SHERIDAN

COMMUNITY PLAN

Study Area

Summary Report

Background Review,
Opportunities and Constraints

Prepared by:

Placer County Planning Division

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A. Introduction

This summary Background Review, Opportunities and Constraints report has been prepared as part of the Sheridan Community Plan update. Sheridan is located in western Placer County along highway 65 south of the Bear River and north of the City of Lincoln. The Sheridan Community Plan area is approximately 1,710 acres in size is largely a rural residential community surrounded by agricultural uses surrounded by a number of agricultural uses and conservation lands. The purpose of this Background Report is to define a realistic land use and vision for the community in the context of infrastructure constraints.

County staff has reviewed planning policy, market conditions, transportation, environmental and servicing issues and physical features to identify what constraints, issues and opportunities may impact the future development of Sheridan.

This report will help create preliminary Land Use Scenarios which explore how the various factors are manifested in land use, design and transportation issues. These options will be presented to the Steering Committee for discussion of general issues and preferences for the future development of a new Community Plan.

B. Background

Description

The Sheridan Community Plan includes an area of 2.67 square miles. The boundaries generally are Alder Lane to the north, the Highway 65 Bypass on the west, Anderson Road to the east, and an unnamed tributary to Yankee Slough to the south (see Boundary Map). The area is located roughly 8 miles north of the City of Lincoln. According to the 2010 Census, Sheridan's population was 746 people.

Update Purpose

The 1976 Sheridan General Plan was written to direct the future use and development of land within the Community Plan area through 1990. Due to infrastructure constraints, there has been minimal development in Sheridan and an update to the Community Plan has not been necessary. However, with recent waste water treatment plant upgrades, a planned new water well, and impending completion of the Highway 65 Lincoln Bypass, the community has

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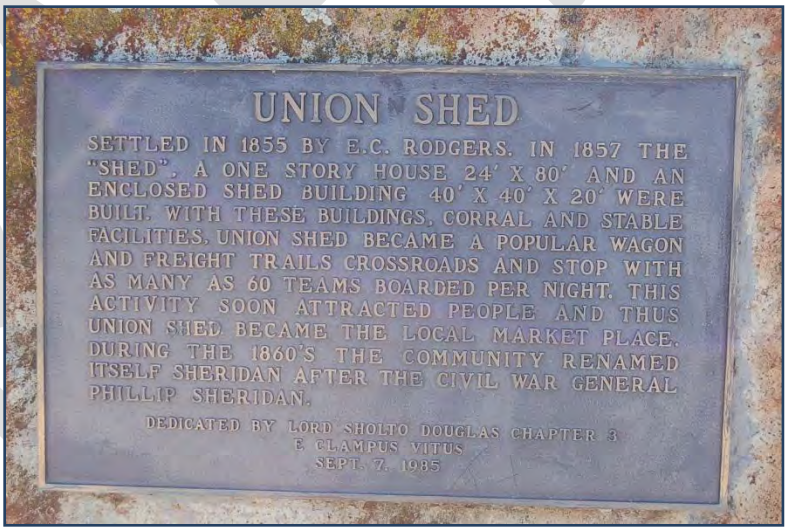
expressed a desire to update the goals, policies, standards and implementation measures that will guide the development of the area for the next 25 or more years.



Sheridan was originally established in the late 1800s along a rail line serving the region. Although a community plan was prepared in 1976 that would allow for a significant amount of new development around the townsite, infrastructure constraints for public sewer and water limit the potential to accommodate the urban levels of development contemplated by the community plan. Consequently, minimal growth is occurring. However, there have been discussions of connecting Sheridan to the new regional treatment plant in Lincoln. If this occurs, development within the town will not be constrained by sewer treatment.

The town is on the Highway 65 corridor where substantial growth is occurring in Lincoln and has recently increased in Wheatland and Yuba City. The Highway 65 Bypass project has recently opened. Upon full build-out, it will create a 12-mile, four-lane expressway around Lincoln, diverting congestion from the city's downtown and reconnect to the current Highway 65 just north of Sheridan. The $291 million first phase began in 2008 and was completed this fall. Construction of the bypass presents both an opportunity and challenge for the community and is discussed later in this document.

C. Key Policies Relating to Sheridan

As the adopted statement of policy for the development of the community, the Sheridan General Plan represents the official policy regarding the future character and quality of development in the Plan area. A number of key goals and policies in the current plan affect the future growth and development of the community including:

Environmental Resource Goal No. 4
Through both the efforts of the County and community residents, strive to remove or improve the substandard or abandoned structures which degrade the visual quality of Sheridan.

Environmental Resource Goal No. 6
Encourage that more productive agricultural soils be put to agricultural uses rather than being converted to non-agricultural activities.

Goal No. 6, Policy 1
Protect productive agricultural lands through large parcel zoning.

Visual Quality Recommendation No. 2
Demolish old buildings which are abandoned and where there is no contemplation for future use.

Visual Quality Recommendation No. 3
Require design review for all new commercial, industrial and multiple residential construction.

Community Development Goal No. 3
Provide convenient and sufficient commercial facilities for the daily needs of residents and travelers through the area.

Community Development Goal No. 4
Encourage the development of industrial uses where suitable lands and public services are available and where such uses will not cause conflicts with adjacent uses.

Circulation and Transportation Goal No. 1
Establish a safe, efficient and interrelated transportation system to serve the needs of all citizens.

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D. Summary of Issues

1. Planning and Development

As land closer to Sacramento becomes built out, areas within commuting distance of downtown Sacramento and other job centers such as Rocklin and Roseville will come under increased pressure to grow, primarily to provide housing. Sheridan is also close to Beale Air Force Base and despite recent federal cutbacks, employs nearly 4,000 people.

The **City of Lincoln**, located on SR 65 eight miles south of Sheridan, had a 2010 population of 42,819, an increase from 11,205 in 2000, or 282 percent, according to the U.S. Census. Lincoln's population is expected to grow steadily over the next 25 years, continuing the demand for a variety of housing types and costs. The Sacramento Area Council of Governments (SACOG) has projected that Lincoln could have a population of 92,350 in 2035. Lincoln's 2008 General Plan estimates a population of up to 132,000 at buildout in 2050.

