plan area, bicycle and pedestrian facilities are currently limited and there is no transit service. The majority of Sheridan's roads are functionally classified as rural collector or local streets. Despite the inevitable dependence on automobiles, non-motorized transportation should be nurtured within the Plan area particularly within the townsite.

*Figure 8.0.2: Ranch House Road.*

## 8.1 GOALS AND POLICIES

Improved safety, accessibility, connectivity and environmental awareness are important transportation priorities.

### GOALS

1. A balanced, safe and efficient circulation system that is protective of the unique rural character and living environment of Sheridan.
2. Maintain an efficient roadway system for the movement of people and goods that enhances the physical, economic and social environment while being safe, efficient, and cost-effective.
3. Maintain a roadway system that adequately serves existing and planned land uses based on the County's Functional Classifications and Level of Service standards.
4. Plan for the street standards specified in the Sheridan Community Plan (Tables 8.3.1 and 8.3.2). A developer shall be responsible for required on- and off-site improvements.
5. Pursue funding strategies for achieving transportation goals.
6. Limit urban features such as curbs, gutters, sidewalks and streetlights to townsite areas designated within this plan for such features. Street lighting should be utilized where necessary for safety purposes.
7. Work with Sheridan Elementary School staff, students, and parents to evaluate the school's pedestrian facilities and access; enforce safety-related policies; educate parents, students, and the community about safe walking, cycling and driving practices; and, promote the benefits of active transportation.

## POLICIES

1. Placer County shall require dedication and improvements of necessary on- and off-site right-of-way at the time of development in accordance with the street classification shown in Table 8.3.2.
2. The rights-of-way for roadways shall be wide enough to accommodate appropriate road paving, trails, paths and bikeways, drainage, public utility services, and substantial trees and shrubs with suitable separation between facilities.
3. The level of service (LOS) on major roadways (i.e. arterial and collector routes) and intersections shall be at Level "C" or better during the A.M. and/or P.M. peak hour. The first priority for available funding shall be the correction of potential hazards. Land development projects shall be approved only if LOS "C" can be sustained on the CIP roads and intersections after:
    a. Traffic from approved projects has been added to the system.
    b. Improvements funded by this program have been constructed. This will result in temporary slippage of the LOS below the adopted standards until adequate funding has been collected for the construction of CIP improvements.
4. "Through" traffic that must pass through the community shall be accommodated in a manner that will not encourage the use of residential or private roads.
5. Non-residential properties shall be interconnected to allow traffic to circulate freely between such adjacent properties.
6. Park-and-Ride areas shall be required at appropriate locations as conditions of approval of development.
7. The County shall develop and administer a Capital Improvements Program (CIP) that contains roadway improvements necessary to achieve level of service standards defined in this Plan.
8. On-site and "frontage" improvements shall be required as conditions of approval for all land development projects.
9. The CIP shall be constructed in response to buildout of the Community Plan area. Traffic mitigation fees to fund the CIP described in this Plan shall be required as a condition of approval for all land development projects within the Plan area.
10. As development of the Community Plan area occurs, public dedication of rights-of-way shall be required for the roads, pathways, and bikeways identified in this Community Plan. Construction of such roads, pathways, and bikeways shall be required as conditions of approval placed on land development project approvals.
11. Land development projects shall be designed to minimize the number of access points onto major roadways.

12. Incorporate 'Complete Street' infrastructure and design elements in all reconstruction or new construction of streets to create safe and inviting environments for all users.
13. Roadways shall be designed in a manner that:
    - Has regard for the safe movement of all users, including cyclists, pedestrians and motorists;
    - Is context sensitive having regard for existing and planned land uses, community design and needs, and funding availability; and,
    - Minimizes the disruption to natural areas.
14. The incorporation of cycling facilities will be considered in the rehabilitation and reconstruction of existing roadways, through the following measures:
    - Re-striping of roadways for bicycle lanes; and
    - Introducing multi-use trails or cycle paths.
15. Special streetscape improvements are required for 13th Street. See the Community Design section for details.
16. To help preserve the rural character of Sheridan, gated subdivisions are not allowed within the Plan area.
17. New development shall provide off-street parking for the required number of parking spaces, either on-site or in consolidated lots.

## 8.2 COMPLETE STREETS

AB 1358, The California Complete Streets Act, impacts local General Plans by mandating that beginning January 1, 2011, any substantial revision of the Circulation Element, the legislative body must modify the Circulation Element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to a community's rural, suburban, or urban context.

AB 1358 places the planning, designing and building of complete streets into the larger planning framework of the General Plan by requiring jurisdictions to plan for multimodal transportation networks. These principles are also incorporated into Community Plan documents to recognize that pedestrian, cycle, and transit modes are integral elements of a transportation system. A complete street in a rural area will look quite different from a

**What is a Complete Street?**

Complete streets are designed and operated to enable safe access for all users. Pedestrians, cyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Creating complete streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users.

*Source: National Complete Streets Coalition, 2010.*

complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.

Placer County is required to incorporate the elements of complete streets into any new construction or reconstruction of roadways. Complete Streets principles incorporated into this Community Plan direct transportation planners and engineers to consistently design with all users in mind, including drivers, movers of commercial goods, pedestrians, and cyclists as well as older people, children, and people with disabilities.

*Figure 8.2.1: Complete streets accommodate all users.*

Because complete streets features are only required when streets are newly built or reconstructed, their cost is incorporated into budgeted transportation projects. Complete Streets elements that are used can vary from project to project but the goal is to achieve a connected network that is safe and effective for all modes of travel. The end result is a connected system of streets, roads, and highways that provides continuous, safe and convenient travel for all users.

## 8.3 EXISTING TRANSPORTATION SYSTEM

The most prominent feature of the existing transportation network is the system of local and regional roadways that serve the Community Plan area. This is obviously due to the predominance of automobile travel in serving the community's transportation needs. Sheridan's local roadway system is composed exclusively of two-lane, undivided streets.

The network of streets and highways that serve a community is ordered in a hierarchical fashion, ranging from local streets intended to serve only adjacent land uses to freeways that are intended to serve only long distance, high speed travel and provide no access to adjacent properties. In between these two extremes are collector and arterial roadways.

There is an orderly network of roads in the Plan area. The County classifies a hierarchy of roads based on their intended function and projected traffic levels they are to support.

The rural community road network, without conventional curbs, gutters and few sidewalks, are a point of pride to Sheridan's residents. They reaffirm a commitment to rural, country living. They are a signature differentiation to the development in surrounding cities.

Roadways serve two conflicting purposes from a design standpoint: to provide mobility and to provide access to adjacent land uses. High and constant speed is desirable for mobility, while access to adjacent land uses is accomplished at low speeds.

The functional classification of roadways serves to emphasize the functional design requirements of a roadway. Local facilities emphasize the land access function and arterial roadways emphasize a high level of mobility for through traffic and collector roadways offer a more balanced service to both functions.

Only at the extremes of the functional classification system do roadways serve an exclusive function: a private road serves a land access function only and does not serve any through traffic; a freeway serves only through traffic and provides no land access function. Between these two extremes, the functional classification of a roadway more realistically represents the function of a roadway within a continuum between the land access emphasis of a local road and the higher speed mobility emphasis of an arterial roadway.

A description of the roadway functional classifications within the Plan area is provided below.

***State Highway***

Highways are multi-lane roadways that serve to move people and goods long distances at high speeds. No direct access to adjacent properties is allowed or provided. Rather, access is provided via access ramps (or signalized intersections such as at Highway 65 and Riosa Road) that connect to local and regional surface streets. Highway 65 connects the urbanized areas of Sacramento and Roseville with the cities of Lincoln, Wheatland, Marysville and Yuba City. Highway begins in Roseville at I-80, extending to the junction of SR 70 in Yuba County.

***Thoroughfares***

Thoroughfares are special arterial roadways with greater access control designed to carry high volumes of traffic with limited travel delay. Such roadways are used as primary circulation routes to carry longer-distance, through-traffic. Sheridan Lincoln Boulevard is classified as a thoroughfare.

***Rural Collector Roadways***

Rural collector roadways are intended to "collect" traffic from local streets and carry it to roadways higher in the street classification hierarchy (e.g., arterials). The public uses these roadways as secondary circulation routes, and they generally carry light to moderate traffic volumes. County standards for Rural Collector roadways, such as Andressen Road, Camp Far West Road, N. Dowd Road, Karchner Road, and Ranch House Road, call for a 60' right-of-way and 32' of pavement.

***Local Streets***

Local streets make up the bulk of the circulation network in the community. Local streets provide direct access to abutting land, and access to the collector street system. Residents and the public use these streets for local circulation. They carry little, if any, through traffic, and generally carry very low traffic volumes and do not require wide lanes. On-street parking is generally allowed.

The existing road system within the Sheridan townsite consists of roads with 80' of right-of-way, unusually wide for residential streets in the county. Due to the residential character of the townsite, the speed limit is 25 miles per hour. The roads outside of the town are planned to remain as rural, two-lane roads.

**Table 8.3.1**

**General Roadway Standards by Functional Class**

| | Access Control | | | |
|---|---|---|---|---|
| **Functional Class** | **Minimum Interchange Spacing** | **Driveways Allowed** | **Typical Number of Lanes** | **General ROW Requirements** |
| **State Highways** | | | | |
| Conventional | 1 -2 miles | Limited | 2 – 4 | -- |
| Thoroughfare | ½ mile | Limited | 4 – 6 | 120' – 140' |
| **Rural Arterial** | -- | Limited | 2 – 4 | 70' – 84' |
| **Rural Collector** | -- | All Uses | 2 | 60' – 70' |
| **Local** | -- | All Uses | 2 | 50' – 60' |

*Source: Placer County General Plan Table 1-6 (2013)*

The functional classification of a roadway does not necessarily indicate the existing conditions (i.e. interchange spacing, available right-of-way). Instead, the classification indicates the intended use and ultimate design of the roadway to accommodate the anticipated travel demand. In addition, the typical cross-section of the roadway does not necessarily mean that the roadway should be redesigned or widened to meet its typical cross section.

