

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 building blocks of a community. This chapter also establishes standards for parks and trails to ensure adequate recreational facilities are available in Sheridan.

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.



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

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.
- 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:



Figure 9.1.1: Recreational facilities at Sheridan School.

- 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.*

Private Recreation Facilities

Private recreation facilities such as golf courses, tennis clubs, health and fitness facilities, and hunting clubs also provide a community benefit. The County does not program or control private facilities, therefore these important recreation resources are not credited toward satisfaction of the General Plan acreage goals for public parks. However, since they do fill a recreation role, their availability of recreation is important to recognize.



Figure 9.2.2: Camp Far West Lake has recreational facilities available.

Camp Far West Lake was built in 1963. It is a 2,002-surface-acre lake with 29 miles of shoreline of rolling hills and many oak trees.

A recreational area along the north shore in Nevada County is open year-round, while the south shore area accessed off of McCourtney Road is open mid-May through September. Facilities include two launch ramps, two mini marts, and campsites with picnic tables, barbeques, recreational vehicle full hook-ups, and campsites.

Activities include swimming, fishing, boating, water skiing, jetskiing, and have many trails for biking, hiking, and horseback riding. There is a fee for day use and camping.

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	
<i>Use:</i>	<i>Usually includes play apparatus and turf areas. Area is considered a ‘pocket-park’ if no play apparatus is provided. May include community gathering spaces.</i>
<i>Service Area:</i>	<i>Local subdivision or civic area</i>
<i>Size:</i>	<i>1 to 2 acres</i>
<i>Location:</i>	<i>Spaced throughout the community to serve neighborhoods. Playground may be private and maintained by a Homeowners Association.</i>
Neighborhood Park	
<i>Use:</i>	<i>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.</i>
<i>Service Area:</i>	<i>1/3 mile radius</i>
<i>Size:</i>	<i>2 to 15 acres</i>
<i>Location:</i>	<i>Spaced throughout the community to serve neighborhoods. Can co-locate with elementary schools.</i>
Conservation Area/Nature Preserve	
<i>Use:</i>	<i>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.</i>
<i>Service Area:</i>	<i>Local area.</i>
<i>Size:</i>	<i>1 to 20+ acres</i>
<i>Location:</i>	<i>Determined by existing natural features.</i>

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.

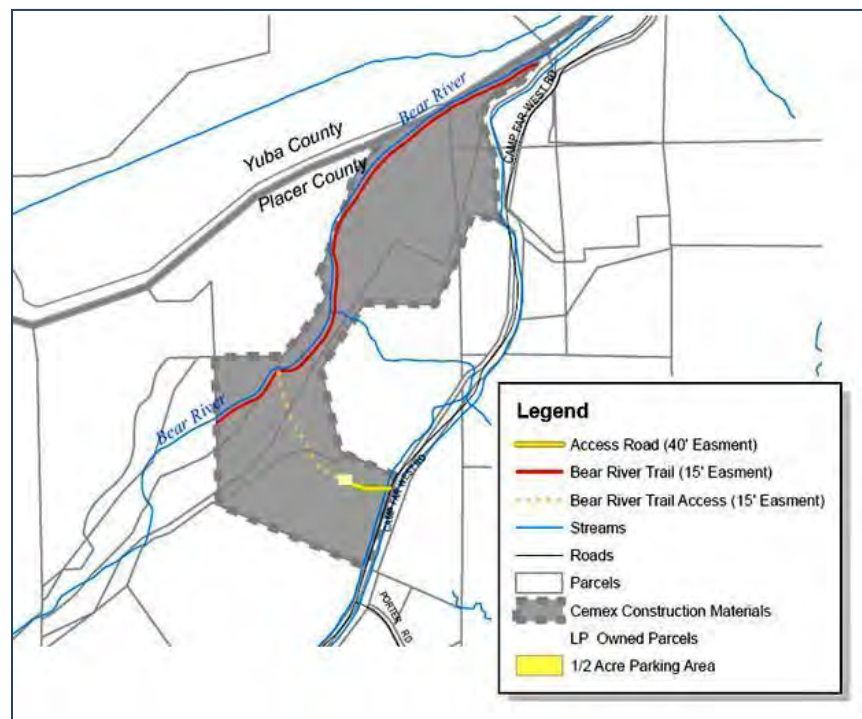


Figure 9.3.1: Long-term plan for public access at Cemex property.

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.



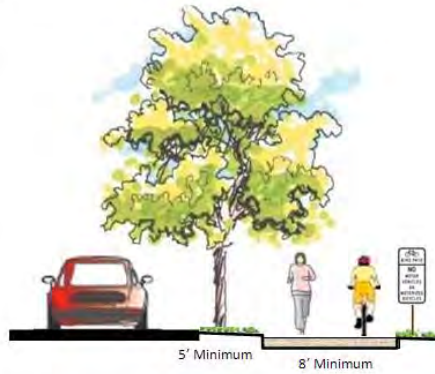
Figure 9.4.2: Multi-use trails accommodate pedestrian, cycle, and equestrian users.

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.

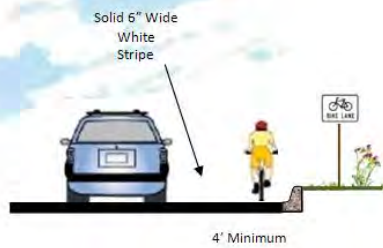
Trail Classifications

Typical bikeways and trails are schematically depicted below.

Class I Bike Path



Class II Bike Lane



Class III Bike Route



Multiple Use Trail

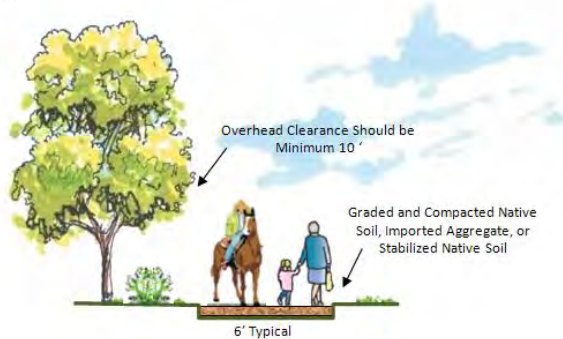


Figure : Bike and Trail Classifications.

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 : 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 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
McCourtney	Camp Far West Road	City of Lincoln	10.2 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	10 th Street	12 th Street	862'
F Street	Sheridan Lincoln Blvd.	10 th Street	1,275'
I Street Alley – School/Park	Camp Far West Road	10 th 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.

9.5 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 XIID 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.