The **City of Wheatland**, located on SR 65 one mile north of the Bear River, had a 2010 population of 3,456, an increase from 2,275 in 2000, or 51.9 percent, according to U.S. Census. The Sacramento Area Council of Governments (SACOG) has projected that Wheatland could have a population of 19,608 in 2035.

Wheatland is currently processing two large annexations outside of the city limits and within its sphere of influence (SOI). The Johnson Ranch and Hops Farm projects encompass 4,149 of agricultural land bordered by the Yuba County/Placer County line to the south; Wheatland city limits, State Route 65 and the Union Pacific Railroad (UPRR) tracks to the west; Spenceville Road and Dry Creek to the north; and the eastern boundary of the Wheatland SOI to the east.

A total of 14,396 dwelling units are proposed for the entire project area, consisting of the following: 13,330 single-family dwelling units, 556 multi-family dwelling units, and an additional 500 dwelling units within nonresidential land uses. The total proposed acreage consists of approximately 3,249 acres of residential, 131 acres of commercial, 274 acres of employment,

Lincoln and Wheatland will likely capture additional housing development beyond what has historically occurred. Both have experienced a growth rate noticeably faster than the region as a whole. This is likely to be a result of increased home prices and decreased land availability in Sacramento and south Placer Counties.

The pace of development in Sheridan will depend, to some extent, on improved infrastructure, such as improvements to the water and sewer systems, the availability of improved lots, and the recovery of the housing market.

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Major Projects in Area

A number of public and private projects are proposed in or near the Community Plan area including:

Highway 65 Lincoln Bypass. The Lincoln Bypass provides a new thoroughfare for Highway 65 through the Lincoln area. The Lincoln Bypass starts at Industrial Boulevard, will move traffic around the City of Lincoln, and will connect back to the existing Highway 65 just north of Sheridan. See Transportation section for further details.

Patterson Sand & Gravel. 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. Mining will be conducted in six phases over a 38-year span. The haul route for the plant utilizes Riosa Road through Sheridan to Highway 65.

Riosa Road Improvements. As a condition of the Patterson Sand and Gravel Mine expansion, project applicant Cemex is contributing a fair share of funding for roadway pavement reconstruction along the truck route between SR 65 and the project site. Preliminary designs include enclosing the drainage ditches on the north side of Riosa Road between 10th and 11th streets. Also planned are curb and gutter on the north and south sides and sidewalks on the north side of the street between 12th and Camp Far West Road to 9th Street.

Teichert Aggregate Facility. Teichert Materials is planning a surface mining and relocation project on a 3,455 acre site approximately four miles south of Sheridan along Coon Creek east of Highway 65. Over the proposed 40 year mining duration, 37 million tons of sand and gravel and 34 million tons of granite resources are expected to be removed. The project is fully-entitled but mining has not started.

Wastewater Treatment Plant Upgrades. The capacity of the wastewater treatment plant was recently expanded. The $1.47 million project added 5.4 acres of spray disposal capacity for treated effluent from the Sheridan Wastewater Treatment Plant. The upgrades will enable the plant to meet all state wastewater treatment standards and allow approximately an additional 84 sewer hook ups.

Water Supply Improvements. The Department of Facility Services is proposing to upgrade the public water system. The proposed project would include the development of a new groundwater well, water storage tank, pump station, supporting infrastructure and pipeline upsizing and extensions. Work is expected to begin next Spring and be completed in Fall 2013. The work will allow for 84 additional water hook ups.

UAIC Residential Development Project. The United Auburn Indian Community is proposing a 110 single-family residence and associated facilities project on a 1,100 acre site near Camp Far West. The project is currently on hold.

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Emerging Planning Issues

The principles of sustainable development and healthy communities are two emerging planning approaches which, among others, are expected to influence this Community Plan update. **Sustainable development** and **healthy community principles** aim to improve and protect the quality of the environment and enhance the quality of life and the welfare of all of the people in a community.

Like its conventional counterpart, sustainable local community planning takes place within the legislative and policy context provided by the state and federal governments. In the past, environmental and social issues such as health were not considered as part of mainstream community planning. Instead planners focused on a community's physical systems. By the 1990s, a general consensus had emerged that environmental issues could not be managed in isolation and that a new, holistic approach to municipal governance and community planning with environmental issues at their core was needed. Growing concerns with water and air quality, energy depletion, climate change, public health disasters, and loss of natural features such as wetlands and woodland, all conspired to put environmental issues into the mainstream of planning practice.

Since the Community Plan was adopted in 1976, several state laws have moved environmental issues to center stage in the planning field. The **"smart growth"** movement emerged in the United States in the 1990s in reaction to the depredations of urban sprawl. Since 2005, the State of California has responded to growing concerns over the effects of climate change by adopting a comprehensive approach to addressing emissions in the public and private sectors. This approach was officially initiated with the passage of the Global Warming Solutions Act of 2006 (AB 32), which requires the state to reduce its greenhouse gas emissions to 1990 levels by 2020. Among many other strategies, it encourages local governments to reduce emissions in their jurisdictions by 15 percent. AB32 compliance measures are certain to have implications to land use planning and project design in the future.

California's **Sustainable Communities Planning Act (SB 375)** was enacted in 2008 to help California offset the environmental impacts of greenhouse gas emissions. By integrating greenhouse gas reduction into existing community planning efforts, SB 375 aims to reduce vehicle miles traveled through development of sustainable growth patterns and smart transportation infrastructure. Vehicle miles traveled is one of the leading causes of greenhouse gas emissions.

Additional state and federal regulations in coming years are likely to require new implementation measures to further protect and enhance the environment, promote energy and water conservation, improve air quality, and promote consistency between transportation improvements and state and local planned growth and economic development

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patterns. Therefore, Community Plan goals, policies and implementation mechanisms will likely evolve over time to reflect new state and regulatory requirements.

Sustainable community planning remains an emerging paradigm. Many jurisdictions and regions have adopted sustainability principles as the bases of their community land use plans and have approached other planning activities with a similar lens. Placer County is expected to complete a Climate Action Plan as part of its 1994 General Plan update.

Sustainable building design, siting, construction, and operation can have a significant positive effect on energy and resource efficiency, reduction of waste and pollution generation, and the health and productivity of a building's occupants over the life of the building.