**Table 8.3.2**
**Functional Classifications of Sheridan Roadway System**

| Type/Road | Section |
|---|---|
| **State Highway** | |
| Highway 65 | Yuba County Line to Interstate 80 |
| **Thoroughfare** | |
| Sheridan Lincoln Boulevard | Riosa Road to City of Lincoln |
| **Rural Collectors** | |
| Andressen Road | Riosa Road to End |
| Camp Far West Road | Riosa Road to McCourtney Road |
| Dalbey Road | Sutter County Line to N. Dowd Road |
| Karchner Road | McCourtney Road to Riosa Road |
| N. Dowd Road | Riosa Road to Nicolaus Road |
| Nader Road | All |
| Porter Road | Camp Far West Road to Karchner Road |
| Ranch House Road | F Street to End |
| Riosa Road | Sutter County Line to McCourtney Road |
| Waltz Road | Sutter County Line to N. Dowd Road |
| Wheatland Road | Sutter County Line to Highway 65 |

*Source: Placer County General Plan Table 1-7 (2013)*

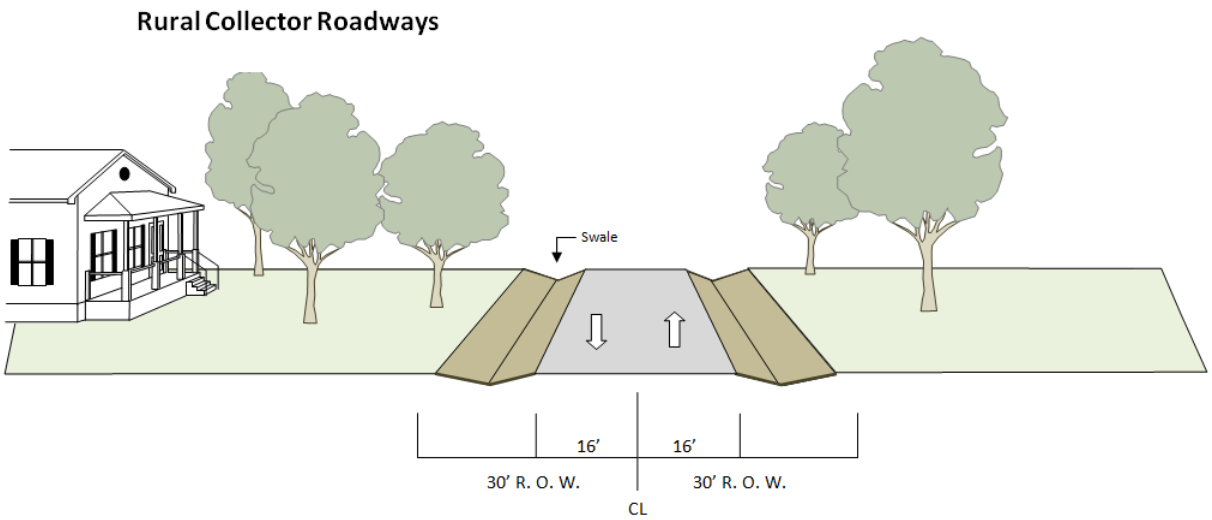



*Figure 8.3.1: Rural collector roadway cross-section.*

**Highway 65 "Lincoln Bypass."**

Highway 65 is a north/south state highway that connects Interstate 80 in Roseville to SR 70 south of Marysville. It carries an average of about 15,000 vehicles per day through Sheridan where the highway is two lanes. Approximately half of the traffic on old Highway 65 (now Sheridan Lincoln Boulevard) has shifted to the Highway 65 Bypass. Traffic on Sheridan Lincoln Boulevard is predominantly local traffic that does not utilize the Bypass.

*Figure 8.3.2: The Lincoln Bypass shifted Highway 65 to the west of the townsite.*

Phase 1 of the Lincoln Bypass was the construction of a four-lane segment from Industrial Avenue to Nelson Lane and two lanes from Nelson Lane to just north of Sheridan. This Phase was opened to traffic in October 2012. Phase 2-A is the construction of two additional lanes, making it a full four-lane road from Industrial Avenue to N. Farm Road (between Waltz and Darby roads). This phase is projected to be opened to traffic in late-2014. The final portion, Phase 2-B, is estimated at approximately $30 million and not yet funded, and entails construction of the final additional two-lane segment from N. Farm Road to Sheridan, completing a full four-lane expressway.

The Riosa Road/Bypass intersection is at-grade and signalized. There are no current plans to construct an overpass with on/off ramps at Riosa Road. Riosa Road has been realigned and will connect to "old" Highway 65 north of where Dowd Road currently meets Highway 65. The new Riosa/old Highway 65 intersection is stop controlled.

*Figure 8.3.3: New Riosa Road/Highway 65 intersection.*

Dowd Road does not cross the new SR 65. A new Dowd frontage road has been constructed from Dalby Road to Riosa Road. A cul-de-sac has been constructed at the end of the portion of Dowd Road between the Bypass and Sheridan. This new dead end street is named Townview Court.

In late-2013, the state decommissioned the old highway and transfer ownership of the current Highway 65 over to Placer County. Old Highway 65 has been cul-de-sac'd north of Sheridan but remains open south to Lincoln.

**Riosa Road Improvements.** This two-lane roadway is Sheridan's primary access to Highway 65 and is designated as a rural collector roadway in the Placer County General Plan. Riosa Road carries about 3,000 vehicles per day east of Highway 65. As a condition of approval for the Patterson Sand and Gravel Mine expansion project, applicant Cemex is contributing funding for both roadway improvements and pavement reconstruction along the truck route between Highway 65 and the project site. Riosa Road will be improved from 9th Street to a point between Camp Far West and 13th Street. It will consist of curbs and gutters on both sides of the road, a 5 feet wide sidewalk on the north side, drainage improvements, and installation of landscaping.

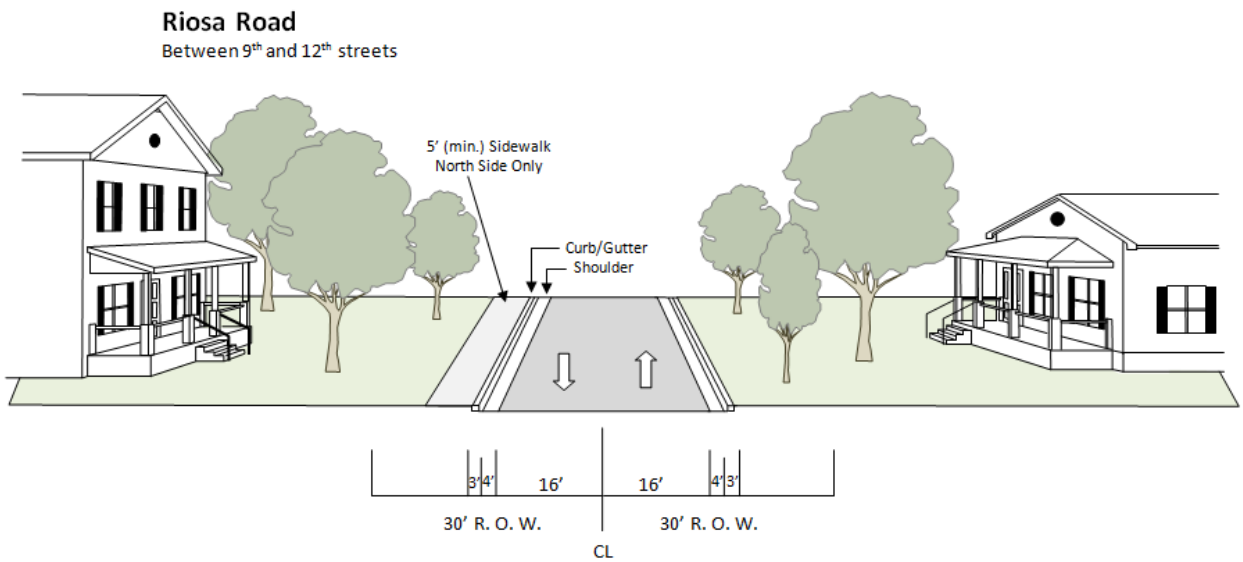



*Figure 8.3.4: 2013 Riosa Road improvement project.*

## 8.4 EXISTING ROADWAY CONDITIONS

*Figure 8.4.1: Typical rural collector road in Plan area.*

Traffic operating conditions on streets and at intersections are quantified in terms of "level of service", or LOS. LOS is a qualitative measure of the effect of a number of factors which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and convenience and operating costs. LOS is expressed as a letter grade, ranging from LOS "A" to LOS "F" and representing progressively worsening traffic operating conditions. LOS "A" can be characterized as free-flow traffic conditions with little or no delay. LOS "F" on the other hand represents forced traffic flow conditions often characterized by excessive delays. LOS at intersections is quantified for a one-hour period- typically either the A.M. or P.M. peak hour.

To provide a foundation for assessing future traffic conditions in the Sheridan area, the existing LOS for major roadways and intersections has been determined. The LOS at major intersections is provided in the table below. LOS for an intersection is based on turning movements, lane geometries, intersection control and hourly volumes. The majority of the Community Plan area presently enjoys good traffic operating characteristics.

**Tables 8.4.1 and 8.4.2**

**Existing Average Daily Traffic Volumes**

| Road/Section | Cars/Heavy Trucks |
|---|---|
| Riosa Road, Camp Far West to Sheridan Lincoln | 2,400/550 |
| Riosa Road, Andressen to Karchner | 1,400/550 |
| Karchner Road, Riosa to Porter | 200/550 |
| Camp Far West, at Porter | 300/550 |

**Existing Level of Service**

| Intersection | Level of Service AM/PM |
|---|---|
| Riosa Road/11th Street | A/A |
| Riosa Road/Karchner Road | A/A |

*Source: DKS Associates, 2004.*

## 8.5 ALTERNATIVE TRANSPORTATION

### Cycle and Pedestrian

Cycle and pedestrian facilities are discussed in Section 9.4.

### Bus Service

There is no transit service in Sheridan currently. Placer County Transit provides hourly bus service between Lincoln and Sierra College fourteen times per weekday and ten times on Saturdays. Lincoln's Downtown Circulator connects with Placer County Transit's Lincoln/Rocklin/Sierra College route daily at the Twelve Bridges Transfer Point.

### Commuter Bus

Placer County Transit provides Placer Commuter Express (PCE), a weekday commuter bus service, transports riders from convenient stops along the I-80 corridor including stops in Rocklin and Roseville to downtown Sacramento.

*Figure 8.5.1: Placer Commuter Express operates along the I-80 corridor.*

### Car Pool

The nearest carpooling lot is located on Industrial Boulevard at SR 65 in Lincoln.

### Passenger Rail

**Amtrak.** En route daily between Los Angeles and Seattle, the Coast Starlight train passes through Sheridan connecting Los Angeles, the San Francisco Bay Area, Sacramento, Portland and Seattle. Passengers can board the train at either Chico or Sacramento.

**Commuter Rail.** The Roseville-Lincoln-Marysville Passenger Feasibility Study (1997) defined a plan for commuter rail service between Marysville and Sacramento. The Study concluded that the service was technically feasible either as commuter rail, which would need to be funded locally, or as intercity rail, funded as an extension of the Capital Corridor or San Joaquin service. There are currently no plans for implementing commuter rail services in the corridor however.

Under the management of the Capital Corridor Intercity Joint Powers Authority, Amtrak has operated the Capital Corridor rail service between Sacramento and San Jose, with one trip per day to and from Colfax, stopping in Roseville and Auburn since 1991.

**Freight Rail.** The Union Pacific Railroad line bisects the Sheridan Plan area and consists of one track that crosses Sheridan Lincoln Boulevard north of Riosa Road on the western edge of the townsite. According to Union Pacific officials, between 20 and 25 freight trains per day pass through Sheridan on the 'East Valley Line.' The passing of trains is randomly distributed throughout the day and nighttime hours and speeds on the crossing range from 20 mph up to 65 mph.

*Figure 8.5.2: Union Pacific rail crossing at Sheridan Lincoln Boulevard.*

### Airports

The Plan area is served by the Sacramento International Airport for commercial flights. The closest general aviation airport is within the City of Lincoln.

## 8.6 FUTURE TRANSPORTATION SYSTEM

As has been noted in the Land Use chapter, significant growth is not anticipated within the Plan area. It is also noted that the community's vision is to "maintain the rural, small town character" of Sheridan. An important determinant of Sheridan's character is its roadway system.

This Community Plan's approach to transportation is to balance community character and circulation needs to minimize the intrusiveness of the area's roadway system, and to provide physical improvements to the road way systems where it is necessary and environmentally prudent to do so.

As with many communities, Placer County has experienced a gradual acceptance and adoption of uniform improvement standards to be applied throughout the community. Although these standards bring a uniformity of design to the various components of community infrastructure, their implementation has the ability to erode the uniqueness of individual communities, especially in the realm of public improvements such as roadways.

This is evident in areas where new development has encroached into older settings, imposing typical suburban development standards without a clear plan for the end product. The result is typified by a rural street edge, characterized by a dirt, gravel or asphalt path and soft street shoulder suddenly

interrupted by a portion of concrete curb and gutter with sidewalk. Since it is unlikely that the balance of the improvements will be made any time soon, the piecemeal implementation of such standards serves to disrupt the gentle, rural character than residents likely found more appealing in the first place.

*Figure 8.6.1: Sheridan townsite.*

While it is important to provide movement of traffic within, as well as through Sheridan, this objective will not be permitted to compromise the more important objective of preserving the community's essential character and the area's natural environment.

Due to limited anticipated new growth, increasing the capacity of the existing road infrastructure is not a major concern. Instead, preserving, maintaining, and improving what is already in place is the focus of this Community Plan. Upgrades to the area's roadway system using traditional traffic engineering principles and standards will not fit well with the varying design features that make up the character of the community.

## Riosa Road

Riosa Road is the primary east-west thoroughfare through the townsite. This two-lane roadway is Sheridan's primary access to SR 65. It is designated as a rural collector roadway in the Placer County General Plan. Riosa Road carries about 3,000 vehicles per day east of SR 65.

The haul route for outbound haul trucks for Cemex/Patterson Sand and Gravel follows Camp Far West Road south to Porter Road, Porter and Karchner Road south to Riosa Road, and Riosa Road to SR 65. Trucks then travel either northbound or southbound on SR 65 to their destination. Returning haul trucks and delivery vehicles travel the reverse of the outbound haul route.

## 13th Street

13th Street has historically served as the "main street" of the townsite where the major commercial and social activities were located. Special details for on-street parking and frontage improvements are outlined in the Community Design chapter.

## Sheridan Lincoln Boulevard

After the Highway 65 bypass opened, the state decommissioned the old highway and turned ownership over to Placer County. It has been renamed Sheridan Lincoln Boulevard and is classified as a thoroughfare by the County. Long-term plans call for bike lanes along the road between Sheridan and the City of Lincoln. The County will also allow a limited number of driveway connections to Sheridan Lincoln Boulevard.

*Figure 8.6.2: Sheridan Lincoln Boulevard.*

## Wheatland Bypass

In 2000, Caltrans issued a Project Study Report that analyzed six alternative alignments for the proposed Wheatland Bypass. After extensive public meetings, Caltrans identified a preferred alternative (Figure 8.6.3) that would start at the northern end of the Lincoln Bypass in Placer County, and proceed due north, crossing the Bear River on a new bridge to the east of the existing Highway 65 alignment. It would bypass Wheatland to the east.

The Wheatland General Plan analysis assumes a four-lane Wheatland Bypass while the Yuba County General Plan analysis assumes a two-lane bypass. In either case, the Bypass is not funded and is not anticipated to be completed for at least 20 years.

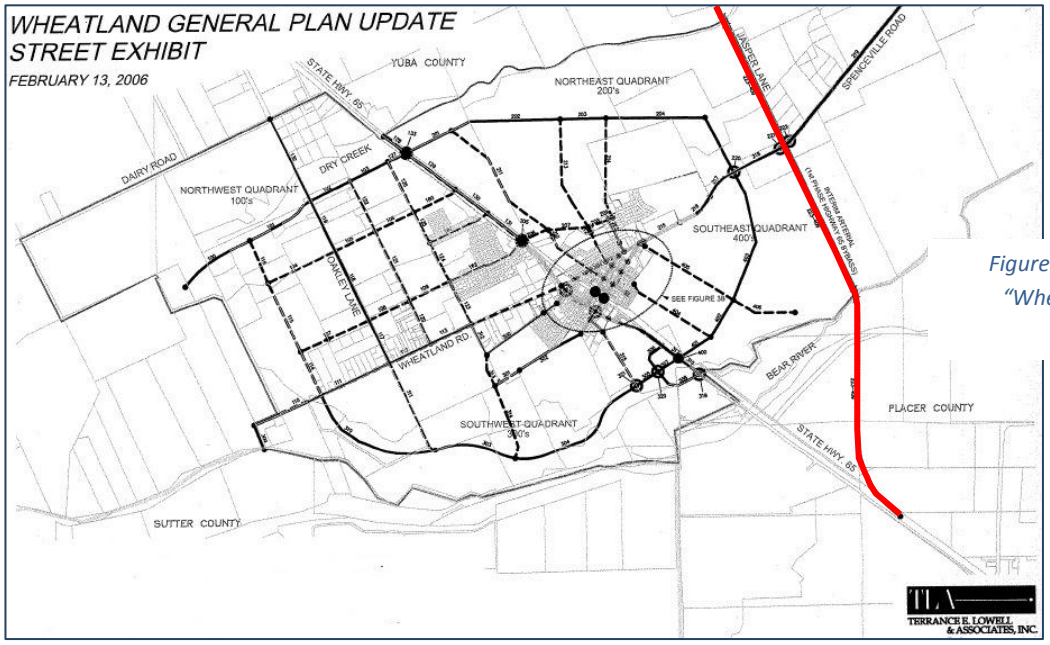



*Figure 8.6.3: Proposed Highway 65 "Wheatland Bypass" alignment.*

## CHAPTER NINE

# PARKS, RECREATION AND TRAILS

# 9. Parks, Recreation, and Trails

This chapter provides direction for the development and maintenance of parks, trails, and recreational facilities. These facilities are fundamental buildings blocks of a community. This chapter also establishes standards for parks and trails to ensure adequate recreational facilities are available in Sheridan.

*Figure 9.0.1: Sheridan Community Park, Camp Far West Road.*

As development in the Plan area occurs, the County will use this chapter as a guide to require that new development assists in the implementation through the payment of mitigation fees, dedication of land, and construction of public recreation facilities. The tools available to implement the plan are also included in this chapter. It guides the County in identifying revenue and partners to assure adequate maintenance and administration of facilities and recreational activities.

Sheridan is fortunate to have a broad range and number of open spaces though many are not open for public access. These open spaces include pastures, working landscapes, gardens, parks, and conservation areas. There is opportunity to increase access to permanent open space lands.

## 9.1 GOALS AND POLICIES

### GOALS

1. Maintain recreational service level standards of the General Plan in order to meet the park, trail, and open space needs of all segments of the population living in the Sheridan Plan area.
2. Designate, protect, and conserve the natural resources of the area where such resources can add to the variety of recreation activities in the area.
3. Identify and secure adequate and equitable funding to maintain and operate public recreation areas, open space, and landscape areas.
4. Improve and expand the recreation facilities within the existing Sheridan Park and Stewart Hall.

5. Work with sports leagues, the school district and other public agencies and the private sector as partners in the provision of shared recreational facilities and team sports, while the County remains focused on the maintenance of service levels for park and trail facilities.
6. Ensure that new recreational development is consistent with adjacent land use, and provides quality building sites for all required improvements.
7. Encourage and support non-vehicular transportation by providing a safe, interconnected, accessible and visually appealing cycling and walking network.
8. Establish a pedestrian and bicycle friendly environment that includes both on- and off-street pedestrian and bicycles facilities to encourage non-vehicular travel in the Community.
9. Integrate the Community trail system with the countywide regional bicycle system.
10. Continue to develop safe walking/cycling routes-to-school options by linking parks, the Sheridan School, neighborhoods, and commercial areas with appropriate trails and pathway facilities.
11. Establish Class II Bike Path connections between the City of Lincoln to the south and Wheatland to the north and between the future Teichert and Patterson/Cemex park facilities.
12. Provide safe and comfortable routes for walking within the townsite and cycling within the Plan area to encourage use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets.

### POLICIES

1. Develop, operate and maintain park and trail facilities in accordance with park standards contained in the General Plan.
2. Coordinate the development of trails and other recreation facilities with other public agencies.
3. Continue to work with the West Placer Unified School District to coordinate infrastructure, including the shared use of lands and facilities for recreation and community use.
4. Where legally appropriate and efficient, encourage developer-built public recreational amenities.
5. Require the dedication of land, construction of recreational facilities, and/or payment of fees, in accordance with applicable laws, in order to acquire and develop public recreation facilities to maintain recreational service levels of the General Plan.

6. Require the proponents of new development to offer the dedication of multi-purpose trail easements within project limits where necessary outside of the road right of way consistent with the Community Plan Trail Map (Map Three), Placer County Bikeways Master Plan, and the Placer County General Plan.
7. Require the proponents of new development to complete environmental review and permitting of all park and trail facilities associated with the development project unless deferral is specifically approved by the County.
8. Where recreational land dedication is required of new development projects, ensure the dedication of land is in locations that are compatible with adjacent land use, avoid restrictive topography, and do not pose excess regulatory or maintenance burden.
9. Encourage compatible recreational uses near riparian areas along streams and creeks where feasible.
10. To the extent possible, create trails through newly acquired open space and preserves, consistent with the requirements of wildlife habitat.
11. Multiple use trails shall be open to all non-motorized trail use by pedestrians, cyclists, and equestrians unless certain uses are excluded for safety or resource protection purposes. The local trail system shall be connected to the regional public trail system by the following considerations:
    a. Incorporate logical linkages to the adopted trail networks identified in adjacent Community Plans and agency trail planning documents;
    b. Incorporate the Placer County Regional Bikeway Plan;
    c. Consider recreational trail circulation on a regional level;
    d. Promote consistency and unity between Community Plan trail elements in nomenclature, graphic formatting, and points of connection; and,
    e. Provide common design standards where appropriate.
12. Trail locations depicted on the Community Plan Trail and Pathways maps are to be considered diagrammatic corridors allowing the County some flexibility in the final trail or pathway location in order to take into consideration topography, physical barriers, regulatory challenges, privacy, and design considerations of the dedicating land owner, as applicable.
13. The County shall pursue private, local, state and federal funds and grants to help construct and/or improve parks, trails and pathways in the community.
14. Trails to be publicly maintained shall be funded through a dedicated funding source such as a CSA Zone of Benefit, Lighting and Landscaping District, or similar mechanism.

15. Review recreational facilities, as necessary, to ensure they are meeting current and emerging needs.

*Figure 9.1.1: Recreational facilities at Sheridan School.*

16. Funding for improvement, maintenance, operation, and administration of public recreation facilities should be required prior to the development of parks, trails, landscaped areas, and recreational facilities. The funding sources should not assume availability of County General Fund support, but should provide full funding through one or more of the following methods:
    a. Development fees paid by new private development.
    b. Voter-approved assessment fees or special tax.
    c. Grants
    d. Other legal and sustainable sources

17. Consider a ballot measure to amend County Service Area #28 Zone of Benefit #6 to provide an annual cost of living adjustment and provide maintenance funding for any additional park facilities requested by the voters within Zone of Benefit #6.

18. The development of privately owned and maintained feeder trails should be encouraged in lieu of public trail easements in areas that do not provide through connection to identified nodes or have limited potential to serve the community as a whole. Private trails that serve a specific neighborhood shall be maintained by a Homeowner's Association or other appropriate organization.

19. At such time as Park Dedication Fees are updated in association with County Code Sections 15.34, 16.08.100 and 17.54.100 (D), the cost of trail acquisition and construction associated with the full implementation of the Community Plan trails network (for those portions outside of road rights-of-way) should be considered as a component of the park facility standards.

## 9.2 EXISTING PARK FACILITIES

Placer County supports a comprehensive array of parks, arts, recreation, leisure, and cultural programs to a diverse population with differing recreational needs. In the past, the County has relied on the County General Fund, grants, land dedication from developers, park fees, volunteer contributions, and dedicated assessments to construct and maintain its park system.