The passage of **AB 32** and other pivotal legislation and policy in California – such as the establishment of statewide energy efficiency goals (AB 2021), the Governor's Green Building Executive Order, the California Energy Commission Integrated Energy Policy Report (2007), and the CA Public Utilities Commission (CPUC) Strategic Plan (2008) – create an environment where energy efficiency efforts are increasing through regulatory means.

Sustainable building design, construction and operational techniques have become increasingly widespread in commercial and residential building construction. National and regional systems have been established to serve as guides and objective standards for green building practices.

The U.S. Green Building Council's **Leadership in Energy & Environmental Design** (LEED) certification program is the nationally accepted benchmark for green building design and construction. Green buildings help lower greenhouse gas emissions, conserve energy and water, reduce storm water impacts, minimize waste, improve air quality, preserve natural resources, and enhance human health. By using less energy, LEED-certified buildings save money for families, businesses and taxpayers, and contribute to a healthier environment for residents, workers and the larger community.

Assembly Bill 1358, the **California Complete Streets Act**, was passed in 2008. The law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. Many counties and other local jurisdictions have, or are in the process of implementing complete streets policies. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

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2. Land Use and Built Form

The Plan area is comprised of residential, commercial, industrial, and agricultural uses. The Land Use Diagram of the Sheridan Community Plan uses seven basic categories of land use to depict the types of land uses that are allowed in different geographic locations of the Plan area: Rural Residential (RR- 2.3 to 5 acre minimum building sites), Rural Estate (RE – 5 to 20 acre minimum building sites), Low-Density Residential (LDR -0 .4 to 2.3 acre minimum building site), Medium-Density Residential (MDR – 4 to 10 units per acre), General Commercial (GC) and Industrial (IND) designations.

Commercial areas are generally along Thirteenth Street, industrial uses are on the west side of 65, higher-density residential is within the townsite, and rural residential and agricultural uses are to the north and east of the townsite.

Each land use designation specified a range of permitted parcel sizes. Implementation of each land use designation is accomplished through assignment of a zone district which specifies a precise minimum parcel size. The table below provides a summary of the acreages for each of these zoning categories.

There are 60 vacant parcels of various sizes in the Plan area, including 19 buildable parcels within the townsite. Other parcels have been developed at less than permitted density and could support additional residential units without a land use change.

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Acreage by Zoning District

Zoning District	Acreage	Percentage of Plan Area
Neighborhood Commercial (C1)	.74	0.04%
General Commercial (C2)	10.27	0.60%
Farm (F) 4.6 Acre Minimum	386.69	22.6%
Farm (F) 20 Acre Minimum	720.08	42.08%
Farm (F) 40 Acre Minimum	140.74	8.22%
Farm (F) 80 Acre Minimum	200.01	11.69%
Industrial Combining Agricultural (IN-AG)	42.31	2.47%
Residential-Multifamily (RM)	23.90	1.40%
Residential Single-Family (RS)	98.38	5.75
Residential Single-Family (RS) Building Site 6,500 sq.ft. Minimum	42.28	2.47%
Residential Single-Family (RS) Building Site 20k sq.ft. Minimum	33.69	1.97%
Residential Single-Family (RS) Building Site 5 Acre Minimum	12.17	0.71%
Total:	**1,711.26**	**100%**

Source: Placer County GIS Database, 2012

Build-Out

The table below provides the Land Use Policy Map maximum potential build-out for the Sheridan Community Plan area. Based on current Land Use Designations and acreages of all properties (developed and undeveloped), there is a potential of 998 housing units in the Plan area (there are currently 247 housing units in the Plan area).

Maximum Potential Build-Out According to Land Use Map

Zoning	Acreage	Total DU
C1-UP-Dc	.74	0
C2-Dc	10.27	0
F-4.6 AC MIN	386.69	84
F-B-X 20 AC MIN	720.08	50
F-B-X 40 AC MIN	140.74	13
F-B-X 80 AC MIN	200.01	7
IN-AG-Dc	42.31	0
RM-DL10-Dc	23.90	225
RS	98.38	312
RS-AG-B-20	33.69	21
RS-B-X 5 AC MIN	12.17	4
RS-B-X 6,500 AC MIN	42.28	282
Total	**1,711.26**	**998**

Source: Placer County GIS Database, 2012

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The 751 unbuilt housing units are units that could be built on undeveloped or under-developed parcels under current zoning designations. That unit count represents the maximum number of addition units and does not take into account property constraints such as wetlands, setbacks, etc.

In 2012, the number of housing units in Sheridan is 247, with an average household size of 3.02 persons. These numbers imply the Plan area could reach a maximum population of 3,014 at full build-out based on current zoning.

Housing

Most of Sheridan's housing occurs within and on the immediate perimeters of the townsite. Single-family dwelling units primarily make up the housing stock; however, one mobile home park exists at the north end of Tenth Street.

The townsite was subdivided by the December 16, 1911 plat in Book C of Maps, Page 56. The original plat has created separately saleable parcels; most of which are 25' x 190'. Thoroughfares are 80' right-of-way, wide for residential streets. Through lot consolidations, the average building site is around 10,000 sq. ft. in area. During the early years, homes were built on groups of lots depending on how much land a homeowner wanted.

That pattern of development has defined the townsite and is somewhat unique in Placer County in that alleyways are used. The alleys aren't utilized as in other communities however. There are few if any garages with access off the alley right-of-way. Car parking and driveways are at the front of the lots. Garbage collection is along the street. Sewer lines are typically within the alley right-of-way.

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Housing Conditions. A Sheridan Housing Condition Survey was conducted in May/June 2010 by Placer County Redevelopment Agency staff to augment the 2010-11 Community Development Block Grant (CDBG) application for housing rehabilitation funding for Sheridan. The study included all residential structures in Placer County Service Area #28, Zone #6 which includes the townsite and immediate environs. Of the 184 residential structures surveyed, 100 structures (54.4 percent) needed minor, moderate, or substantial rehabilitation.

2010 Housing Condition by Need

Housing Condition	Number of Units	Percentage
Sound, No Rehabilitation Needed	81	44.0%
Minor Rehabilitation Needed	30	16.3%
Moderate Rehabilitation Needed	54	29.3%
Substantial Rehabilitation Needed	16	8.7%
Dilapidated, Beyond Rehabilitation	3	1.6%
Total:	**184**	**100%**

Source: Redevelopment Agency Housing Survey, May/June 2010

Housing Age. Placer County Redevelopment Agency staff utilized County Assessor data to determine the age Sheridan's Housing stock. There were 58 residences built between 1970 and 1980, many under a United States Department of Agriculture (USDA) program targeted to low-income, first time homebuyers.

Housing Age

Year Built	Units	Percentage
Pre-1920	1	.5%
1920-1929	1	.5%
1930-1939	3	1.6%
1940-1949	7	3.7%
1950-1959	7	3.7%
1960-1969	7	3.7%
1970-1979	52	27.8%
1980-1989	71	38.0%
1990-current	35	18.7%
Total:	**184**	**100%**

Source: Redevelopment Agency, 2010

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Commercial

Two commercial districts are designated on the Community Plan Land Use Diagram. The area on the east side of Highway 65 along Thirteenth Street and Riosa Road is the long-time commercial area in Sheridan serving both the local residents and travelers. Much of this commercially-zoned land is currently undeveloped or contains buildings that are vacant. With the Highway 65 Bypass opening soon, the high vehicular exposure these parcels have today will diminish. While restaurant and retail use of these sites will be a challenge in the future, the commercial zoning allows a number of other uses, i.e. storage, service and residential uses.

In 1976 two additional commercial sites where designated along Camp Far West north of the townsite, each approximately one acre in size. One is occupied by a single-family residence while the second is a repair shop.

According to Tax Collector records, there are 45 businesses registered in the Plan area. Many of these businesses are home occupations. The County Zoning Ordinance allows for limited or occasional, commercial-type activities to be conducted within dwellings, detached accessory structures and garages as home occupations.

The County's Office of Economic Development has been in contact with at least seven business owners that have indicated a desire to grow within Sheridan.

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Industrial

Sheridan's 42 acres of industrially-zoned land straddles SR 65. Current uses include recreational vehicle storage, polymer manufacturing, a landscape supplier, construction storage, and a port-a-potty servicing company.

Agriculture

Placer County has identified agriculture as a resource to be protected. Sheridan's economy is strongly influenced by the agricultural presence and the existing Community Plan has a number of policies to protect and preserve agricultural lands.

The Sheridan/Camp Far West area is sparsely-populated and relatively isolated from the rapidly urbanizing areas of South Placer. It is dominated by rangeland and wildlands but also contains the County's largest area of deciduous orchards along the lower Bear River. The area also produces citrus, grain, rice and hay crops in the fertile floodplain of lower Coon Creek.

The agricultural character of this part of Placer County historically has been linked to livestock production on irrigated and non-irrigated pastures, rice and feed grain production, and poultry production. A number of commercial farm operations are adjacent and in close proximity to the Plan area. Many operations are relatively small, owner-operated farms, in contrast to the agribusiness domination of much of the Sacramento and San Joaquin Valley.

Farm owners have utilized the Williamson Act or conservation easements to protect their land from urban encroachment. Under the Williamson Act, landowners enter in a contract with Placer County to restrict their lands to agriculture and open space uses in exchange for a lower tax assessment on their parcels. These contracts are for a period of 10 years with an automatic annual renewal unless Placer County or the landowner files a "notice of non-renewal." There is one property within the current Community Plan boundary enrolled in the Williamson Act program- a 42-acre parcel at the southern boundary of the plan area that extends from Highway 65 to Ranch House Road. A number of Williamson Act properties and conservation easements are near the Plan area (map below).

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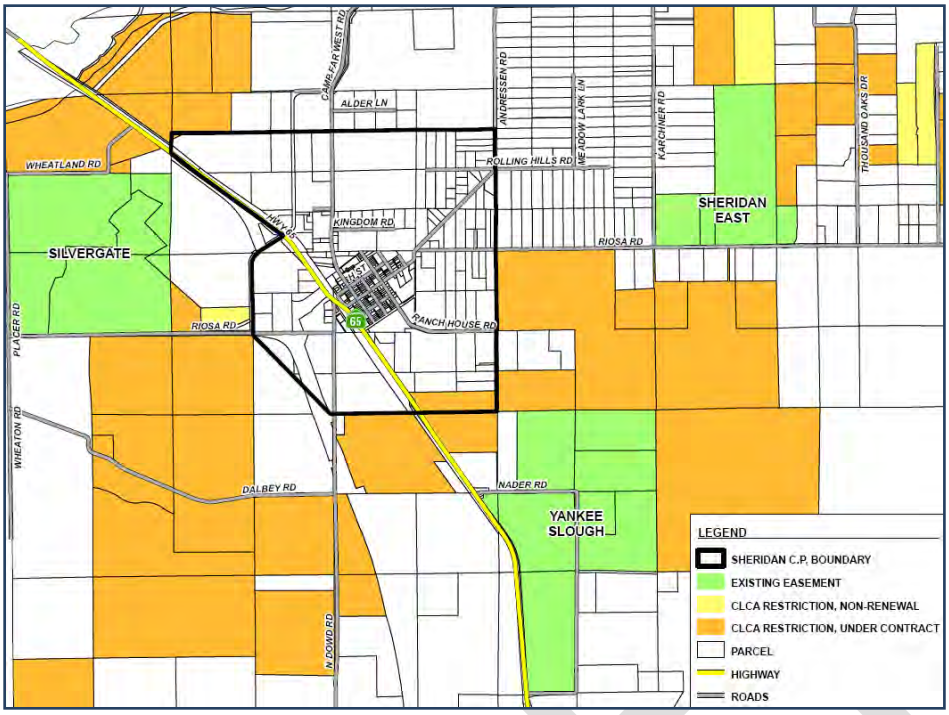

Placer County has the second highest rate of non-renewed Williamson Act contracts in the State, with most of the expired contract lands being subdivided once the contract has expired. In other cases, the contracts are expiring due to land speculation that growth pressures will result in lands being converted to non-agricultural uses.

Williamson Act non-renewals indicates an interest in rural residential subdivisions, some level of expectation about future development opportunities, or a lack of confidence in the viability of the agricultural land over time. Land speculation in this area is quite intense and non-renewal and expiration of Williamson Act contracts are particularly high. This trend is indicative of an interest in rural residential subdivisions, some expectation about future development opportunities, a lack of confidence in the viability of the agricultural land over time, or a desire to retire on the market value earned on the land which in most cases is higher than agricultural uses.