*Figure 9.2.1: Sheridan Community Park, Camp Far West Road.*

The mission of the Placer County Parks and Grounds Division is to "provide construction, operation, and maintenance of Placer County's parks, beaches, open space, landscaped grounds, and recreational trails for the use and enjoyment of residents and guests of Placer County." Placer County does not offer programs and, therefore, relies on community partners to provide organized recreational activities. These activities have been successfully and efficiently undertaken by cities, special districts, local school districts, sports leagues, churches, and private recreation providers.

Ownership of the existing Sheridan Park and Stewart Hall was assumed by Placer County in 2013. Prior to 2013, the park property was owned by Sheridan Recreation, Inc., a non-profit corporation, and maintained by Placer County with funding from CSA 28 Zone of Benefit #6. As owner, Placer County will continue operation and maintenance of Sheridan Park.

Rules and regulations governing Placer County-owned park and trail facilities are contained in Chapter 12 of the Placer County Code.

### School Facilities

The Western Placer Unified School District serves the Sheridan community. While giving priority to school activities, particularly during school hours, the outdoor facilities at the Sheridan Elementary School are generally open to the public after school hours. In cases where school districts utilize County funds in development of recreational facilities, formalized use agreements are entered into that specify the rights of limited public access.

School facilities play an important role in family life and routine and serve a role in neighborhood green space and recreation programming. In the calculation of Community Plan park facility standards, schools that have facilities open to the public are counted.

**Table 9.2.2**

**School Recreational Facilities in Sheridan**

| Sheridan Elementary School | |
|---|---|
| *4730 'H' Street* | |
| ***Facilities:*** | *Two play fields, softball/baseball field, 1/8 mile track, two basketball courts, playground, and picnic facilities.* |

## Park Facility Classifications

Park classifications are used as a general guide to park planning and use. Active recreation refers to sports such as softball, baseball, soccer, tennis and basketball. Passive recreation refers to activities such as hiking, picnicking, and bird watching. Parks can be classified by type based primarily on their size, function and character.

**Table 9.2.1**

**Existing and Potential Recreational Facility Types in Sheridan**

| Mini-Park | |
|---|---|
| *Use:* | *Usually includes play apparatus and turf areas. Area is considered a 'pocket-park" if no play apparatus is provided. May include community gathering spaces.* |
| *Service Area:* | *Local subdivision or civic area* |
| *Size:* | *1 to 2 acres* |
| *Location:* | *Spaced throughout the community to serve neighborhoods. Playground may be private and maintained by a Homeowners Association.* |
| **Neighborhood Park** | |
| *Use:* | *Intended to meet primary recreation needs of the immediate or local neighborhood. Focus is on family and informal play needs of 5 to 17 year olds. Usually includes playground apparatus and areas for field and court games. Serves as a focal point for the neighborhood.* |
| *Service Area:* | *1/3 mile radius* |
| *Size:* | *2 to 15 acres* |
| *Location:* | *Spaced throughout the community to serve neighborhoods. Can co-locate with elementary schools.* |
| **Conservation Area/Nature Preserve** | |
| *Use:* | *Protects natural environment, wildlife habitat and scenic quality rather than satisfying demand for recreation opportunities. Secondary, passive or active recreation uses can coexist with primary conservation function.* |
| *Service Area:* | *Local area.* |
| *Size:* | *1 to 20+ acres* |
| *Location:* | *Determined by existing natural features.* |

Sheridan has achieved the level of developed parkland to meet the General Plan standard service level (5 acres of active and 5 acres of passive developed recreation area per 1,000 residents). The **Sheridan Park and Stewart Community Hall** at 6005 Camp Far West Road provides four acres of passive and active recreational amenities and a 300-person capacity hall facility. It is considered a Neighborhood Park. Recreational facilities include a playground/tot lot, picnic area, and basketball court. Stewart Hall is a large rectangular building (4,539 square feet) with a kitchen and stage area. Some past uses include birthday parties, retirement parties, wedding receptions and baptisms.

## 9.3 POTENTIAL RECREATIONAL FACILITIES

A portion of the survey taken prior to the community plan update focused on community desires concerning parks and recreation. With minimal growth anticipated, development of new park and recreation facilities ranks low on the list of Sheridan's needs.

Survey respondents were also asked to rank the most needed improvements in Sheridan. Of eleven choices, "more parks" ranked last. "Enhancements to existing parks" ranked fifth. "Better sidewalks" and "bike paths/bike routes" ranked second and seventh respectively.

When asked the importance of 'recreational opportunities," fifteen percent said 'not important' while 35 percent said 'important.'

The Sheridan Park serves the existing community well. There is undeveloped space at on the park property that presents opportunities for improvements at the current park site including expansion of facilities and upgrades to existing facilities or new uses depending on future demand/changing needs. The survey results indicate that the community desires improvements to the existing Sheridan Park and Stewart Hall above the desire for new parks.

As development/redevelopment occurs in Sheridan, there is the potential for new recreation facilities. These are likely to be one or more "play lots" that serve a residential neighborhood or a "civic green space" that could be constructed along 13th Street.

**Mini-parks** are small open space areas that serve residential neighborhoods. These mini-parks, up to an acre in size and strategically located in neighborhoods, provide recreational opportunities within a short walking distance from homes. Mini-parks provide open space areas for passive recreation, including an area for small children, seating areas, and picnic areas.

Mini-parks would generally be developed with private funding as part of a new subdivision and would generally be maintained by a property owners' association.

**Civic green spaces** may include civic monuments, a historic building, and beautification areas in Sheridan's commercial area. Such a site could be developed or improved by a private owner or a community group with a local civic organization responsible for funding the maintenance costs. Facilities at a civic green space may include public art, water features, seating areas, picnic facilities, and turf areas.

A number of additional **conservation areas** are likely within the Plan area through implementation of the Placer County Conservation Plan. Once approved, the County would seek protection of ~50,000 acres in high-growth western Placer County through an ecosystem-focused strategy. Over the 50 year term of the PCCP a large portion of the Reserve Acquisition Area will be permanently protected by conservation easements or by fee title acquisitions.

Low-impact outdoor recreation facilities for public use, typically multi-use paths, access ways, trails, picnic areas, or interpretive and educational displays and overlooks that include benches are possible within reserve areas.

As the Conservation Plan is implemented, the County will look for public access opportunities in the conservation areas. Sound professional judgment is necessary in determining the compatibility of a particular public use in a particular conservation area. Consideration of the biological constraints, public safety, and potential conflicts between uses and compliance, can result in a property that satisfies the habitat requirements of the species protected, while providing enjoyment and education to the public. Each mitigation bank or conservation area will have its own set of constraints.

There are also plans for passive recreation at the Teichert Aggregate site to the southeast of the Plan area and at the Patterson/Cemex site in the northeast corner of the Plan area. These plans are contained within executed development agreements that regulate the future provision of public recreation and access amenities during the reclamation phases of each project.

A public open space area is planned under the Reclamation and Preservation Plan approved for the Teichert Aggregate Facility to the southeast of the Plan area. The property is located between Gladding Road and Sheridan Lincoln Boulevard along Coon Creek. Approximately 1,943 acres of the 3,455-acre project site would be preserved with permanent open space/habitat easements. The Coon Creek Conservancy will oversee the management of the habitat areas on the site, primarily 200 acres along Coon Creek where public access trails are likely. Teichert Aggregates is also required to provide an offer of dedication for 345 acres of lakes to the County after the 40-year mining period ends. Public access to the lakes for water recreation activities will be offered.

Cemex Construction is expanding the existing Patterson Sand and Gravel Mine operation along the Bear River in both Placer and Yuba counties northeast of Sheridan to 681 acres.

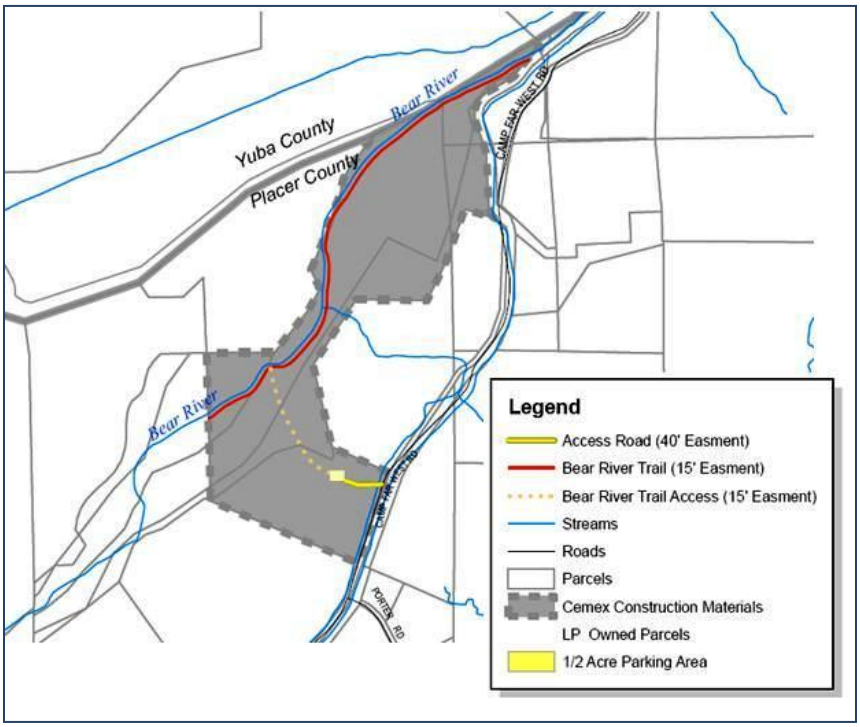



*Figure 9.3.1: Long-term plan for public access at Cemex property.*

Mining will be conducted in six phases over a 38-year span. At the completion of the mining period in 2045, Cemex has agreed to make an irrevocable offer of dedication to the County for an easement that would provide for a riverside trail within a 55-acre Bear River conservation corridor and a ½ acre parking area.

## 9.4 BIKEWAYS, TRAILS AND PATHWAYS

Due to the distance from the Sheridan community to most services and employment centers, vehicle use is and will continue to be a part of most people's daily or weekly lives. However, improving opportunities for walking and cycling has a number of benefits, including less reliance on the automobile, cost savings for the entire community, individuals and families, improved natural and built environments, health protection, more lifestyle options, and a strengthened sense of community through daily interactions with people.

*Figure 9.4.1: Class III bikeways are prevalent on rural County roads.*

Opportunities for horseback riding, hiking, and cycling are among the expected benefits of living in a rural community and Sheridan offers a level topography that is ideal for these types of facilities. Today, limited sidewalks and pathways exist in the townsite and bicyclists must share roadways with motorists.

Walking, biking, or riding a horse, either for personal enjoyment, or simply to get from one place to another, might often be regarded as recreational in nature. There are many important transportation benefits to be realized as well, particularly from walking and cycling within and between communities. Within the Plan area, some trails have been established on private property and there is interest in creating trails within open space and preserves. There is also the opportunity to connect to neighboring areas through on-street bikeways such as along Riosa Road and Sheridan Lincoln Boulevard.

This bikeways, trails and pathways section outlines a practical framework for the community's goal of increasing non-motorized transportation and recreation options for all residents within Sheridan Plan area. Bikeways and trails typically serve two different circulation purposes:

1. Bikeways may be a linked network of on-street bikeways that provide local residents and visitors to the area a commuting alternative to the automobile as well as providing a recreational opportunity for bicyclists and pedestrians.
2. Pathways and Multiple Use Trails are valuable for commuting and transportation, but may also be a part of a network utilized for recreation and exercise. Trails along natural corridors, such as through parks and natural areas, are desirable routes because they provide a more scenic experience for the recreational user.