Placer Legacy. In April of 1998, the Board of Supervisors voted 5:0 to direct the Planning Department to develop an open space and agricultural conservation plan. One of the key objectives of the program is to "maintain a viable agricultural segment of the economy." This program is now known as the Placer Legacy Open Space and Agricultural Conservation Program. The Placer Legacy program seeks to protect a variety of open spaces including: agricultural resources, scenic areas, floodplains, sensitive species habitats, areas for outdoor recreation, and community edges or buffers. Since 2000, eighteen properties totaling 9,013 acres have been conserved through acquisition or conservation easement through the Placer Legacy program, none in the Community Plan area.

Vegetation

Vegetative cover in the Plan area includes very little natural type cover. The townsite has many tall Eucalyptus trees that have been planted for shade. Outside of the townsite, the Plan area has a long history of agricultural use and related activities including row crops, orchards and grazing. Grassland was likely always the dominant vegetation community. Land is relatively flat and water collects in vernal pools during the wet part of the year.

Land and water ecosystems in and around Sheridan provide both constraints (i.e. existing easements for habitat protection), and opportunities (i.e. the biodiversity and beauty from sensitive lands).

Habitat Conservation Planning

In Placer County is preparing both a Natural Communities Conservation Plan (NCCP) and a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act (FESA) for Western Placer County. The Placer County Conservation Plan (PCCP) includes a program designed to ensure the continued conservation of threatened and endangered species in Placer County and to resolve potential conflicts between economic development activities and the conservation and recovery of sensitive species on non-Federal land.

Through the PCCP the County will seek protection of ~50,000 acres in high-growth western Placer County; adopt an ecosystem-focused strategy; and call for adoption of conservation subdivision principles and new rural development standards. More importantly, these efforts will restrict additional edge development and encouraging higher density development in already developed areas.

The area of PCCP coverage is the City of Lincoln plus all unincorporated lands within western Placer County including the Sheridan area. Sheridan is surrounded by agricultural and natural lands of Valley Grassland-Vernal Pool communities and has been included in the PCCP's "Reserve Acquisition Area." 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. The Reserve Acquisition Area would accommodate currently allowed forms of development as authorized by the Community Plan Land Use Diagram and the Placer County Zoning Ordinance.

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Conservation of vernal pools is a priority under the PCCP. Vernal pools support a distinctive community of plants adapted to the annual cycle of flooding and desiccation and a number of plant species are endemic to vernal pools in California. Vernal pool complexes are extremely vulnerable to fragmentation because they occur on level or gently rolling terrain that is accessible and suitable for development.

Topography

The Plan area is characterized by gently rolling hills, ranging in elevation from 86 to 151 ft. above sea level.

Soils

Soils within the Community Plan area are predominantly Redding and Corning types (*U.S. Resource Conservation Service Soil Survey*). The soils in this association occur on gently sloping terraces and strongly sloping sideslopes. These soils are mostly well drained and developed in granitic alluvium and outwash from the Sierra Nevada Mountains. They are mostly shallow, meeting with claypans or hardpans, and have medium runoff, moderate erosion hazard, low strength, and moderate to severe shrink-swell potential. Permeability is very slow resulting in a severe limitation on the use of leach lines as a method of sanitary sewage disposal.

These soils are primarily used for annual rangeland with some areas improved to irrigated pasture. Natural fertility is low and marginally suited for cultivation.

Soils to the west of Highway 65 are of the San Joaquin series. This series consists of well drained to moderately drained soils underlain by hardened, dominantly granitic, alluvium. A major limitation to high-intensity uses are low strength and severe shrink-swell potential. Permeability is very slow and the soils are used for small grains, irrigates pasture, rice and rangeland.

The loamy alluvial lands which occur in an area at the northwest portion of the Plan area are ideal for agricultural uses. These soils are moderately well drained alluvium that occur adjacent to stream channels. The soils are acceptable to irrigated crops and orchards, small grains, irrigated pasture and rice. While hardpan may underlie the soil, it is at a depth which does not severely deter agricultural uses.

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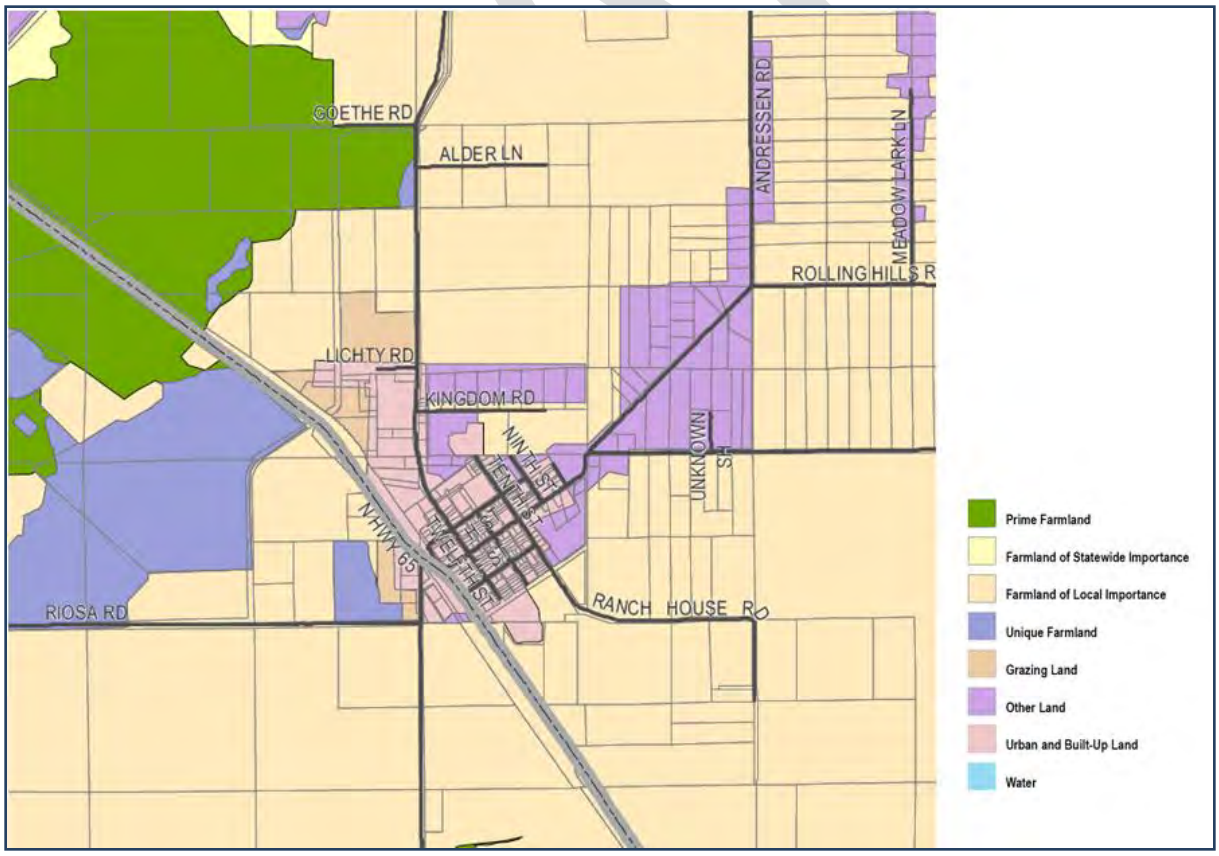
Agricultural Land

Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The following Department of Conservation (DOC)-defined categories of farmland exist within the Plan area:

Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for production of irrigated crops at some time during the four years prior to the mapping date.

Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.



3. Demographics

Population

Income

Household income is the total income of people living in one household. In May/June 2010, the Placer county Redevelopment Agency conducted a Sheridan household income survey.

Like the housing condition analysis, the income study included all households in Placer County Service Area #28, Zone #6 which includes the townsite and immediate environs. Out of 131 possible households, the survey received 114 responses, an 87 percent return rate. Results show 85.46 percent of the households are low-income (under 80 percent of Placer County median income of $73,100).

Sheridan Household Income

Household Income	Number	Percent
Extremely Low (30 % of Placer County Median Income)	41	36.0%
Very Low (50 % of Placer County Median Income)	26	22.8%
Low (60 % of Placer County Median Income)	23	20.2%
Lower (80 % of Placer County Median Income)	8	7.0%
Median (At Placer County Median Income)	5	4.4%
Moderate (120 % of Placer County Median Income)	11	9.6%
Total	**114**	**100%**

Source: Redevelopment Agency, 2010

According to data collected with the income survey, 79, or 69.3 percent of households own their residence. 30.7 percent rent. 27.2 percent of households are over 65 years of age and the average household size is 3.26.

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4. Cultural Resources

An important part of what makes Sheridan a special place is its unique built heritage. The preservation of the historical resources that represent this history helps foster civic and neighborhood pride and lends to Sheridan's character.

Sheridan was first settled in 1855 by E.C. (Eugene) Rogers and was originally called "Union Shed" or simply "Shed." It was at the "Shed" that wagon teams laid in supplies to last during their journeys, this settlement became a market place and town site at which the farmers of the area congregated for the purpose selling their wheat, oats and barley.

Sheridan greeted its first train from Sacramento, via Junction (now Roseville) and Lincoln in 1866. A post office was established on July 10, 1868. The post office and town needed a name. "Sheridan" was chosen in honor of General Phillip Sheridan of Civil War fame. By 1869 the town had been laid out in blocks, streets and lots.

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. One property has been identified as having historical significance- the Sheridan Cash Store.

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.
Construction Date- 1879
Significance- The only identified commercial brick building remaining in the area and the only one left in Sheridan. The structure was built by Oliver Perry Richardson and a partner names Sparks in 1879 after a disastrous fire destroyed Sheridan's commercial district.

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 Sparks, build the brick store at its present site in 1879. The Placer Herald newspaper reported in 1880 that the store was names 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 disastrous fire. The store was the center of community life as it housed a Wells Fargo Office and Post Office. The date "1879" appears on the building to this day. The building is currently vacant and in disrepair.

Several other structures have physical integrity, and may have historical importance. Further research has been recommended to determine complete historical context.

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Potential Historical Resources in Sheridan

4871 'H' Street **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

4894 'H' Street **residence**

Description- The 1-½ story house is composed as a gabled L-plan with a single-story hip-roofed unit projecting from the northeast gable wall. Modest detailing includes narrow eave and gable fascia and narrow gable friezeboards.
Construction Date- circa-1910

5415 Ranch House Road **residence**

Description- This property consists of a main dwelling, five sheds, a shop and garage. The 1-½ story house has been substantially remodeled. 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.

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 outlaying 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

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E. Public Services

1. Water Supply

The primary water service area (Community Service Area [CSA] 28/Zone 6) serves 184 connections on 209 acres within Sheridan. The Sheridan water system 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 treatment.

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.

The Placer County Department of Facility Services, Environmental Engineering Division is proposing to upgrade the public water system. On June 26, 2008, the California Department of Public Health 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. The system is required to provide storage capacity for two days of maximum day demand.

A proposed $1.5 million water system upgrade project scheduled to begin construction in early 2013 includes the development of a new groundwater well, water storage tank, pump station, supporting infrastructure, and pipeline upsizing and extensions. Funding for the project has been 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).

Annexations are allowed into the District on a first come, first serve basis. After the completion of the water upgrade project, there will be capacity for an additional 84 EDU (equivalent dwelling units). The current connection fee for water is $3,717/EDU.

2. Public Sanitary Sewer

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 2008, Placer County converted County Service Area 28, Zone 6, Sheridan Wastewater Treatment Plant (WWTP) from a seasonal surface water discharge plant to a full land disposal plan without surface water discharge. This conversion was in response to a Cease and Desist Order issued by the Central Valley Regional Water Quality Control Board in 2002.

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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 2006, the County constructed a new lined seasonal storage reservoir that provided sufficient storage to accommodate wastewater flow during a projected 100-year rainfall season.

The additional storage pond has been constructed for wet weather flow containment of wastewater, and additional irrigation areas are now available for ultimate disposal of the wastewater.

A $1.47 million project that was completed in 2010 added 5.4 acres of spray disposal capacity for treated effluent. 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.

The upgrades will enable the plant to meet all state wastewater treatment standards and allow approximately an additional 84 sewer equivalent dwelling unit (EDU) connections. A moratorium on new sewer connections was lifted by the Board of Supervisors in May 2011. Service is available for individual connections on a first come, first serve basis. The current connection fee for sewer is $5,549/EDU.