The Community Plan Trail Map (Map Three) depicts a long range vision for an interconnected system of hiking, riding, and cycling trails suitable for safe recreation as well as transportation and circulation. The proposed trail plan balances the need for a functional community network with respect for private property and the funding needed for full implementation. Upon completion, the network will encourage safe, comfortable and convenient ways for pedestrians and bicyclists to travel throughout the Plan area and into surrounding communities.

The vision is realized by acquiring trail segments as opportunity is presented through development and willing donors and completing missing sections of longer trails through capital projects. Rules and regulations governing the use of County trails and bikeways are contained within Chapter 12 of the Placer County Code.

Trails and bikeways within this plan are classified as follows:

- **Class I Bikeway (Bike Path)** provides a completely separated facility designed for the exclusive use of cycles and pedestrians with minimal crossflows by motorists. Motorized vehicles are not allowed on Class I Bike Paths. Class I bikeways should have a minimum 8 foot width of hard surfaced pavement with 2 feet graded shoulders on either side. Class I Bike Paths that are regional in nature should have a minimum 10 feet paved width. In some cases, a wider shoulder or separated native earth pathway would provide adjacent use for equestrians and those who prefer a native trail surface. Class I Bike Paths must be at least 5 feet from the edge of a paved roadway.
- **Class II Bikeway (Bike Lane)** provides a restricted right-of-way designated for the exclusive or semi-exclusive use of cycles with through-travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Class II Bike Lanes generally require a 4 feet bike lane with a 6 inch white stripe separating the roadway from the bike lane. Class II Bike Lanes are typically maintained as a part of the road system by the Department of Public Works.
- **Class III Bikeway (Bike Route)** provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III Bike Routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street

sign, there are not special markings required for a Class III Bike Route. Class III Bike Routes are typically maintained as a part of the road system by the Department of Public Works.

- **Multiple Use Trails** are designed to support pedestrian, cycle, and equestrian traffic. Motorized vehicles are not allowed on Multiple Use Trails. They are generally 6 feet in tread width but may be reduced in width to accommodate physical and easement restrictions. Widened turnout areas should be provided to allow comfortable passing. Depending on the stability of local soil conditions, Multiple Use Trails are constructed of native graded soil, decomposed granite (or similarly graded imported aggregate), or native soil treated with a stabilizing agent.
- **Pathways or concrete sidewalks are** within the road right of way, generally 4-6 feet wide and running parallel to the road, intended for use by pedestrians. Pathway users may include but are not limited to: cyclists, non-motorized scooters, in-line skaters, roller skaters, wheelchair users (both non-motorized and motorized), walkers, and runners. Much of the townsite does not have pathways or sidewalks besides those recently constructed around the Sheridan Elementary School under the Safe Routes to School project.

*Figure 9.4.2: Multi-use trails accommodate pedestrian, cycle, and equestrian users.*

For the purpose of this chapter, “bikeway” means Class I Bike Paths, Class II Bike Lanes, and/or Class III Bike Routes collectively or interchangeably. Also for the purpose of this chapter, “cyclist” means riders of non-motorized wheeled vehicles.

## Trail Classifications

Typical bikeways and trails are schematically depicted below.

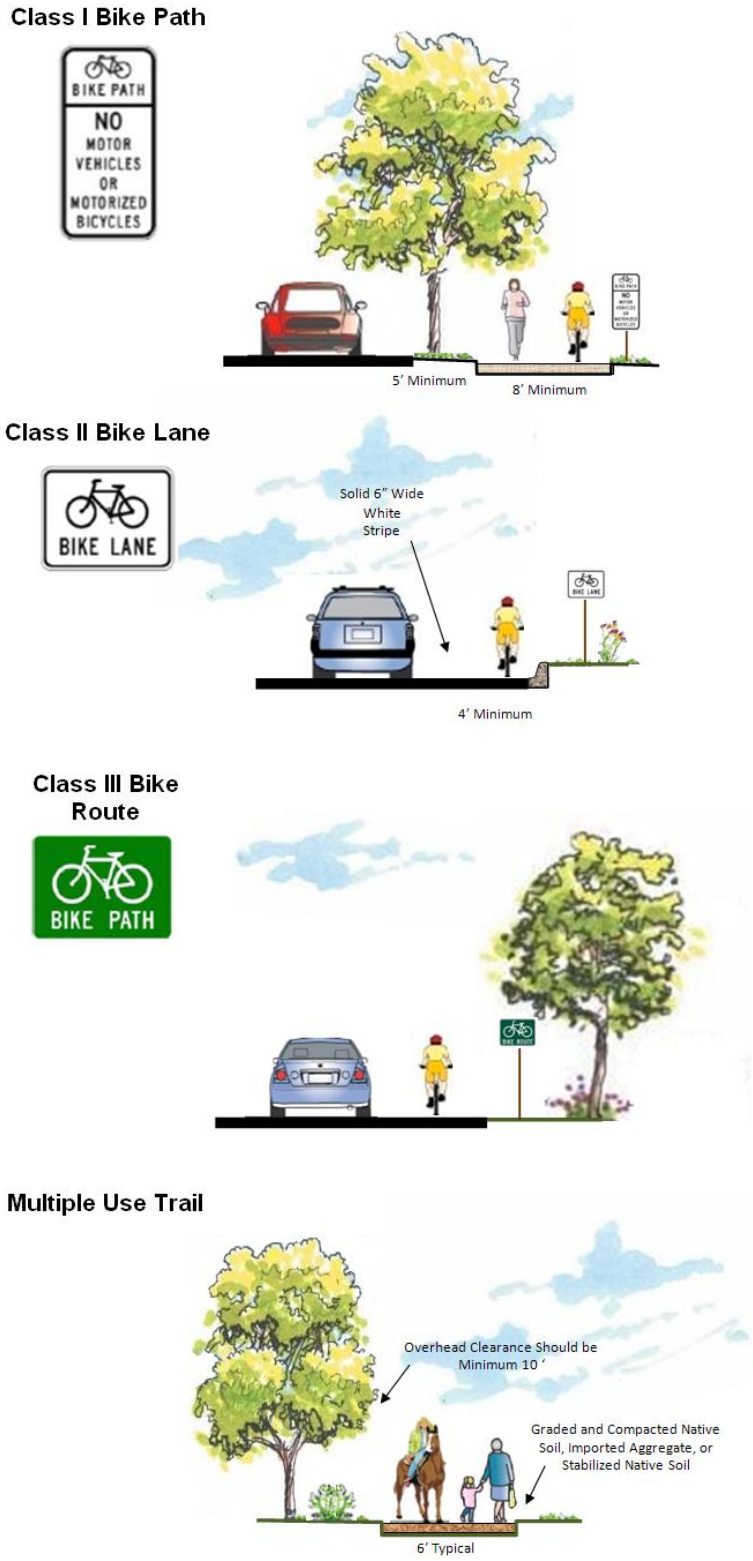



*Figure 9.4.3: Bike and Trail Classifications.*

### Pathways

Many of the roads within the townsite and all of the roads outside of the townsite do not have pathways or sidewalks. The pathway or sidewalk, once a lost idea, is starting to make its way back into suburban development because it connects neighborhoods, creating a healthier and more livable community. The development of a limited pathway network in Sheridan, has the support of community residents. The desire is for a congruent system that links the existing pathways with each other creating a grid not unlike the street network. This network of pathways is essential in moving people to and from various destinations as well as providing additional recreational opportunities.

The proposed pathway network would expand upon the Safe Routes to School infrastructure project. The $207,000 project was completed in 2011 to make streets surrounding the Sheridan School more pedestrian/child-friendly and increase opportunities for residents to lead more active lives. It was the first Federal Safe Routes to School project undertaken in unincorporated Placer County.

*Figure 9.4.4: A Safe Routes to School Project was Completed in 2011.*

The Sheridan Safe Routes to School Project entailed building multi-use paths on streets leading to the school. Paths were constructed adjacent to the school perimeter on Camp Far West, 11th, 10th and H streets, and a bus loading area was installed as well as a four-way stop at the corner of 10th Street and Riosa Road.

## 9.5 BIKEWAYS, TRAILS AND PATHWAY PLANNING

AB 1358, The California Complete Streets Act, requires the County to plan for a balanced, multimodal transportation network. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. The Governor's Office of Planning and Research recommends that local jurisdictions view all transportation projects, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize pedestrian, cycle, and transit modes as integral element of the transportation system.

In terms of on-street bikeways, wide, paved shoulders which are important to safe and efficient cycling can be found along many County roads. However, shoulder conditions and widths can be highly variable, and cyclists are likely to encounter sections with narrow or non-existent

shoulders along some routes. This may be generally acceptable on quiet back roads with low traffic volumes and good visibility, but is not desirable for key connecting routes between communities or major destinations.

The 1994 Placer County General Plan establishes policies for trails in the Transportation and Circulation and the Recreational and Cultural Resources sections (sections 3 and 5, respectively). It calls for establishment of "a safe, comprehensive and integrated system of facilities for non-motorized transportation" (Transportation and Circulation Goal 3.D) and development of "a system of interconnected hiking, riding, and cycling trails and paths suitable for active recreation and transportation and circulation" (Recreational and Cultural Resources Goal 5.C).

The County has established several other General Plan policies pertaining to trails including:

- Support development of a comprehensive and safe system of recreational and commuter cycle routes that provides connections between major employment and housing areas and between existing and planned bikeways;
- Integrate public trail facilities into the design of flood control facilities and other public works projects whenever feasible;
- Pursue all available sources of funding for the development and improvement of trails for non-motorized transportation;
- Work with other public agencies to coordinate the planning and development of equestrian, pedestrian, and cycling trails;
- Require the proponents of new development to dedicate rights-of-way and/or the actual construction of segments of the countywide trail system pursuant to trails plans contained in the County's various community plans; and,
- Encourage preservation of linear open space along rail corridors and other public easements for future use as trails.

The County's primary objectives in establishing trails are to:

- Provide safe, pleasant, and convenient travel by foot, horse, or cycle;
- Provide connections between residential areas, schools, community buildings, parks and other community facilities;
- Provide access to recreation areas, major waterways, and vista points;
- Provide connections to state and city trails and regional recreational and natural resources outside of the county for the benefit of county residents.

To meet these objectives, the County must have:

- Coordination within the transportation, natural resources, and recreational components of planning documents and capital improvement plans;
- Coordination among the various government and private parties involved; and,
- An implementation plan addressing priorities and funding for both the near and long-term.

The Parks Division of the Department of Facility Services coordinates trail planning, acquisition, development, and management with appropriate jurisdictions including the cities and adjacent counties. The Department of Public Works coordinates the planning and development of bike routes and lanes within the road right-of-way including the conditioning of private development requirements and management of capital improvement projects.

## 9.6 BIKEWAY, TRAIL AND PATHWAY RECOMMENDATIONS

The Bikeway, Trail and Pathway recommendations provides safe travel for pedestrians, cyclists, and others, whether it's a shared on-road facility or separated off-road facility. The goal is to provide a safe alternative to the automobile that can provide convenient and efficient access throughout the Plan area.

The proposed bikeway and trail routes, shown on the Community Plan Trail Map, create a vision for a coordinated system of trails throughout Sheridan and beyond. There are currently no trails or bikeways in the Plan area. However, the transfer of Sheridan Lincoln Boulevard (former Highway 65) to the County will accommodate bicycle use along both shoulders. The roads in the Sheridan area host groups of bicyclists drawn to the relatively low volume roads. The proposed bikeway and trail system in Sheridan provides recreational, safety, and utilitarian component as bikeways can provide an alternative mode of transportation. The long-range trails plan for Sheridan provides for new or improved linkages between parks and natural areas, points of interest, and neighboring communities.

Establishing a system of trails in an existing built community is a challenge. Sheridan was developed around automobile transportation and pedestrian and bike facilities were secondary considerations. The present popularity of cycling and walking as a mode of transportation and the emphasis on active living and other current trends were not anticipated or planned. Pedestrian connectivity in Sheridan is limited and is primarily provided on road shoulders.

From a regional perspective, facilities for cycling are of paramount interest due to their efficiency as a travel mode over short, medium, and longer distances. Pedestrian travel, while still very important, tends to be a much more localized form of non-motorized transportation and is, for most people, a more practical option in or near urban areas where population density is higher and trip lengths are relatively short.

The **Placer County Regional Bikeway Plan,** prepared by the Placer County Transportation Planning Agency and adopted by the Board of Supervisors in 2002, provides a directory of both the existing regional bikeways and proposed improvements to regional bikeways. The plan calls for the creation of a Class II Bikeway on the current Highway 65 from Lincoln to the Bear River.

Once the old Highway 65 is turned over to Placer County the shoulder will be designated as a Class II bike lane with the addition of appropriate signage and pavement markings. This bikeway has been added to the Community Plan Trails Map.

The Sheridan MAC Community Plan Update Subcommittee has recommended additional Class II bike routes for Camp Far West, Porter, Karchner, and Riosa roads. A bikeway on Camp Far West Road will connect Sheridan to the planned public access facilities at the Cemex property. Riosa Road is targeted for a Class III Bikeway providing access to the west of Sheridan.

The Subcommittee recommended that at such time as the Placer County Regional Bikeway Plan is updated, or other applicable trail plan is adopted, consideration should be given to creation of a connected trail/bikeway network to serve northwest Placer County and to complete logical loop extensions of the bikeways and trails depicted on the Sheridan Community Plan Trail Map. Suggested routes include Karchner Road, McCourtney Road, and the along the Coon Creek corridor. A route to connect Sheridan to Hidden Falls Regional Park was also recommended.

A multi-purpose trail is planned along the south side of the Bear River on the Cemex property. Any extension of the trail along the Bear River outside of the Cemex property is a long-term proposition. Trail easements along the river would only be acquired by willing sellers or donors and only if funding becomes available.

## Pathways

The proposed pathways, shown on the Community Plan Pedestrian Pathways Map (Map Four), provides recommendations for sidewalks and trails within the townsite. The Plan recommends improvements that will upgrade the existing system where needed, fill in the missing gaps, and connect to significant features such as the elementary school, Sheridan Park and Stewart Community Hall, 13th Street and residential areas.

The subcommittee-recommended pathways for 10th and 12th streets, E and F streets, as well as the I Street alley connecting to Stewart Hall with improves to the existing crosswalk for pedestrian safety at Camp Far West Road. The I Street alley pathway would provide a safe and efficient route to Stewart Hall which serves as the evacuation center for the elementary school. Pedestrian-safe landscaping and lighting should be included along the I Street alley pathway and consideration should be given to a joint use/maintenance agreement with the school. In addition, the subcommittee recommended that a more durable material such as concrete be used for all pathway extensions. This was deemed to be more cost effective to maintain as well as more visually attractive.

A list of proposed trails, bikeways, and pathways is provided in the tables below.

**Table 9.6.1**

**Plan for Trail and Bikeway Improvements in Sheridan**

| Corridor | Beginning Point | End Point | Length |
|---|---|---|---|
| **Class II** | | | |
| Camp Far West Road | Riosa Road | Cemex Bear River Access | 4.1 miles |
| Karchner Road | Porter Road | Riosa Road | 2 miles |
| Porter Road | Camp Far West Road | Karchner Road | .5 miles |
| Riosa Road | Sheridan Lincoln Blvd. | Karchner Road | 2.1 miles |
| Sheridan Lincoln Blvd. | Highway 65 | City of Lincoln | 7.6 miles |
| **Multi-Purpose** | | | |
| Bear River Corridor | Cemex Property | Cemex Property | 1.6 miles |

**Table 9.6.2**

**Plan for Multi-Use Pathways in Sheridan**

| Corridor | Beginning Point | End Point | Length |
|---|---|---|---|
| **10th Street** | I Street Alley | E Street | 2,032’ |
| **12th Street** | Riosa Road | E Street | 1,800’ |
| **Camp Far West Road** | I Street Alley | Stewart Hall | 613’ |
| **E Street** | 10th Street | 12th Street | 862’ |
| **F Street** | Sheridan Lincoln Blvd. | 10th Street | 1,275’ |
| **I Street Alley – School/Park** | Camp Far West Road | 10th Street | 900’ |

The alignments depicted on the Community Plan Trail and Pathways Maps are to be considered diagrammatic corridors allowing some flexibility in the final trail location in order to take into consideration topography, physical barriers, regulatory challenges, privacy, and design considerations of the developer. In the case of multiple use trails that are not connected to roadways, final trail alignments should be required to adhere to sound trail building principles for the construction of sustainable trails that are not prone to erosion or require the excessive removal of trees and other natural features.

## 9.7 RECREATIONAL FACILITY AND TRAIL FUNDING

**Sheridan Parks and Recreation District**

The Improvement District (CSA 28 Zone of Benefit #06) provides funding for improvement and maintenance of specific recreational facilities currently serving 395 parcels within Sheridan. The District was established by the Board of Supervisors in 1987 following an assessment ballot proceeding in accordance with the requirements of Article XIIID of the California Constitution ("The Taxpayer's Right to Vote on Taxes Act") and the Landscape and Lighting Act of 1972. The $47 fee per parcel raises $23,565 annually to pay for parks maintenance.

Without the provision of an annual cost-of-living adjustment in the existing Zone of Benefit collection, this funding source will eventually become insufficient to meet its obligations. In order to provide long term funding stability and provide maintenance for any additional park amenities requested by the Sheridan Community, a vote would be needed to amend the allotted assessments.

**Park Dedication Fees (PDF's)**

Park Dedication Fees (PDF) is the collective term for in-lieu recreation mitigation fees collected under two sections of state law, the Subdivision Map Act ("Quimby Fees") and the Mitigation Fee Act ("AB1600 Fees"), and enabled by ordinance passed by the Placer County Board of Supervisors.

Since July 2004, the County has implemented Assembly Bill 1600 "The Mitigation Fee Act" (Government Code section 66000 et seq.) through adoption of County Code Section 15.34 et seq. While Quimby fees focus on the value of land dedication for active park facilities, the Mitigation Fee Act generates funding for the cost of active and passive park development. Cities, Counties, and special districts are allowed to collect AB1600 Fees. They are generally collected at the time a residential building permit is issued.

Park Dedication Fees (PDF's) are collected in 16 geographic areas throughout the county. Area #11 collects fees generated within the Sheridan area. The boundaries do not legally bind the funds to be strictly spent on amenities within the boundary, but serve as a guide in establishing a nexus between payer and benefit. In order to ensure the land tenure and ongoing operation of

PDF funded amenities, only public agencies are allowed to apply for use PDF's. A public process of vetting proposals for PDF expenditure is made through the local MAC and Parks Commission before the Board of Supervisors makes a final determination of PDF disposition. Standards for reviewing and prioritizing PDF funding requests are recommended by the Parks Commission.

PDF's are one-time fees (as opposed to ongoing assessments) intended for development of new recreational amenities and major renovation of existing amenities in order to maintain service levels of both active and passive recreation facilities as new development increases demand. They are not to be used for ongoing maintenance. The current fee (September 2013) is $4,160 for a single-family dwelling and $3,030 for a multi-family dwelling. Fees are adjusted on July 1 annually. Any public agency that is a recreation provider is eligible to apply for use of Placer County Park Dedication Fees. Agencies include Placer County, special districts, school districts, and incorporated cities.

**Countywide Capital Improvement Program**

The Placer County Department of Public Works (DPW) developed a separate Capital Improvement Program (CIP) within each benefit district in the county. Each CIP identifies roadway improvements needed to serve the future transportation demands on the roadway system. Projects identified in the CIP can be funded partially or wholly with fees collected through the County's traffic fee program.

**Frontage Improvements**

Development projects are conditioned to fund and construct improvements for the portion of the public road on which they front. This generally requires construction of the equivalent of up to one lane and shoulder, which may include a bike lane and/or separated trail.

**Grants**

Prior to enactment of the Mitigation Fee Act, exactions from new subdivisions were limited to the value of park land. Development of active park facilities to keep up with service level standards relied heavily on state and federal grant funding. A series of voter approved Park Bonds at the state level provided consistent park development funding prior to 2009. In recent years, however, the trend in active park development grants has focused on underserved and inner-city communities reducing the availability of park grant funding in unincorporated Placer County

Placer County has been successful in acquiring grant funding for acquisition and development of passive recreation facilities throughout unincorporated areas of the County. The County's commitment to the Placer Legacy Open Space and Agricultural Conservation Program (Placer Legacy) has leveraged over $4 Million in grant funding since the Placer Legacy's inception in 2001. Due to large parcel availability, most Placer Legacy acquisitions have been located north of Granite Bay in the Lincoln, Sheridan, and Big Hill Areas. The acquisition and development of Hidden Falls Regional Park near Lincoln has provided residents with a large scale passive park in western Placer County.

# CHAPTER TEN

# PUBLIC SERVICES

# 10. Public Services

*Figure 10.0.1: Sheridan's first school was established in 1864.*

The County and other agencies provide a range of public services to the community including law enforcement, fire and emergency medical services, library services, schools, parks and recreational facilities, water, sewer, and flood control. Ensuring that these facilities and services are provided and maintained is an important responsibility of the County and others. This Community Plan describes the existing public services and infrastructure system as well as infrastructure and service improvements required to accommodate existing development and future growth. Fire protection and recreational facilities are covered in other chapters.

An important first step of the Community Plan is to protect existing investments, which includes identifying what systems are currently in place and their state or repair. Much of Sheridan is served by a comprehensive network of infrastructure and utilities that supports its economic function and growth. Infrastructure and related services will be provided in a coordinated, timely manner and maintained at a level that is financially sustainable to meet the needs of the existing businesses and residents, as well as providing for limited future growth as provided for in the Community Plan Land Use Diagram.

For the purposes of this Plan, public/quasi-public services includes sanitary sewer and water supply, schools, law enforcement protection, other public services such as libraries and solid waste disposal and, electric power distribution and transmission facilities, telecommunications and other cabled services. These are provided by various government agencies, public bodies and the private sector.

## 10.1 PUBLIC SANITARY SEWER

It is the purpose of this section to identify sewage disposal issues and limitations as they relate to the Sheridan Community Plan area.

### 10.1.1 GOAL AND POLICIES

#### GOAL

1. Require sanitary sewer facilities, both collection and treatment, which are sufficient to serve the Plan area's proposed density of residential, commercial, and public/institutional uses in a way which protects the public and environment from adverse water quality or health impacts.
2. Facilitate the provision of reliable and cost-effective sanitary sewer services to residents in the County Service Area.

#### POLICIES

1. Allow annexations into the sewer service areas to developments where public connection to sanitary sewer systems can be provided as approved by the Board of Supervisors.
2. Require developments needing new connections to construct sanitary sewer collection facilities for their project which are adequately sized and located to provide sewer service which support development based on the permitted densities of the Land Use Element. Sanitary sewer collection systems shall be designed for gravity flow. The agency providing service may approve pumping service where gravity service is not achievable demonstrated through a site-specific engineering analysis.
3. Require all public sanitary sewer facilities to be designed and built to the current standards of the agency providing service.
4. Require developments needing new connections to pay their fair share of the cost for future public sanitary sewer facilities which support development based on the permitted densities of the Land Use Element. The fair share will be based on the demand for these facilities attributable to the new development.
5. Prior to acceptance of completed project improvements, require proponents of new development within a sewer service area to obtain written certification from the service provider that collection and treatment services are available.
6. Require pretreatment of commercial and industrial wastes prior to their entering community collection and treatment systems.