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3. Onsite Sewage Disposal

There is no public sewer system outside of the townsite including west of SR 65. Future growth in this area, generally in the form of parcel maps, will continue to be served by onsite sewage disposal systems unless required by Placer County Environmental Health Services to connect with 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 site onsite sewage disposal systems remains limited in some areas by the presence of shallow soils and may be a constraint on development in the areas not served by sewers.

4. Stormwater Management and Flood Protection

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 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.

Flood legislation passed in 2007 linked system-wide flood management planning to local land use planning in a direct manner. The passage of Senate Bill 5 in October 2007 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 areas of western Placer County defined as areas with existing populations exceeding or projected to exceed 10,000 persons with 10 years.

Small communities (under 10,000 population) are expected to achieve protection from a 100-year (1% annual chance) flood event, corresponding to the existing federal standard for developed areas. This would be accomplished primarily via structural repairs or reconstruction of existing nearby SPFC levees. Construction of new training levees, ring levees, or floodwalls immediately adjacent to the communities may also be required.

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The impact on the Sheridan Community Plan area is uncertain. The level of flood protection for rural-agricultural areas is expected to remain unchanged. Proposed levee improvements are limited to urban areas and small communities.

Most of the town's storm drainage flows southerly to a naturally low area located between the developed parcels and the County's Wastewater Treatment Plant, generally in the unimproved "E Street" corridor. At some point in the past, a large ditch was constructed within the E Street corridor from Tenth Street to Highway 65 to facilitate movement of stormwater concentrating in this area. This is a very flat area topographically, so drainage tends to pond and flow very slowly in a southwesterly direction to culvert crossings of old Highway 65 and the UPRR railroad tracks before meandering through farmland tracts to Yankee Slough.

During periods of intense rainfall the E Street ditch (right) is sometimes overwhelmed and downstream conditions do not allow runoff to move out of the area quick enough to avoid localized flooding. At least two existing homes near the southern end of Eleventh Street have experienced repeated flood damage. Since topographic conditions prevent improvements that would move high volumes of runoff out of the area more rapidly, the solution to the protecting these structures may be best accomplished through floodproofing methods, such as elevating the homes.

The Sheridan Community Plan area may be subject to flood hazards from local floodplains. The Placer County General Plan and the Placer County Flood Control and Water Conservation District's Storm Water Management Manual require new development to identify and provide protection from the 100-year flood event and floodplain of local drainageways.

Levee Improvements

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

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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.

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.

5. Mosquito and Vector Control

The original Placer Mosquito and Vector Control District (District), then known as the "Placer County Mosquito Abatement District," was formed in 1996 to provide mosquito abatement services within the original District boundaries. In July of 2000, the County conducted an assessment ballot proceeding that granted the authority to establish a funding mechanism to provide services within western Placer County beginning July 2001.

Later, in 2004, the District annexed the area of Sheridan from Sutter-Yuba Mosquito and Vector Control District and absorbed the portion of property tax allocations attributed to Sheridan to fund these services.

Activities in Sheridan?

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6. Circulation

The existing road system within the Sheridan townsite consists of roads with 80' of right-of-way. The roads outside of the town are planned to remain as rural, two-lane roads. Andressen Road, Camp Far West Road, Dowd Road, and Ranch House Road are all planned for 60' rights-of-way with 32' of pavement.

Highway 65, Dowd and Riosa roads has been reconfigured as part of the Highway 65 Lincoln Bypass project (see below).

Highway 65 "Lincoln Bypass"

SR 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. According to modeling prepared for the Bypass Environmental Impact Report, approximately half of the traffic will be shifting to the Highway 65 Bypass that was constructed west of Sheridan and west of the previous 65 alignment. The remainder of the traffic on the current SR 65 is local traffic and is not expected to utilize the Bypass.

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 2a is the construction of two additional lanes, making it a full four-lane road from Industrial Avenue to Wise Road. This phase is projected to be opened to traffic in 2014. The final portion, Phase 2b, is estimated at approximately $30 million and not yet funded, and entails construction of the final additional two-lane segment from Wise Road to Sheridan, completing a full four-lane expressway.

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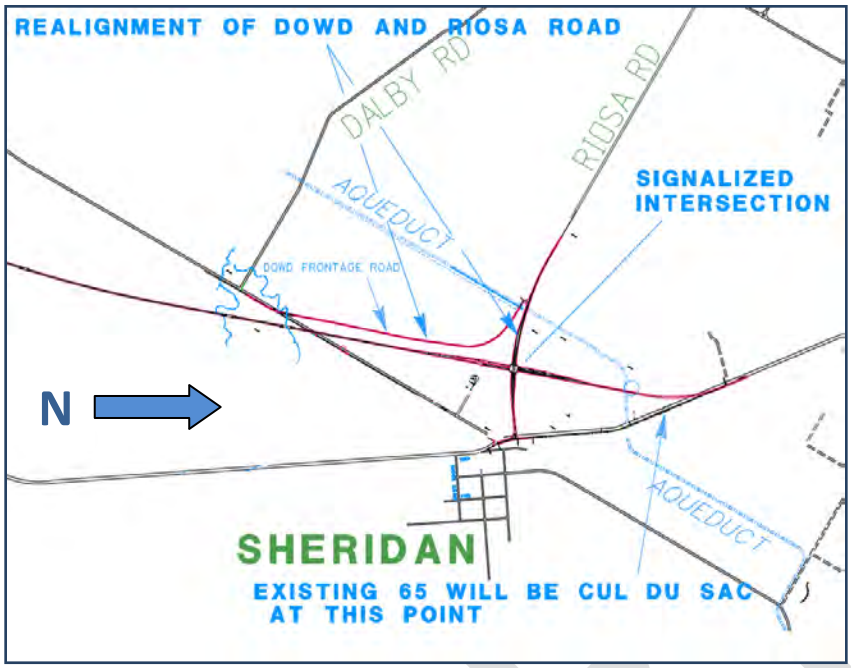

The Riosa Road/Bypass intersection is at-grade and signalized. Riosa Road has been realigned and will connect to "old" Highway 65 north of where Dowd Road currently meets Highway 65. The new Riosa/old Highway 65 intersection is stop controlled.

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

In 2012, the state will decommission 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 will remain open south to Lincoln.

Riosa Road Improvements. This two-lane roadway is Sheridan's primary access to SR 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 SR 65. As a condition of approval for the Patterson Sand and Gravel Mine expansion project, applicant Cemex is contributing a fair share of funding for both roadway improvements and pavement reconstruction along the truck route between SR 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 sidewalk on the north side, drainage improvements, and installation of landscaping.

Railways. 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. 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.

Safe Routes. A recent Safe Routes to School infrastructure project was completed to make streets surrounding the Sheridan School more pedestrian/child-friendly and increase opportunities for residents to lead more active lives.

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, a bus loading area was installed and a four-way stop at the corner of 10th Street and Riosa Road.

The $207,000 project was funded through the Federal Safe Routes to School Program and was the first completed in unincorporated Placer County using funding from the program.

7. Schools

The Sheridan Elementary School is located at 4730 H Street and serves northwestern Placer County. Sheridan's first school opened its doors in 1864 and, from that time to the present, it has served as the focal point of the community.

There are seven elementary schools in the Western Placer Unified School District. The

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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. Closing would be a significant blow to the community's psyche.

The school attendance boundary extends to Karchner Road on the east and W. 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.

8. Police and Fire Protection

The law enforcement needs for Sheridan are met by the Placer County Sheriff's Office. 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.

Fire Protection

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, 7 miles from Sheridan. 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.

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.

9. Parks

With minimal growth anticipated, park and recreation facilities rank low on the list of Sheridan's needs. Sheridan has achieved and maintained the General Plan standard of 5 acres of developed active parkland per one thousand 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. Park facilities include a tot lot, picnic area, a basketball court and baseball diamond.

Stewart Hall, Sheridan, 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.

School facilities play an important role in family life and routine. Sheridan School plays an important role in providing neighborhood green space and recreation areas. When school activities are not scheduled, the grassy areas, sports fields, courts, and children's play areas can potentially be used informally in much the same manner as a neighborhood park. This use is dependent on whether the campus is fenced and gated during non-school hours. In the absence of a joint use agreement specifying open public hours, public use is dependent on the policy of an individual school's administration.

Bikeways and trails

There are currently no trails or bikeways in the Plan area. The Placer County Regional Bikeway Plan (PCTPA, 2002) calls for the creation of a Class II Bikeway on the current Highway 65 from Lincoln to the Bear River. Class II Bike Lanes generally require a four foot bike lane with a six inch white stripe separating the roadway from the bike lane. Once the old Highway 65 is turned over to Placer County the shoulder should be designated as a bike lane with the addition of appropriate signage and pavement markings.

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10. Redevelopment

The Placer County Redevelopment Agency prior to dissolving in February 2012 spearheaded a number of initiatives in Sheridan. The Agency obtained $385,000 in Community Development Block Grant (CDBG) funding to assist with the water supply and distribution system upgrade project.

In October 2010, the County received $280,000 in CDBG funds for housing rehabilitation in Sheridan. Applications for low-income households and investor owners that rent to low-income households are being accepted. No loans have been funded to date and if the grant money is not utilized by mid-2013, it will be returned to the US Department of Housing and Urban Development.

Also received was a grant from the California Department of Housing and Community Development for the Sheridan Home-to-School Technology program. Lap top computers were purchased for use by low-income students to access study materials at home.

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F. Constraints and Opportunities

Constraints

- **Sewer and Water-** Recent or planned upgrades allow for up to 84 additional connections, growth beyond that would require additional expansion of the wastewater treatment plant and water distribution system. There is no sewer or water west of SR 65 and that would be a constraint on any intensive development surrounding the new Bypass intersection.
- **Drainage-** A drainage capacity assessment has not been undertaken within the Plan area. Generally, the existing natural drainage catchments can be utilized but may be subject to upgrading since they have a limited capacity because of the flat, low lying nature of the land. A more pronounced constraint exists at the southern portion of the townsite where water drains to a shallow ditch along E Street that is prone to flooding.
- **Lincoln Bypass-** Construction of the Lincoln Bypass will divert nearly half of the current Highway 65 traffic away from the townsite. The loss of this traffic will impact the types of businesses that are viable in the townsite's commercial areas.
- **Housing Stock/Demand-** The market for new home construction is currently depressed. While certainly affordable, Sheridan's housing stock is generally older and in need of updating.

Opportunities

- **Cultural Resources-** The community should encourage restoration of Sheridan's identified cultural resources. 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. The townsite's existing grid and alley layout is unique to Placer County and should be built upon.
- **New Sewer and Water Connections-** For the first time in two decades, there is new capacity for additional construction in the townsite. Where and how this new development takes place would be a focus of the Community Plan update. According to the Department of Facility Services, there will be capacity for 84 additional sewer and water connections by the end of 2013.
- **Riosa Road Work-** Riosa Road through Sheridan is an opportunity to upgrade the function and aesthetic of one of the community's major streets.
- **Bypass Road Realignments-** Construction of the new intersection at Riosa Road is an opportunity for new commercial or other development in the eastern portion of the

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Community Plan area if deemed appropriate. Commercial or light industrial uses would be most appropriate.

- **Community Plan Area Expansion-** As part of a Community Plan update, the Board of Supervisors may elect to expand the existing Plan area boundaries. There are a number of easements, habitat areas and Williamson Act lands that surround and are in close proximity to the current Plan boundaries that provide a logical edge to a slightly expanded Community Plan area.
- **Placer County Fairgrounds Relocation-** The County expects to study the potential relocation of the fairgrounds from its current City of Roseville location. It is anticipated that a number of potential sites (include a Sheridan location) could be considered if and when a study is prepared; however funding for such a study would be required. As part of the community plan update process, a potential land use alternative that identifies one or more fairground sites could be considered.
- **United Auburn Indian Community Residential Project-** The UAIC has proposed the development of 110 residential units and associated community facilities on a 1,100 acre site northwest of Sheridan at Karchner and Porter roads. Construction of the community is expected to benefit Sheridan. Community facilities include a school, day care, and recreational facilities. An on-site wastewater treatment facility is planned.
- **Business Expansion-** According to the Placer County Office of Economic Development, there are seven Sheridan businesses that have expressed interest in expanding their operations and/or hiring additional employees. According to Business License information there are 45 existing businesses, many of them home-based, in the Community Plan area.

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