## Sheridan Wastewater Treatment Plant

During Sheridan's early years, homes had individual wells and septic systems, mostly using seepage pits. By the 1960s, the majority of structures in Sheridan had wells that were contaminated by the seepage pits. The problem generated a federal loan/grant program and in 1973, led to the construction of two public water wells, a water distribution system, sewage collection system and two wastewater treatment ponds. Once completed, mandatory connection to both the sewer and water system was initiated within the townsite.

*Figure 10.1.1.1: Treatment pond at Sheridan Wastewater Treatment Plant.*

Between 1973 and 1983, several small sewer extensions were constructed and approximately 50 new homes were built in the community. Then, due to lack of capacity in the wastewater treatment ponds, a self-imposed moratorium was placed on new connections to the sewer system. The moratorium and the lack of land and soil for leach fields resulted in no new homes built in the townsite since 1983 with exception of homes built where existing homes were removed.

In 2002, Placer County converted the County Service Area (CSA) 28, Zone 6, Sheridan Wastewater Treatment Plant (WWTP) to a full land disposal discharge plant without surface water discharge. This was done in response to a Cease and Desist Order issued by the Central Valley Regional Water Quality Board. Previously the WWTP was a combination land disposal and surface water discharge plant. However, the WWTP had historically discharged most of its wastewater to land through crop irrigation and had a permit for discharge of excess wastewater during wet weather periods.

The wastewater treatment facilities were upgraded to provide a higher and more dependable level of treatment. As part of the changes, the County decided to cease further discharge of wastewater to surface waters and discharge all wastewater on land.

In 2005, the County applied for and received a Community Development Block Grant to assist the CSA in correcting an Infiltration and Inflow (I/I) problem. I/I is groundwater that enters the sewage system through cracked sewer pipes (infiltration) and surface water that enters the sewer

through some inlet, such as an illegally connected rain gutter or rainfall runoff flowing over manhole lids. That year, 60 separate locations in the public sewer system were repaired and funds were made available for property owners to also repair their private upper laterals.

In 2006, the County constructed a new lined seasonal storage reservoir that provided sufficient storage to contain the 100 year seasonal inflow and ceased discharge to surface waters. A second grant was applied for and received in 2007 which repaired an additional 43 pipe locations, completing the remainder of the repairs in the CSA.

A $1.47 million project that was completed in 2010 adding 5.4 acres of spray disposal capacity for treated effluent with the majority of the repairs paid for by a small community wastewater grant. The additional acreage now gives the facility 20 acres of spray disposal capacity. In addition, the project included upgrades to the treatment plant, including upgraded pumps and controls, new aerators, chlorine chemical feed pumps and related improvements to the pump stations, and new, low-maintenance sprinklers.

At the present time, there are 184 equivalent dwelling units (EDUs) connected to an approximately three-mile long sewer system in Sheridan.

The completed upgrades enable the plant to meet all state wastewater treatment standards and allow approximately an additional 84 additional EDU sewer hook ups. Service is available for individual connections on a first come, first serve basis.

### Expansion of Public Sewer

Annexations that are approved by the Board of Supervisors are allowed into the CSA. Developers, joint ventures and individual property owners must extend the public sewer at the owner's expense based on the project requirements and applicable County ordinances and standards. The public sewer design must be completed by a California registered civil engineer and submitted to the responsible agency for plan checking and subsequent approval. After construction of the sewer extension and upon acceptance of the improvements by the County, the sewer line becomes public and maintenance then becomes the responsibility of the operating agency.

In order for sewer service to be provided to a project, the project must verify that sufficient wastewater treatment capacity and collection system capacity are available. The development project is required to obtain a Sewer Will-Serve letter prior to sewer service. Once public sewer is available and prior to issuance of a building permit(s), the developer/property owner will be required to purchase a sewer permit(s). The developer/property owner will be responsible for the cost of all private building sewer services, force mains and/or pumps. The agency providing sewer collection service is subject to new restrictions at any time which could effectively reduce the capacity of the system.

## 10.2 ONSITE SEWAGE DISPOSAL

There is no public sewer system outside of the townsite including west of Sheridan Lincoln Boulevard. Future growth in this area, generally in the form of parcel maps, will continue to be served by septic systems unless required by Placer County Environmental Health Services to connect to the community sewer system. Sewer systems may be necessary for development of higher densities that generate high sewage flows or concentrate large quantities of sewage in limited areas.

The ability to locate septic systems remains limited in some areas by shallow soils and may be a constraint on development in the areas not served by sewers.

### 10.2.1 GOAL AND POLICIES

#### GOAL

1. Require sanitary sewer facilities, both collection and treatment, which are sufficient to serve Plan area's proposed density of residential, commercial, and public/institutional uses in a way which protects the public and environment from adverse water quality or health impacts.

#### POLICIES

1. Require commercial, industrial, and institutional projects to install and connect to a public sewer system. Encourage residential subdivisions to install and connect to a public sewer system.
2. Where connection to public sewer is not required, permit onsite sewage disposal on parcels where all current regulations can be met and where parcels have the area, soils, and other characteristics which permit such disposal facilities without threatening surface or groundwater quality or present any other health hazards.
3. Require that the onsite treatment, development, operation, and maintenance of disposal systems comply with the requirements and standards of the County Division of Environmental Health and the Placer County Code.
4. The County shall continue use of technically-based criteria in review and approval of septic tank/leachfield systems for rural development.

## 10.3 WATER SERVICE

The primary water service area (Community Service Area 28/Zone 6) serves 184 connections on 209 acres within Sheridan's townsite.

Residences and businesses not served with water by the water system receive water from private wells, and in some cases, from agricultural water provided by Nevada Irrigation District.

### 10.3.1 GOALS AND POLICIES

#### GOALS

1. Provide an adequate quantity and quality of water to the Sheridan townsite area.
2. Supply the highest quality of water available and best service possible, meeting applicable federal and state water quality standards at fair and reasonable rates.
3. Maintain historic water use quantities necessary to support the allowable uses depicted in the Land Use and Zoning Maps of the Sheridan Community Plan, while balancing the requirement to reduce water usage by 20 percent from the baseline 10 year average per capita water usage required by State law.
4. Preserve Plan residents' access to untreated canal and ditch water for agricultural, animal, and landscape uses.

#### POLICIES

1. Encourage the existing water service entities Community Service Area [CSA] 28/Zone 6) to develop the most effective water delivery and treatment systems possible.
2. Allow development only where an adequate water supply and distribution system is available to serve such development.
3. Work with the water districts to ensure that distribution systems are incrementally upgraded as the means become available to do so, either through new development activity or CSA-funded improvement projects.
4. Protect existing untreated canal and ditch water usage access rights for Sheridan residents.
5. Encourage the development and maintenance of the most cost-effective water treatment and delivery systems possible.
6. Encourage water conservation whenever possible and in accordance with state law and regulations, and local Ordinances. Although there is currently adequate water supply, the State law requires a reduction in the amount of water used per person. This law does not restrict new development, but new development must also meet the reduced water requirement on a per capita basis.

The Department of Facility Services has incrementally upgraded the public water system in Sheridan as funding permits. The Sheridan water system currently consists of three public water wells and a series of 4- and 6-inch distribution pipelines. Two of the wells provide drinking water, while the third is only used to fill fire department tanker trucks. The existing water supply system wells produce water that meets all federal and state drinking water standards without and treatment, however, a disinfection system was installed as a precautionary measure.

By 1982, Sheridan had expanded to 200 residences and the sewer system was no longer in regulatory compliance. As a result, in 1983, Placer County implemented a self-imposed building moratorium in Sheridan, which was lifted in May 2011 due to completion of sewer system improvements and approval of new sewer and water connection fees.

In 2013, the Placer County Department of Facility Services, Environmental Engineering Division completed upgrades to the public water system. On June 26, 2008, the California Department of Public Health (CDPH) performed a routine inspection of the Sheridan water system and noted that Sheridan had insufficient source and storage capacity to meet current California Waterworks Standards. To comply with State standards, the system is required to provide two times the Maximum Day Demand (MDD) through a combination of source and storage capacity. Based on the supply and demand evaluation performed by Placer County and the CDPH, the existing system was 70 gallons per minute short of 2 MDD. The system also did not meet the minimum State fire flow requirement of 1,500 GPM for two hours.

The $2.5 million water system upgrade project included the development of a new groundwater well, water storage tank, pump station, supporting infrastructure, and distribution system piping. Funding for the project was obtained from a number of sources including the California Department of Housing and Community Development (HCD) Community Development Block Grant Program (CDBG) and U.S. Department of Agriculture (USDA) Rural Utilities Services (RUS).

### Water Connections

Annexations are allowed into the CSA on a first come, first serve basis as approved by the Board of Supervisors. The completion of the water upgrade project added capacity for an additional 84 EDUs.

### Water Conservation

New State legislation requires the reduction of water usage on a per capita basis from a baseline ten year average per capita water usage. Implementation of this and other state and federal regulations and legislation are increasing the cost of water supply to the consumer at the same time reducing the water available for use by the consumer. Upcoming regulations and legislation have the potential to further limit water usage by consumers as well as significantly increase the anticipated costs associated with water delivery, which in turn have the potential to increase water rates significantly.

Conservation is an important component of the water resource and Placer County recognizes that all area municipalities have a responsibility in developing and implementing water conservation strategies. Water conservation measures will ensure present and future generations have access to a safe and abundant water supply, which will sustain life and ensure economic prosperity. California water officials estimate that approximately 70 percent of water used at homes is for landscaping, not for human use. The State has set a goal of reducing water usage by 20 percent

by 2020 and half-way to this target by 2015, which would reduce local per capita rates to 257 and then 230 gallons per day.

State law requires local governments to establish "water budgets" for future developments and conserve water by altering landscaping practices. AB 1881, the Water Efficient Landscape Act, requires all California cities and counties to adopt water efficiency laws or allow a Sacramento-crafted measure to take effect. The act set January 1, 2010 as the deadline for municipalities to pass their own laws. Placer County is utilizing the State's model ordinance but has not ruled out collaborating with area jurisdictions to adopt a regional ordinance.

The provisions of AB 1881 apply to the following projects:

Landscapes that require a building permit, plan check or design review and are:

- 2,500 square feet or more (landscape area)
- Owned by a public agency (parks, schools, County properties)
- Private development (retail, industrial, commercial properties)
- Developer-installed at single family and multi-family projects

Single-Family Home (non-developer):

- 5,000 square feet or more (landscape area)
- Homeowner-provided (or contractor) single-family and multi-family

The new measures are designed to reduce water use for the yards and gardens of future homes, businesses and government buildings. Future projects could meet water-saving requirements by setting aside yard and garden space to native plants instead of turf. Other options include greater use of recycled water for landscaping. Specifically, AB 1881 requires that new landscapes:

- Minimize overspray and runoff
- Utilize landscape water budgets
- Appropriately group plants based on water needs
- Use automatic irrigation systems and schedules
- Capture and retain storm water onsite where possible

The law does not require retrofitting at existing projects. Placer County will work with the State of California and conservation authorities to promote conservation of water use through education and promotion initiatives, and through the development of policies, where appropriate.

## 10.4 SCHOOLS

The Sheridan School has long been the center of the community. Established as Norwich School District in 1864, first classes were held in the ballroom of "The Shed." The Shed was built by C.E. Rogers in 1857 and was later called "Union Shed."

Families were often reluctant to settle near E.C. Rogers's Shed in the late-1850s and early 1860s because there was no school. There were schools in Lincoln, Manzanita and Mt. Pleasant but these were too distant for children walking. Rogers wanted "reliable family men in his employ," so he started a school at the Shed in 1864.

Soon after, Rogers convinced the County Supervisors that a public school was needed in the area. The Shed was officially in the Manzanita School District, so the Supervisors created a new district out of the growing northern part of that district. Rogers had the district and school named Norwich, the name of the Connecticut town where he was born.

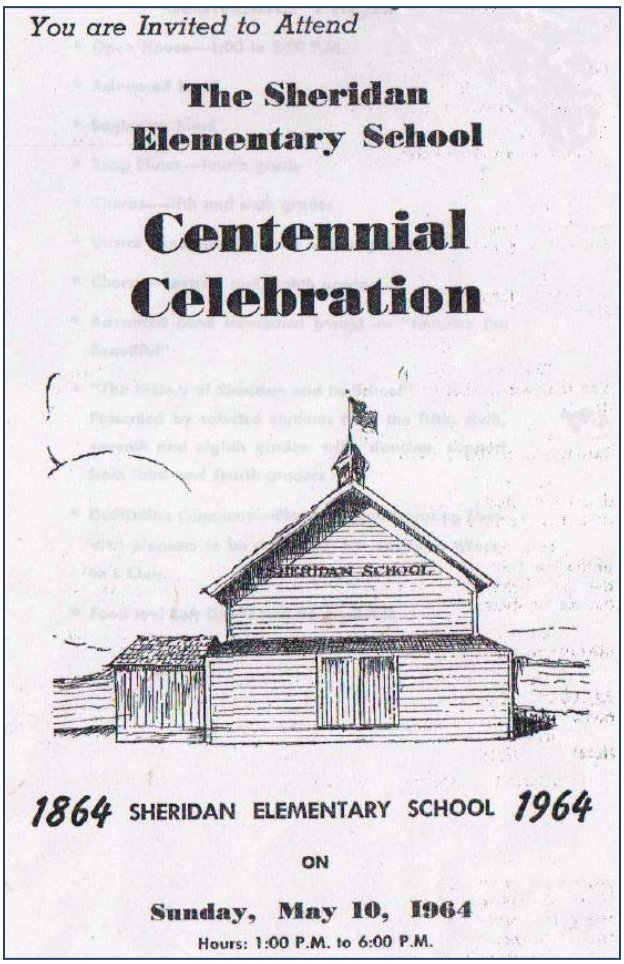



*Figure 10.4.1: Sheridan Elementary School Centennial Celebration program. Courtesy of Placer County Museums.*

In 1877 the citizens of Sheridan held an election and decided to move the school into town. It had still been located at the original site of Rogers' Shed south of town. A subscription pledge was circulated to raise funds for a new two-story building with two classrooms on the ground floor and a social hall on the second floor (image upper right). The new school opened in December 1877 on the nine-acre 'H' Street site of the current school. In 1880 the local school name was finally changed from Norwich to Sheridan.

The wooden school house was replaced by a new tile building on the site in 1927 which contained two classrooms, a library, teacher's lounge, an office as well as cloakrooms and lavatories. In the early 1930's, the school was designated a California demonstration school where the latest experiments in progressive education were conducted.

By 1949, a wing was added to the school and in 1970 the entire building was demolished because it failed to meet new state standards. Today's Western Placer Unified School District's Sheridan Elementary School at 4730 'H' Street serves northwestern Placer County.

### 10.4.1 GOALS AND POLICIES

#### GOALS

1. Provide the best possible educational facilities to the residents of Sheridan.
2. Update school facilities as necessary.
3. Increase the safety of children going to and from school.
4. Offer existing school facilities and grounds which are not presently needed for public general education uses to other agencies for educational purposes as determined by law through the Surplus Property process under the direction of the Board of Trustees of the Western Placer Unified School District.

#### POLICIES

1. County and school district personnel should continue to work together closely to monitor population increases in the area and to ensure that new school facilities are provided as needed. Adequate school facilities must be shown to be available, in a timely manner, before approval will be granted to new residential development.
2. New development in the area must, along with the State of California, continue to provide the funding necessary to meet the demand for new school facilities in a timely manner.
3. New school sites should be sited as close as possible to the townsite, and where roads and pedestrian paths provide the safest access to the sites.
4. Designate a future school site on the Plan area map, identified by general location, size requirements, and likelihood of development.
5. Joint use of school facilities for recreation and other public uses which do not conflict with the primary educational use are to be encouraged.
6. Levy developer impact fees to the fullest extent possible and, if necessary and consistent with state law, adjust the fees annually to reflect the inflation factors.

## School Attendance Areas

Sheridan Elementary School's attendance boundary extends to Karchner Road on the east and Wise Road to the south and the county line to the north and west. It encompasses a large unincorporated area of the county with minimal growth potential. Middle school students in the Plan area attend Glen Edwards Middle School in Lincoln and high school students attend Lincoln High School. Enrollment in March 2012 is 78 while there is a capacity of 150.

In the far eastern portion of the Plan area (east of Karchner Road), elementary school students attend Western Placer Unified School District's Carlin C. Coppin Elementary School located at 150 E. 12th Street in the City of Lincoln.

Middle school students in Coppin Elementary attendance area attend the Twelve Bridges Middle School while those in the Sheridan Elementary attendance area attend Glen Edwards Middle School. All high school level students attend Lincoln High School located at 790 J Street in Lincoln.

There are seven elementary schools in the Western Placer Unified School District. The possibility of closing the Sheridan School due to declining enrollment and budget cuts has been discussed in the past and is a possibility in the future.

*Figure 10.4.2: Sheridan Elementary School, 4730 'H' Street.*

Existing schools are encouraged to be held by the district and preserved for future use once demographic trends have cycled again, rather than allow the sites to be sold and have to replace the land and buildings in the future. However, the Board of Trustees of the Western Placer Unified School District has the responsibility of determining the use of facilities that are no longer needed for K-8 general public education needs. They are required to review those facilities to determine whether they will be held vacant, be leased out to other agencies or be sold.

## 10.5 LAW ENFORCEMENT PROTECTION

The safety and security of residents and properties is key to maintaining social cohesion and citizen involvement in civic affairs. The law enforcement needs for Sheridan are met by the Placer County Sheriff's Office.

*Figure 10.5.1: Placer County Sherriff serves the Sheridan community.*

The Plan area utilizes Sheriff-Coroner-Marshal public safety services that provide law enforcement patrol, investigative follow-up, crime prevention, community programs, emergency dispatch, civil services, court security, coroner services, corrections and detention.

### 10.5.1 GOALS AND POLICIES

#### GOAL

1. Provide adequate law enforcement protection services through the Placer County Sheriff's office to deter increases in crime and to meet the growing demand for services which the increasing population and commercial enterprises in the area require.

#### POLICIES

1. Identify a means by which new development in the area can be charged with the incremental increase in criminal justice services and costs which they generate.
2. Attempt to reduce response time and increase service levels through road circulation system improvements.
3. Seek to maintain Sheriff's office staff levels at an acceptable level as determined by the Board of Supervisors and County Executive's Office.
4. Consider public safety issues in all aspects of commercial and residential project design.

#### Implementation

The Placer County Sheriff's Office currently provides services to the Sheridan area through the Sheriff's South Placer Substation in Loomis. Based on standards contained in the 1994 Placer County General Plan, target ratios are one deputy per 1,000 residents in the unincorporated areas. The current ratio of deputies to residents is one per 1,142 people.

Target response times according to the General Plan are eight minutes in suburban areas and 15 minutes in rural areas. Due to budget/personnel constraints and rapid growth in the area, response times are not as rapid as they should be and are getting worse. It is recommended that the County seek alternative means of funding an increased level of service and that consideration be given to locating a Sheriff's substation in the area at some point in the future.

## 10.6 OTHER PUBLIC SERVICES

Additional Public Services are provided to the residents of the Plan area by Placer County and others. For example, Municipal and Superior Courts are a County function as are Animal Control and Agricultural Standardization and Weights and Measures.

### 10.6.1 Library Services

Libraries provide a collection of resources for information, knowledge and learning. Libraries also continue to serve as venues for community functions and events. Libraries are accessible to all residents regardless of social, economic or physical status.

Sheridan does not contain a library. Placer County library services are available to residents countywide. Eleven libraries are located throughout Placer County from Kings Beach to Granite Bay. Residents also have access to Roseville and Lincoln libraries through reciprocal borrowing. The closest libraries are in Lincoln: the historic Carnegie Library at 590 Fifth Street and the new Twelve Bridges Library that opened in 2007.

### 10.6.2 Solid Waste/Recycling

Recology Auburn Placer is responsible for the collection, processing, transfer and safe disposal of waste generated by local residents. It is also responsible for collecting and transporting non-residential waste to waste disposal sites. The private firm provides residential and commercial garbage service, debris box service and recycling to residents and businesses in Unincorporated Placer County.

The Western Placer Waste Management Authority, or WPWMA, operates the Western Regional Sanitary Landfill, located near Highway 65 between the cities of Roseville and Lincoln. The current space available will enable the landfill to accept waste well into the 21st Century. The WPWMA is a regional agency established in 1978 through a Joint Exercise of Powers Agreement between the County of Placer and the Cities of Roseville, Rocklin and Lincoln to acquire, own, operate, and maintain a sanitary landfill site and all related improvements.

#### Recycling

State Assembly Bill 939, passed in 1989, established a new direction for waste management in the state with the creation of the CA Integrated Waste Management Board and set up a new mandate for local jurisdictions to meet diversion goals. AB 939 mandated local jurisdictions to meet solid waste diversion goals of 25 percent by 1995 and 50 percent by 2000.

As a result of AB 939, WPWMA designed and built a Material Recovery Facility, or MRF, to divert solid waste from being disposed at the landfill. The MRF is a key element of the WPWMA program to help Placer County communities meet California's mandated recycling goals.

Materials that cannot be recycled are taken to the landfill. Currently, the MRF diverts approximately 40 percent of the material received from going to the landfill, helping Placer County comply with a State-mandated recycling rate.

In late-2011, AB 341 was signed into law. It calls for waste reduction, recycling, and composting in multi-family dwellings and commercial properties. The law also raises the state's statewide diversion goal from 50 percent to 75 percent by 2020.

### 10.6.3 Other Utilities

In cooperation with appropriate agencies and the private sector, Placer County will ensure that all development will have adequate infrastructure and utilities. Sheridan is well served by a comprehensive network of utilities. Electric power distribution and transmission facilities, telecommunications and other cabled services are provided by the private sector in Sheridan.

In accordance with Community Plan Goals, infrastructure and related services are to be provided in a coordinated, timely fashion and maintained at a level that is financially sustainable and meets the needs of the existing community as well as the future growth.

#### GOALS

1. Work with utility providers to ensure that networks are established and phased to serve new development in a timely and efficient manner.
2. Support energy initiatives that will enable Sheridan residents, businesses and transportation systems to conserve energy and reduce their dependence on fossil based energy sources by changing to alternative or renewable energy systems including food scrap diversion from the landfill.
3. Underground overhead utility lines to the extent funds are available for this purpose.

#### POLICIES

1. Local service power lines, telecommunications and other cabled services will be located underground, where feasible and desirable.
2. Telecommunication facilities, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.
3. Encourage the implementation of innovative strategies to achieve energy efficiencies.